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Subject: Downtown West TDM Plan and Neighborhood Traffic and Parking Monitoring Plans
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[image002.png](#)
[image003.png](#)
[image004.png](#)
[20210416_DTW_TDMPlan.pdf](#)
[20210416_DTW_Parking and Neighborhood Traffic Monitoring Plans.pdf](#)

Hi Manjit and Florin,

Attached please find the final TDM Plan and Neighborhood Traffic and Parking Monitoring Plan for the Downtown West Mixed-Use Project.

Please confirm receipt and let me know if you have any questions.



Franziska Church, AICP

Principal

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Downtown West Mixed-Use Plan

T D M P L A N



Prepared for **City of San José**
Prepared by **Fehr & Peers**

APRIL 2021

Downtown West Mixed-Use Plan: TDM Plan San Jose, CA

Prepared for:
City of San Jose

April 2021

SJ19-1951

FEHR  PEERS

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Introduction

This transportation demand management (TDM) plan was prepared for the proposed Downtown West Mixed-Use Rezoning and Development Plan (the “Project”) in the western half of downtown San José. In November 2020 the Project’s Draft Environmental Impact Report (EIR) was prepared consistent with California Environmental Quality Act (CEQA) guidelines. As part of the EIR’s air quality impacts and to reduce project-generated vehicle traffic, the project is required to implement mitigation measure AQ-2h. Mitigation measure AQ-2h requires that the Project develop and submit a transportation demand management (TDM) plan for review and approval by City staff prior to issuance of Project entitlement. This TDM plan outlined below was prepared to achieve the performance targets described in mitigation measure AQ-2h. Elements of the plan may change as needed to meet agreed-to performance targets for the Project.

The TDM program includes an array of transportation strategies intended to reduce vehicle trips and vehicle miles traveled (VMT). A separate analysis of TDM program effectiveness (see Appendix C4 to the Project EIR) determined that the proposed strategies would reduce the Project’s VMT and vehicle trips from the City’s model estimates by an additional 27 percent from all uses. Social, economic, and technological trends may affect the future effectiveness of these strategies, including current trends such as increased telecommuting in response to the COVID-19 crisis, transportation network companies (TNCs), and internet shopping, and anticipated trends such as autonomous vehicles (AVs) and micro-transit.

Project Description

The Downtown West Mixed-Use Plan area encompasses approximately 80 acres in downtown San José, west of State Route (SR) 87, north of Interstate (I) 280 in the vicinity of the Diridon Station and future Bay Area Rapid Transit District (BART) station, and future High-Speed Rail (HSR) facility. The Project includes construction of the following uses in multiple new structures distributed throughout the Plan area:

- 7.3 million gross square feet of commercial office uses
- 5,900 dwelling units
- 500,000 gross square feet of commercial retail space
- 300 hotel rooms
- 800 limited-term corporate accommodations
- 100,000-gross square foot event space

The Project also includes the provision of up to 4,800 publicly accessible and/or commercial parking spaces to meet the demand for parking of site-specific users and the public, and up to 2,360 parking spaces for the Project’s residential uses.

Project TDM Mode Share Requirements

Envision San José 2040 General Plan sets the target that no more than 40 percent of commute trips are completed by driving alone (or at least a 60 percent non-SOV mode split). The 60 percent non-SOV target represents a citywide average. The City recognizes that not all areas of the City can equally attain this target because of varying land use densities and availability of multimodal connections. Areas with good multimodal access would need to achieve higher non-SOV goals, and lower density areas with fewer multimodal access options would have lower non-SOV goals. Based on City provided data, the Project would need to achieve a 75 percent non-SOV mode split, across all trip types (not just commute trips) to reach citywide mode split targets.

While the City and the Project applicant share a goal of achieving a non-SOV rate of 75 percent for the Project area consistent with the citywide targets set forth in *Envision 2040*, an analysis of available transit and the likely effectiveness of TDM programs was used to develop project-specific performance measures. Thus, to mitigate Project impacts, the TDM Program has phased non-SOV requirements as outlined in Mitigation Measure AQ-2h. This TDM program is designed such that all project-related daily vehicle trips are reduced with the primary focus on the office and residential components of the proposed project.

At its full implementation, Mitigation Measure AQ-2h would achieve a non-SOV mode share of 65 percent, which is estimated to be equivalent to an average daily vehicle trips reduction of 27 percent following completion of service enhancement related to Caltrain Electrification and BART service to Diridon Station by 2040. An analysis of available transit and the likely effectiveness of TDM programs was used to develop project-specific performance measures that would apply by Project phase and reflect the surrounding transportation system.

Consistent with Mitigation Measure AQ-2h, the TDM Program has the following tiered non-SOV requirements:

- Achieve a combined non-SOV rate of 50% for office uses, thereby reducing daily vehicle trips from the City model by 24%, assuming currently available public transit service levels (pre-COVID 19); and
- Achieve a combined non-SOV rate of 60% for office uses, thereby reducing daily vehicle trips from the City model by 26% following completion of services enhancements related to Caltrain Electrification, and
- Achieve a combined non-SOV rate of 65% for office uses, thereby reducing daily vehicle trips from the City model by 27% following commencement of BART service to Diridon Station.

TDM Program Requirements

The TDM program is designed such that all project-related daily vehicle trips are reduced with the primary focus on the office and residential components of the proposed Project. The TDM program shall:

- A. Be designed to meet performance standards that include exceeding the 15 percent transportation efficiency requirement of AB 900 *and* achieving additional vehicle trip reductions to mitigate transportation-related environmental impacts and reduce criteria pollutant emissions from mobile sources, as described below;
- B. Describe project features and TDM measures that shall and may be used to achieve the performance standard commitments;
- C. Describe a monitoring and reporting program, including a penalty structure for non-compliance; and
- D. Recognizing that commute patterns, behavior and technology continue to evolve, describe a process for amending and updating the TDM program as needed over time while continuing to achieve the performance standards described below.

These elements of the TDM Program are described further below.

Required TDM Measures

Google provides a variety of incentives to its employees to choose travel modes that do not require them to drive alone. These incentives are design to motivate employees to use transit, ride a bicycle, share a car, or some combination of modes. A summary of the Primary TDM measures can be found in **Table 1**.

Table 1: Required TDM Measures

Measure	Description
Enhancement of surrounding bicycle and pedestrian facilities	Improvements to pedestrian and bicycle facilities on-site and connecting the site to surrounding areas, including the construction/contribution to Los Gatos Creek Trail improvements and on-street connectors between West San Carlos Street and West Santa Clara Street.
Limited On-Site Parking	Limited parking supplies on-site, including no more than 4,800 parking spaces for commercial uses and no more than 2,360 spaces for residential development (a portion of the residential spaces could be made available for shared use with the office employees) and enforcement of the project's parking maximums for new uses as a disincentive for employees and visitors to drive to the site, encouraging them to carpool, take transit, bike, and walk instead of drive.
Market-Rate Parking Pricing	Market-rate parking pricing for non-residential uses and unbundled parking for market rate residential uses.

Pre-tax commuter benefits for employees	Pre-tax commuter benefits for employees allowing employees to exclude their transit or vanpooling expenses from taxable income or an alternate commuter benefit option consistent with the MTC/BAAQMD Commuter Benefits Program required for employers with 50 or more full-time employees.
Marketing of non-SOV travel options	Marketing (encouragement and incentives) to encourage transit use, carpooling, vanpooling, and all non-SOV travel by employees and residents, including welcome packets for new employees and residents, and dissemination of information about Spare the Air Days within the San Francisco Bay Area Air Basin as recommended by the 2017 Clean Air Plan.
Carpool matching	Rideshare coordination, such as implementation of the 511 Regional Rideshare Program or equivalent, as recommended by the 2017 Clean Air Plan.

Source: Draft Environmental Impact Report, 2020.

Detailed descriptions of the Required TDM Measures follow.

Enhancement of surrounding bicycle and pedestrian facilities

Applicant will incorporate design elements connecting local bicycle and pedestrian facilities to the Project site. This includes, at a minimum, construction/contribution to Los Gatos Creek Trail improvements and on-street connectors between West San Carlos Street and West Santa Clara Street. See **Figure 1** and **Figure 2** for a map of bicycle and pedestrian connections to the site.

Limited On-Site Parking

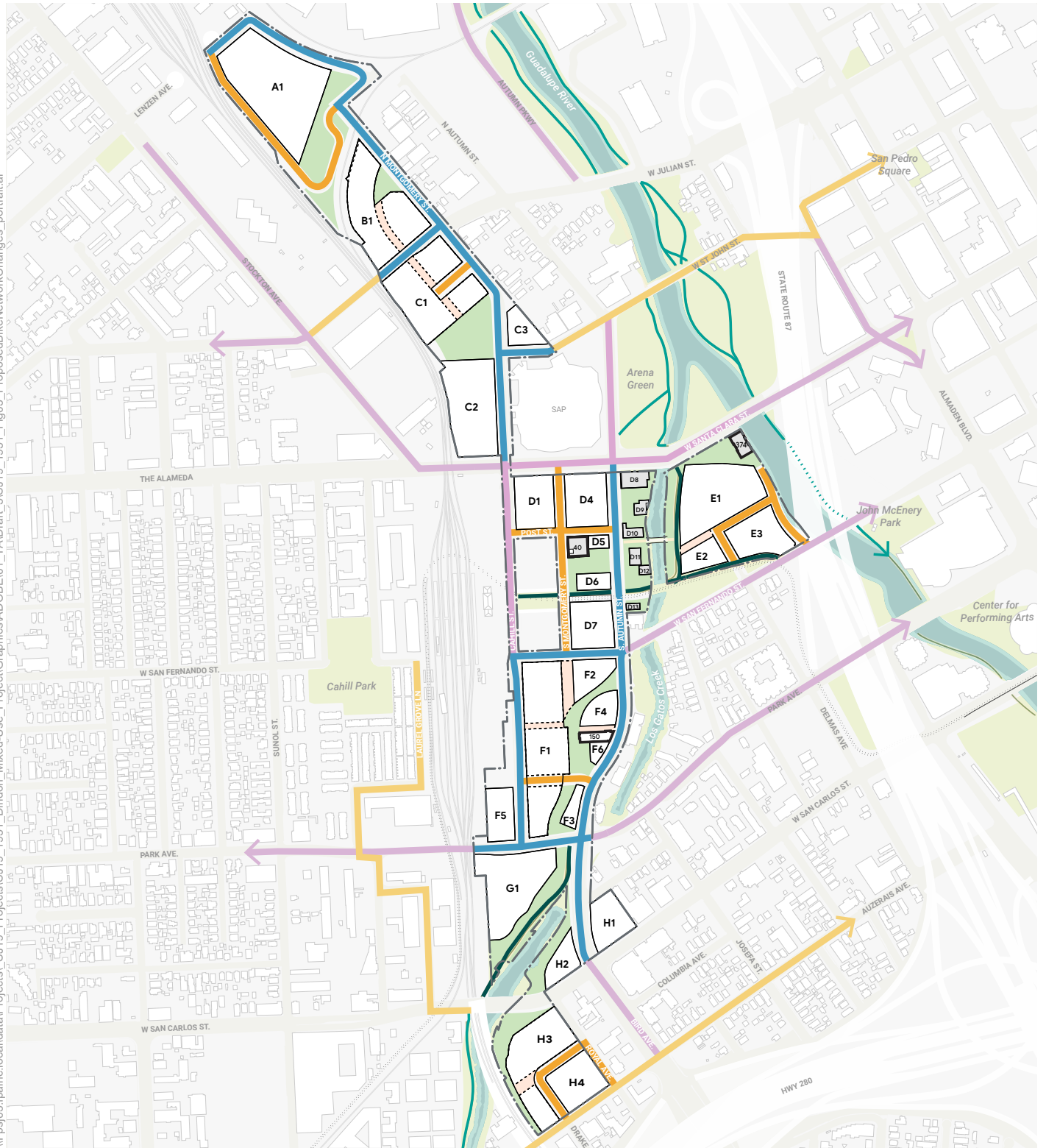
The Project will include no more than 4,800 parking spaces for commercial uses and no more than 2,360 spaces for residential development as a disincentive for employees and visitors to the site, encouraging them to carpool, take transit, bike, and walk instead of drive. Limiting the amount of parking available creates scarcity and adds additional time and inconvenience to trips made by private auto, thus disincentivizing driving as a mode of travel. This measure works by simply restricting the total number of vehicles that the site can accommodate, which encourages lower rates of auto ownership among residents, and lower rates of commuting by auto by employees. The applicant is also required to submit a Neighborhood Traffic and Parking Intrusion Monitoring Plan to monitor and limit adverse effects of parking spillover onto nearby streets that could result from the project's lower parking supply.

