

From: [Hill, Shannon](#)
To: [Hillary Gitelman](#); [Karl Heisler](#); [Linda S. Peters](#)
Cc: [Downtown West Project](#); [Keyon, David](#)
Subject: FW: Sharks Sports & Entertainment Comments Re Downtown West (Google) Draft EIR File GP19-009, PDC19-039, PD19-029; SCH #2019080493
Date: Tuesday, December 8, 2020 5:29:31 PM
Attachments: [Exhibit I Existing Parking Lost within One-Third 7 December 2020 \(10570515xA1026\).pdf](#)
[Exhibit J Articles on Parking Issues at BART Stations 7 December 2020 \(10570514xA1026\).pdf](#)
[Exhibit K Mountain View Voice Article Re Fewer Employees are Biking to Work 11.13.20 8 December 2020 \(10570544xA1026\).pdf](#)
Importance: High

Please refer to the attached comments on the DEIR from Silicon Valley Law Group on behalf of Sharks Sports & Entertainment LLC.

Thanks,

Shannon Hill, Planner
Planning, Building & Code Enforcement | Environmental Review Section
City of San José | 200 East Santa Clara Street
Shannon.Hill@sanjoseca.gov | (408) 535 – 7872

From: Jeffrey Lawson <jsl@svlg.com>
Sent: Tuesday, December 8, 2020 12:27 PM
To: Hill, Shannon <Shannon.Hill@sanjoseca.gov>
Cc: 'Jim Goddard (JGoddard@sapcenter.com)' <JGoddard@sapcenter.com>; 'Lucy Lofrumento' <lal@LMALLP.com>; Klein, Nanci <Nanci.Klein@sanjoseca.gov>; Day, Cameron <Cameron.Day@sanjoseca.gov>; Hughey, Rosalynn <Rosalynn.Hughey@sanjoseca.gov>
Subject: RE: Sharks Sports & Entertainment Comments Re Downtown West (Google) Draft EIR File GP19-009, PDC19-039, PD19-029; SCH #2019080493
Importance: High

[External Email]

Ms. Hill

Here is email #3, which is the last one.

Please let me know if it appears anything is missing.
Thx



Jeffrey S. Lawson
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From: Jeffrey Lawson
Sent: Tuesday, December 8, 2020 12:25 PM
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Subject: RE: Sharks Sports & Entertainment Comments Re Downtown West (Google) Draft EIR File GP19-009, PDC19-039, PD19-029; SCH #2019080493
Importance: High

Ms. Hill
Here is email #2.
Thx


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From: Jeffrey Lawson
Sent: Tuesday, December 8, 2020 12:23 PM
To: Hill, Shannon <Shannon.Hill@sanjoseca.gov>
Cc: 'Jim Goddard' (JGoddard@sapcenter.com) <JGoddard@sapcenter.com>; 'Lucy Lofrumento' <lal@LMALLP.com>; Nanci Klein (nanci.klein@sanjoseca.gov) <nanci.klein@sanjoseca.gov>; Day,

Cameron <Cameron.Day@sanjoseca.gov>; 'Hughey, Rosalynn' <Rosalynn.Hughey@sanjoseca.gov>

Subject: Sharks Sports & Entertainment Comments Re Downtown West (Google) Draft EIR File GP19-009, PDC19-039, PD19-029; SCH #2019080493

Importance: High

Dear Ms. Hill

Attached please find Sharks Sports & Entertainment LLC Comments Regarding Google's Downtown West Mixed-Use Plan Draft Environmental Impact Report File Nos.: GP19-009, PDC19-039, and PD19-029; SCH #2019080493.

This is email #1

There are several attachments so this will take 3 emails to submit. If you have any trouble receiving all of this material please contact me. Also, if you have any other questions or concerns please contact me.

Best



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	B	C	D	E	F	G	H
	ID	Existing	Ownership	Total Number of Striped Spaces	Number of Qualified Spaces	Ave. Number of Available Spaces at 6:30 p.m. on 9/27/17 and 10/5/17	Spaces Remaining
4							
5		Existing Facility		Existing	Existing	Existing	
6	1	150 S. Montgomery (Navlets)	Google	62	62	43	
7	2	34 S. Autumn (Wine and Roses)	Google	46	46	46	
8	3	510 W. San Fernando (Stephens Meat)	Google	135	135	66	
9	4	65 North Almaden		43	-	-	-
10	5	80 S. Montgomery (former Power Play Hockey)		14	-	-	-
11	6	Adobe 1 (Water Co. East)	Google	453	453	402	
12	7	Adobe 2 (Water Co. West)	Google	324	324	324	
13	8	Adobe 3 (Water Co. Management)	Google	115	115	115	
14	9	Adobe Garage-20%		220	220	162	162
15	10	Akatiff-484 Old W. Julian		55	55	52	
16	11	Almaden Financial Plaza - with Adobe construction, surface lot will be closed		1,153	539	539	384
17	12	Arena Parking (Santa Clara under 87)		257	257	216	216
18	13	Babe's Muffler (The Alameda)		12	12	12	12
19	14	Borschs	Google	14	14	14	
20	15	Cahill 1		180	180	93	
21	16	Cahill 2		162	162	90	
22	17	Cahill 3 (closest to Stephen's Meat)		90	90	44	
23	18	Cahill 4		149	149	92	
24	19	Comerica Garage		609	383	294	294
25	20	CSC Security (Water District)		70	70	48	
26	21	Milligan		138	138	138	138
27	22	NW San Fernando/Autumn (Palmero)		26	26	26	
28	23	Templo la Hermosa		14	14	14	
29	24	Julian/N. Almaden (YA Title)		51	51	15	15
30	25	Montgomery/San Fernando (Patty's)	Google	140	140	140	
31	26	San Fernando E. of 87	Street	6	6	1	
32	27	Autumn N. of Julian	Street	8	8	1	
33	28	Julian W. of Autumn	Street	10	10	-	
34	29	Old Julian E. of Autumn	Street	10	10	5	
35	30	Montgomery N. of Julian	Street	3	3	1	1
36	31	N. Almaden/curve under 87	Street	44	44	6	6
37	32	St. John E. or River St.	Street	4	4	-	-
38	33	Montgomery S. of Santa Clara	Street	79	79	48	48
39	34	Autumn S. of Santa Clara	Street	67	67	29	29
40	35	Park W. of 87	Street	34	34	28	28
41	36	Carlsyle W. of Notre Dame	Street	16	16	1	1
42	37	N. Almaden N. of Santa Clara	Street	18	18	2	2
43	38	Lot D	Google	228	228	228	228
44		Subtotal Existing		5,059	4,162	3,335	1,564
45							1,771
46							Spaces lost

