

**DRAFT**

**BAY MEADOWS II  
PARKING MANAGEMENT PLAN**

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## Executive Summary

### UPDATED November 6, 2012

*The majority of the content of the original Parking Management Plan dated August 19, 2008, is retained in this update dated November 6, 2012. This update is being completed to update the land use information to the current development plan for the Bay Meadows II development. These updates specifically include changes to RES 1, RES 3, STA 2, STA 3, STA 4, and MU 1.*

## Introduction

The Bay Meadows Specific Plan Amendment (the "Specific Plan") sets forth parking standards for the Commercial, Residential and Mixed-Use Blocks comprising the Bay Meadows Phase II project area. The Specific Plan includes a range of parking ratios and requirements, but provides that the parking standards are to be finalized at the SPAR level.

As part of its SPAR applications, the developer has prepared a Parking Management Plan ("PMP") that addresses parking for the entire project at full build-out, consistent with the Specific Plan requirements. The purpose of the PMP is to (1) identify the planned parking supply for each development block and show conformance with Specific Plan requirements; (2) estimate peak weekday parking demand to ensure that the planned supply adequately serves the development; and (3) identify parking demand management strategies that might be implemented to achieve a reduction in parking needs.

The conditions of approval for each SPAR will require compliance with the parking standards and management strategies set forth in the PMP. Each Block developer will be required to comply with the applicable provisions of the PMP through CC&Rs to be recorded against the property.

## Study Area

The project site is bounded by the San Mateo County Exposition Center to the north, CalTrain rail tracks to the west, the Franklin Campus / Saratoga Drive to the east, and existing residential land uses to the south. Regional access to the project site is provided by US-101 and SR-92, accessed via the Hillsdale Boulevard and Delaware Street interchanges. Regional transit access is provided by SamTrans bus routes and CalTrain.



The CalTrain Hillsdale station is currently located at the southwest corner of the project site. The Peninsula Corridor Joint Powers Board (JPB) is presently evaluating the feasibility of relocating the station further to the north.

Major transportation improvements associated with the development of the project site include; the extension of Delaware Street through the project site to Pacific Boulevard, the extension of Franklin Boulevard as 31<sup>st</sup> Avenue from its current terminus to the Joint Powers Board (JPB) right-of-way, the construction of 28<sup>th</sup> Avenue from Saratoga Avenue to the JPB right-of-way, and the construction of a grid of internal local streets. 31<sup>st</sup> and 28<sup>th</sup> Avenues will be connected to El Camino Real when and if the CalTrain tracks are raised and grade-separations are implemented as planned by the JPB. The timing of this JPB project is unknown at this time and is outside the control and scope of this project.

## **Summary of Parking Standards and Conclusions**

The Specific Plan sets forth parking standards for three general categories of use: commercial, mixed-use, and residential. Each of the standards sets forth an applicable range of parking requirements for office, retail and restaurant, and residential uses. The Specific Plan allows the developer to specify the Specific Plan parking standard for each Block at the time of the SPAR application.

The parking standards and conclusions of the PMP are summarized below, including the Specific Plan standards selected in the PMP for each Block, the number of spaces provided for the applicable use by Block, and compliance with the applicable standards.

### **Station Blocks (Office, Retail & Restaurant)**

Within the Station Blocks, the PMP uses the “commercial” parking standards from the Specific Plan Amendment. These standards allow between 2.75 to 3.25 spaces per 1,000 gross square footage (GSF) of office and 4.0 spaces per 1,000 GSF for retail and restaurants. The PMP uses a parking ratio for office use of 2.75 spaces per 1,000 gsf and 4.0 spaces per 1,000 gsf for retail and restaurants. Based on these standards, the total on-site parking required under the Specific Plan for all of the Station Blocks combined is 2,177 spaces.

The Station Blocks overall meet the requirements of the Specific Plan. Due to its large size and configuration, STA 1 provides 453 spaces more than the minimum required by the uses in STA 1. Blocks STA 2 through STA 4 provide less than the minimum required by the Specific Plan standards, while STA 5 provides 17 more spaces than required. To address the shortfall on STA 2 through STA 4, the PMP includes a parking management strategy that uses the excess parking in STA 1 and STA 5 as a reservoir of parking for the unmet demand from the other Station Blocks, as well as the demand from the office, retail and restaurant employees of Mixed-Use Blocks MU 2, 3 and 4. Retail employees from Residential Block 7 (RES 7) are also able to use surplus parking in the Station Blocks.



With this parking management strategy in place, the 2,455 on-site parking spaces provided in the Station Blocks exceeds the minimum requirements of the Specific Plan by 278 spaces and the surplus can fully accommodate the required parking from the office employees of the Mixed-Use Blocks, retail and restaurant employees in the Mixed-Use Blocks and RES 7 block retail.

## **Mixed-Use Blocks (Office, Retail, Restaurant, and School)**

Within the Mixed-Use Blocks, the PMP uses the applicable "mixed-use" standards. These standards allow between 2.75 to 3.25 spaces per 1,000 gross floor area (gsf) of office, 2.86 spaces per 1,000 gsf for retail, and 12.5 spaces per 1,000 s.f. of restaurant. The PMP uses a parking ratio for office use of 2.75 spaces per 1,000 gsf of office and also complies with the Specific Plan parking standards for retail and restaurant (2.86 and 12.5 spaces per 1,000 gsf respectively).

Based on the Specific Plan standards, the total on-site parking required under the Specific Plan for the office, retail and restaurant uses on MU 2, 3 and 4 is 287 spaces (does not include 125 required spaces for high school on MU 1). No on-site non-residential parking is provided on MU 2, MU 3, or MU 4. Instead, the parking management strategy set forth in the PMP requires the spaces attributable to office employees, and spaces attributable to retail and restaurant employees of the Mixed-Use Blocks and RES 7 block to be accommodated in the Station Blocks. The remaining retail/restaurant customer and office visitor spaces are accommodated on-street.

A private high school is planned for MU 1 and will provide 125 on-site parking which is in excess of anticipated parking demand. Therefore, the high school does not affect the results and conclusions of this updated Parking Management Plan.