Market-Rate Parking Pricing

The Project will price all off-street and on-street parking, for all users. Increasing the cost of parking increases the total cost of driving to a location, incentivizing shifts to other modes and thus decreasing the Project's anticipated drive-alone mode share. The Project will adjust the price of parking accordingly, to ensure that occupancy and vacancy rates align with standard parking management practices.

Similarly, market-rate residential units will be subject to "unbundled" parking, meaning that tenants must pay separately for a parking space, in addition to any rent. This increases the total cost for Project residents to own a vehicle, thus encouraging a no-car or one-car lifestyle for residents.

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Legend

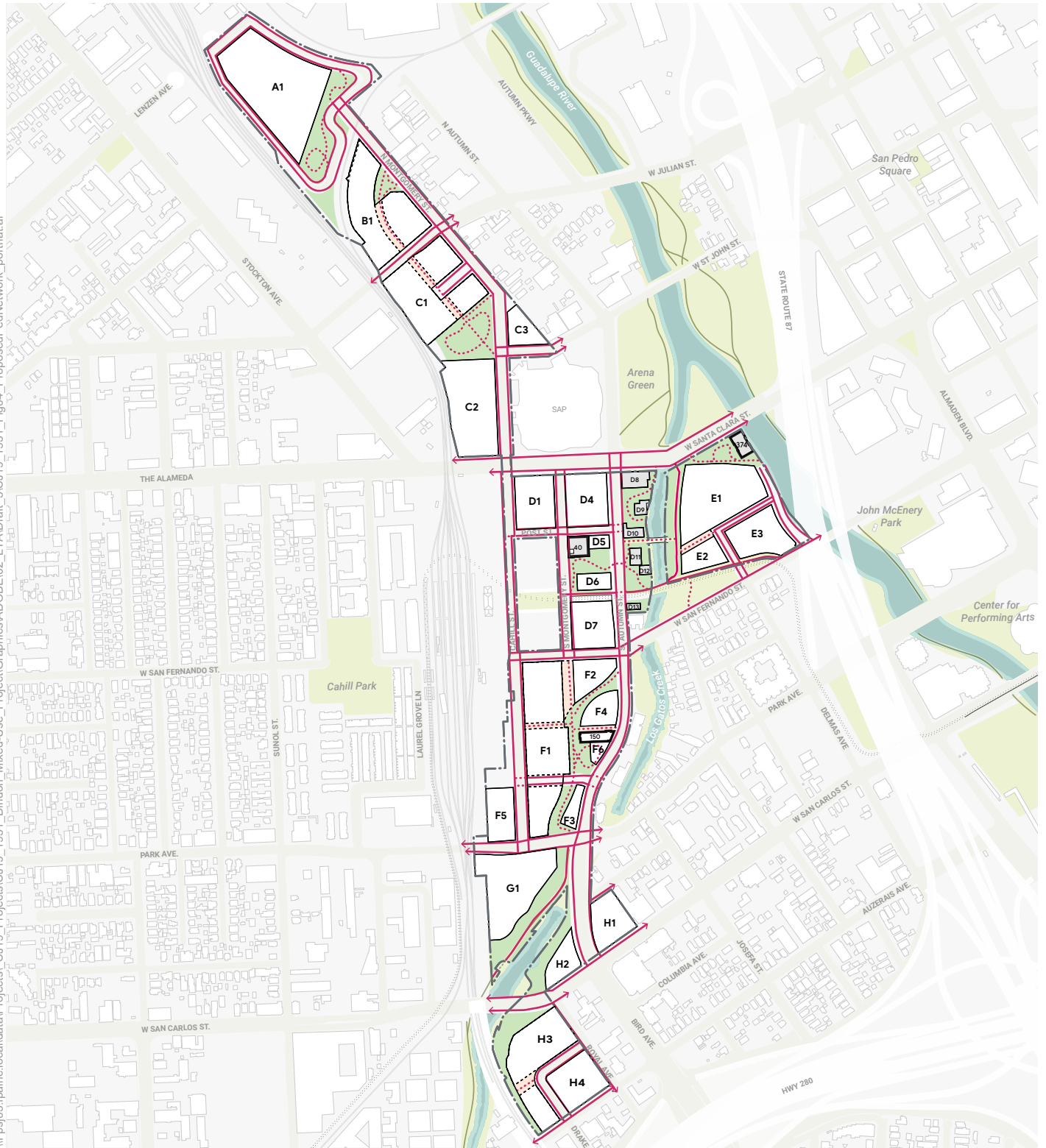
- Multi-use Trails and Shared Use Paths (Class I)
- On-street bike facilities (Class IV and II)
- Shared Lanes (Class III)
- Existing Trails
- Existing Bicycle Lanes (Class IV and II)
- Existing Shared Lanes



Figure 1
Proposed Bike Network

Downtown West

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Legend

- Sidewalks and trails
- Illustrative pedestrian routes, including open spaces, mid-block passages and mid-block crossings.



Figure 2
Proposed Pedestrian Network

Downtown West

Pre-tax commuter benefits for employees

To incentivize commuting by transit, employees working at the Project site will be able to deduct up to the IRS maximum limit for transit benefits from their pay on a pre-tax basis. This benefit should be allowed to apply to all applicable transit operators with stops within two miles of the site. With introduction of these pre-tax benefits, employees experience savings of 10 percent to 30 percent over the typical cost for transit.

Marketing of non-SOV travel options

To incentivize commuting by any means other than driving alone by Project employees, Google will operate a robust series of educational and promotional events to encourage employees to use options that are not driving alone to travel to and from the workplace. New employees will receive information on various commute options during orientation to ensure widespread understanding of commute options, regardless of tenure. In addition, Google may choose to participate in promotional events to publicize and promote transportation options, such as Bike to Work Day, friendly competitions around bike month/walk month, or other similar events.

To incentive non-auto use among residents, the residential property manager shall provide a welcome package for all new residents that includes a description of the available transportation options, resources for trip planning, maps of VTA light rail and bus lines, and information on who to contact for one-on-one trip planning.

For both residential and employee marketing programs, information should be included regarding all options encouraged by this TDM plan, and not be limited to promotion of the required TDM measures.

Carpool matching

To incentivize commuting by shared vehicles for Google employees, Google will promote and provide a platform for interested employees to find other employees to carpool with. In addition, the residential property manager will provide a similar platform for residents of the project. This could take the form of an internal carpooling service or public/regional carpooling matching system. This improves the convenience of finding other employees with which to share a car, thereby promoting carpooling.

Additional TDM Measures

In addition to the required measures mentioned above, the Applicant has identified numerous additional TDM measures. These measures are intended to supplement and support the required measures and provide a “menu” of options for use as the Project strives to meet its mode share goals. These are provided as options, rather than requirements, to allow for flexibility in future adjustments to the plan, based on changes in overall travel patterns, demographics, or technology. These measures are listed in **Table 2.**

Table 2: Additional TDM Measures

Measure	Description
Transit Fare Subsidy	Provide transit passes or subsidies to employees and residents to make transit an attractive, affordable mode of travel.
Parking Pricing Structure	Ensure that the parking pricing structure encourages “park once” behavior for all uses.
Preferential Carpool and Vanpool Parking	Provide dedicated parking for carpool and vanpool vehicles near building and garage entrances.
On-Site Bicycle Parking and Storage	Provide additional security and convenience for bike parking, such as lockers or secured bicycle rooms.
Designated Ride-Hailing Waiting Areas	Dedicate curbside areas for passenger pickup by ride-hailing services, to minimize traffic intrusion and double-parking by rideshare vehicles.
Bikeshare Program	Contribute to or implement a bikeshare program to increase use of biking and access to transit and surrounding land uses.
Express Bus or Commuter Shuttle Services	Provide express bus or other commuter shuttle services to complement existing, high-quality, high-frequency public transit; service may also be provided through public/private partnerships with transit providers.
Alternative Work Schedules and Telecommuting	Allow and encourage employees to adopt alternative work schedules and telecommute when possible, reducing the need to travel to the office component of the project.
First-/Last-Mile Subsidy	Provide subsidies for first-/last-mile travel modes to employees to reduce barriers to the use of transit as a primary commute mode by making short connecting trips to and from longer transit trips less costly and more convenient. First-/last-mile subsidies could be used to access bicycle share, scooter share, ride hailing, and local bus and shuttle services, and could subsidize bicycling and walking.
On-Site Transportation Coordinators	Provide TDM program outreach and marketing via on-site transportation coordinators who can also give individualized directions, establish ridesharing connections, and provide other alternative travel information to project employees and residents.
Technology-Based Services	Use technology-based information, encouragement, and trip coordination services to encourage carpooling, transit, walking, and biking by project employees and visitors. These can include third-party apps to distribute incentives to people who choose to use these modes.
Employer- Sponsored Vanpools	Coordinate and provide subsidized vanpools for employees who cannot easily commute via transit.

Biking Incentives and On-Site Bike Repair Facilities	Provide additional incentives that encourage bicycle usage and ability to repair bikes on site.
Carshare Program	Provide car share subsidies to residents to encourage the use of carshare programs (such as ZipCar and Gig) and limit parking demand.
Building-Specific TDM Plans	Develop customized TDM plans for specific buildings and tenants to better address the needs of their users.
Transportation Management Agency Membership	Join a non-profit transportation management association if formed for Downtown San José and leverage the larger pool of commuters and residents to improve TDM program marketing and coordinate TDM programs.

Monitoring and Reporting

Starting in the calendar year after the City issues the first certificate of occupancy for the first office building in the first development phase, the project applicant shall retain the services of an independent City-approved transportation planning/engineering firm to conduct an annual mode-share survey of the office and residential components of the project each fall (mid-September through mid-November) to determine whether the project is achieving the combined average non-SOV mode share for office and residential uses sufficient to indicate the specified trip reductions. The applicant shall submit an annual report to the staff of the San José Department of Transportation each January 31.

Annual Travel Surveys

The mode-share survey to be conducted at the site is intended to monitor achievement of the mode share goals discussed in the introduction to this Plan. Because the mode share goal is presented as a daily percentage, care should be taken in conducting the travel surveys to capture **all trips** that an individual takes on a given day. Due to the complexity of typical travel patterns, most residents and employees at the Project will make more trips than simply the commute trip. To determine the project's mode share and adherence to the requirements of Mitigation Measure AQ-2h, the annual survey should be designed to capture commute trips, plus all other trip conducted during the survey date. The annual survey should include the following set of questions, which may be modified to increase survey clarity and effectiveness with City approval. In the future, response options to each question should be updated to reflect future innovations in mode choice and/or technology options. The applicant or owners may choose to incorporate additional questions for their own purposes.

Employee Survey:

1. On **Wednesday, November 3¹**, did you travel to work at the Downtown West Google campus?
 - a. Yes (*survey continues*)
 - b. No, I worked from home or at a non-Google location (*two trips logged as telecommute*)
 - c. No, I worked at another Google office (*Entry not included in results*)
 - d. No, I did not work that day (*Entry not included in results*)
2. How did you first arrive to work on that day?
 - a. I drove alone in a car, SUV, van, or truck and parked on-site (*One trip logged as drive-alone*)
 - b. I drove alone in a car, SUV, van, or truck and parked elsewhere (*One trip logged as drive-alone*)

¹ Survey should reflect a Tuesday, Wednesday, or Thursday between mid-September and mid-November. Ideally, though not necessary, the date is coordinated to be consistent with monitoring conducted as part of the Downtown West's *Neighborhood Traffic and Parking Monitoring Plan*.