SPACES LOST

Map 2 - Existing Parking within 1/3 Mile Available Spaces

9/19/2019



Exhibit I

Table of Parking Spaces Lost due to Development

ID	Existing	Ownership	Total Number of Striped Spaces	Number of Qualified Spaces	Ave. Number of Available Spaces at 6:30 p.m. on 9/27/17 and 10/5/17	Spaces Remaining
	150 S. Montgomery (Navlets)	Google	62	62	43	
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	65 North Almaden		43	-	-	-
	80 S Montgomery (former Power Play Hockey)		14	-	-	
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	Borsch's	Google	14	14	14	
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	Cahill 2		162	162	90	
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	Julian/N. Almaden (YA Title)		51	51	15	15
	Montgomery/San Fernando (Patty's)	Google	140	140	140	
	San Fernando E. of 87	Street	6	6	1	
	Autumn N. of Julian	Street	8	8	1	
	Julian W. of Autumn	Street	10	10	-	
	Old Julian E. of Autumn	Street	10	10	5	
	Montgomery N. of Julian	Street	3	3	1	1
	N. Almaden/curve under 87	Street	44	44	6	6
	St. John E. or River St.	Street	4	4	-	-
	Montgomery S. of Santa Clara	Street	79	79	48	48
	Autumn S. of Santa Clara	Street	67	67	29	29
	Park W. of 87	Street	34	34	28	28
	Carlysle W. of Notre Dame	Street	16	16	1	1
	N. Almaden N. of Santa Clara	Street	18	18	2	2
	Lot D	Google	228	228	228	228
	Subtotal Existing		5,059	4,162	3,335	1,564

BART parking — looking for that sweet (\$\$\$) spot

BART

Agency considers raising prices, aiming to free up spots in crowded lots

‘THERE IS A TIPPING POINT’

By Nico Savidge

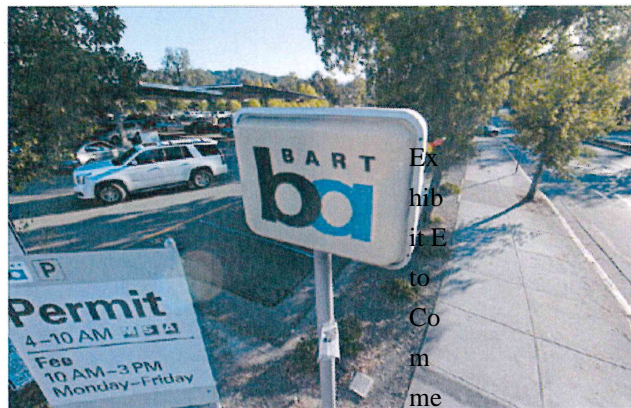
nsavidge@bayareanewsgroup.com

How much would you pay to park at your local BART station if you knew you could count on getting a spot?

Or, if you had the choice, how much would that spot have to cost before you'd give it up and walk, carpool or take a bus to the station instead?

Those are some of the questions that could determine how much patrons pay to park at BART in the future, as the transit agency that once surrounded its stations with vast lots of free spaces considers price hikes for a shrinking inventory of spots.

The \$3 fee BART charges for allday parking at many stations could double at some of the system's most popular lots and garages— or rise by even more— under ideas the agency's



A driver looks for an open space in the parking lot at the Lafayette BART station in 2018.

JOSE CARLOS FAJARDO — STAFF ARCHIVES

BART parking — looking for that sweet (\$\$\$) spot

BART

board will discuss at the annual retreat this week that serves as a preview of its priorities for the year.

Opponents, as well as many passengers who park and ride, resist the idea of paying more, warning it could lead more people to ditch BART and worsen the area's grinding rush-hour traffic.

“What other options are there?” said Albert Hahn, an accountant who drives to BART because bus service between the station and his home in Alamo is too slow.

Parking spaces are likely to become more scarce as BART swaps some stations' sprawling surface lots for new apartment buildings under a push to build 20,000 units of housing on the agency's property. BART officials stress that they consider each station's parking needs when deciding how many spaces to replace when a new development goes up, but many car-dependent commuters are wary.

“I would probably drive a little more,” said Lisa Winn, a meeting planner who lives in Danville and commutes to work by driving to the Walnut Creek BART station, then riding to work in Oakland. With free parking available at her job, Winn said, she might join the traffic on Highway 24 if BART’s lots were too pricey.

“There is a tipping point,” she said.

But supporters argue that BART parking suffers from a rare problem in today’s Bay Area: It’s too cheap.

By capping weekday parking fees for all but one lot at \$3, there is little incentive for riders not to drive if they have another option — parking at BART is barely more expensive, for instance, than a bus fare. The exception is the West Oakland station, which is one stop away from San Francisco and has parking fees that run \$10.50 per day.

The result is packed lots that fill up well before rush hour at some stations and waitlists tens of thousands of people long for the coveted monthly parking permits that guarantee a space.

Across the entire system, 29% of BART’s weekday riders drove or carpooled to their stop in 2015, according to the most recent data that is available. That share is higher in more car-dependent suburbs. More than half of those commuters drove or carpooled to the Dublin/Pleasanton and Orinda stations, where the lots typically fill well before 8 a.m.

“We clearly are not charging enough to have a big impact on demand,” said BART director Rebecca Saltzman, who said she wants to see a more “market- based” parking rate.

Charge more for spots, the thinking goes, and the people who have another way to get to BART would use it. That would in theory free up a space for some other rider who really needs it — say, a parent who lives far from the nearest station and has to drop off kids before catching the train and can’t show up before 8 a.m. to secure a spot.