## **Mixed-Use Blocks (Residential)**

For the Mixed-Use Blocks the applicable "mixed-use" standards were used. The mixed-use standard provides a range of 1.55 to 2.05 spaces per unit, plus 0.20 spaces per unit for guests with an allowance for parking guests on-street. Based on the parking approach established for the Mixed-Use Blocks, all guests parking will be provided on-street.

Based on the parking ratios adopted in the PMP that fall within the permitted range of the Specific Plan for the Mixed-Use Blocks, the project provides 407 required residential parking spaces on-site, with the 47 required guest spaces to be accommodated on-street.



## Residential Blocks

For the Residential Blocks, the applicable Specific Plan standards are those for Residential (Apartment, Condo, Loft; Townhouse / Rowhouse; and Small Lot Single Family). These standards specify a range from 1.75 to 2.25 spaces per unit (including guest parking), with allowance for on-street guest parking. The residential parking is provided on a per block basis and all resident parking is provided within each block. The parking ratio of spaces provided in the design of each building averages from 1.73 to 2.00 spaces per unit, with guest parking ratios averaging 0.05 to 0.20 spaces per unit.

Based on the proposed program, the minimum total parking requirement under the Specific Plan standards for the Residential Blocks is 1,577 spaces with 1,613 spaces provided. Per the Specific Plan, residential guests would be required to have 166 spaces with an allowance for on-street parking. Most of the residential guests are accommodated on-site within the 119 on-site guest spaces. The remaining 48 guest spaces are accommodated on-street.

## On-Street Parking Supply by Block

The project provides on-street (angled and parallel) parking along most of the blockfaces throughout the project site. On Delaware Street between East 28<sup>th</sup> Avenue and East 31<sup>st</sup> Avenue, angled parking is provided on both sides of the street. Parallel parking is provided on the remaining blockfaces. There are a total of 509 on-street parking spaces, out of which 191 spaces serve the Station and Mixed-Use Block commercial area. The remaining 318 spaces serve the Residential Blocks, neighborhood and community parks, and any spillover parking from the commercial area. The on-street parking count reflects curb space reserved for red zones, bus stops, and loading zones. Some loading zones are only reserved for loading in the morning peak hours and are therefore available for general parking during the mid-day peak.

Other than on-street loading zones within the commercial and residential blocks, the only on-street parking proposed to have time restrictions will be the angled parking spaces on Delaware Street. These spaces will be restricted to 90 to 120 minutes to ensure high turn-over for customer use and to encourage long-term visitors to park further from Delaware Street.

## Conclusion

The PMP includes a table (**Table 10**) that compares the total minimum parking requirements for each block district (Station, Mixed-Use, and Residential) under the Specific Plan standards with the total parking supply provided in the SPAR application for the individual blocks. The table includes on-street parking consistent with the approach to serve some of the parking requirements on-street.



The Bay Meadows II Specific Plan SPAR, when considering on-site and on-street parking supply, results in an overall surplus of 329 parking spaces when compared to the required parking required by the standards in the Specific Plan. If the project is divided into a commercial area (the Station and non-residential Mixed-Use Blocks) and a residential area (the residential mixed-use and residential blocks), the commercial area has a surplus of 182 spaces (including use of on-street spaces), while the residential area has a surplus of 147 spaces.

## **Parking Management Plan Implementation**

The Planning Commission will implement this Parking Management Plan through the conditions of approval for the SPAR applications for the Bay Meadows II project. The conditions of approval will require the parking measures and requirements described in this Parking Management Plan to be on-going for the occupied life of the development, unless they are altered, exchanged or discontinued in consultation with the City. Compliance with this Parking Management Plan to the extent applicable shall be required of each Block developer through recorded CC&R documents.

## **Parking Demand Analysis**

The parking demand and the parking supply are summarized in Section 4 of the PMP. It shows that from an overall perspective the Bay Meadows II project provides sufficient parking to meet demand through a combination of on-site and on-street supply. The total estimated parking demand for all blocks is 4,066 parking spaces during the peak weekday period. The on-site parking provided in all blocks is 4,617 spaces. A total of 461 spaces (excluding on-street parking spaces for Community Park) are available on-street, which results in a total parking supply of 5,078 spaces which is 1,012 spaces more than the total estimated demand for all blocks.

## **Transportation Demand Management (TDM) Measures**

The TDM program outlined in the Bay Meadows II Traffic Management Plan implements strategies and measures to reduce the number of vehicle trips generated and the parking at the project site.



# 1 Introduction

## UPDATED November 6, 2012

*The majority of the content of the original Parking Management Plan dated August 19, 2008, is retained in this update dated November 6, 2012. This update is being completed to update the land use information to the current development plan for the Bay Meadows II development. These updates specifically include changes to RES 1, RES 3, STA 2, STA 3, STA 4, and MU 1.*

### 1.1 Purpose of Report

This report conforms to the policies established in the *San Mateo Rail Corridor Transit-Oriented Development Plan* to prepare a Parking Management Plan for the Bay Meadows II project. This report is a companion to the draft Bay Meadows II Traffic Management Plan. The purpose of this plan is to:

- Identify the planned parking supply for each development block and show conformance with Specific Plan requirements;
- Estimate peak weekday parking demand to ensure that the planned supply adequately serves the development; and
- Identify parking demand management strategies that might be implemented to achieve a reduction in parking needs.

### 1.2 Study Area and Definitions

The project site is bounded by the San Mateo County Exposition Center to the north, CalTrain rail tracks to the west, the Franklin Campus / Saratoga Drive to the east, and existing residential land uses to the south. Regional access to the project site is provided by US-101 and SR-92, accessed via the Hillsdale Boulevard and Delaware Street interchanges. Regional transit access is provided by SamTrans bus routes and CalTrain. The CalTrain Hillsdale station is currently located at the southwest corner of the project site. The Peninsula Corridor Joint Powers Board (JPB) is presently evaluating the feasibility of relocating the station further to the north.