- c. I drove alone on a motorcycle or moped and parked on-site (*One trip logged as drive-alone with motorcycle/moped*)
 - d. I drove alone on a motorcycle or moped and parked elsewhere (*One trip logged as drive-alone with motorcycle/scooter*)
 - e. I took Lyft or Uber, without any other passengers (*One trip logged as TNC*)
 - f. I drove/rode with others in a car, SUV, van, or truck (*One trip logged as carpool*)
 - g. I got a ride from a friend, coworker, or family member who dropped me off at work in a car, SUV, van, or truck (*One trip logged as carpool*)
 - h. I took Caltrain, Amtrak, or ACE (*One trip logged as commuter rail*)
 - i. I took VTA light rail (*One trip logged as light rail*)
 - j. I took a public transit bus (*One trip logged as bus*)
 - k. I took a Google shuttle bus (*One trip logged as Google shuttle*)
 - l. I took a Google connector (*One trip logged as Google connector*)
 - m. I took a non-Google shuttle bus or connector (*One trip logged as shuttle*)
 - n. I walked (*One trip logged as walk*)
 - o. I rode my own biked (*One trip logged as bike*)
 - p. I rode an on-demand bike (one trip logged as bike)
 - q. I used an electric scooter or similar (*One trip logged as scooter*)
 - r. Other: _____ (*One trip logged as other*)
3. Did you leave your primary office building prior to departing for the day, for any reason? (i.e., to get lunch, grab a coffee, go to an off-site meeting, work out, give someone a ride, etc.)
- a. Yes (*Continue to question 4*)
 - b. No (*Continue to question 6*)
4. How many additional trips did you make from the office during your workday?
- a. (Numeric entry)
5. 5A: "Think to the first trip you made that day after arriving at the office but prior to leaving office. What mode did you use?"
- a. I drove alone in a car, SUV, van, or truck and parked on-site (*One trip logged as drive-alone*)
 - b. I drove alone in a car, SUV, van, or truck and parked elsewhere (*One trip logged as drive-alone*)
 - c. I drove alone on a motorcycle or moped and parked on-site (*One trip logged as drive-alone with motorcycle/moped*)
 - d. I drove alone on a motorcycle or moped and parked elsewhere (*One trip logged as drive-alone with motorcycle/scooter*)
 - e. I took Lyft or Uber, without any other passengers (*One trip logged as TNC*)
 - f. I drove/rode with others in a car, SUV, van, or truck (*One trip logged as carpool*)
 - g. I got a ride from a friend, coworker, or family member who dropped me off at work in a car, SUV, van, or truck (*One trip logged as carpool*)
 - h. I took Caltrain, Amtrak, or ACE (*One trip logged as commuter rail*)
 - i. I took VTA light rail (*One trip logged as light rail*)

- j. I took a public transit bus (*One trip logged as bus*)
- k. I took a Google shuttle bus (*One trip logged as Google shuttle*)
- l. I took a Google connector (*One trip logged as Google connector*)
- m. I took a non-Google shuttle bus or connector (*One trip logged as shuttle*)
- n. I walked (*One trip logged as walk*)
- o. I rode my own biked (*One trip logged as bike*)
- p. I rode an on-demand bike (one trip logged as bike)
- q. I used an electric scooter or similar (*One trip logged as scooter*)
- r. Other: _____ (*One trip logged as other*)

5B: "Think to the second trip you made that day prior to leaving the office. What mode did you use?"

- a. I drove alone in a car, SUV, van, or truck and parked on-site (*One trip logged as drive-alone*)
- b. I drove alone in a car, SUV, van, or truck and parked elsewhere (*One trip logged as drive-alone*)
- c. I drove alone on a motorcycle or moped and parked on-site (*One trip logged as drive-alone with motorcycle/moped*)
- d. I drove alone on a motorcycle or moped and parked elsewhere (*One trip logged as drive-alone with motorcycle/scooter*)
- e. I took Lyft or Uber, without any other passengers (*One trip logged as TNC*)
- f. I drove/rode with others in a car, SUV, van, or truck (*One trip logged as carpool*)
- g. I got a ride from a friend, coworker, or family member who dropped me off at work in a car, SUV, van, or truck (*One trip logged as carpool*)
- h. I took Caltrain, Amtrak, or ACE (*One trip logged as commuter rail*)
- i. I took VTA light rail (*One trip logged as light rail*)
- j. I took a public transit bus (*One trip logged as bus*)
- k. I took a Google shuttle bus (*One trip logged as Google shuttle*)
- l. I took a Google connector (*One trip logged as Google connector*)
- m. I took a non-Google shuttle bus or connector (*One trip logged as shuttle*)
- n. I walked (*One trip logged as walk*)
- o. I rode my own biked (*One trip logged as bike*)
- p. I rode an on-demand bike (one trip logged as bike)
- q. I used an electric scooter or similar (*One trip logged as scooter*)
- r. Other: _____ (*One trip logged as other*)

Etc. based on response to Question 4.

- 6. When you left the office for the day, how did you travel?
 - a. I drove alone in a car, SUV, van, or truck and parked on-site (*One trip logged as drive-alone*)
 - b. I drove alone in a car, SUV, van, or truck and parked elsewhere (*One trip logged as drive-alone*)

- c. I drove alone on a motorcycle or moped and parked on-site (*One trip logged as drive-alone with motorcycle/moped*)
- d. I drove alone on a motorcycle or moped and parked elsewhere (*One trip logged as drive-alone with motorcycle/scooter*)
- e. I took Lyft or Uber, without any other passengers (*One trip logged as TNC*)
- f. I drove/rode with others in a car, SUV, van, or truck (*One trip logged as carpool*)
- g. I got a ride from a friend, coworker, or family member who dropped me off at work in a car, SUV, van, or truck (*One trip logged as carpool*)
- h. I took Caltrain, Amtrak, or ACE (*One trip logged as commuter rail*)
- i. I took VTA light rail (*One trip logged as light rail*)
- j. I took a public transit bus (*One trip logged as bus*)
- k. I took a Google shuttle bus (*One trip logged as Google shuttle*)
- l. I took a Google connector (*One trip logged as Google connector*)
- m. I took a non-Google shuttle bus or connector (*One trip logged as shuttle*)
- n. I walked (*One trip logged as walk*)
- o. I rode my own biked (*One trip logged as bike*)
- p. I rode an on-demand bike (one trip logged as bike)
- q. I used an electric scooter or similar (*One trip logged as scooter*)
- r. Other: _____ (*One trip logged as other*)

Residential Survey:

1. On **Wednesday, November 3**, did you leave your home for any reason?
 - a. Yes (*survey continues*)
 - b. No, I did not leave and was not working from home (*Entry not included in results*)
 - c. No, I was working from home (*two trips logged as telecommute*)
 - d. No, I was not at home on that day due to travel / other reasons. (*Entry not included in results*)
2. Think about the first time you left home that day, for any reason – to commute, work out, grab a coffee, etc. How did you travel?
 - a. I drove by myself (*One trip logged as drive-alone*)
 - b. I took Lyft or Uber, without any other passengers (*One trip logged as TNC*)
 - c. I drove with others (*One trip logged as carpool*)
 - d. I got a ride from a friend, coworker, or family member (*One trip logged as carpool*)
 - e. I took Caltrain, Amtrak, or ACE (*One trip logged as commuter rail*)
 - f. I took VTA light rail (*One trip logged as light rail*)
 - g. I took a public transit bus (*One trip logged as bus*)
 - h. I took a shuttle bus (*One trip logged as shuttle*)
 - i. I walked (*One trip logged as walk*)
 - j. I biked (*One trip logged as bike*)
 - k. I used an electric scooter or similar (*One trip logged as scooter*)
 - l. Other: _____ (*One trip logged as other*)

3. When you returned to your home from that trip, how did you travel?
 - a. I drove by myself (*One trip logged as drive-alone*)
 - b. I took Lyft or Uber, without any other passengers (*One trip logged as TNC*)
 - c. I drove with others (*One trip logged as carpool*)
 - d. I got a ride from a friend, coworker, or family member (*One trip logged as carpool*)
 - e. I took Caltrain, Amtrak, or ACE (*One trip logged as commuter rail*)
 - f. I took VTA light rail (*One trip logged as light rail*)
 - g. I took a public transit bus (*One trip logged as bus*)
 - h. I took a shuttle bus (*One trip logged as shuttle*)
 - i. I walked (*One trip logged as walk*)
 - j. I biked (*One trip logged as bike*)
 - k. I used an electric scooter or similar (*One trip logged as scooter*)
 - l. Other: _____ (*One trip logged as other*)
4. How many other trips did you make that started at home?
 - a. (Numeric entry)
5. 5A: (Similar to above, repeat mode leaving and mode returning for total number of trips)

At the completion of the survey, each entry should have a total number of daily trips by each mode. The project's mode share will be based on the total number of drive-alone trips (parking both on-site and off-site) divided by the total number of reported trips.

Annual Report

The annual report shall describe implementation of the TDM program and results of the annual mode split survey, including a summary of the methodology for collecting the mode split data, statistics on response rates, and a summary conclusion on whether the project is in compliance with Mitigation Measure AQ-2h. Each report that indicates non-compliance shall identify additional feasible TDM measures (i.e., a corrective action plan) that will be implemented to increase the non-SOV rate to the target. If there are no additional feasible measures, the report shall indicate as such. If the City believes that additional measures are feasible or are required to achieve the target, the parties shall meet and confer to agree on an acceptable corrective action plan.

Non-Compliance

If timely reports are not submitted and/or reports indicate that the office and residential uses combined have failed to achieve the non-SOV mode share specified above in two consecutive years after issuance of the certificate of occupancy for 50 percent of the office development, the project will be considered in violation of this mitigation measure. The City will issue a notice of non-compliance after the first year the project fails to meet monitoring requirements (submittal of timely reports and/or achieving specified non-SOV mode share), after which the applicant has one year to comply with the monitoring requirements through the project's discretionary implementation of additional TDM measures.

Enforcement and Action

After two years of not meeting the project-wide monitoring requirements, the City may initiate enforcement action against the applicant and successors. In an enforcement action, the non-SOV mode share for the office and residential uses will be identified separately to determine whether the office and/or residential components are in non-compliance.

Office Penalties

Enforcement actions for owners and/or operators of the office development may include imposition of financial penalties that will support the funding and management of transportation improvements that would improve the project's ability to achieve the target non-SOV mode share. Financial penalties shall generally be consistent with City Council Policy 5-1, although adjusted to reflect non-SOV mode share rather than VMT and to include an annual penalty cap of \$5M (in 2021 dollars²) for the office uses.

Financial penalties are defined by San José City Council Policy 5-1. As of 2020, annual penalties for failing to meet performance targets are set at 1/5th of the City's Transportation System Improvement fees for new development, which are \$3,200 per VMT for office uses³.

Since the City's fee in City Council Policy 5-1 is VMT based, the observed non-SOV rate will be converted to number of trips. Using the non-SOV rate and occupancy level, the monitoring report will calculate the number of trips that exceed the TDM Program's non-SOV requirement. The fee will be calculated by multiplying the number of trips calculated to exceed the TDM Program's non-SOV requirement by the office trip length of 4.2 miles⁴ and multiplying the resulting product by the per-VMT penalty, as shown in the formula below.

$$\text{Excess trips} = (\text{Actual SOV \%} - \text{Target SOV\%}) * \text{Occupancy} * \text{Vehicle} \frac{\text{trips}}{\text{occupant}}$$

$$\text{Fee} = \text{Excess trips} * \text{Office trip length} * \frac{\text{Fee}}{\text{VMT}}$$

If the applicant, with City concurrence, has implemented any multimodal transportation improvement projects aimed at increasing non-SOV mode share that benefit the Project and that are not already required by the Local Transportation Analysis (LTA, November 2020), any future Focused LTAs, the

² The value of the penalty cap may be adjusted annually starting on January 1, 2022, in line with the Engineering News-Record Construction Cost Index (ENR CCI).

³ Per Council Policy 5-1, the value of Transportation System Improvements fee increases annually, on January 1st, in line with the Engineering News-Record Construction Cost Index (ENR CCI) to ensure that the value remains consistent over time.

⁴ The daily office trip length for office uses, represents that average trip length of all trip purposes in a day. The office employment trip length in Table 3.13-4 of the Draft EIR is the trip length for commute trips only and does not include other office trips that occur throughout the day and are generally shorter than the commute trips.

Development Agreement or a Reimbursement Project, the City shall provide a credit against future penalties in the amount of the cost of such improvement projects.

