

**From:** [Zenk, Jessica](#)  
**To:** [Downtown West Project](#)  
**Subject:** FW: Clarification of Parking Items  
**Date:** Tuesday, May 4, 2021 9:15:10 AM  
**Attachments:** [image002.png](#)  
[Google Sites Parking Count 043021f.pdf](#)  
[SAP Center Structured Parking Design Guidelines \(4-8-21\) \(10602590xD701E\).doc](#)  
**Importance:** High

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**From:** Lucy Lofrumento <lal@lmallp.com>  
**Sent:** Monday, May 3, 2021 1:38 AM  
**To:** Zenk, Jessica <Jessica.Zenk@sanjoseca.gov>; Collen, Arian <Arian.Collen@sanjoseca.gov>; Klein, Nanci <Nanci.Klein@sanjoseca.gov>  
**Cc:** Jim Goddard (jgoddard@sapcenter.com) <jgoddard@sapcenter.com>; Michelle Wendler (MWendler@watrydesign.com) <MWendler@watrydesign.com>; Mike Moretto <MMoretto@watrydesign.com>; Jon Gustafson <jgustafson@sharksice.com>; Morley, Sean <sean@morleybros.com>  
**Subject:** Clarification of Parking Items  
**Importance:** High

[External Email]

Hi Jess,

To follow-up on our discussion last Thursday, attached is a copy of a map and schedule prepared by Michelle Wendler, showing the calculations for parking spaces lost to the Downtown West project and related Cahill Lot 1 (Sub-Area 2), as well as the other Cahill lots. Could you please review and let us know if you agree with these calculations? Also, we would like to make sure we understand how the City arrived at the figure of 2,850 existing surface parking spaces.

Please note that we included the Cahill lots because, as we read the General Development Plan and related documents, it does not appear that there would be any plan or requirement that the spaces on those existing surface lots would ever be replaced with shared parking that could be used by Arena guests.

Along the same lines, during last Wednesday's PC presentation, the City stated that "At a minimum, an additional 350 spaces will be available for SAP Center event use with a 1/3 mile." We have been trying to figure out how that number was calculated, without success. Could you please show us the math on that? We want to be sure that we are all talking apples to apples based on the same set of facts, so that there is no misunderstanding.

Also attached is a copy of the SAP Center Structured Parking Design Guidelines, for your reference. We propose that these be added to the Conformance Review checklist and the Design Standards and

Guidelines to help ensure the best overall functionality of new parking facilities. In addition, to follow-up on Michelle's comment during our meeting, please see the email below for an explanation of the parking guidance systems that could be added to the guidelines, both to help increase parking utilization and to help track actual "Available" spaces.

We think it might be helpful to schedule a short call in the next couple of days with you and Arian to discuss this, if you are available. Please let us know.

Thanks very much,  
Lucy



**Lucy Lofrumento**

Attorney at Law

One Almaden Blvd., Suite 700

San Jose, CA 95113

Office: (408) 560-3665 | Cell: (408) 605-3448

Email: [lal@LMALLP.com](mailto:lal@LMALLP.com) | Web: [www.LMALLP.com](http://www.LMALLP.com)

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**From:** Michelle Wendler <[MWendler@watrydesign.com](mailto:MWendler@watrydesign.com)>

**Sent:** Friday, April 30, 2021 4:03 PM

**To:** Lucy Lofrumento <[lal@lmallp.com](mailto:lal@lmallp.com)>

**Cc:** Jim Goddard (<[JGoddard@sapcenter.com](mailto:JGoddard@sapcenter.com)> <[JGoddard@sapcenter.com](mailto:JGoddard@sapcenter.com)>; Mike Moretto  
<[MMoretto@watrydesign.com](mailto:MMoretto@watrydesign.com)>

**Subject:** Clarification of Parking Items

Hi Lucy

Based on our discussions attached is a map trying to clarify what spaces are counted in the lost spaces within 1/3 mile for confirmation with the City. (The 2850 as referenced in Exhibit K.) In addition I have reattached the information on the design guidelines for structured parking we discussed.

I would also like to follow up on the discussion regarding parking guidance systems. The City of Redwood City requires parking that is part of a development but used by the public nights and weekends (which is something they incentivize by giving reduced parking requirements) to provide parking guidance systems that count the stalls and display at the entry the number of available spaces. This automated counting would make it very transparent about whether the obligations of Available parking are being met and will help with overall wayfinding to find these available spaces which would be a benefit to parkers in general and Arena customers. If the right systems are being used it will count every individual space and you would know the difference between a specialty space such as an ADA space or EV space and how they were being used. Here is an example of a condition of approval from a project we worked on in Redwood City.