Major transportation improvements associated with the development of the project site include; the extension of Delaware Street through the project site to Pacific Boulevard, the extension of Franklin Boulevard as 31<sup>st</sup> Avenue from its current terminus to the Joint Powers Board (JPB) right-of-way, the construction of 28<sup>th</sup> Avenue from Saratoga Avenue to the JPB right-of-way, and the construction of a grid of internal local streets. 31<sup>st</sup> and



28<sup>th</sup> Avenues will be connected to El Camino Real when and if the CalTrain tracks are raised and grade-separations are implemented as planned by the JPB. The timing of this JPB project is unknown at this time and is outside the control and scope of this project.

The Bay Meadows project site and the block numbering system are shown in **Figure 1**.

### **1.3 Definitions**

**Parking Demand** – The number of parked vehicles expected of a specific type and amount of land use during the peak period of a typical weekday. Parking demand is estimated using rates (similar to trip generation). Parking demand is independent of parking supply.

**Parking Supply** – The number of parking spaces provided on a development block, on-street or in common facilities. Parking supply in new development is governed by the parking standards in the Specific Plan Amendment.

**Parking Ratios/Standards** - Parking ratios (or standards) are the regulations that determine parking supply for each individual building and type of land use. It is described as the number of required parking spaces per unit of development (e.g., per dwelling unit or per 1,000 square feet of commercial building space). The Bay Meadows II Specific Plan Amendment is the guiding document for these standards.

**Shared Parking** – The concept of using a parking space and serve two or more land uses without conflict. Conventional regulations require that each development provide enough parking to serve its own peak demand, leaving unused parking spaces during the remaining periods. Shared parking allows multiple complementary land uses, whose peak parking demands do not coincide to share the same pool of parking spaces, resulting in a more efficient use of those spaces.

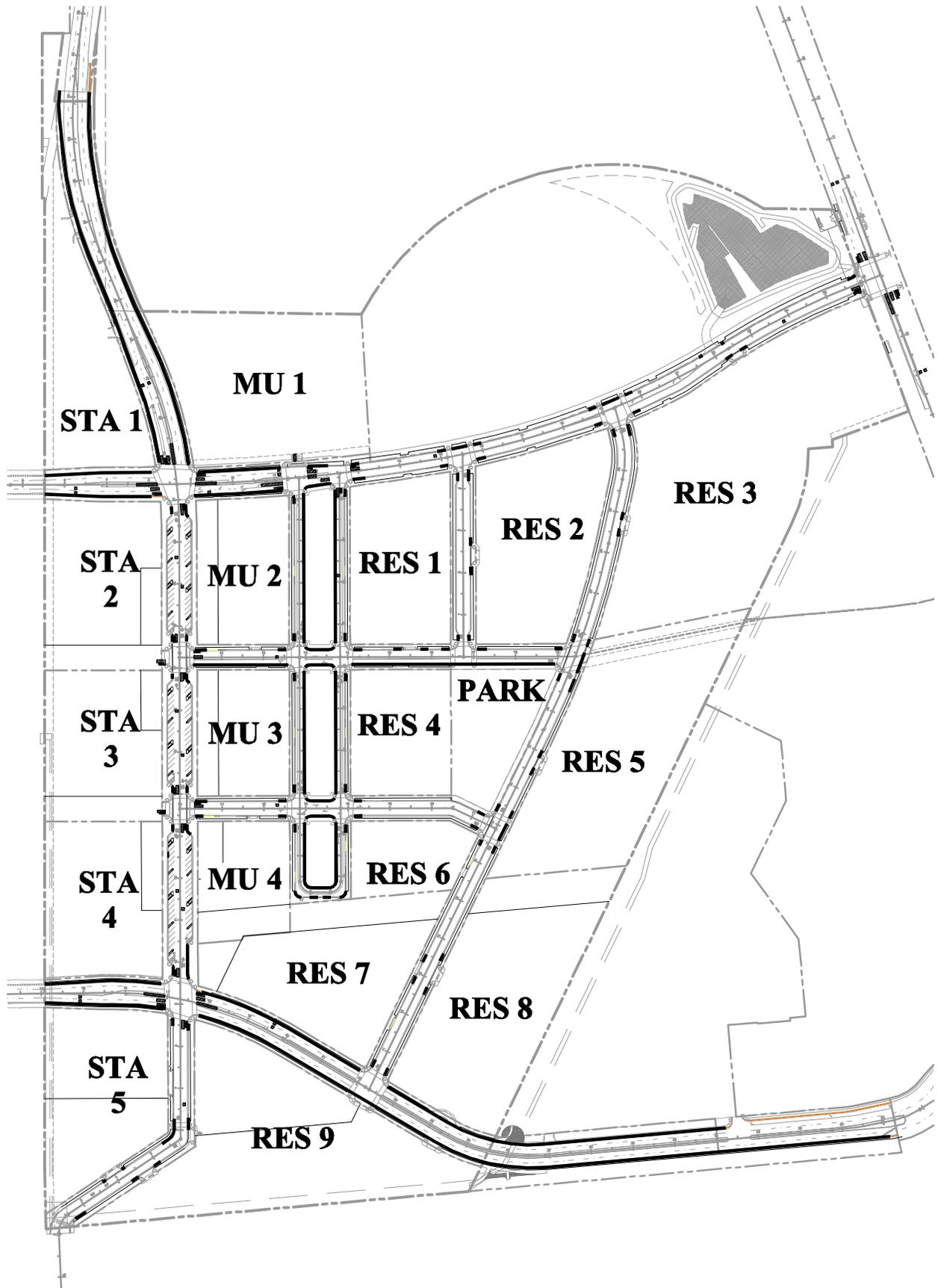


FIGURE 1: BAY MEADOWS II BLOCK NUMBERING



## 2 Proposed Land Uses

Bay Meadows II is basically subdivided into two primary districts, the Station/Mixed-Use (commercial) district, and the Residential district. The project site is divided into 18 blocks as identified in the project's adopted Specific Plan Amendment. There are five (5) Station Blocks, four (4) Mixed-Use Blocks, and nine (9) Residential Blocks. The proposed development program includes (measured in gross building floor area as required in the City's zoning ordinance for calculating parking requirements) a total of 805,199 square feet of office, 74,771 square feet of retail, 17,808 square feet of restaurant, 8,140 square feet of outdoor seating, 1,066 residential dwelling units, and a 450-student high school. A playfield located in the Community Park and approximately 50 affordable (i.e. Below Market Rate) residential units located in Mixed-Use Block 1 will be implemented by the City of San Mateo and are not under the review of this report. **Table 1:** summarizes the land uses by block.