Use of Penalty Funds

The purpose of the penalties is to provide funding for transportation improvements in the project area that would assist with increasing the non-SOV mode share, such as improvements that increase project area transit accessibility, transit service, traffic calming, or multimodal bicycle/pedestrian connectivity and safety. Penalties will be paid to the Transportation Management Agency (TMA) that is anticipated to be formed as part of the Parking Benefit District that is proposed in the City's Diridon Station Area Plan Update. If the City has not formed a TMA, then the funds shall be directed to the City Public Works Department. Within 180 days of receipt of the penalties, the TMA (or City) shall identify the improvements in the project area that will be supported by the penalty funds and the expected timing for completing the improvements, which, to the extent feasible, shall be within two years (up to five years based on length of project approval or additional funding) of receipt of the funds. A longer timeline may apply for improvements that require additional funding or other constraints require a longer timeline, if agreed to by applicant. If the TMA has not identified the improvements to be supported within 180 days of receipt, it shall invite applicant to meet and confer to agree on the improvements to be supported by the penalty funds and the timeline for implementing the improvements.

Penalty Cap Increase

If the applicant continues to be assessed the maximum penalty for five consecutive years, the City may review the applicant's TDM program to determine if the applicant is employing all feasible TDM measures. If it determines that additional measures are feasible, then the City shall provide the applicant written notice of such additional measures. If the applicant fails to implement the recommended measures, or fails to demonstrate that such measures are infeasible, then the City may increase the annual maximum penalty cap by 50 percent until the additional measures are implemented or the applicant demonstrates that such measures are infeasible. Any disagreement regarding the feasibility of additional measures shall be resolved after meeting and conferring.

Residential Penalties

Enforcement actions for the owner and/or operators of the residential development would include required implementation of additional feasible TDM measures as proposed by the applicant and approved by the City. If such additional TDM measures are not implemented as required, regardless of measured effectiveness, financial penalties may be imposed.

Frequency of Reporting

If timely reports are submitted and demonstrate that the applicant has implemented required features and strategies and has achieved the non-SOV mode share specified above for five consecutive years after issuance of certificates of occupancy for 50 percent of the office development, annual monitoring shall no longer be required annually, and shall instead be required every five years, or if reasonably determined by

the City of San Jose Planning, Building, and Code Enforcement Department or Department of Public Works to ensure ongoing compliance, then monitoring and reporting may be required up to once per year.

Flexibility and Amendments

The project applicant may propose amendments to the approved TDM program as part of its annual report each year, provided that the applicant shall not be permitted to decrease the performance standards specified in subsection (A) and subject to review and approval by Directors of Public Works and Planning, Building, and Code Enforcement or the Directors' designees. The City and the project applicant expect that the TDM program will evolve as travel behavior changes and as new technologies become available. Any proposed changes will be considered approved unless the Department of Public Works or Planning, Building, and Code Enforcement object to the proposed change within 30 days of receipt.



Downtown West Mixed-Use Plan

NEIGHBORHOOD
TRAFFIC AND
PARKING INTRUSION
MONITORING PLANS

Prepared for **City of San José**
Prepared by **Fehr & Peers**

APRIL 2021

Downtown West Mixed- Use Rezoning and Development Plan

Neighborhood Traffic and Parking Intrusion Monitoring Plans

Prepared for:
City of San José

April 2021

SJ19-1951

FEHR  PEERS

Introduction

The Downtown West Mixed-Use Project area encompasses approximately 80 acres in downtown San José, in the vicinity of Diridon Station, with Caltrain, Amtrak, and future Bay Area Rapid Transit District (BART) service. Due to its size, the Project has the potential to generate cut-through traffic, speeding, and parking spillover on nearby neighborhood streets. Therefore, the City of San José requires the Project to prepare both a Neighborhood Traffic Intrusion Monitoring Plan and a Parking Intrusion Monitoring Plan to determine the Project's effects on the surrounding neighborhoods. These plans establish the baseline traffic and parking conditions in the neighborhoods, define performance thresholds, and describe the data collection methodologies and analysis techniques used for monitoring traffic and parking demands.

The monitoring plans are designed to determine if the Project's traffic and parking behavior results in excessive speeds, volumes, and/or parking demand on neighborhood streets. If the Project is found to add traffic and parking demand that exceeds the performance thresholds identified in the final monitoring plans, it will be required to contribute a proportional share to the costs of managing cut-through traffic, speeding, and parking intrusion, including the costs of expanding the Residential Parking Permit programs.

1.1 Project Description

The Project is anticipated to construct the following uses in multiple new structures distributed throughout the Project area (square footage and unit counts are maximums):¹

- 7.3 million gross square feet of commercial office uses
- 5,900 dwelling units
- 500,000 gross square feet of commercial retail space
- 300 hotel rooms
- 800 units of limited-term corporate lodging
- 330,000-gross square feet of event space and supportive uses

The Project also includes the provision of up to 4,800 publicly accessible and/or commercial parking spaces to meet the parking demand of site-specific users and the public, and up to 2,360 parking spaces for the Project's residential uses.

¹ *Downtown West Mixed-Use Rezoning and Development Plan: Draft Local Transportation Analysis Report* (2020). Section 1.1: Project Description. Fehr & Peers; prepared for the City of San José. Square footage and unit counts are maximums under the full Project buildout scenario.

1.2 Project Phasing

The Project is anticipated to be constructed in three phases, shown on **Figure 1** and detailed in **Table 1**.

Phase 1 would include the majority of the Project's total office and retail space and approximately half of the projected residential development. Phase 1 would begin in 2021 and would extend through much of 2027. It is expected to be operational after BART service to the Berryessa station (BART Phase 1) has begun operating and the Caltrain Modernization Project (CalMod) has been implemented, and prior to the completion of BART to Diridon (Bart Phase 2).

Phase 2 would include most of the remaining office and commercial space as well as approximately one-quarter of the residential space. Phase 2 work is anticipated to begin in 2025 and would extend through 2031. Future regional and local transit service enhancements associated with BART Phase 2 are anticipated to be completed before Phase 2 of the Project is fully occupied.

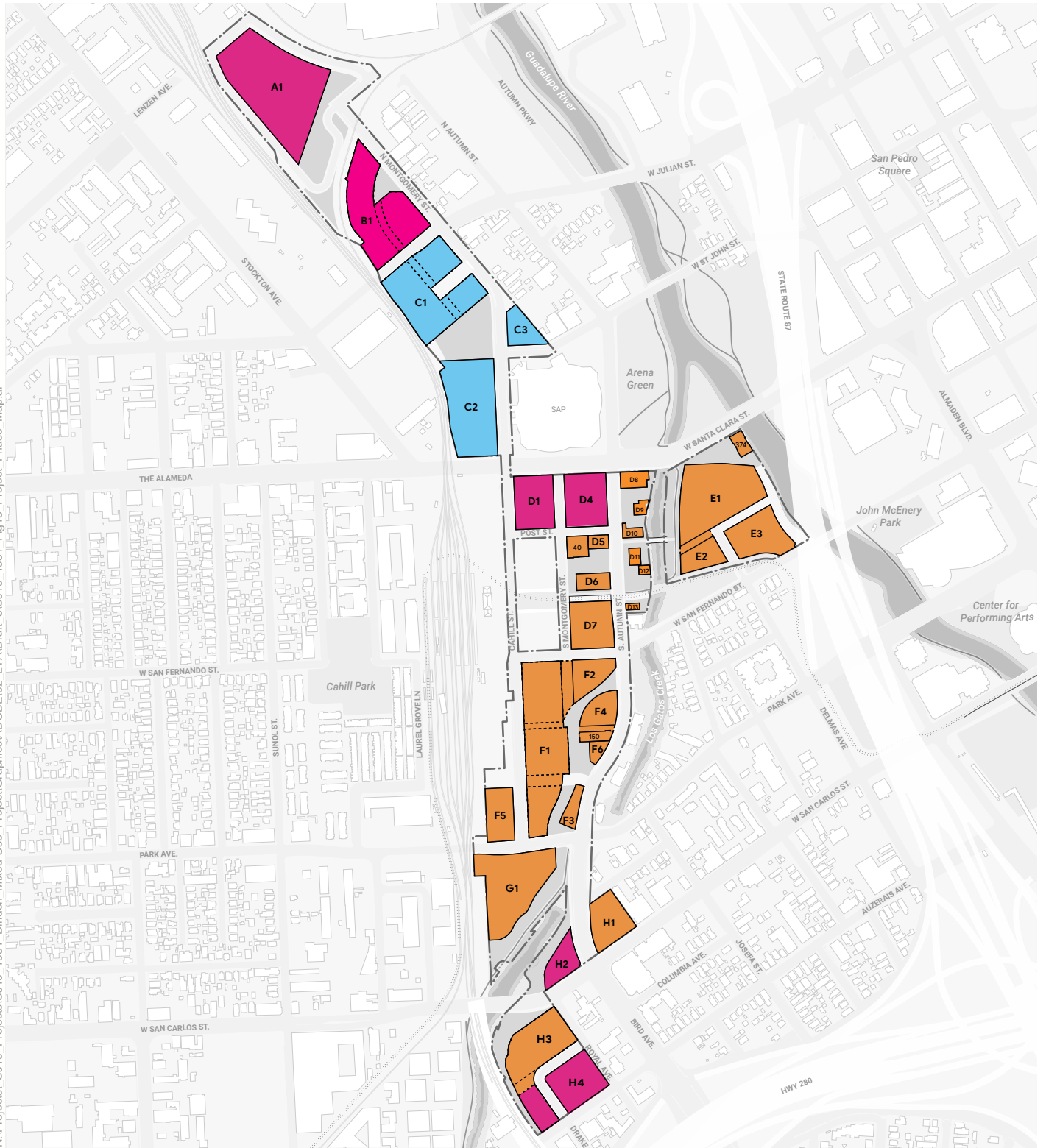
Phase 3 would complete the full buildout of the Project and would include office, residential, some commercial spaces, and hotel accommodations. Future regional and local transit service enhancements associated with BART Phase 2 are anticipated to be completed before Phase 3 of the Project is fully occupied.

Table 1: Project Phasing

Land Use	Unit ¹	Total Construction under each Phase		
		Phase 1 2021-2027	Phase 2 (2025-2031)	Phase 3 (2029-2031)
Commercial Office	1,000 sq. ft.	4,170	2,465	665
Residential	du	3,130	1,410	1,360
Commercial Retail	1,000 sq. ft.	370	107	23
Hotel	rooms	0	0	300
Limited-Term Corporate Accommodations	rooms	570	190	80
Event Space	1,000 sq. ft.	100	0	0

Notes: 1. 1,000 sq. ft. = 1,000 square feet; du = dwelling units

Source: Downtown West Mixed-Use Plan Draft EIR. October 2020.



Legend

- Phase 1
- Phase 2
- Phase 3



Figure 1
Project Phase Map
Downtown West

Neighborhood Traffic Intrusion Monitoring Plan

As the Project area develops, the Project has the potential to add traffic to residential streets in adjacent neighborhoods. The City of San José requires a neighborhood traffic intrusion monitoring plan when a project is expected to potentially result in excessive speeds or volumes on neighborhood streets. Per the City of San José's *Transportation Analysis Handbook* (2018), the Project may be required to contribute its proportional share of the cost to construct traffic calming measures if traffic generated by the project results in excessive traffic speeds or traffic volumes on neighborhood streets.²

This Neighborhood Traffic Intrusion Monitoring Plan was developed consistent with the City's Traffic Calming Policy (Council Policy 5-6) and outlines an approach to monitoring and reporting on potential neighborhood cut-through traffic resulting from the development of Downtown West. It summarizes relevant standards established by the City of San José and defines monitoring and reporting requirements for Project-related traffic on neighborhood streets.

2.1 Traffic Conditions

As described in *Local Transportation Analysis Report*³ for the Project, full Project Buildout would result in a maximum of 7,900 new vehicle trips in the AM peak hour, 8,900 new vehicle trips in the PM peak hour, and a total of 95,700 new daily vehicle trips on a typical weekday. The Project has committed to a substantial Transportation Demand Management program, which will reduce vehicle trips below these maximum levels and will thereby reduce the potential for traffic intrusion in nearby neighborhoods,

During morning and afternoon peak hours, around 60 percent of trips would occur in the peak direction (inbound toward the site in the AM peak hour and outbound away from the site in the PM peak hour).

Figure 2 shows the estimated trip distribution for the Project Buildout scenario.

While most of the Project-generated vehicle traffic would occur on major through streets in the area, some vehicle trips may divert onto neighborhood streets, especially during peak times when major thoroughfares are congested. The Project has the potential to add traffic to residential streets in adjacent neighborhoods west of the Diridon Station and north and south of The Alameda, especially if vehicle drivers seek alternative travel routes to avoid traffic congestion in and around the Project area. This can create higher traffic volumes and increased wear on neighborhood streets that are not designed to accommodate higher traffic volumes, as well as increase the potential for conflicts with neighborhood

² *Transportation Analysis Handbook* (2018). Section 4.18, City of San José Department of Transportation.