At today’s board retreat, agency officials will lay out a couple of scenarios for raising parking rates, though the board won’t vote on any of them.

One option includes raising the cap on daily parking fees from \$3 to \$6. There could be similar price increases for single-day and monthly permits and a range of prices based on demand at each station. Drivers might pay \$6 to park at the Dublin/Pleasanton station, for instance, but perhaps \$2 at North Concord/ Martinez, which never fills up. BART estimates such an increase could bring in \$10 million to \$15 million in new revenue.

Or the agency could eliminate the cap entirely, replacing it with a system that allowed for increases every six months with no final limit on how high the price could go. BART forecasts an additional \$12 million to \$17 million annually from that model.

Board members also will consider ideas to lower parking rates when demand is lower, such as on Fridays or during holiday weeks, when lots are less likely to fill. There is no indication the system will start charging for parking during evenings or on weekends, when BART’s ridership is way down.

BART spokeswoman Alicia Trost stressed those ideas are not specific proposals but rather “examples to get the discussion going.” BART staff are now studying what impact higher parking costs could have on low-income riders, a first step toward potentially making those increases a reality.

And any price hike proposal is far from guaranteed — it would require approval from two-thirds of the BART board, which could be a high bar considering several directors come from suburbs where riders see few options but their cars for getting to stations.

“Every time you raise fares, every time you raise parking costs, it becomes less affordable,” said Director Debora Allen, who represents four central Contra Costa County stations. Allen added that she would oppose raising parking rates any more than overall cost-of-living increases.

“We could be charging more and opening up some spaces for people who don’t have another choice,” Saltzman said.

“Let’s talk about how we’re going to bring riders back — we are not going to do that by raising parking fees and reducing parking,” she said.

Another Walnut Creek rider, Linda Fisher, didn’t like the idea of pricier parking, noting that it comes as BART is also raising fares. But she may be an unwitting poster child for the concept.

The North Berkeley BART station parking lot is full on Tuesday.

ARIC CRABB — STAFF PHOTOGRAPHER

Fisher lives less than a mile from the station, saying she drives because it saves her time. She wouldn’t dream of driving to her banking-industry job in downtown San Francisco, with its traffic and astronomical parking costs.

“Even if they increased it \$1 a day, that would be too much” to justify parking at the station, Fisher said. So she’d likely walk to BART or work from home more — freeing up a space in the lot.

Still others at the station said they would keep driving to BART, even if it meant paying more.



<https://pleasantonweekly.com/news/print/2019/07/29/key-7-million-allocated-for-new-parking-garage-at-dublin-pleasanton-bart-station>

Uploaded: Mon, Jul 29, 2019, 2:50 pm

Key \$7 million allocated for new parking garage at Dublin-Pleasanton BART station

Construction expected to begin next spring, opening scheduled for mid-2021

by Elaine Yang

The effort to construct a new parking garage at the Dublin-Pleasanton BART station took another step forward last week as the Metropolitan Transportation Commission (MTC) announced the Tri-Valley project was among those to share in \$9.3 million in funding from bridge toll revenue.

Based on project cost estimates, the \$7 million allocated from Regional Measure 2 revenue to the Alameda County Transportation Commission (ACTC) represents the final piece of funding needed to build the new parking structure adjacent to the existing BART garage on the Dublin side of the station.

"This a great way to improve the quality of life for a lot of commuters who don't live within walking distance of a BART station or bus stop," Alameda County Supervisor Scott Haggerty, who is also MTC chair, said in a statement.

"Among the ways to reduce congestion on East Bay freeways is to make it more convenient for people to ride transit; and one of the best ways to improve convenience is to solve the chronic parking shortages at so many of our key transit stops," Haggerty said.

The proposed \$34 million, 537-space parking structure aims to provide a needed addition to the parking supply at Dublin-Pleasanton, where the existing BART garage with nearly 3,000 spaces is often filled early on the morning commute. Haggerty joined state and local leaders in devising the plan after BART declined to move forward with building its own second garage at the station.

The project, which held a [ceremonial groundbreaking last October](#), is expected to see onsite construction begin on the new garage next spring, with the opening scheduled for mid-2021.

The \$7 million commitment from MTC supplements \$20 million in state funds awarded to the Livermore-Amador Valley Transit Authority for the project through the Transit and Intercity Rail Capital Program, plus another \$7 million in vehicle registration fee money contributed by the ACTC.

The other \$2.3 million in funding awarded by MTC last week will go to completing a trio of commuter parking lots served by AC Transit's transbay buses through MTC's Bay Bridge Forward initiative. The three commuter parking lots now under construction in the East Bay -- two lots beneath Interstate 880 at High Street and Fruitvale Avenue in Oakland and a third lot adjacent to Interstate 80 at Buchanan Street in Albany -- are scheduled to open by the end of this year.

Regional Measure 2 was approved by Bay Area voters in 2004 and raised tolls by \$1 on each of the region's seven state-owned toll bridges to finance highway and transit improvements in the bridge corridors and along their approaches, as well as to provide operating support for transit services in the bridge corridors.

BART Eyes \$16M Parking Lot At New Antioch Station To Meet High Demand

October 26, 2018 at 2:51 pm

ANTIOCH (CBS SF) – So many riders are driving to Antioch's new BART station that the station's parking lots cannot meet the demand.

BART officials said the station has been a tremendous success and noted that daily ridership has far exceeded their original forecasts.

On Friday, BART officials announced that they have identified full funding for a proposed \$16.4 million parking lot that will be able to accommodate more than 800 new parking spaces, nearly doubling the parking capacity at the station. The new BART station, which opened in May, has extended BART's yellow line further east from the Pittsburg/Bay Point station. Prior to opening, the station's daily ridership was expected to be 2,270, but it is currently at 3,050 daily riders, according to BART officials.

The proposed lot is on a piece of BART land located just east of the existing parking lots.

BART director Joel Keller, who represents East Contra Costa County said in a statement Friday, "We've made it a priority to ensure that every rider has access to the new service which takes drivers off the congested Highway 4 corridor." Funding sources for the proposed parking lot project include BART, Contra Costa Transportation Authority, the Metropolitan Transportation Commission, and the East Contra Costa Regional Fee and Financing Authority.