**Table 1: Summary of Land Use by Blocks**

Block	Land Use	Units <sup>[1]</sup>	Quantity <sup>[2]</sup>	Adjusted Units <sup>[3]</sup>	Adjusted Quantity
<b>STATION BLOCKS</b>					
Station Block 1 (STA 1)	Office	GFA	92,267	GFA	87,888
	Retail	GFA	5,794	GFA	5,794
	Restaurant	GFA	0	PSA	0
	Outdoor Seating	GFA	0	PSA	0
	Subtotal	GFA	98,061	GFA + PSA	93,682
Station Block 2 (STA 2)	Office	GFA	190,235	GFA	177,951
	Retail	GFA	10,889	GFA	10,889
	Restaurant	GFA	3,050	PSA	1,983
	Outdoor Seating	GFA	500	PSA	500
	Subtotal	GFA	204,174	GFA + PSA	191,323
Station Block 3 (STA 3)	Office	GFA	174,445	GFA	163,108
	Retail	GFA	8,769	GFA	8,769
	Restaurant	GFA	3,281	PSA	2,133
	Outdoor Seating	GFA	1,000	PSA	1,000
	Subtotal	GFA	186,495	GFA + PSA	175,010
Station Block 4 (STA 4)	Office	GFA	216,428	GFA	201,375
	Retail	GFA	8,627	GFA	8,627
	Restaurant	GFA	3,477	PSA	2,260
	Outdoor Seating	GFA	2,000	PSA	2,000
	Subtotal	GFA	228,532	GFA + PSA	214,262
Station Block 5 (STA 5)	Office	GFA	98,338	GFA	91,459
	Retail	GFA	4,098	GFA	4,098
	Restaurant	GFA	0	PSA	0
	Outdoor Seating	GFA	0	PSA	0
	Subtotal	GFA	102,436	GFA + PSA	95,557
<b>Total Station Blocks</b>	<b>Office</b>	<b>GFA</b>	<b>771,713</b>	<b>GFA</b>	<b>721,781</b>
	<b>Retail</b>	<b>GFA</b>	<b>38,177</b>	<b>GFA</b>	<b>38,177</b>
	<b>Restaurant</b>	<b>GFA</b>	<b>9,808</b>	<b>PSA</b>	<b>6,375</b>
	<b>Outdoor Seating</b>	<b>GFA</b>	<b>3,500</b>	<b>PSA</b>	<b>3,500</b>
	<b>Total</b>	<b>GFA</b>	<b>823,198</b>	<b>GFA + PSA</b>	<b>769,833</b>

[1] GFA (Gross Floor Area) in square feet

[2] GFA for outdoor seating is not included in the totals of this column but is included in the adjusted quantities and used in the calculation of parking requirements for restaurant uses.

[3] Adjusted GFA (Gross Floor Area) is used for computing parking requirements for office and retail but does not include areas such as elevator shafts, stairwells, restrooms, mechanical rooms, etc. per the City of San Mateo Zoning Code 27.04.200. However to be conservative, adjustments for elevator shafts, stairwells, restrooms, mechanical rooms, etc. were only made to office space GFA in Station Blocks. PSA (Public Service Area) is used for computing parking requirements for restaurant use. PSA is defined in the City of San Mateo Zoning Code 27.04.404 as that portion of a building or structure used or which may be used by patrons for the purposes of eating, drinking or waiting for service, including dance floors and area outside the building or structure intended to be used by patrons for the purposes of eating or drinking. The public service area was estimated at 65% of the GFA. PSA includes outdoor seating areas. Source: HOK.



**Table 1: Summary of Land Use Blocks (Cont.)**

Block	Land Use	Units <sup>[1]</sup>	Quantity <sup>[2]</sup>	Adjusted Units <sup>[3]</sup>	Adjusted Quantity
<b>MIXED USE BLOCKS</b>					
Mixed-Use Block 1 (MU 1) <sup>[4]</sup>	Private High School	Students	450	Students	450
	Subtotal	Students	450	Students	450
Mixed-Use Block 2 (MU 2)	Office	GFA	15,509	GFA	15,509
	Retail	GFA	11,814	GFA	11,814
	Restaurant	GFA	3,000	PSA	1,950
	Outdoor Seating	GFA	640	PSA	640
	Residential	Dwellings	88	Dwellings	88
	Subtotal	GFA	30,323	GFA	29,913
Mixed-Use Block 3 (MU 3)	Office	GFA	12,906	GFA	12,906
	Retail	GFA	12,361	GFA	12,361
	Restaurant	GFA	0	PSA	0
	Outdoor Seating	GFA	0	PSA	0
	Residential	Dwellings	76	Dwellings	76
	Subtotal	GFA	25,267	GFA	25,267
Mixed-Use Block 4 (MU 4)	Office	GFA	5,071	GFA	5,071
	Retail	GFA	8,947	GFA	8,947
	Restaurant	GFA	5,000	PSA	3,250
	Outdoor Seating	GFA	4,000	PSA	4,000
	Residential	Dwellings	70	Dwellings	70
	Subtotal	GFA	19,018	GFA	21,268
<b>Total Mixed-Use Blocks</b>	<b>High School</b>	<b>Students</b>	<b>450</b>	<b>Students</b>	<b>450</b>
	<b>Office</b>	<b>GFA</b>	<b>33,486</b>	<b>GFA</b>	<b>33,486</b>
	<b>Retail</b>	<b>GFA</b>	<b>33,122</b>	<b>GFA</b>	<b>33,122</b>
	<b>Restaurant</b>	<b>GFA</b>	<b>8,000</b>	<b>PSA</b>	<b>5,200</b>
	<b>Outdoor Seating</b>	<b>GFA</b>	<b>4,640</b>	<b>PSA</b>	<b>4,640</b>
	<b>Residential</b>	<b>Dwellings</b>	<b>234</b>	<b>Dwellings</b>	<b>234</b>
	<b>Total</b>	<b>GFA</b>	<b>74,608</b>	<b>GFA + PSA</b>	<b>76,448</b>

[1] GFA (Gross Floor Area) in square feet

[2] GFA for outdoor seating is not included in the totals of this column but is included in the adjusted quantities and used in the calculation of parking requirements for restaurant uses.