³ *Downtown West Mixed-Use Rezoning and Development Plan: Draft Local Transportation Analysis Report* (2020). Section 4.1.4.4, Table 19. Scenario: Background Plus Project Buildout (with TDM). Fehr & Peers; prepared for the City of San José.

residents who are walking and bicycling. Speeding may also be a concern through these neighborhood streets during peak times when major arterials are more congested.

2.2 City of San José Requirements

The City of San José's *Transportation Analysis Handbook* (2018) provides guidance for evaluating potential neighborhood traffic intrusion from new development projects. The City's *Traffic Calming Toolkit* (n.d.) identifies approved measures to reduce and slow vehicle traffic on neighborhood streets. The City of San José's *Transportation Analysis Handbook* (2018) defines the following steps to evaluate traffic intrusion from new development projects on nearby neighborhood streets:

- **Pre-construction (baseline) counts:** Conduct speed and volume study on identified streets after the project's development application is approved and prior to the start of project construction.
- **Post-occupancy counts:** Conduct speed and volume study on identified streets 6-12 months after the project is fully occupied.
- **Report findings:** Submit results from speed and volume study to Department of Transportation.
- **Manage traffic:** Implement traffic calming and/or traffic control measures as warranted by the analysis and approved by the Department of Transportation.⁴

2.2.1 Cut-Through Traffic Thresholds

San José's *Traffic Calming Toolkit* (n.d.) defines thresholds for implementing traffic calming based on the Traffic Calming Policy (Council Policy 5-6), which establishes criteria for two levels of traffic calming.

Streets must meet one of the following thresholds to be considered for traffic calming treatments:

- **Local Streets** with a posted speed limit of 25 mph and 1,000-3,000 vehicles per day
 - 85th percentile speed of 33 mph or more, or
 - 40 percent or more of daily traffic is cut-through traffic
- **Neighborhood Collector Streets** with a posted speed limit of 25 mph or 30 mph and 1,000-6,000 vehicles per day
 - 85th percentile speed of 33 mph or more on 25 mph posted streets, or
 - 85th percentile speed of 37 mph or more on 30 mph posted streets

⁴ *Transportation Analysis Handbook* (2018). Section 4.18. City of San José Department of Transportation.

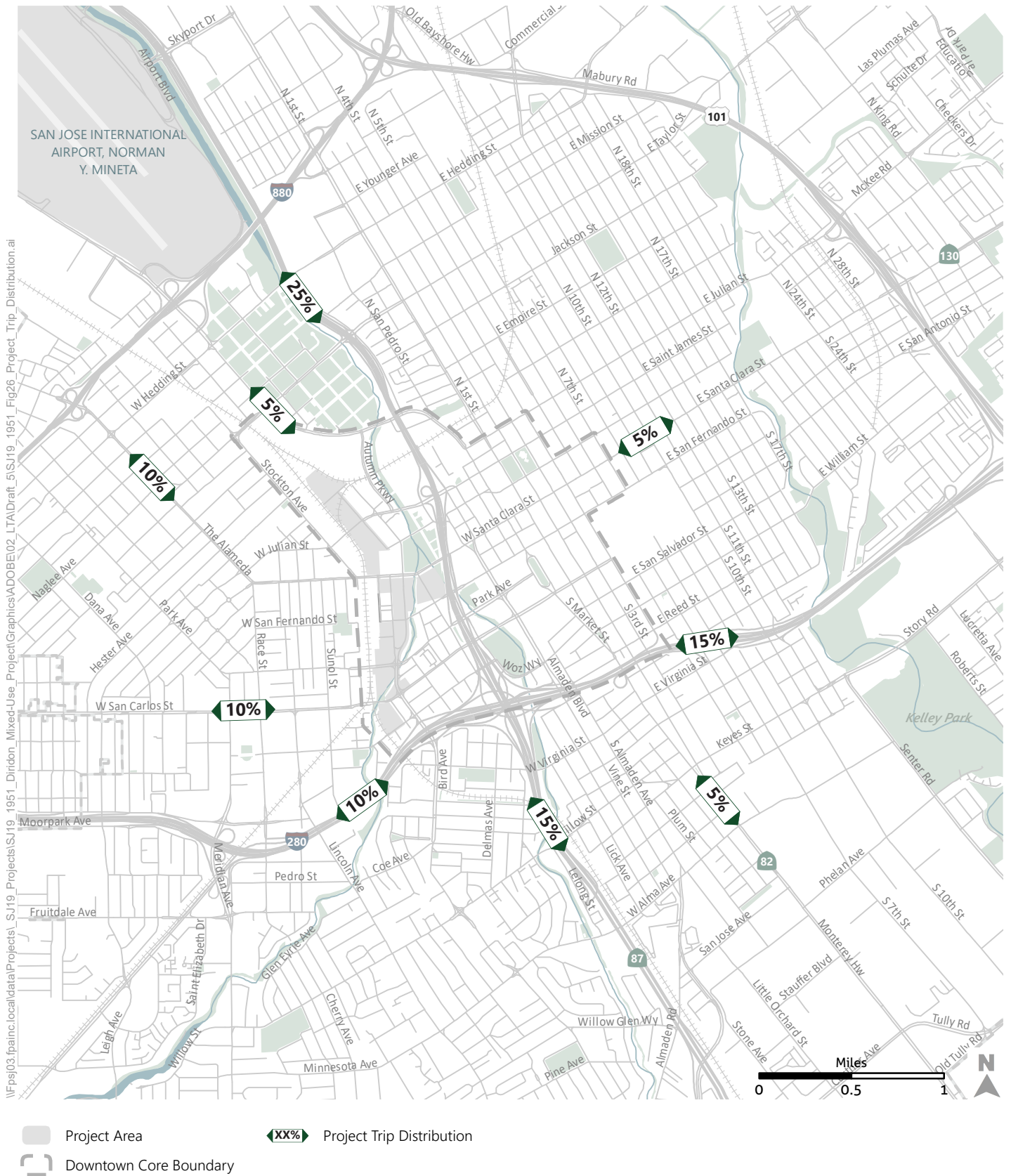


Figure 2
Project Trip Distribution
Downtown West

Local residential streets and neighborhood collector streets that do not meet these thresholds may be eligible for traffic calming treatments if the City Engineer finds that extraordinary changes to normal traffic conditions have occurred. These changes may be due to high rates of collisions, excessive vehicle speeds, pedestrian activity, and/or proximity to high traffic generators or major traffic corridors. Local and Neighborhood Collector Streets are described in the City's adopted General Plan, *Envision San José 2040*, and defined in the City's Functional Classification Diagram of roadways, maintained by the City's Transportation Director.

If a street included in the intrusion monitoring program for the proposed Project meets one of these thresholds, it is a candidate for traffic calming measures. The Project's traffic engineering/planning consultant will coordinate with City staff to review the analysis and determine if and what types of traffic calming measures should be implemented to eliminate or minimize the portion of the adverse impacts resulting from the Project.

2.2.2 Traffic Calming Measures

San José's *Traffic Calming Toolkit* also defines traffic calming measures that can be used when a threshold is met. These measures are defined in the City's Traffic Calming Policy (Council Policy 5-6) and are categorized into two general types of measures:

- **Basic traffic calming measures** - includes installation of traffic control devices, traffic enforcement, and safety education.
- **Comprehensive traffic calming measures** - are physical roadway design features or dynamic signage or warning systems and are considered on residential, two-lane local or neighborhood collector streets with a maximum posted speed of 30 mph. Comprehensive measures fall into two categories:
 - Level 1 traffic calming projects reduce vehicle speeds and enhance pedestrian safety,
 - Level 2 traffic calming projects divert vehicle traffic away from neighborhood streets.⁵

Table 2 lists the traffic calming options included in the City's Toolkit. It also identifies the level of estimated cost and secondary effects of implementing each strategy.

⁵ *Traffic Calming Toolkit* (n.d.). Appendix A: Traffic Calming Policy. City of San José Department of Transportation.

Table 2: Cut-through Traffic and Speeding Management Strategies

Strategy Name	Estimated Cost to Implement	Factors Addressed					
		Reduce Speed	Reduce Volume	Improve Safety for People Who Are:			Improve Neighborhood Character
				Driving	Walking	Bicycling	
Basic Measures							
Police Enforcement	Subject to resources	Yes	No	Yes	Yes	Yes	None
Parking Enforcement	Subject to resources	No	No	Yes	Yes	Yes	No
Radar Trailer	Subject to resources	Yes	No	Yes	Yes	Yes	None
Safety Education	Subject to resources	Yes	No	Yes	Yes	Yes	None
Curb Markings	Minor	No	No	Yes	Yes	Yes	No
Edgeline Striping	Minor	Possible	Possible	Yes	Possible	Yes	Possible
Signs (speed limit, curve warning, parking restrictions, etc.)	Minor	Possible	No	Yes	Yes	Yes	No
High-Visibility Signs	Minor	Yes	No	Yes	Yes	Possible	No
Crosswalks	Minor	No	No	No	Yes	No	No
High-Visibility Crosswalks	Minor	No	No	Possible	Yes	No	No
Truck Restriction	Minor	No	Possible	No	Yes	Yes	No
Stop Signs	Minor	No	Possible	Yes	Yes	Yes	No
Residential Parking Program	Depends on area size and cost to residents	No	No	No	No	No	Possible
Comprehensive – Level 1 Measures							
Radar Speed Display Signage	\$15K-20K/sign ongoing O&M	Yes	No	Yes	Yes	Yes	No
School Zone Beacons	\$12K-\$15K/pair ongoing O&M	Yes	No	Yes	Yes	Yes	No
Enhanced Crosswalks (flashing beacons or textured asphalt)	\$30K-\$50K/ location ongoing O&M	Yes	No	Yes	Yes	Yes	No
Road Bumps	\$7K each	Yes	Possible	No	Yes	No	No
Bulb-outs	\$60K-\$600K/pair	Yes	Possible	No	Yes	No	Possible
Traffic Circle	\$60K-\$100K ongoing O&M if landscaped	Yes	Possible	No	No	No	Yes

Table 2: Cut-through Traffic and Speeding Management Strategies

Strategy Name	Estimated Cost to Implement	Factors Addressed					
		Reduce Speed	Reduce Volume	Improve Safety for People Who Are:			Improve Neighborhood Character
				Driving	Walking	Bicycling	
Chokers	\$20K/pair (detached) ongoing O&M if landscaped	Yes	Possible	No	No	No	Yes
Medians	\$20K-\$40K each ongoing O&M if landscaped	Yes	Possible	No	No	No	Yes
Chicanes	\$10K each (detached) ongoing O&M if landscaped	Yes	Possible	No	No	No	Yes
Comprehensive – Level 2 Measures							
Diverter	Depends on design	Possible	Yes	No	No	No	Possible
Partial Closure	Depends on design	Possible	Yes	No	No	No	Possible
Extended Median	Depends on design	Possible	Yes	No	Yes	No	Possible
Full Closure	Depends on design	Possible	Yes	No	Yes	No	Possible

Source: City of San José Department of Transportation, *Traffic Calming Toolkit*, Appendices C and D.

2.3 Monitoring Plan

This section outlines the monitoring plan to evaluate possible future neighborhood cut-through traffic and speeding. The Project will be required to collect initial baseline monitoring data after project approval and ongoing monitoring data once the certificate of occupancy for the Phase 1 office development has been issued. The baseline monitoring data will be used to compare to the future conditions to determine if a threshold has been exceeded. Additional data will be collected to document changes in transportation services and new developments that are occupied between the baseline monitoring and monitoring when the Project is complete and occupied.

2.3.1 Monitoring Locations

Consistent with City practices, neighborhood collectors and local streets within one-half mile of the Project were identified to be analyzed for potential cut-through traffic. Streets south of I-280 and east of SR 87 were excluded since few local streets connect across freeways. While any neighborhood collector or local street could experience traffic intrusion, neighborhood streets that connect two major streets or run parallel to a major corridor have the highest potential for cut-through traffic and speeding.