[SDR][ENGINEERING]

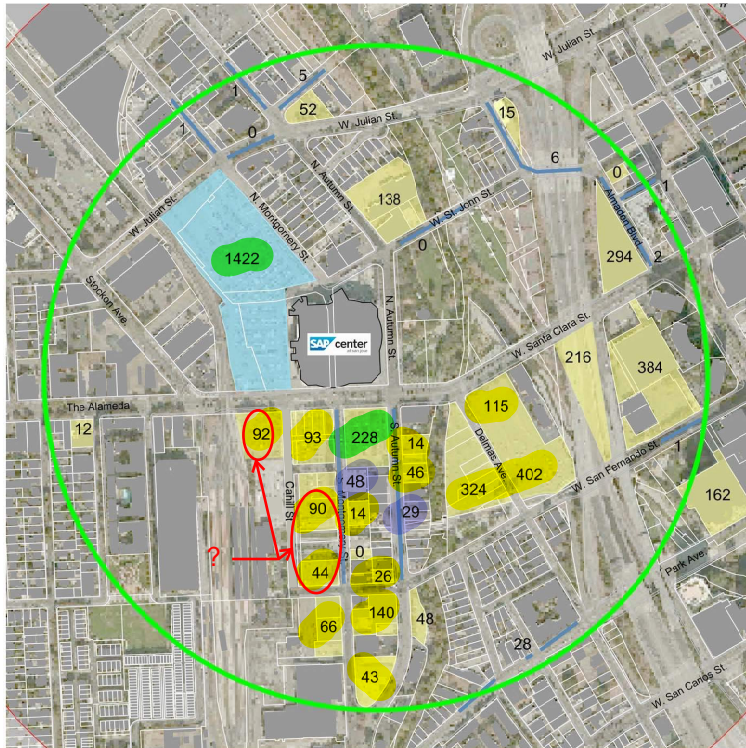
50. **Parking Data & Signage** – The project shall collect (utilizing sensors, loop detectors, or equivalent technology) and make publicly available, real-time garage occupancy data (via a parking app or other means deemed appropriate by the City and a sign at the garage entrance). [COA][ENGINEERING]

Michelle

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## PARKING LOST TO GOOGLE DOWNTOWN WEST DEVELOPMENT



  Total off site      1,509  
  Total on street      77  
  Total on site      1,650  
**Grand Total      3,206**

SAP Center

### Outer Lots Parking Survey

				Results Of Survey at 6:30pm							AVEA/B
				9/27/2017			10/5/2017				
				# of	# of		# of	# of			
				Unrestr. Spaces Occupied	Spaces Avail for SAP Guests	Ocply % of Unrestr. Spaces	Unrestr. Spaces Occupied	Spaces Avail for SAP Guests	Ocply % of Unrestr. Spaces		
Parking Location				Total # of Striped Spaces	# of Restricted Spaces	# of Unrestr. Spaces SAP Customers May Use					
Parking Lots/Garages											
1	150 S. Montgomery/Navalets Lot	62	0	62	16	46	26%	22	40	35%	43
2	34 So. Autumn S.t	46	0	46	0	46	0%	0	46	0%	46
3	51 Notre Dame/Andy's Pet (19 in 1/3 miles)	19	19	0	0	0	0%	0	0	100%	0
4	510 West San Fernando Lot (Stevens Meat Co.)	135	0	135	77	58	57%	61	74	45%	66
5	65 N. Almaden/Jury Lot (50% of 47)	24	0	24	11	13	46%	14	10	58%	11
6	Adobe 1 (Water Co. East Lot)	453	0	453	57	396	13%	44	409	10%	402
7	Adobe 2 (Water Co. West Lot)	324	0	324	0	324	0%	0	324	0%	324
8	Adobe 3 (Water Co. Mgmt. Lot)	115	0	115	0	115	0%	0	115	0%	115
9	Adobe Garage (20% of 1100 spaces)	220	0	220	52	168	24%	63	157	29%	162
10	Akatiff 1- 484 Old W. Julian	25	0	25	3	22	12%	2	23	8%	22
11	Akatiff 2- 484 Old W. Julian	30	0	30	0	30	0%	2	28	7%	29
12	Almaden Plaza Garage (PCP III)	1277	514	763	226	537	30%	207	556	27%	546
13	Arena Parking (SC/Under 87)	257	0	257	41	216	16%	42	215	16%	215
14	Axis Surface Lot (Santa Clara/Almaden)	13	13	0	0	0	0%	0	0	100%	0
15	Babes Mufflers/The Alameda	12	0	12	0	12	100%	0	12	0%	12
16	Borschs Lot	14	0	14	0	14	0%	0	14	0%	14
17	Cahill Lot 1	180	0	180	81	99	45%	93	87	52%	93
18	Cahill Lot 2	162	0	162	74	88	46%	69	93	43%	90
19	Cahill Lot 3	90	0	90	42	48	47%	51	39	57%	44
20	Cahill Lot 4	149	0	149	56	93	38%	59	90	40%	92
21	Comerica Garage	609	226	383	86	297	22%	91	292	24%	294
22	CSC Security (Water District)	70	0	70	23	47	33%	20	50	29%	48
23	Milligan Lots	138	0	138	0	138	0%	0	138	0%	138
24	NW Corner of San F./Autumn Palmero Lot	26	0	26	0	26	0%	0	26	0%	26
25	Power Play Hockey	14	14	0	0	0	0%	0	0	100%	0
26	Temple Hermosa Chuch Lot	14	0	14	0	14	100%	0	14	100%	14
27	YA Tittle/Julian & N. Almaden	51	0	51	23	28	45%	49	2	96%	15
28	Stockton/Julian Lot	125	0	125	0	125	0%	0	125	0%	125
29	Montgomery/Patty's Inn Lot	140	0	140	0	140	0%	0	140	0%	140
On Street											
1	San Fernando E. of 87	6	0	6	6	0	100%	5	1	83%	1
2	Autumn N. of Julian	8	0	8	8	0	100%	7	1	0%	1
2	Julian W. of Autumn	10	0	10	9	1	90%	10	0	100%	0
2	Old Julian E. of Autumn	10	0	10	4	6	40%	6	4	60%	5
2	Montgomery N. of Julian	3	0	3	1	2	33%	3	0	100%	1
2	N. Amaden/curve under 87	44	0	44	38	6	86%	37	7	84%	6
2	St. John E. of River St.	4	0	4	4	0	100%	3	1	75%	0
3	Montgomery S. of Santa Clara	79	0	79	22	57	28%	39	40	49%	48
3	San Fernando between Montgomery and Autumn	0	0	0	0	0	0%	0	0	0%	0
4	Autumn S. of Santa Clara	67	0	67	40	27	60%	37	30	55%	29
4	Park W. of 87	34	0	34	12	22	35%		34	0%	28
5	Carlylse W. of Notre Dame	16	0	16	16	0	100%	14	2	88%	2
5	N. Almaden N. of Santa Clara	18	0	18	16	2	89%	17	1	94%	1
	Totals	5093	786	4307	1044	3263	24.2%	1067	3240	24.8%	3251