[3] Adjusted GFA (Gross Floor Area) is used for computing parking requirements for office and retail but does not include areas such as elevator shafts, stairwells, restrooms, mechanical rooms, etc. per the City of San Mateo Zoning Code 27.04.200. However to be conservative, adjustments for elevator shafts, stairwells, restrooms, mechanical rooms, etc. were only made to office space GFA in Station Blocks. PSA (Public Service Area) is used for computing parking requirements for restaurant use. PSA is defined in the City of San Mateo Zoning Code 27.04.404 as that portion of a building or structure used or which may be used by patrons for the purposes of eating, drinking or waiting for service, including dance floors and area outside the building or structure intended to be used by patrons for the purposes of eating or drinking. The public service area was estimated at 65% of the GFA. PSA includes outdoor seating areas. Source: HOK.

[4] MU 1 is also intended to include Below Market Rate (BMR) residential units in the future. However, because the number of units have not been confirmed, nor has a parking plan been prepared, the BMR units are not included in this Bay Meadows II Parking Management Plan. When a Site Plan and Architectural Review (SPAR) application for the BMR units is prepared, the parking requirements will be added to the Bay Meadows II PMP.



**Table 1: Summary of Land Use Blocks (Cont.)**

Block	Land Use	Units <sup>[1]</sup>	Quantity <sup>[2]</sup>	Adjusted Units <sup>[3]</sup>	Adjusted Quantity
<b>RESIDENTIAL USE BLOCKS</b>					
Residential Block 1 (RES 1)	Residential	Dwellings	108	Dwellings	108
Residential Block 2 (RES 2)	Residential	Dwellings	80	Dwellings	80
Residential Block 3 (RES 3)	Residential	Dwellings	156	Dwellings	156
Residential Block 4 (RES 4)	Residential	Dwellings	71	Dwellings	71
Residential Block 5 (RES 5)	Residential	Dwellings	76	Dwellings	76
Residential Block 6 (RES 6)	Residential	Dwellings	54	Dwellings	54
Residential Block 7 (RES 7)	Residential	Dwellings	158	Dwellings	158
	Retail	GFA	3,472	GFA	3,472
Residential Block 8 (RES 8)	Residential	Dwellings	74	Dwellings	74
Residential Block 9 (RES 9)	Residential	Dwellings	55	Dwellings	55
<b>Total Residential Blocks</b>	<b>Residential</b>	<b>Dwellings</b>	<b>832</b>	<b>Dwellings</b>	<b>832</b>
	<b>Retail</b>	<b>GFA</b>	<b>3,472</b>	<b>GFA</b>	<b>3,472</b>
<b>Total All Blocks</b>	<b>High School</b>	<b>Students</b>	<b>450</b>	<b>Students</b>	<b>450</b>
	<b>Office</b>	<b>GFA</b>	<b>805,199</b>	<b>GFA</b>	<b>755,267</b>
	<b>Retail</b>	<b>GFA</b>	<b>74,771</b>	<b>GFA</b>	<b>74,771</b>
	<b>Restaurant</b>	<b>GFA</b>	<b>17,808</b>	<b>PSA</b>	<b>11,575</b>
	<b>Outdoor Seating</b>	<b>GFA</b>	<b>8,140</b>	<b>PSA</b>	<b>8,140</b>
	<b>Residential</b>	<b>Dwellings</b>	<b>1,066</b>	<b>Dwellings</b>	<b>1,066</b>
	<b>Total</b>	<b>GFA</b>	<b>894,306</b>	<b>GFA + PSA</b>	<b>846,642</b>

[1] GFA (Gross Floor Area) in square feet

[2] GFA for outdoor seating is not included in the totals of this column but is included in the adjusted quantities and used in the calculation of parking requirements for restaurant uses.

[3] Adjusted GFA (Gross Floor Area) is used for computing parking requirements for office and retail but does not include areas such as elevator shafts, stairwells, restrooms, mechanical rooms, etc. per the City of San Mateo Zoning Code 27.04.200. However to be conservative, adjustments for elevator shafts, stairwells, restrooms, mechanical rooms, etc. were only made to office space GFA in Station Blocks. PSA (Public Service Area) is used for computing parking requirements for restaurant use. PSA is defined in the City of San Mateo Zoning Code 27.04.404 as that portion of a building or structure used or which may be used by patrons for the purposes of eating, drinking or waiting for service, including dance floors and area outside the building or structure intended to be used by patrons for the purposes of eating or drinking. The public service area was estimated at 65% of the GFA. PSA includes outdoor seating areas. Source: HOK.



### 3 Parking Supply Analysis

This section of the report describes and compares the parking requirements that govern the project - the Bay Meadows II Specific Plan – to the actual parking included in the SPAR design of the buildings.

#### 3.1 Approach to Parking in Bay Meadows II

The following approach was established to accommodate the parking requirements of each development block. The parking requirements for each block were estimated as per the standards established in the Specific Plan Amendment.

##### Station Blocks

- Provide on-site parking for Station Block office, retail, and restaurant employees.
- Retail and restaurant customers park on-street.

##### Mixed-Use Blocks

- Retail and restaurant employees park off-site in Station Blocks.
- Retail and restaurant customers park on-street.
- Office employees park off-site in Station Blocks.
- Office visitors park on-street.
- Resident parking is provided on-site.
- Residential guest parking is provided on-street.
- School parking is provided on-site.

##### Residential Blocks

- Resident parking is provided on-site.
- On average, 70% of the residential guest parking is provided on-site and the remaining 30% is provided on-street.
- Retail employees (block RES 7) park off-site in Station Blocks.
- Retail customers (block RES 7) park on-street.

**Table 2** summarizes the parking approach for each commercial-related block by user, and **Figure 2** graphically illustrates where each office, retail, and restaurant user parks within Bay Meadows.