BART officials said they plan to bring the project to the BART Board of Directors in late 2018 and that if everything goes as planned, the new parking lot could be open in the fall of 2020.

Until then, riders can also consider utilizing the new BART station's shared use bicycle lockers, which cost 5 cents or less per hour, compared to the daily fee for car parking, which is \$3.

BART extension to Antioch so popular there's no room at the station to park

Phil Matier July 29, 2018 Updated: July 29, 2018 6 a.m.



A new diesel-powered train sits at the Antioch Station during a test run of a new BART extension that runs from the Pittsburg-Bay Point station to Hillcrest Avenue in Antioch, Calif., on Wednesday, May 23, 2018. The new people moving line runs down the middle of Highway 4 for that length

Photo: Carlos Avila Gonzalez / The Chronicle

BART's new East Bay extension to Antioch is already rocketing off the charts.

Opened in late May at a cost of \$525 million, the 10-mile link from Pittsburg to Antioch is averaging 3,800 weekday riders — well above the 2,800 BART initially estimated.

“And there likely would be even more riders, but there’s no room in the parking lot,” said BART Board Director **Joel Keller**, whose east Contra Costa County district includes the new station.

The 1,006-slot parking lot, which already is being restriped to allow for more than three dozen extra vehicles, is usually filled by 5:55 a.m.

BART “underestimated the parking,” said Antioch Mayor **Sean Wright**. As a result, riders are parking all day on neighborhood streets.

Now the transit agency is moving to add 700 parking spaces on seven acres it owns adjacent to the station. But if that doesn’t do the trick, it could reopen the long-standing debate among BART directors over whether building more parking is the best way to promote the use of public transit.

NEWS

BART's New Antioch Station Is Very Popular -- and Doesn't Have Enough Parking

By [Dan Brekke](#)

Published on June 1, 2018



Cars parked on a roadside just outside Antioch's new BART station. **(East County Today)**

By all accounts, people in eastern Contra Costa County love the brand-new eBART line from Pittsburg-Bay Point to Antioch. In its first week of operation, the service has far exceeded its projected ridership.

But here's something they don't like: The 1,012-space parking lot at the new Antioch station has been filling up in a hurry every weekday. That has led late-comers to try parking just about any old where so they can catch the new train.

This week, "any old where" has included nearby bicycle lanes and roadsides with tall, dry -- and potentially very combustible -- grass.

BART held a meeting Friday to discuss short- and long-term steps it can take to provide more space for commuters and how to deal with illegal and potentially dangerous parking.

BART spokeswoman Alicia Trost said that among the questions raised at the meeting are whether it's possible to find under-used parking nearby. Among others who have floated that idea is a local resident who posted a video suggesting using a partially empty shopping mall parking lot.

Trost said BART is also evaluating whether it could build additional parking on unused portions of its Antioch property. Among the factors the agency would need to address is how much parking could be provided, how quickly and at what cost.

In the short term, though, BART is going to do what it can to shut down outlaw parking around the Antioch property.

"We are going to be blocking off the illegal spaces people were discovering this week," Trost said. She added that many of the impromptu roadside parking areas pose a high fire danger.

"People were parking on top of tall, dry grass," she said. "Hot engines can spark a fire, so that is an extreme danger."

Many drivers chose to leave their vehicles in bike lanes around the stations, prompting Antioch police to write dozens of parking citations this week.

Trost said that by putting those areas out of bounds, commuters will be prompted to drive to either the new Pittsburg Center station or the Pittsburg-Bay Point station. She said the Pittsburg Center parking lot, which has 245 stalls, did not fill up during eBART's first week. And she said that Pittsburg-Bay Point had spaces open until after 10 each morning, a situation she called "completely unheard of."

"A lot of people who were driving to Pittsburg-Bay Point are going to Antioch," Trost said. "So the idea is it will smooth out. People are going to figure out if they just cannot get to Antioch early enough" they can try the other stations.

Of the 1,000-plus parking stalls, 225 are set aside for monthly and daily passholders and for those using the Scoop carpool app. There are very long waiting lists to get reserved parking at the station, but Trost says the Scoop option has been very lightly used so far.

So far, the parking woes have not put a dent in eBART ridership. The service was projected to record about 5,600 trips a day -- the total of entries and exits at the Pittsburg Center and Antioch stations. The total trips for eBART for the first three workdays this week ranged as high as 7,441, or 33 percent over the initial projection.

Trost said that the strong first-week ridership on the new line has been matched by a decline at Pittsburg-Bay Point, the old end of the system's Yellow Line.

BART Pauses Planning for Dublin Parking Garage

Posted: Thursday, February 16, 2017 12:00 am

The BART Board of Directors voted to delay a decision on a proposed parking garage at the East Dublin Station. If it were to move forward, the garage would provide an additional 540 parking spaces adjacent to the current parking garage.

The vote was unanimous. Staff has 90 days to return with a report.

Directors decided they wanted to look at other options, such as finding nearby surface lots.

There were also questions about whether or not funding was in place to pay for the garage estimated to cost \$37.1 million. Of that total, \$8.6 million would be needed to pay to design the structure. Directors suggested that before spending the design money, they would like more information on where the \$28.5 million to build the garage would come from.

The proposed six-story garage would replace a current surface parking lot of 118 spots, netting 540 more spaces.

John McPartland, who represents the Tri-Valley on the board, stated, "I really want to build this thing today. Arguments to look at other options are reasonable. I don't think surface parking is there."

He stated, that if the motion to delay the process passes, that doesn't mean the parking structure is dead; it's on pause for 90 days.

Director Nick Josefowitz, who made the motion to pause the process, suggested that more work needs to be done. He said that the agency should reach out to nearby neighbors, such as Oracle, who have parking available, to see if BART could lease some of the available spaces. He said he visited the area during a weekday and found over 1000 spaces that were not occupied.

He and other directors also wanted to look at multi-modal access for cars, buses, and bikes, not just cars. Josefowitz said, "There are real access needs in the Tri-Valley that we are not meeting. We need to strive to do so."

Director Joel Keller said that if BART could achieve the parking goals using less taxpayer money, it has an obligation to do so. Among the options would be surface parking away from the station with a shuttle to take passengers to the station.