## **SAP CENTER STRUCTURED PARKING DESIGN GUIDELINES**

### **For Parking Structures Providing Shared Use Parking for Arena Events**

**Updated April 8, 2021**

1. Use 8.5' x 17' standard stall size, with a 26' wide drive aisle, to achieve a minimum 60' bay width for double loaded parking and 90-degree circulation. If one-way circulation is provided, use industry standard bay width for selected angle of parking. Align parking bays in the predominate direction of pedestrian travel.
2. Provide safe and efficient traffic operation both within the garage and at the entrances and exits during both the arrival and departure peak hours for SAP Center events. For the arrival peak period, ensure that there is adequate queuing space and that entering traffic is not disrupted or delayed by vehicles exiting during this period. For the departure peak period, ensure that motorists can exit within a 30 minute window after the end of an event. All the above operational provisions should be demonstrated through calculations using industry standard methodologies. Design facilities for pay upon entry and free flow for exit.
3. If the garage has a capacity of more than 500 spaces the ability to connect to more than one street or have two different entrance/exit locations should be considered if at all possible, in order to provide redundancy.
4. The number of lanes at a driveway entry/exit should take into consideration the movements on the street it connects to. Lanes into and out of a facility should provide access to more than one path to parking stalls upon entry to facilitate redundancy of flow. Preferably drive entry and exits shall be part of an intersection with the street to enhance visibility and the ability to control traffic.
5. Exits should be designed with appropriate sight distance triangles that allow drivers approaching the exit to see pedestrians on the sidewalk and vehicles on the street. Entries and exits should be designed to minimize curvatures, merges and weaving, all of which reduce the capacity of traffic flow. The width of entry and exit lanes should not be constrained to where flow will be reduced. Visibility to other vehicles and to the path of travel shall be prioritized.
6. Provide ramping systems that efficiently accommodate peak traffic flows, including no parking on ramps and minimizing the number of turns and parked vehicles that a car must pass by to get to other floors. Ramps connecting a maximum of 3 levels in one path is assumed to be the best for accommodating high peak flows. Redundant ramps to facilitate flow should be considered in any facility that exceeds 500 spaces. Ramps that exit to the street should be designed per the City of San Jose Department of Public Works typical driveway profiles for below grade parking at a minimum (**see attached Figure 1**) or meet an approved solution that flattens out the ramp at the top to provide views of pedestrians crossing on the sidewalk for cars exiting the ramp. This may

include a flat section at the top of approximately 25 ft. before using an internal ramp slope, which design has been approved by the City on other projects (see attached Figure 2). Internal ramps should be designed with an 18% maximum slope with 9-10% blends at the top and bottom.