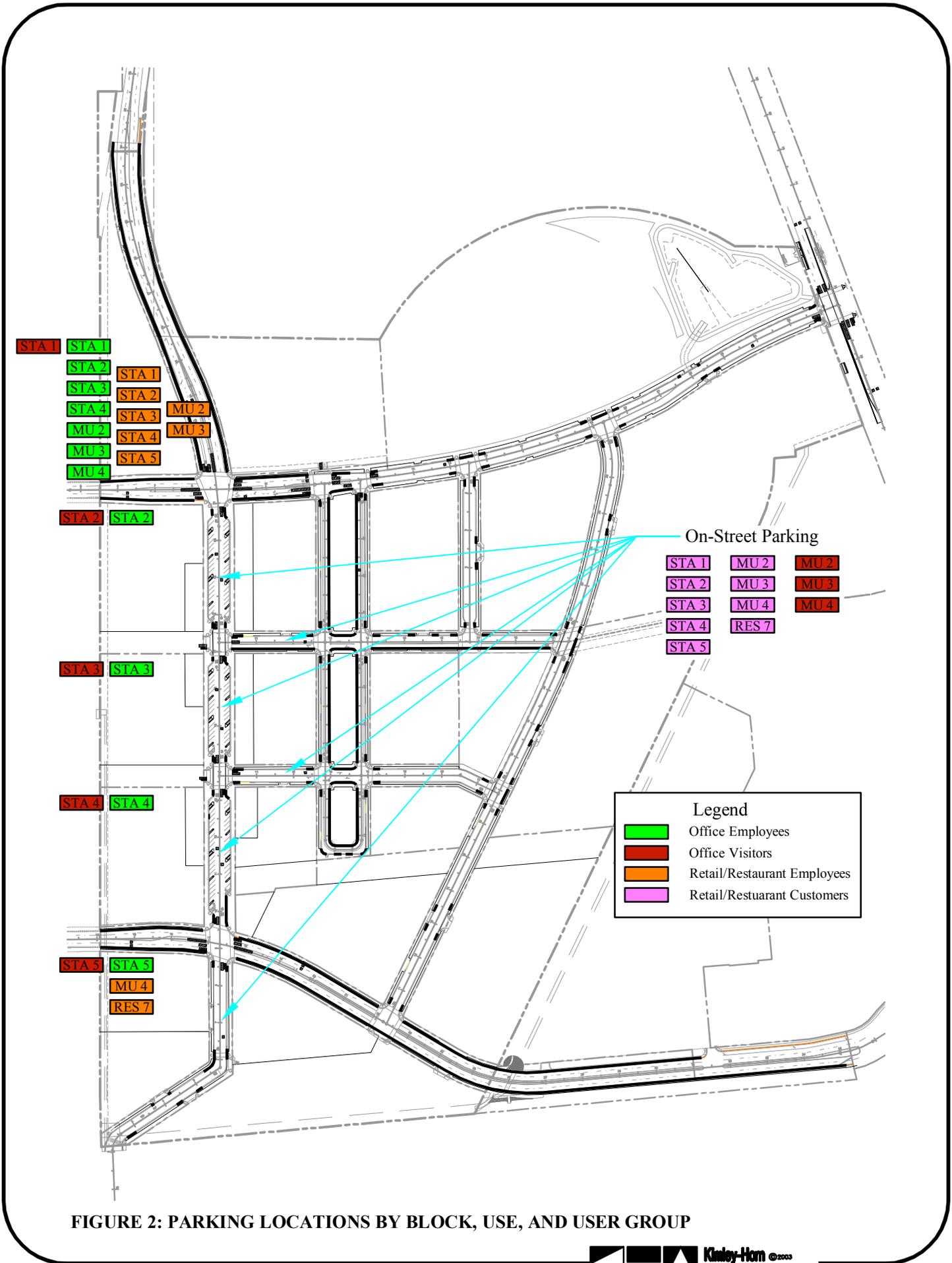


FIGURE 2: PARKING LOCATIONS BY BLOCK, USE, AND USER GROUP



## **3.2 *Parking Requirements***

### **Development Standards for Blocks**

The Bay Meadows II Specific Plan Amendment contains land use regulations applicable within the Specific Plan Amendment Area. These land use regulations are applicable on a block-by-block basis, unless the developer elects for more than one type of regulation to apply on a block, in which case the block must be subdivided to correspond with the areas of the block on which different regulations apply. The development standards are divided into three general categories: commercial, mixed-use, apartment / condominium / loft, rowhouse / townhouse, and small lot single-family standards.



**Table 2: Bay Meadows II Specific Plan Parking Approach**

Block/Sub Block	User Group & Use	On-Site	Off-Site (Station Block 1 and 5)	Public Street Parking
STA 1	Employees & Visitors- Office	✓		
	Employees - Retail/Restaurant Uses	✓		
	Customers - Retail/Restaurant Uses			✓
STA 2	Employees & Visitors- Office	✓	✓	
	Employees - Retail/Restaurant Uses		✓	
	Customers - Retail/Restaurant Uses			✓
STA 3	Employees & Visitors- Office	✓	✓	
	Employees - Retail/Restaurant Uses		✓	
	Customers - Retail/Restaurant Uses			✓
STA 4	Employees & Visitors- Office	✓	✓	
	Employees - Retail/Restaurant Uses		✓	
	Customers - Retail/Restaurant Uses			✓
STA 5	Employees & Visitors- Office	✓		
	Employees - Retail/Restaurant Uses	✓	✓	
	Customers - Retail/Restaurant Uses			✓
MU 1	Students, Faculty, & Visitors – High School	✓		
MU 2a	Resident	✓		
	Residential Guest			✓
MU 2b	Employees- Office		✓	
	Visitors- Office			✓
	Employees - Retail/Restaurant Uses		✓	
	Customers - Retail Uses			✓
	Customers - Restaurant Uses			✓
MU 3a	Resident	✓		
	Residential Guest			✓
MU 3b	Employees- Office		✓	
	Visitors- Office			✓
	Employees - Retail/Restaurant Uses		✓	
	Customers - Retail Uses			✓
	Customers - Restaurant Uses			✓
MU4	Resident	✓		
	Residential Guest			✓
	Employee- Office		✓	
	Visitors- Office			✓
	Employees - Retail/Restaurant Uses		✓	
	Customers - Retail Uses			✓
RES 7	Customers - Restaurant Uses			✓
	Resident	✓		
	Residential Guest	✓		
	Employees - Retail Uses		✓	
	Customers - Retail Uses			✓



**Table 3** shows which standard is applicable for each of the Bay Meadows II project blocks and the parking approach selects one of the applicable standards for each block.