Funding for the design portion is expected to come from the Metropolitan Transportation Commission and the Alameda County Transportation Commission.

BART General Manager Grace Crunican said it was her understanding that the MTC and ACTC would put in a “substantial amount” of money toward the project, but also want to make sure BART is contributing.

During the public hearing, Dublin Councilmember Don Biddle stated there is an immediate demand for parking in Dublin. He noted that statistics show a wait list for parking permits of 3,000 for the eastside station and 3700 for the station on the westside of the city. "If people don't arrive at the stations by 7:30 or 8 a.m. they are out of luck."

Cindy Chin from Assemblywoman Catharine Baker's office read a letter from Baker supporting the project. It echoed comments made by Biddle and others in support of the garage. The letter concluded, "The need is not going away."

BART TO LIVERMORE

The BART board also received an update on the BART extension to Livermore. It was noted that completion of the I-580 express lanes had eliminated the median.

There is \$533 million in funding committed to the Livermore extension. While it would be cheaper to build in the median, there is no median. It will be necessary to widen the freeway 40 to 45 feet to make room for the extension.

It is anticipated that the draft EIR would be released in this spring and a project adopted in late 2017. If the board were to choose a capital intensive project, a federal environmental impact statement would be required. The final impact statement would be expected in 2020. Construction could be completed in 2026.

Capital intensive options include regular BART, a diesel multiple unit or electric multiple unit (similar to eBART), or enhanced bus service. The enhanced bus service would include direct access to the trains, necessitating construction of new infrastructure.

In looking at ridership, the board was told that extending to Isabel means that those from the Central Valley would park there, rather than at Dublin. This would provide slots in Dublin and Pleasanton for those who have been unable to park there.

http://www.independentnews.com/news/bart-pauses-planning-for-dublin-parking-garage/article_2a4c396c-f3c6-11e6-b3b1-bf671dbbe3ef.html

Pleasanton Working with BART, Stoneridge on Parking Possibilities

Posted: Wednesday, July 1, 2015 12:00 am

By Ron McNicoll, the Independent

BART and the owner of Stoneridge Mall have been talking separately to Pleasanton staff about the problem that some morning commuters find in trying to find a parking place on the Pleasanton side of the West Dublin/Pleasanton BART station.

BART passengers had been using the Stoneridge Mall lot across from BART when they could not find a parking place in the BART parking structure on Stoneridge Mall Road, the ring road around the mall.

However, in May, commuters found posts and chains blocking the way into all of the driveway lanes going into mall parking. The chains were hooked up every night after store hours; then removed after 9:30 a.m. the next day. More parking becomes available in the BART structure after 10 a.m.

Pleasanton residents communicated with vice-mayor Karla Brown, who forwarded their e-mails to the BART board.

The short-term result was removal of the chain barriers in much of the mall's huge lot.

The city used its leverage. Most of the mall had not gone through design review with the city for the chain modifications. "We told them to cease and desist," said City Manager Nelson Fialho.

Although the chains are gone from much of the mall parking lot, it is still private property. Motorists should be aware that mall security can order cars towed, although they cannot issue citations. BART also cannot issue citations there, since it is private property.

The anchor tenants control the parking next to their stores. The city allowed Nordstrom to continue to chain off the area next to its store, but a long-term solution clearly is needed, said Fialho. The Nordstrom lot is the closest one to the BART station.

The solution will require funding and investment, whoever solves it, added Fialho.

There is some vacant land east of the BART parking structure. It is owned by BART, and was zoned for housing at 15 units per acre. The housing was never built.

BART has given a 99-year lease on the land to Workday, which will use the land for a private parking garage. Fialho said that Workday has been cooperative in taking part in discussions with the city about its leased land.

The only apparent solution that could be controlled by BART would be to add two more floors to its existing structure to match the height of the garage on the Dublin side of the station, said Fialho.

Also, there may be a win/win solution with the mall if BART could explore permit parking in the mall lot for BART riders. BART could pay for it, or administer it, said Fialho.

Fialho said another possible tool is the park-and-ride lot at Stoneridge and Johnson drives in Pleasanton. It is across the street from the DSRSD waste-water treatment plant. The lot is used now by carpoolers who travel the freeways, but there is potential that Wheels might be able to run a shuttle to BART from there.

Brown is a member of the LAVTA board , which operates Wheels. She said that a study of routes is underway. The idea would be a good subject to add to the study.

Fialho said that in talking to other cities at the end of BART lines, he found that lack of parking is a common problem. Livermore could learn something for its BART extension from the current Pleasanton problem, declared Fialho.

"They need to be mindful of mistakes of the past. Parking needs to be adequate not only for Livermore, but also for the commute shed for the area. Right now East Dublin/Pleasanton is launch point for riders from Modesto and Tracy. The two stations (including West Dublin/Pleasanton) can easily be overrun with demand."

Talks will continue, with the city as a broker with BART, Workday and the mall, said Fialho.

http://www.independentnews.com/news/pleasanton-working-with-bart-stoneridge-on-parking-possibilities/article_338670e6-202e-11e5-922a-bbcad4a32df7.html

Barriers Stop BART Overflow Parkers From Using Stoneridge Lot

Posted: Thursday, April 16, 2015 12:00 am

Stoneridge Mall has begun chaining off its parking lot each night after business hours, and opening it up again after 9:30 a.m. the next day in an effort to better control parking spaces for its customers and employees.

The mall lot is located close to the Pleasanton side of the West Dublin/Pleasanton BART station. Commuters have been using the Stoneridge lot when parking fills up in the BART parking ramp before 10 a.m. Spaces tend to be available after 10 a.m. in the BART structure.

Mall manager Mike Short said in a prepared statement to The Independent that convenient parking is "an amenity we want to preserve for those who are actively doing business at the center. A controlled parking program ensures the best spaces are available for Stoneridge shoppers and employees anytime of the day, any day of the week."

Short said, "There are signs posted indicating Stoneridge Shopping Center is private property. These signs have always been there."

A Pleasanton resident told The Independent that when her daughter, who goes to law school in San Francisco, showed up at BART on the morning of April 6, she found chains across the Stoneridge parking entrances. She drove on to San Francisco, and paid a high parking fee there. Subsequently, the daughter has been getting rides to BART from her mother.