The streets most likely to have Project-generated cut-through traffic and/or speeding are shown in **Figure 3**. These streets are:

- Classified as local or neighborhood collectors (and therefore potentially eligible for traffic calming, per San José's *Traffic Calming Guidelines*),
- Connect or run parallel to major thoroughfares, and
- Are likely to carry higher volumes of cut-through traffic or speeding based on the Project's traffic assignment.

While these are initial assumptions based on available data and presumed travel patterns, travel behavior related to cut-through traffic is hard to predict. The monitoring approach detailed in the subsequent section is designed to capture the locations most likely to be affected; however, the monitoring approach should be adjusted to reflect observed travel patterns in surrounding neighborhoods. Additional local and neighborhood collector streets could be added at the request of City staff in response to concerns from Project neighbors.

2.3.2 Monitoring Methods

All data collection should take the form of 48-hour speed and volume counts, conducted by a third-party count specialist or consultant using the methods described in San José's *Transportation Analysis Handbook*. To best capture typical conditions, counts should be conducted on a Tuesday, Wednesday, or Thursday in the spring or fall when schools are in session during a week without holidays. Counts should be conducted mid-block to accurately capture speed data.

Currently, automated vehicle volume counts typically use pneumatic tubes laid in the roadway to sense the presence of vehicles traveling over them. If two hoses are placed parallel to each other and perpendicular to the flow of traffic, vehicle speeds can be estimated as well. Future changes in data

collection methodologies and technologies may allow for more accurate, time-efficient, and/or cost-efficient monitoring procedures than those outlined in this Plan. Data collection methods should generally conform to the methods described in the most recent edition of the City's Transportation Analysis Handbook. Alternative methods may be used with written approval of City of San José Department of Transportation staff.

2.3.3 Monitoring Timeline

Per San José's *Transportation Analysis Handbook* and in recognition of the length of time anticipated between the beginning of Project construction and full Project occupancy, multiple rounds of data collection should be conducted to evaluate potential neighborhood cut-through traffic:

- An initial **baseline survey** conducted after Project approval and prior to construction.
- **Regular monitoring surveys every two years**, continuing for no more than five years following full occupancy of the Project or the issuance of the Project's final certificate of occupancy, whichever comes first.
- **Additional surveys** to reassess neighborhood traffic conditions, as follows:
 - Prior to transit service changes at Diridon Station due to Caltrain Modernization and BART Silicon Valley Phase II,
 - At the discretion of the Project sponsor,
 - As requested by the City of San José.

Since the Project is expected to take several years to be fully constructed and occupied, volume and speed counts may be conducted at additional points prior to full Project construction and occupancy. Regular monitoring will continue for no more than five years following full occupancy of the Project or the issuance of the Project's final certificate of occupancy, whichever comes first.

The Project will be responsible for the cost of monitoring potential neighborhood traffic intrusion. For each round of data collection, the Project will retain the services of an independent City-approved transportation planning/engineering firm to conduct neighborhood traffic volume and speed counts at the likely cut-through traffic locations identified on **Figure 3**.



Figure 3

Likely Cut-Through Traffic Locations

Downtown West

2.3.3.1 Baseline Survey

Initial Baseline surveys will be conducted after Project approval and before construction begins, which would likely be in 2021. The COVID-19 pandemic has substantially changed travel behavior, increasing telecommuting and decreasing transit use, which may make pre-construction counts less relevant to future traffic conditions near the Project. The initial baseline for neighborhood traffic impacts analysis will be set when vehicle volumes on nearby streets have returned to 80 percent of pre-COVID levels.

After the City approves the Project application and before construction begins, the Project applicant shall retain the services of an independent City-approved transportation planning/engineering firm to conduct an initial round of baseline counts at the likely cut-through traffic locations identified on **Figure 3**. At the request of the City, additional monitoring locations may be added on streets within a ½ mile buffer of the Project boundary that are subject to San José's traffic calming program. At least two sets of vehicle speed and volume counts shall be conducted at each location in either the spring or fall when school is in session, using the methods described in San José's *Transportation Analysis Handbook*. Counts should be conducted mid-block to accurately capture speed data.

2.3.3.2 Regular Monitoring Surveys

The Project is expected to take several years to be fully constructed and occupied. Regular surveys will be conducted as the Project is constructed to reflect the effects of nearby land use development and transportation service changes that would potentially increase neighborhood traffic intrusion. These regular surveys will also reflect post-COVID travel behavior changes not captured by the initial baseline survey.

Regular monitoring will be conducted a minimum of every two years, starting in the calendar year once the first building of each Phase has been completed but before it has been occupied. The project applicant shall retain the services of an independent City-approved transportation planning/engineering firm to conduct a round of monitoring counts at the likely cut-through traffic locations identified on **Figure 3** and, within reason, at additional locations requested by the City that fall within ½ mile of the Project boundary and on streets that are subject to San José's traffic calming program. At least two sets of vehicle speed and volume counts shall be conducted at each location in either the spring or fall when school is in session, using the methods described in San José's *Transportation Analysis Handbook*.

2.3.3.3 Additional Surveys

Additional surveys will be conducted prior to the following anticipated changes to nearby transportation service, along with any additional unanticipated changes of similar scale:

- **Caltrain Modernization (CalMod) Program:** Electrification of Caltrain corridor between Tamien Station (San José) and San Francisco 4th and King Station, which will allow for up to six trains per peak hour per direction (a 300 percent increase from the current levels of two trains per hour); expanded service is currently planned to begin in 2022, prior to the completion of Phase 1 of the Project;

- **BART Silicon Valley Phase II:** Extension of Bay Area Rapid Transit (BART) to Diridon Station, which will expand transit access and reduce travel times between San José and the East Bay, currently planned to begin service in 2030, prior to the completion of Phases 2 and 3.

Additional surveys will be conducted at the discretion of the Project applicant to reflect changes to local traffic conditions due to the construction and occupancy of nearby development projects. To evaluate the Project's effect on and contribution to any traffic intrusion, the most critical baseline update would occur with the completion of the first building of Phase 1 and immediately before occupancy begins.

Additional surveys will be conducted at the request of the City, no more than once per year, if reasonably determined to be needed by the City of San José Planning, Building, and Code Enforcement Department or Department of Public Works.

2.3.3.4 Frequency of Reporting

The Project will continue to monitor and report on neighborhood traffic conditions for five consecutive years after full Project occupancy or for five consecutive years after the last certificate of occupancy has been issued, whichever comes first. Additional surveys will be conducted no more than once per year, if reasonably determined to be needed by the City of San José Planning, Building, and Code Enforcement Department or Department of Public Works.

2.3.4 Project Contribution to Neighborhood Traffic

As the Project is built and other new development continues in the Diridon neighborhood, cut-through traffic and speeding may increase overall even if the Project does not generate it. The Project will be responsible for the monitoring program and its proportional share of the costs to implement these strategies, as needed.

Per the City of San José's *Transportation Analysis Handbook* (2018), the Project may be required to construct traffic calming measures if traffic generated by the project results in excessive traffic speeds or traffic volumes on neighborhood streets.⁶ San José's *Traffic Calming Toolkit* (n.d.) defines the following thresholds for implementing traffic calming based on the City's Traffic Calming Policy (Council Policy 5-6):

- **Local Streets** with a posted speed limit of 25 mph and 1,000-3,000 vehicles per day
 - 85th percentile speed of 33 mph or more, or
 - 40 percent or more of daily traffic is cut-through traffic
- **Neighborhood Collector Streets** with a posted speed limit of 25 mph or 30 mph and 1,000-6,000 vehicles per day
 - 85th percentile speed of 33 mph or more on 25 mph posted streets, or
 - 85th percentile speed of 37 mph or more on 30 mph posted streets

⁶ *Transportation Analysis Handbook* (2018). Section 4.18. City of San José Department of Transportation.

Local residential streets and neighborhood collector streets that do not meet these thresholds may be eligible for traffic calming treatments if the City Engineer finds that extraordinary changes to normal traffic conditions have occurred due to high rates of crashes, excessive vehicle speeds, pedestrian activity, and/or proximity to high traffic generators or major traffic corridors. Local and Neighborhood Collector Streets are described in the City's adopted General Plan, *Envision San José 2040*, and defined in the City's Functional Classification Diagram of roadways, maintained by the City's Transportation Director.

The project will contribute its proportional share of the cost of traffic calming measures. The proportional share will be determined by comparing the traffic counts conducted before and after Project occupancy, taking into account changes to neighborhood traffic conditions reflected in any additional counts conducted prior to transit service changes or following the occupancy of nearby (non-Project) developments. i. The proportional share calculation shall consider the Project's trip generation and distribution assessment (described in the Project's *Local Transportation Analysis*) as well as the trip generation and trip assignments from nearby projects completed during the Project's construction period. The proportional share calculation will also consider data collected for the interim baseline survey to determine if other projects or transportation service improvements have contributed to neighborhood traffic intrusion.

To ensure that the Project bears a reasonable share of the costs of mitigations, the Project's total combined contributions to mitigate both neighborhood traffic and parking impacts will be capped at \$300,000. Contributions will take the form of funds provided to the City of San José and/or construction of on-street improvements, as determined by the City.

2.3.5 Reporting

After each round of counts, the Project's traffic engineering/planning consultant will prepare a memorandum that contains the following elements:

1. A description of current Project status and relevant land use development and transportation conditions that have changed since Project approval and/or the previous round of counts.
2. A summary of findings from the latest round of counts.
3. A comparison of the latest round of counts to the baseline and to previous rounds of counts, if applicable.
4. A comparison of the latest round of counts to the Project's initial trip distribution Project distribution in the LTA.
5. An assessment of whether and to what extent Project-generated traffic intrusion is occurring on neighborhood streets.
6. The calculation and assessment of the proportional share contributed by the Project.
7. An appendix or attachment presenting the complete results of the latest round of counts.

The memorandum will be submitted to the City within four months of conducting each round of counts.

Parking Intrusion Monitoring Plan

As the Project area develops, the Project has the potential to increase the demand for parking on nearby streets, which could adversely affect nearby residents and businesses that rely upon on-street parking. The City of San José requires a parking intrusion analysis when a project is expected to potentially result in spillover parking on nearby neighborhood streets. Per the City of San José's *Transportation Analysis Handbook* (2018), the Project may be required to implement parking management strategies in surrounding neighborhoods.⁷

This Parking Intrusion Monitoring Plan proposes an approach to monitoring and reporting on potential excess on-street parking resulting from Project operations. It summarizes relevant standards established by the City of San José and defines the approach to monitoring and reporting on Project-related spillover parking on neighborhood streets.

3.1 Parking Conditions

The Project proposes to provide priced off-street parking at levels appropriate for a downtown neighborhood with robust transit, bicycling, and walking networks. Currently, on-street parking near the Project includes metered, residential permit, and unmanaged parking spaces.

3.1.1 Project Parking Supply

As described in *Local Transportation Analysis Report*⁸ for the Project, the Project has proposed a total off-street parking supply of no more than 7,160 spaces; of which no more than 4,800 publicly available parking spaces would be provided for the commercial uses and no more than 2,360 spaces would be provided for residential uses. In addition, the Project includes market-rate parking pricing for commercial uses and unbundled parking for residential uses, with parking spaces rented separately from residential units.

Although the proposed commercial parking supply is lower than what would typically be required by City code, it is anticipated to meet the site's demand with implementation of the Project's extensive Transportation Demand Management (TDM) program.⁹ However, the combination of a limited parking supply and parking pricing could result in some drivers parking in surrounding neighborhoods to avoid paying for parking. This could adversely affect nearby residents and businesses that rely upon on-street parking, and the Project is required to have a parking monitoring plan to evaluate nearby neighborhoods for parking intrusion.

⁷ *Transportation Analysis Handbook* (2018). Section 4.16, City of San José Department of Transportation.

⁸ *Downtown West Mixed-Use Rezoning and Development Plan: Draft Local Transportation Analysis Report* (2020). Section 11, Parking Assessment. Fehr & Peers; prepared for the City of San José.

⁹ *Downtown West Mixed-Use Rezoning and Development Plan: Draft Local Transportation Analysis Report* (2020). Section 11.2, Parking Supply Assessment. Fehr & Peers; prepared for the City of San José.