**Table 3: Development Standard Applicability by Block**

Block	Commercial	Mixed Use	Residential		
			Apartment, Condo and Loft	Townhouse / Rowhouse	Small Lot Single Family
STA 1 STA 2 STA 3 STA 4 STA 5	Yes	Yes	No	No	No
MU 1 MU 2 MU 3 MU 4	Yes (for retail)	Yes (for restaurant and office)	Yes	No	No
RES 1 RES 2 RES 3 RES 4 RES 5 RES 6 RES 8	No	No	Yes	Yes	No
RES 7 RES 9	No	Yes (residential and retail uses only)	Yes	Yes	Yes (required for housing immediately adjacent to southern boundary)

Note: STA – Station Block; MU – Mixed Use Block; RES – Residential Block  
See Table 4 for the actual development standard used in each block.  
Source: Bay Meadows Specific Plan Amendment, page IV-20

The Specific Plan’s off-street parking requirements for Commercial; Mixed-Use; and Residential (Apartment, Condo, Loft; Townhouse / Rowhouse; and Small Lot Single Family) is shown in **Table 4**.

The Specific Plan Amendment also identifies parking management guidelines and requires that these guidelines be adopted as part of the Design Guidelines and Development Standards. Relevant guidelines include:

- The final parking ratio should be determined during Site Plan and Architectural Review (SPAR), based upon Transportation Demand Management parking studies.



- Parking management shall emphasize supply and possibly pricing strategies that work in concert with the development's transit orientation. Parking supply strategies to be examined include: preferential parking for carpools and vanpools; tandem parking; reduced minimum parking requirements for shared parking between complimentary uses; transit orientation, and Transportation Demand Management programs implemented by the employers; parking maximums to ensure development does not over-provide parking; and neighborhood parking management plans to eliminate parking overflow into residential areas. See Section 5 for a discussion of transportation and parking management measures recommended for the project.
- Subterranean parking may cross boundaries between blocks and sub-blocks/parcels where those blocks and sub-blocks/parcels are not divided by public streets.
- Tandem and shared parking are permitted and encouraged. Final determination shall be made at SPAR approval.

### **City Requirements for Bicycle Parking and Loading**

As per the City's Zoning Code, "A minimum of one bicycle parking facility shall be provided in parking lots and parking structures containing from thirty (30) to one hundred (100) parking stalls with another such facility being provided for each additional one hundred (100) parking stalls or fraction thereof."

The SPAR design for each block includes an area meeting the requirements of city code for bicycle parking within each parking garage. Additionally, bicycle parking is provided in racks placed adjacent to retail buildings along Delaware Street.

Loading requirements per City code are met on-site for the Station Blocks and MU 1. Each Station Block provides two interior loading docks. The design of these facilities is reviewed during the SPAR review and not the subject of this report. The loading requirements for the Mixed-Use and Residential Blocks are met with designated on-street loading zones, located to serve multiple blocks. The on-street loading zones in the commercial district are limited to morning hours, after which they revert to standard parking spaces. The loading zones serving the residential district are reserved all day.



**Table 4: Off-Street Parking Requirements**

Development Standard	Bay Meadows Phase II Specific Plan Amendment	Development Standard Used in SPAR
<p><b>Commercial (Station Blocks)</b></p>	<p>2.75 – 3.25 spaces per 1,000 s.f. of office uses;</p> <p>4.0 spaces per 1,000 s.f. of retail uses;</p> <p>Tandem and shared parking allowed subject to SPAR approval.</p>	<p>2.75 spaces per 1,000 s.f. office uses;</p> <p>4.0 spaces per 1,000 s.f. for retail and restaurant uses;</p> <p>Tandem and shared parking allowed subject to SPAR approval</p>
<p><b>Mixed-Use (Mixed-Use Blocks)</b></p>	<p><u>Retail:</u> 0 – 20,000 s.f. of gross floor area: 2.86 spaces per 1,000 s.f. Over 20,000 s.f. of gross floor area; 3.08 spaces per 1,000 s.f.</p> <p><u>Commercial (Office):</u> 2.75 – 3.75 spaces per 1,000 s.f.</p> <p><u>Restaurant:</u> 1 space per 80 s.f. of public service area.</p> <p><u>Residential:</u> 1.75 – 2.25 spaces per unit, with allowance for on-street guest parking.</p> <p>Tandem and shared parking allowed subject to approval</p> <p><u>Educational:</u> None</p>	<p><u>Retail:</u> 2.86 spaces per 1,000 s.f. retail uses;</p> <p><u>Commercial (Office):</u> 2.75 spaces per 1,000 s.f. office uses</p> <p><u>Restaurant:</u> 12.5 spaces per 1,000 s.f. restaurant uses</p> <p><u>Residential:</u> 1.5 – 2.05 spaces per dwelling unit (excluding guest parking)</p> <p>Guest: 0.2 spaces per dwelling unit</p> <p><u>Educational:</u> 27.77 spaces per 100 students (approx.)</p>
<p><b>Residential (Apartment, Condo, Loft; Townhouse / Rowhouse; Small Lot Single Family)</b></p>	<p><u>Apartments, Condo, Loft, Townhouse/Rowhouse</u> 1.75 – 2.25 spaces per unit with allowance for on-street guest parking.</p> <p>Tandem and shared parking allowed subject to SPAR approval. For Townhouse/Rowhouse, garage access off alley or access court</p> <p><u>Small Lot Single Family</u> 2 garage spaces. Allowance for garage access off alley or access court. Tandem and shared parking permitted subject to SPAR approval. On-street parking permitted, determined during SPAR.</p>	<p><u>Apartments, Condo, Loft, Townhouse/Rowhouse</u> 1 Bed: 1.45 – 1.55 spaces per DU 2 Bed: 1.80 – 2.05 spaces per DU 3 Bed: 2.0 – 2.05 spaces per DU 4 Bed: 2.0 – 2.05 spaces per DU</p> <p>Guest: 0.05 – 0.20 with allowance for on-street parking</p> <p><u>Small Lot Single Family</u> 2.0 spaces per DU</p> <p>Guest: 0.2 per DU</p>
<p>Source: Bay Meadows Specific Plan Amendment, Tables IV-5, 6, 7, 8 and 9, and WM Partners.</p>		