The mother contacted Pleasanton Vice-mayor Karla Brown, who passed the mother's e-mail on to BART, and sent one of her own. Brown said that she, too, has been unable to find parking in the BART lots, and "had to resort to driving to San Francisco in my car."

"I know many other drivers that have been stuck in the same position, and used their car instead of the preferred BART transportation," said Brown.

BART district secretary Kenneth Duron replied to Brown that he will share the e-mails with the board, and ask the BART Office of External Affairs and the Customer Access Department to investigate and respond.

The Independent talked to BART spokesperson Jim Allison on April 10. He said that he was not aware of the situation, but would look into it.

Allison said that BART averages 400,000 riders daily. Parking spaces are provided for fewer than 10 percent of that number.

"It's a natural tension. People want to drive to the station. Could we build a space for all, or encourage ride-sharing, cycling, buses, by limiting the amount of parking. It's a debate that goes on at the nine-member BART board, which has members from downtown San Francisco and the suburbs," said Allison.

BART tracks parking usage every six months, and reevaluates it at every station. BART looks at permit spots, and daily fees. There is a \$3 cap at all stations, except West Oakland, where it is \$7.

At the West Dublin station, there are 722 parking spaces inside the Dublin structure, and 468 on the Pleasanton side. The structures are split between daily users and monthly permit holders. It's possible to buy a permit for a specific day for \$6 on-line, said Allison. He said that "guarantees" a parking spot in the rush time up to 10 a.m.

If vehicles are illegally parked in the permit area, BART checks regularly for violators, said Allison.

Comment:

BART Parking

Ann Reichert, Livermore | Posted: Thursday, April 30, 2015 12:00 am

I loved your article about the Stoneridge Mall preventing BART riders from using its parking lot. You can't blame the Mall. It was surprising that it took this long for the barricades to go up.

The situation is entirely BART's fault. You can't have 400,000 riders and only provide parking for less than 10% of those riders and think everything is okay. Jim Allison gives the standard BART answer that he wasn't aware of the problems. Wouldn't that be his job to be aware? BART is never aware of the problems. I guess BART thinks that if you ignore problems they will somehow go away.

http://www.independentnews.com/news/barriers-stop-bart-overflow-parkers-from-using-stoneridge-lot/article_5c4602ba-e42b-11e4-a776-938a45e20df2.html

BART parking spaces filling up quickly

By Kelli Phillips | Bay Area News Group

PUBLISHED: March 25, 2008 at 9:17 am | UPDATED: August 17, 2016 at 4:01 am



A sign is posted at the Pittsburg – Bay Point BART station for additional parking at the North Concord / Martinez BART station on Wednesday, February 27, 2008, in Pittsburg, Calif. BART riders have a hard time finding parking at the stations closest to their homes and find themselves driving to other stations. (Bob Larson/Contra Costa Times)

Jessica Morgan wants to take her mind and her car off the road, but she can't find parking.

The Walnut Creek resident enjoys riding BART to work in San Francisco, but finding an empty space at nearby stations has become increasingly difficult.

"Lately, there are times when I've just given up and got on the freeway," Morgan said. "Once I drove from Walnut Creek to Lafayette and then Orinda, and there wasn't a single parking space."

On weekdays, more than half of BART's 46,392 parking spaces are filled by 8 a.m., and it jumps to at least 73 percent by 8:45 a.m., according to BART parking data analyzed by MediaNews.

Parking is an issue at several stations, and while a few lot expansions are in the works, BART says just building more parking lots and garages is a costly and impractical solution.

With 441 spaces, the West Oakland station is the first to fill on weekdays at 6 a.m., while Concord (2,367 spaces) and San Bruno (1,083 spaces) are the last to reach capacity at 8:45 a.m.

Pleasant Hill, which has the most parking at 3,011 spaces, is full by 8:30 a.m.

The West Dublin station, slated to open in 2009, will add another 1,200 parking spaces along the Dublin-Pleasanton line, and the Richmond, Ashby, Pittsburg-Bay Point and West Oakland stations are negotiating for additional parking over the next several years.

But the cost is significant.

The 1,200-space garage scheduled to open this spring at the Dublin-Pleasanton station carries a \$42 million price tag — or \$28,000 per parking space, BART spokesman Linton Johnson said.

“Having more parking in general will encourage people to live further out, which means they have to drive further back in,” Johnson said.

“It’s really environmental, cost and land planning. It’s not just BART, but there are state-mandated goals to reduce greenhouse gases, and you do that by getting people out of their vehicles,” he said.

Transit-oriented development, such as the transit village in Fruitvale or proposed sites in Pleasant Hill and Walnut Creek, are putting the land around BART stations to better use, Johnson said.

“There are people who say they don’t want to live in a transit village, but there are people who would,” he said. “That frees up a parking spot for those in the suburbs because (transit village residents) don’t have to drive to the station.”

Marci McKillian of Pinole takes public transportation to hiking-club activities around the Bay Area. During a recent trip to the El Cerrito del Norte station, McKillian found parking in a nearby neighborhood.

“I parked 4 1/2 blocks away because all the closer streets were either full or four-hour parking,” she wrote via e-mail. “It was no problem to walk down to the station, but after hiking for almost five miles, another 4 1/2 blocks up El Cerrito hills was a bit much for an 83-year-old.”

The Walnut Creek station’s 2,089 spaces and Lafayette’s

1,509 are taken by 8 a.m., and the 1,406-space lot in Orinda reaches capacity 30 minutes later.

Lots are filling faster each morning, but it's not deterring patrons. The transit agency saw a ridership increase of 23,000 between this February and last.

"Our parking hasn't increased that much, but we're seeing lots and lots of new riders," Johnson said. "The cost and convenience of commuting drives our ridership, and gas prices are one of the most volatile factors."

With a gallon of unleaded going for \$3.50 or higher, more people are turning to BART instead of turning the ignition.

BART's average weekday ridership is about 360,000 people, up from 301,000 three years ago. "Even with this monstrous ridership increase, people are finding other ways to get to BART," Johnson said.