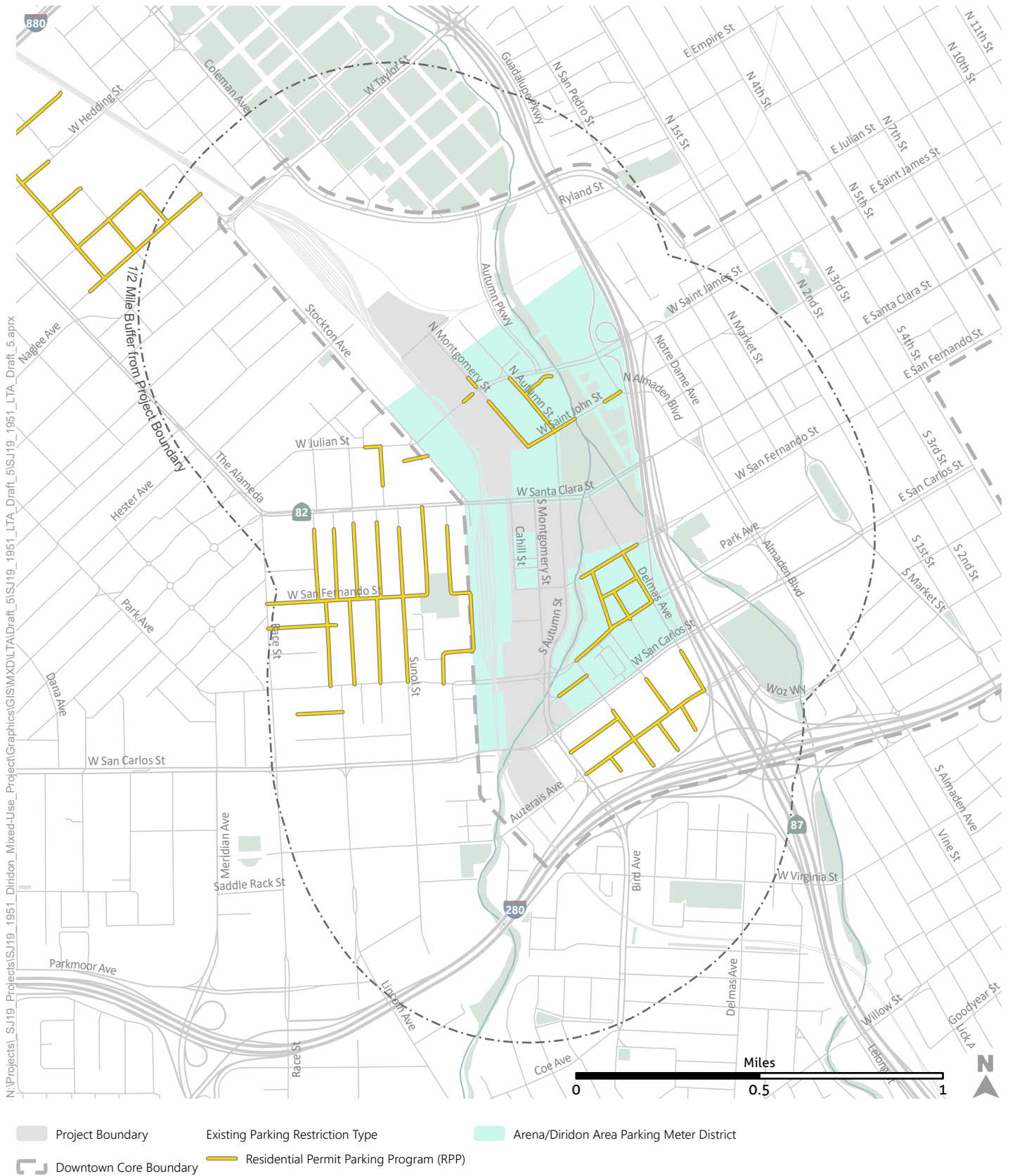
3.1.2 Existing Parking Program and Meter Areas

Currently, there are seven residential parking programs (RPPs) on streets within one-half mile of the Project, as shown on **Figure 4** and summarized below:

- College Park
- Garden/Alameda
- St. Leo's
- Cahill Park
- Autumn/Montgomery
- Parkside
- Delmas Park

Six of the RPPs offer unlimited residential permits and two guest permits per residence. Cahill Park does not offer any residential permits and only one guest permit per residence. All seven programs offer business permit parking for employees, depending on the availability of off-site parking and visitor parking needs.

The Arena/Diridon Area Parking Meter District encompasses a portion of the Project area, bounded by Cinnabar Street on the north, White Street on the west, W San Carlos Street on the north, and SR 87 on the east. The meters in this district have variable time limits and hours of implementation. **Figure 4** also shows the location of the Arena/Diridon Area Parking Meter District.



3.2 City of San José Requirements

The City of San José's *Transportation Analysis Handbook* (2018) provides guidance for evaluating potential parking intrusion from new development projects. The City has not adopted formal parking management guidelines or thresholds for parking spillover from new development; therefore, this section presents recommended thresholds and management strategies based on industry best practices.

San José's *Transportation Analysis Handbook* (2018) defines the following steps to evaluate parking intrusion from new development projects on nearby neighborhood streets:

- **Pre-construction (baseline) counts:** Conduct a parking survey on identified streets after the project's development application is approved and prior to the start of project construction.
- **Post-occupancy counts:** Conduct a parking survey on identified streets 6-12 months after the project is fully occupied.
- **Report findings:** Submit results from parking surveys to Department of Transportation
- **Manage parking:** Implement a parking plan as recommended by the Department of Transportation.

While the *Handbook* identifies a few parking management strategies, the Department of Transportation has leeway to recommend strategies that are appropriate to neighborhood context and needs.

3.2.1 Parking Intrusion Thresholds

San José has not documented a threshold for parking spillover from a new development. For the purposes of the Project's parking intrusion monitoring plan, we recommend the following thresholds, which are consistent with thresholds identified in parking intrusion monitoring agreements established elsewhere in San José:

- On-street parking occupancy is 75 percent or higher and parking intrusion from outside the neighborhood is at least 50 percent, or
- On-street parking occupancy is 85 percent or higher on at least 60 percent of street segments of a neighborhood.

The establishment of an RPP would generally only occur if there is an adequately-sized zone of a minimum of 150 households in a quarter-mile radius area that is within a half-mile radius from the Project site and after adequate outreach to determine neighborhood support.

3.2.2 Parking Intrusion Management Strategies

The City of San José has not adopted formal parking management guidelines. However, parking management strategies such as time limits, metering, and residential parking programs have been implemented in San José and other cities to efficiently manage on-street parking spaces.

To identify potential approaches to managing spillover parking near the Project, best practices and strategies for parking management were pulled from several documents:

- SANDAG, (2014), Regional Parking Management Toolbox
- Metropolitan Transportation Commission (2007), Reforming Parking Policies to Support Smart Growth
- Bay Area Rapid Transit District (2000), Parking Management Toolkit, Strategies for Action in BART Station Areas

Table 3 summarizes the potential parking management strategies identified from the sources above. These are divided into three large categories of parking restrictions, enforcement, and policy. These management strategies will be used if parking demand in any residential area that exceeds the threshold defined above. The following sections describe each of the strategies.

Table 3: Parking Management Strategies

Strategy Category	Strategy Description	Potential Issues this Strategy Addresses						
		Use		Non-Compliance	Congestion due to Circulation	Inefficient Curb Use	Uneven Parking Patterns	Extended Parking Times
		Residential	Commercial					
Parking Restrictions	Implement Time Limit Restrictions	X	X		X	X	X	X
	Reduce Time Limits		X		X	X		X
	Install Parking Meters/ Smart Parking Meters		X		X			X
	Implement Paid Parking Program		X		X		X	X
	Improved Signage	X	X	X		X		X
	Parking Permits	X	X		X			
	Commercial Vehicle Parking		X	X	X	X		
	Residential Parking Program	X			X			
Enforcement	Expand Parking Enforcement	X	X	X			X	X
	Issuance of Warnings	X	X	X			X	X
	License Plate Recognition Enforcement	X	X	X	X		X	X
Policy	Comprehensive Curb Lane Management Policy	X	X	X		X	X	X
	Outreach and Education	X	X	X			X	
	Policies and Incentives that Promote other Modes	X	X	X	X	X	X	X
	Support TDM Strategies to Reduce Parking Demands	X	X		X		X	

Note: This table is not comprehensive; parking management plan elements would be decided by City staff in conjunction with project management staff. Sources: SANDAG, (2014), *Regional Parking Management Toolbox*; Metropolitan Transportation Commission (2007), *Reforming Parking Policies to Support Smart Growth*; Bay Area Rapid Transit District (2000), *Parking Management Toolkit, Strategies for Action in BART Station Areas*.

Time Limits & Restrictions: Time-based parking restrictions prohibit parking for certain periods to preserve roadway capacity during peak commuting periods and to save parking resources for particular user groups. In residential areas adjacent to commercial areas, parking time limits are used to discourage long-term parking by employees of the businesses in the commercial areas. In commercial areas, typically by petition of the business/property owners, time limits are used to encourage turnover of parking spaces to provide short-term parking for visitors to the commercial areas.

Parking Charges: A system of differentiated parking meter rates is a key element in encouraging drivers to use parking efficiently by directing long-term parking to less convenient spaces and gaining the most productivity from the most attractive on-street spaces. There are many alternatives for collecting on-street parking charges ranging from traditional parking meters to centralized parking machines, to smart meters with debit card systems. Rates can be set or can vary based on occupancy and peak demand periods.

Parking Benefit District: This strategy is a variation of an on-street parking charge scheme for residential areas. Instead of prohibiting non-resident parking in neighborhoods, as occurs with a residential permit parking program, non-resident parking could be allowed with an appropriate parking charge. Revenues from the nonresident parking can flow back to the community for neighborhood or transportation improvements.

Urban Design/Signage: Urban design features can make more distant on-street parking spaces known to commuters and enhance pedestrian connections to those spaces. Good signage can direct parkers quickly and efficiently to available spaces.

Parking Permits: Permits are issued to regulate who can park by time, day, or location restrictions. These can be residential or commercial. Permitting can be monitored electronically through online registration and license plate recognition enforcement, or through traditional enforcement.

Commercial Vehicle Parking: Specific parking spaces for commercial activity can be provided through time of day restrictions, time restrictions, or commercial vehicle permits. This allows curb space for loading and unloading activities and can reduce illegal parking and vehicles circling for a parking space.

Residential Parking Program: Preferential or permit parking districts restrict parking for all motorists, but area residents and their guests are exempt from the special parking restrictions if they have and display parking permits. Permit parking can also be applied to on-street parking in commercial districts to provide unrestricted access to parking for residents and employees who have businesses in a parking district. The Project would be responsible for the costs associated with conducting an initial study and installing improvements for the expanded RPP zone, in cooperation with the City.

Enforcement: Parking Enforcement usually involves writing and issuing parking citations or warnings relating to violation of codes, laws, regulations, and validation programs for on-street parking. This can be accomplished by enforcement officers or technology such as license plate recognition software.

Comprehensive Curb Lane Management Policy: A comprehensive policy for curb lane management helps City staff establish priorities for different curb uses such as parking, bike lanes, or freight loading

zones on each section of street. This can help with balancing the needs of all users, efficiently managing the curb space, and City decision making.

TDM Strategies: Transportation Demand Management strategies are programmatic strategies and policies that encourage the use of other modes of transportation besides single-occupancy vehicles (SOV). The Project has committed to provide a substantial TDM program that will incentivize the use of transit, bicycling, walking, and shared vehicles, and that will disincentivize driving alone.

3.3 Monitoring Plan

This section outlines the monitoring plan to evaluate possible parking spillover in the neighborhood surrounding the Project and identifies strategies to address parking spillover issues that may arise.

3.3.1 Monitoring Locations

Existing parking restrictions and street connectivity near the Project were reviewed to identify potential locations for spillover parking due to the Project. Several parking spillover locations were identified within one-half mile of the Project. Project residents and workers are unlikely to park more than a ten-minute walk (or one-half mile) from the Project, and they are also unlikely to park east of SR 87, since most of the parking in downtown San José is already time restricted or fee-based. The Bird Avenue overpass is walkable, so the streets south of I-280 were included in the potential spillover parking locations. It is also unlikely that streets with residential parking programs would be used due to the possibility of getting a ticket for parking in these locations, though increased enforcement may be necessary to continue the effectiveness of the existing RPPs.

Figure 5 shows the most likely parking spillover locations near the site. While these are initial assumptions based on available data, future parking patterns are hard to predict. The study area described in this Plan is designed to capture the locations most likely to be affected; however, parking monitoring should be adjusted to reflect observed parking patterns in surrounding neighborhoods.