This may include a flat section at the top of approximately 25 ft. before using an internal ramp slope(see attached Figure 2). Internal ramps should be designed with an 18% maximum slope with 9-10% blends at the top and bottom. (previously approved by the City on other projects)

7. Provide high level of safety and security, including use of security cameras. If a stand alone structure utilize glass back elevators and open stairs for safety.
8. Utilize materials that meet a standard for high quality façade, high durability and ease of maintenance.
9. Provide high quality interior ambience, e.g. enhanced lighting, painted interiors, and satisfactory floor to floor height.
10. Provide restrooms, which are open and monitored during events.
11. Provide number and size of elevators and stairs to effectively accommodate peak pedestrian flows. Vehicles coming to an event typically have an average of 3 people per vehicle.
12. Locate pedestrian entries, lobbies, elevators and stairs to conveniently accommodate pedestrian movements between parking facility and SAP Center, and avoid conflicts between major pedestrian movements and major vehicle movements at intersections and driveways.
13. Use long span design if parking is in a stand-alone parking garage. If under a building and using a short span design add 1'-0" to stall width adjacent to columns to make it easier for cars to pull in and out, speeding up the flow.
14. Use moment frames if parking is in a stand-alone parking garage. Avoid moment frame columns at locations where cars need to turn. If under a building and shearwalls are used, avoid walls within 30 ft. of the end of drive aisle or where it would block a driver's view at a turn. Avoid columns that impact turning maneuvers.
15. Provide concrete slab on grade.

Figure 1

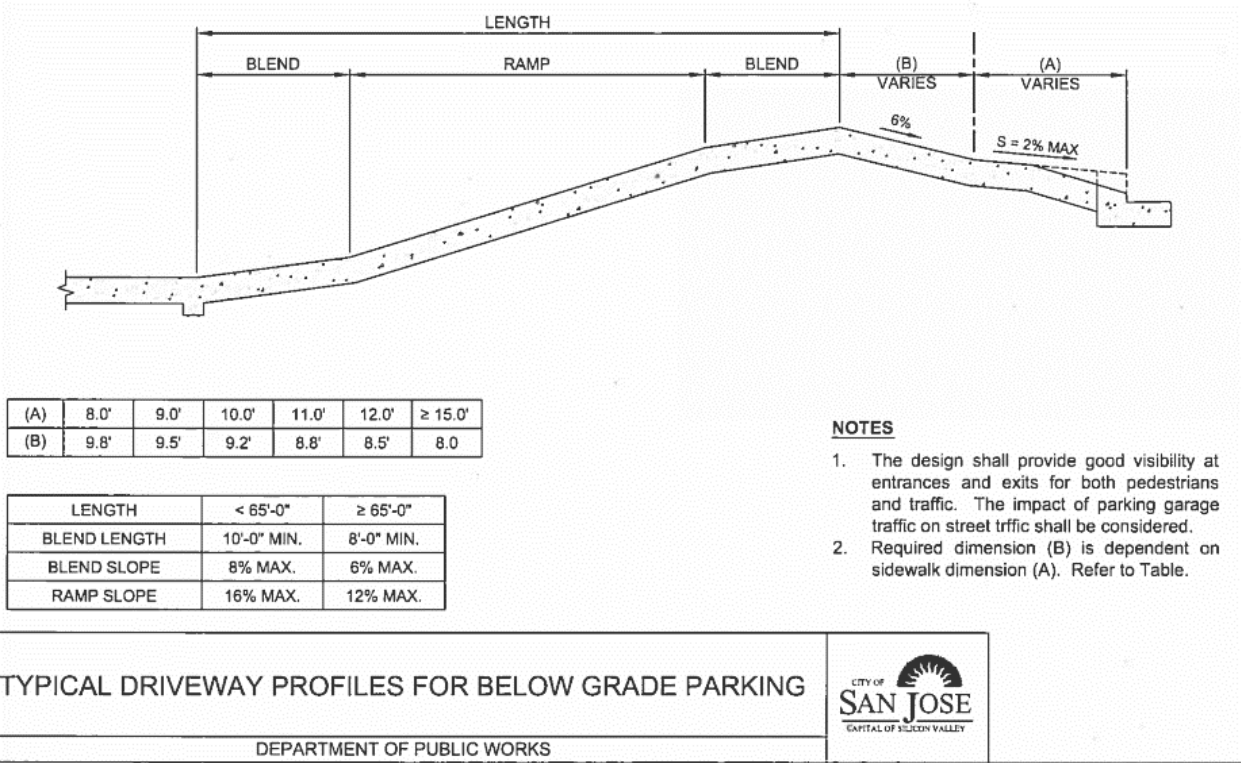


Figure 2