The transit agency is also encouraging those who can to carpool, walk or bike to nearby stations. BART is installing more than 2,000 electronic bike lockers systemwide, and it's working with County Connection and AC Transit to better inform riders of the "Bus to BART" option.

"There are only a couple of routes that don't hit a BART station," said County Connection spokeswoman Mary Burdick.

The bus agency is working to produce schedules that are more user-friendly to BART riders.

"There's a perception that our schedules don't mesh," Burdick said. "We're not going to meet every train, but to make (the schedule) more understandable, we've added the train (times) our buses are scheduled to meet."

AC Transit has 14 park-and-ride lots where BART riders can catch a bus to stations in Castro Valley, Fremont, Oakland and Richmond. "Part of our plan is to provide an available service for riders to get to BART," AC Transit spokesman Clarence Johnson said.

Linton Johnson said BART is trying to devise "all kinds of ways to help those who don't have to take their car to BART," but the agency realizes it's crazy to expect people to just "ditch their cars."

Some motorists, such as Jonathon Peacock, have found ways around the parking issue, at least for now.

The Pittsburg resident lives 10 minutes from the Pittsburg-Bay Point station, but he doesn't bother looking for a space because the lot is full by 7:40 a.m. "I don't leave until about 9 a.m., and parking is long gone by the time I'm looking," he said.

Instead, Peacock, who takes BART to the Montgomery station in San Francisco, slugs through Highway 4 traffic to the North Concord-Martinez station.

The detour adds 15 minutes to his commute, but it guarantees him an empty spot. But, even there, the number of available spaces is shrinking, he says.

“It’s getting bad lately,” Peacock said. “The lower lot is in three pieces. I was finding a space in the middle of the second portion, but now I find myself parking three-fourths of the way down the third portion. I’m going to have to start leaving earlier.”

For those who have to drive, BART does offer a limited number of “single-day parking permits” at 11 stations and “monthly parking permits” at those stations and 21 others.

Monthly permits range from \$30 to \$115.50 per month, while single-day permits go for \$3 to \$6.

On Thursday, monthly permits were sold out at 22 of the 32 stations, including all seven in Contra Costa County, and single-day permits for the Walnut Creek station were sold out through April 2.

These permits guarantee the user a parking space at a specific location before 10 a.m. Monday through Friday.

Some motorists become so frustrated with parking that they risk a ticket by parking illegally. BART’s Board of Supervisors voted March 13 to raise fines for permit violations from \$25 to \$40.

“A \$25 fine is a bargain. It’s cheaper than paying the bridge toll and trying to park in downtown San Francisco,” Linton Johnson said. “We’re hoping the higher fines will eliminate some parking poachers.”

Reach Kelli Phillips at 925-945-4745 or kphillips@bayareanewsgroup.com.

<http://www.eastbaytimes.com/2008/03/25/bart-parking-spaces-filling-up-quickly/>

If You Can't Park, You Can't Ride / For a BART commuter in the suburbs, every workday morning begins with a race to claim one of the precious spots in the transit system's inadequate parking lots

By Michael Cabanatuan, San Francisco Chronicle

Published 4:00 am, Sunday, January 28, 2001

It's 7:45 a.m. -- witching hour at the BART parking lot in Orinda -- but Lark Hilliard is stuck a mile away in molasses-slow traffic on Moraga Way while the last available spaces are vanishing.

Hilliard, chief financial officer for a San Francisco architectural firm, tries to arrive early enough to find a spot in the BART lot but life sometimes gets in the way. On this rainy morning, for instance, trouble with her daughter's carpool forced Hilliard to shuttle the freshman through stop-and-go traffic to Miramonte High School before fighting her way back to BART.

By the time she arrives just after 8 a.m., there's little hope but Hilliard quickly circles the lot anyway before deciding to try her second option, a city park-and-ride lot a half-mile away across Highway 24 and up a hill. She arrives as the last spaces fill. Finally, around the corner, she finds a space on a steep side street just beyond signs limiting parkers to four hours. From there, it's a brisk 10-minute walk to the BART station.

"If I can't find a space, I end up driving," she said. "And I hate driving to San Francisco."

BART's parking shortage is fast becoming the transit agency's most pressing problem. At all but three of the 29 stations that offer parking, the spaces are gone by 8 a.m. To make matters worse, many communities with BART stations have imposed commuter-hostile parking limits on streets anywhere within walking distance.

With demand for parking growing along with ridership, but money to build lots and garages scarce, BART is slowly moving toward a future in which it will charge for parking for the first time in its 28-year history. Not all parking, perhaps, but some.

A recent survey shows that BART is putting a lot of would-be passengers on the highway because they can't find parking at its stations, and is likely to lose even more if it doesn't deal with the problem.

BART surveyed 602 customers who have ridden BART regularly and parked at the stations since 1998. It found that 17 percent of those riders stay in their cars and drive to their destinations

when BART lots are full. The rest park on neighborhood streets, get rides to BART, try to find spaces at other stations or figure out another way to get to the station. And if the parking shortage worsens, 27 percent said they would stop riding BART.

While BART is poised to begin small-scale experiments with paid reserved parking, satellite lots and commuter shuttles, it has no plans, no intent and no money to do what many commuters want: build big new lots or parking garages at every BART station whose lots fill early each morning.

BART's parking shortage is nearly universal. Most of the 41,666 spaces at the 29 stations with parking fill early each weekday. By 8 a.m., just three stations -- North Concord/Martinez, Richmond and Coliseum -- have empty spaces, according to a recent BART study.

BART stations have small reserves of parking spots they save for "midday" parkers that open at 10 a.m. But desperate commuters who could not find parking spots earlier in the morning often begin circling the lots or lining up outside well before the hour.

Several obstacles -- political, financial and philosophical -- stand in the way of more parking at BART.

Building parking is a pricey proposition, with a surface lot costing about \$10,000 a space and a parking garage about \$20,000 a space. Maintenance and security costs add up to about \$1 a space per year, BART officials estimate.

With government funds for parking lots scarce and BART's board of directors averse to charging for parking, that leaves BART the option of raising fares or coming up with creative solutions, such as joint ventures with private developers.