3.3.2 Monitoring Methods

Parking monitoring surveys will consist of parking occupancy counts on the streets identified on **Figure 5**. To best capture typical conditions, counts should be conducted on a Tuesday, Wednesday, or Thursday in the spring or fall when schools are in session during a week without holidays.

For each street segment within the monitoring area, the following parking occupancy data will be collected on two consecutive days during each of two consecutive weeks:

- Number of and location of legal on-street parking spaces (parking inventory) on each block face.
- Any restrictions or requirements that apply to the on-street parking spaces, such as meters or time restrictions, and the hours and days to which they apply.
- Number and location of parked vehicles on each block face every hour between the hours of 6:00 am and 12:00 am on non-event days.

Future changes in data collection methodologies and technologies may allow for more accurate, time-efficient, and/or cost-efficient monitoring procedures than those outlined in this Plan. Data collection methods should generally conform to the methods described in the most recent edition of the City's Transportation Analysis Handbook. Alternative methods may be used with written approval of City of San José Department of Transportation staff.

3.3.3 Monitoring Timeline

Per San José's *Transportation Analysis Handbook* and in recognition of the length of time anticipated between the beginning of Project construction and full Project occupancy, multiple parking surveys should be conducted to evaluate potential parking spillover:

- An **initial baseline survey** conducted after Project approval and prior to construction.
- **Regular surveys every two years**, continuing for no more than five years following full occupancy of the Project or the issuance of the Project's final certificate of occupancy, whichever comes first.
- **Additional surveys** to reassess neighborhood parking conditions, as follows:
 - Prior to transit service changes at Diridon Station due to Caltrain Modernization and BART Silicon Valley Phase II,
 - At the discretion of the Project sponsor,
 - As requested by the City of San José.

Since the Project is expected to take several years to be fully constructed, parking counts may be conducted at additional points prior to full Project construction and occupancy. Regular monitoring will continue for no more than five years following full occupancy of the Project or the issuance of the Project's final certificate of occupancy, whichever comes first.

The Project will be responsible for the cost of monitoring potential neighborhood traffic intrusion. For each round of data collection, the Project will retain the services of an independent City-approved transportation planning/engineering firm to conduct neighborhood traffic volume and speed counts at the likely cut-through traffic locations identified on **Figure 5**.

3.3.3.1 Baseline Survey

A baseline survey will be conducted after Project approval and before construction begins, which would likely be in 2021. The COVID-19 pandemic and resulting changes in travel behavior, including increased telecommuting and decreased transit use, are likely to affect parking counts in the Project area. The initial baseline for parking impacts analysis will be set when vehicle volumes on nearby streets have returned to 80 percent of pre-COVID levels.

Starting in the calendar year after the City approves the Project application and before construction begins, the Project applicant shall retain the services of an independent City-approved transportation planning/engineering firm to conduct an initial round of baseline counts at the likely parking intrusion locations identified on **Figure 5**. At the request of the City, additional monitoring locations may be added

on streets within a ½ mile buffer of the Project boundary. At least two sets of vehicle speed and volume counts shall be conducted at each location in either the spring or fall when school is in session, using the methods described in San José's *Transportation Analysis Handbook*.

3.3.3.2 Regular Monitoring Surveys

The Project is expected to take several years to be fully constructed and occupied. Regular surveys will be conducted as the Project is constructed to reflect the effects of nearby land use development and transportation service changes that would potentially increase neighborhood parking demand and parking spillover from nearby projects. These interim baseline surveys will also reflect post-COVID travel behavior changes not captured by the initial baseline survey.

Regular monitoring will be conducted a minimum of every two years, starting in the calendar year once the first building of each Phase has been completed but before it has been occupied. The project applicant shall retain the services of an independent City-approved transportation planning/engineering firm to conduct a round of monitoring counts the same monitoring locations shown on **Figure 5**, as well as at additional locations requested by the City that could reasonably be expected to experience parking spillover. At least two sets of vehicle speed and volume counts shall be conducted at each location in either the spring or fall when school is in session, using the methods described in San José's *Transportation Analysis Handbook*.

3.3.3.3 Additional Surveys

Additional surveys will be conducted prior to the following anticipated changes to nearby transportation service, along with any additional unanticipated changes of similar scale:

- **Caltrain Modernization (CalMod) Program:** Electrification of Caltrain corridor between Tamien Station (San José) and San Francisco 4th and King Station, which will allow for up to six trains per peak hour per direction (a 300 percent increase from the current levels of two trains per hour); expanded service is currently planned to begin in 2022, prior to the completion of Phase 1 of the Project;
- **BART Silicon Valley Phase II:** Extension of Bay Area Rapid Transit (BART) to Diridon Station, which will expand transit access and reduce travel times between San José and the East Bay, currently planned to begin service in 2030, prior to the completion of Phases 2 and 3.

Additional surveys will be conducted at the discretion of the Project applicant to reflect changes to local parking conditions due to the construction and occupancy of nearby development projects. To evaluate the Project's effect on and contribution to any parking intrusion, the most critical baseline update would occur with the completion of the first building of Phase 1 and immediately before occupancy begins.

Additional surveys will be conducted at the request of the City, no more than once per year, if reasonably determined to be needed by the City of San José Planning, Building, and Code Enforcement Department or Department of Public Works.

3.3.3.4 Frequency of Reporting

The Project will continue to monitor and report on neighborhood traffic conditions for five consecutive years after full Project occupancy or for five consecutive years after the last certificate of occupancy has been issued, whichever comes first. Additional surveys will be conducted no more than once per year, if reasonably determined to be needed by the City of San José Planning, Building, and Code Enforcement Department or Department of Public Works.

3.3.4 Project Contribution to Neighborhood Parking Intrusion

Post-occupancy counts may determine that parking spillover is occurring, but it is difficult to determine whether this is the result of the Project or of other future development. Therefore, the Project would be responsible for the monitoring program and for its proportional share of the cost of parking management strategies.

San José has not documented a threshold for parking spillover from a new development. For the purposes of the Project's parking intrusion monitoring plan, we recommend the following thresholds, which are consistent with thresholds identified in parking intrusion monitoring agreements established elsewhere in San José:

- On-street parking occupancy is 75 percent or higher and parking intrusion from outside the neighborhood is at least 50 percent, or
- On-street parking occupancy is 85 percent or higher on at least 60 percent of street segments of a neighborhood

To align with these thresholds, we recommend that the Project contribute its proportional share of the costs of managing added parking demand that exceeds 85 percent occupancy. The Project's proportional share will be determined by comparing the parking counts conducted before and after Project occupancy, taking into account changes to neighborhood parking demand reflected in any additional counts conducted prior to transit service changes or following the occupancy of nearby (non-Project) developments. The proportional share calculation shall also consider the parking supply and projected parking demand for nearby projects constructed before the Project is fully occupied, as well as parking occupancy at Project buildings and employee arrival times and mode share, as documented in the Project's most recent employee commute survey.

To ensure that the Project bears a reasonable share of the costs of mitigations, the Project's total combined contributions to mitigate both neighborhood traffic and parking impacts will be capped at \$300,000. Contributions will take the form of funds provided to the City of San José and/or construction of on-street improvements, as determined by the City.

Based on the parking survey results, the City's Department of Transportation may recommend the implementation of a parking plan. This may include establishment of an RPP, installation of parking control signs, and other parking management strategies. The Project shall be responsible for a proportional share of the cost of recommended parking management strategies. **Table 3** includes

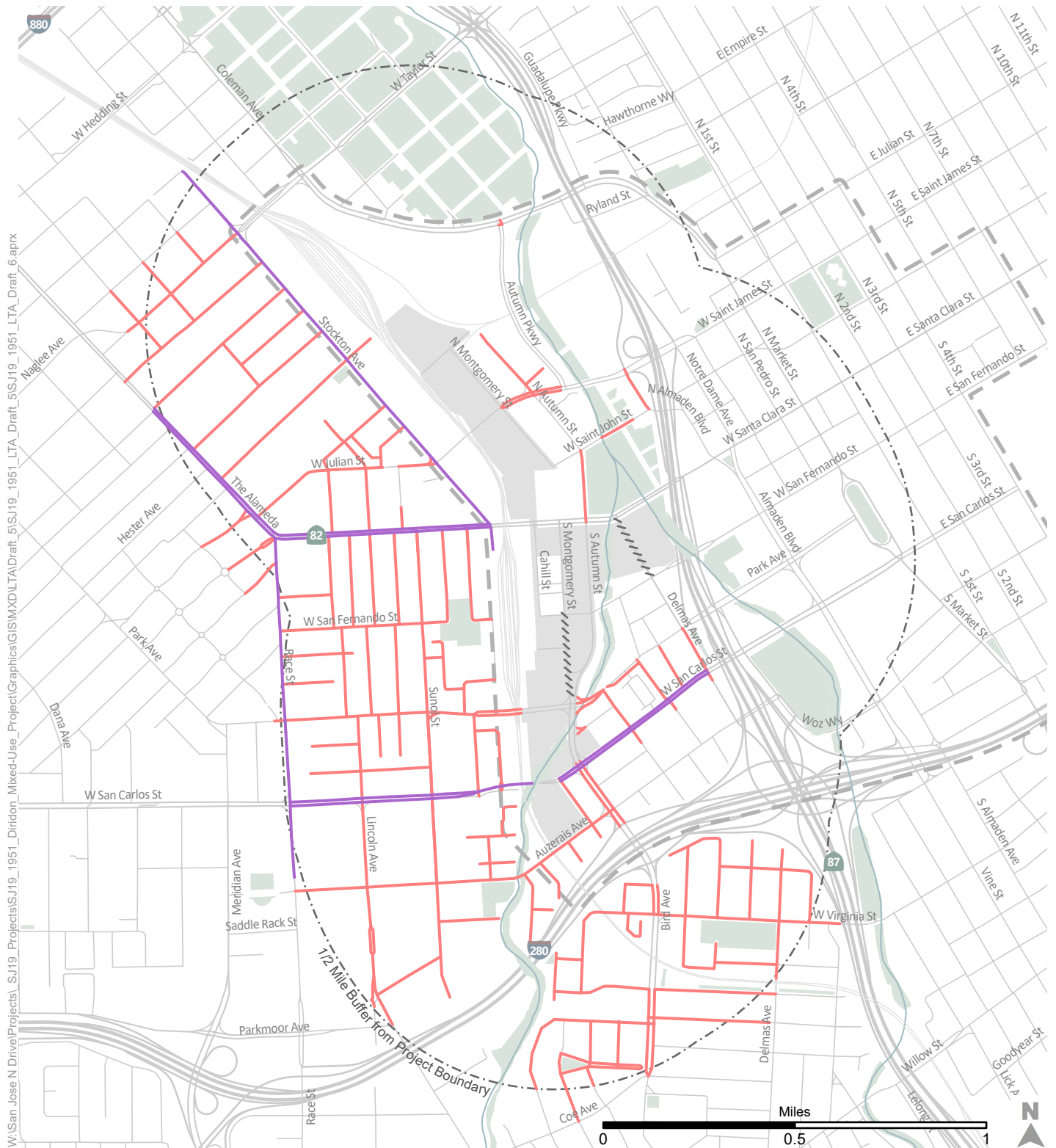
potential parking management strategies that could help reduce parking intrusion from the Project's residents and visitors.

3.3.5 Reporting

After each round of counts, the Project's traffic engineering/planning consultant will prepare a memorandum that contains the following elements:

1. A description of current Project status and relevant land use development and transportation conditions that have changed since Project approval and/or the previous round of counts.
2. A summary of findings from the latest round of counts.
3. A comparison of the latest round of counts to the baseline and to previous rounds of counts, if applicable.
4. An assessment of whether and to what extent Project-generated parking intrusion is occurring on neighborhood streets.
5. If there is an exceedance of the parking occupancy threshold, provide recommendations on parking management strategies to reduce demand.
6. An appendix or attachment presenting the complete results of the latest round of counts.

The memorandum will be submitted to the City within six months of conducting each round of counts.



Project Boundary

Downtown Core Boundary

Areas of Potential Parking Intrusion/
Areas for Parking Monitoring

Monitoring Areas for Time Restricted
Parking

Future Street Closures to be
Implemented with Project Construction



Figure 5
Likely Parking Intrusion/Spillover Locations

Downtown West