While BART directors aren't ready to start charging for every space at BART, they are moving toward levying parking fees at new lots or stations but not charging for existing parking, which has always been free.

Sometime next year, BART will test the waters with a reserved parking program at a handful of stations. In return for paying a monthly or weekly fee, a BART user will be guaranteed a parking space close to the station.

In another program, BART and the Contra Costa cities of Orinda and Moraga are considering a shuttle bus service that would pick up patrons at church and park-and-ride lots and take them to and from the Orinda station.

BART is also preparing to see if it can interest developers in either building or leasing new parking garages on BART property -- and charging whatever they want.

Travelers bound for San Francisco International Airport on BART once the extension opens in a little more than a year may also be charged to leave their cars behind. BART officials, fearing fliers could tie up valuable parking spaces for days while they travel, are leaning toward opening

some long-term lots that would charge a fee. The matter of parking charges at airport extension stations has not been determined.

BART Director Dan Richard said the board seems to be headed toward a future in which it will build more parking but charge for it -- along with special parking services including reserved, long-term, perhaps even valet parking -- while existing lots and garages would remain free.

"The new parking is going to have to be provided on a different basis," Richard said.

But that's not enough for some BART directors like Roy Nakadegawa, who argues that people who don't drive to BART are paying higher fares and subsidizing the parking places for those who do. Nakadegawa would like to charge everyone who parks at BART and use the money to maintain parking -- and subsidize better transit to stations.

"The fact is, people will start paying when there is a demand," Nakadegawa said. "Why don't we take the big leap forward and just put in paid parking without putting in any additional parking?"

But Richard, voicing an opinion held by a majority of BART directors, believes it would be a mistake to start charging for parking that has always been free. "I think we'd have a revolt on our hands if we tried to take away something we have already given people," he said.

Joel Keller, a director who represents eastern Contra Costa County, contends commuters from the end-of-the-line Pittsburg/Bay Point station already pay excessive fares and can't afford an added parking charge.

"(Eastern Contra Costa) BART riders pay more for their trip than any other riders in the Bay Area," said Keller. "Any increased cost would be unfair." But Hilliard, whose last-resort parking spot was a couple of weeks later posted with a two-hour limit, says she would gladly pay for a place to leave her car.

"I wouldn't mind paying if I knew I would have a space," she said. "In fact, I'd pay almost anything."

<http://www.sfgate.com/bavarea/article/If-You-Can-t-Park-You-Can-t-Ride-For-a-BART-2958316.php>

Despite ambitious traffic goals, fewer employees are biking to work in Mountain View

by [Kevin Forestieri](#) / Mountain View Voice

Uploaded: Fri, Nov 13, 2020, 1:55 pm



Google's main campus in North Bayshore. Photo by Michelle Le.

Mountain View's vision for North Bayshore is banking on a car-lite future for the city's bustling jobs center, home to massive tech offices for Google, Microsoft and Intuit. But when it comes to getting commuters to bike to work, the city is missing the mark and losing ground.

Getting tech workers out of cars has been a critical strategy in building out the city's [urban vision](#) for the mostly low-density office park, and the bar is set high. The goal is to get the number of solo drivers down to 45% of the total commuters into North Bayshore, and hit a lofty goal of 10% commuters heading in by bike.

Failing to meet those goals threatens to jam roadways into and out of the area, some of which were arguably over capacity prior to the coronavirus pandemic and temporary telecommuting policies.

Starting in 2015, the city saw a surge in bike commuting into North Bayshore that reached about 6% of the total trips into North Bayshore, which amounts to about 1,500 employees, according to data collected by the city. That number remained steady through spring 2017, at which point it precipitously dropped to only 3% -- or about 750 employees -- and never

bounced back. Meanwhile, the number of solo drivers heading into North Bayshore hasn't budged, making up about 57% of the trips into the area in the spring this year.

When asked by the City Council about the puzzling change, particularly as the city prioritizes bike and pedestrian infrastructure, city staff could only speculate. It could have to do with busy construction activities in North Bayshore discouraging bike use, or it could be caused by differing methodologies used to count commuters.

Representatives from Google, North Bayshore's largest employer, did not respond to requests for comment.

Reaching 10% of commutes by bike may not be feasible, at least not yet. The future plans for North Bayshore include robust bike infrastructure that criss-crosses all of the major roads in the area intended to make it easy and safe to get to work. Many of the proposals in the North Bayshore Precise Plan call for dedicated bike lanes, including "cycle tracks" completely separate from the road and the sidewalk. The city is also planning to build a [new bridge](#) over Highway 101 for bicycles and pedestrians to commute between North Bayshore and the rest of the city.

A 2015 study by the city found that bike commuters prefer to use Stevens Creek Trail to get to work, followed by Middlefield Road, California Street and Shoreline Boulevard. The most loathed streets, considered the least bike friendly, including El Camino Real, Castro Street and San Antonio Road. At the time, 6.5% of the Mountain View's residents biked to work, significantly higher than the average across Santa Clara County but falling short of Palo Alto at 9.1%.

At a community meeting last month, residents overwhelmingly told city staff that they would like to see Mountain View prioritize bike infrastructure as a top priority, even over transit services, and ensure bike and pedestrian routes are both safe and convenient.

City officials closely watch commute patterns into North Bayshore as part of its "trip cap" policy for the area, which monitors traffic flows and whether they exceed the maximum roadway capacity into and out of the jobs center. Though the traffic lull during COVID-19 has given commuters a reprieve from the gridlock, data from earlier this year shows some city roads are already at or exceeding their "practical capacity." Shoreline Boulevard in the morning had 3,170 commute trips in the morning -- a touch over the 3,110 target set by the city -- while Rengstorff Avenue was clogged and overcapacity during the evening commute.

Looming over transportation decisions for North Bayshore is what, if anything, will happen to the area's commute patterns following COVID-19. During the approval of Google's [Landings office project](#), Mountain View council members that met with company officials suggested that the tech company may shift gears, drop some of its office proposals and embrace telecommuting on a permanent basis. Google is currently reevaluating its need for additional offices, council members said at the time, and may not move forward with building the Landings project.

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by [Kevin Forestieri](#) / Mountain View Voice

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