### 3.3 Parking Supply by Block

This section of the report compares the required parking standards with the amount of parking provided in the design of each block as submitted in the SPAR application. For each block, the following tables present the type and amount of each land use, the applicable parking standard, the required parking supply for the block, and the number of spaces provided on each block as shown in the block's SPAR application.

The parking summaries for the Station Blocks, Mixed-Use Blocks, and the Residential Blocks and are shown in **Table 5**, **Table 6**, **Table 7**, and **Table 8** respectively.

#### Station Blocks

For Station Blocks the applicable "commercial" standards from the Specific Plan Amendment were used. The commercial office standard includes a range from 2.75 to 3.25 spaces per 1,000 gross square footage (GSF). The commercial retail standard includes a parking ratio of 4 spaces per 1,000 GSF for retail and restaurants. The target parking ratio used in the SPAR for office uses is 2.75 spaces per 1,000 GSF.

As shown in **Table 5**, the total minimum parking requirement for the Station Blocks, based on Specific Plan standards, is 2,177 spaces. In the SPAR design, the five Station Blocks provide a total of 2,455 spaces, 278 spaces more than required by the standards. Station Block STA 1 provides 453 more spaces than the minimum required by the uses in STA 1. STA 2, STA 3, and STA 4 provide less than the minimum required by the Specific Plan standards and STA 5 has a surplus of 17 spaces. The parking garage in STA 1 serves as a reservoir of parking for unmet demand from Station Blocks STA 2 through STA 4 and for the office uses in the Mixed-Use Blocks. The surplus parking in STA 5 also accommodates employee parking from the Mixed-use Blocks. Retail employees from RES 7 also use surplus parking in the Station Blocks.

As stated in Section 3.1 of this report, the approach for parking the Station Blocks is that office, office visitors, retail, and restaurant employees of the Station Blocks park on-site or off-site in STA 1 while retail and restaurant customers park on-street. Additionally, employees of the Mixed-Use Block's office uses will park off-site in the Station Blocks, while their visitors will park on-street. This approach results in the Station Block parking exceeding the requirements and resulting in a surplus of parking spaces. (On-street parking is discussed in Section 3.4.)



**Table 5: Parking Requirements for Station Blocks**

Block	Land Use	Quantity	Units	Specific Plan (SP) Standard		SP Parking Supply Requirement	On-Site Parking Spaces Provided
Station Block 1 (STA 1)	Office	87,888	GFA	2.75	Per KSF	242	
	Retail	5,794	GFA	4	Per KSF	23	
	Restaurant	0	PSA	4	Per KSF	0	
	Outdoor Seating	0	PSA	4	Per KSF	0	
	<b>Subtotal</b>						
Station Block 2 (STA 2)	Office	177,951	GFA	2.75	Per KSF	489	
	Retail	10,889	GFA	4	Per KSF	44	
	Restaurant	1,983	PSA	4	Per KSF	8	
	Outdoor Seating	500	PSA	4	Per KSF	2	
	<b>Subtotal</b>						
Station Block 3 (STA 3)	Office	163,108	GFA	2.75	Per KSF	449	
	Retail	8,769	GFA	4	Per KSF	35	
	Restaurant	2,133	PSA	4	Per KSF	9	
	Outdoor Seating	1,000	PSA	4	Per KSF	4	
	<b>Subtotal</b>						
Station Block 4 (STA 4)	Office	201,375	GFA	2.75	Per KSF	554	
	Retail	8,627	GFA	4	Per KSF	35	
	Restaurant	2,260	PSA	4	Per KSF	9	
	Outdoor Seating	2,000	PSA	4	Per KSF	8	
	<b>Subtotal</b>						
Station Block 5 (STA 5)	Office	91,459	GFA	2.75	Per KSF	252	
	Retail	4,098	GFA	4	Per KSF	16	
	Restaurant	0	PSA	4	Per KSF	0	
	Outdoor Seating	0	PSA	4	Per KSF	0	
	<b>Subtotal</b>						
<b>Total Station Blocks</b>						<b>2,177</b>	<b>2,455</b>

Notes:

KSF - 1,000 square feet

GFA - Gross Floor Area in square feet

PSA - Public Service Area

SPAR - Site Plan and Architectural Review

The floor area presented in this table is calculated as defined in the City of San Mateo zoning code Chapter 27.04.200 for computing parking and loading requirements. This definition includes certain exclusions and the floor area computed under this method is different from gross building floor area used to compute parking demand.

Parking totals may differ slightly due to rounding.



**Conclusion: The parking supply provided on the Station Blocks, taken as a whole, exceeds the requirements of the Specific Plan standards when taking into account the management strategy of this plan (parking retail and restaurant customers on-street). Station Block STA 1 provides a reservoir of parking for the unmet demand generated in Station Blocks STA 2 through STA 4 and for parking the office, retail and restaurant employees in the Mixed-Use Blocks. These spaces would be provided through agreements between tenants or available to the general public. This surplus is sufficient to accommodate the parking needs of the Mixed-Use Block offices, Mixed-Use Block retail and restaurant employees, and RES 7 retail employees who will park in the Station Blocks.**

#### Mixed-Use Blocks

The Mixed-Use Blocks contain a mixture of high school, commercial, and residential uses. The parking requirements for the Mixed-Use Blocks are summarized in **Table 6** and **Table 7**.

The private high school is planned for Mixed-Use Block 1 (MU 1) and will provide 125 on-site parking which is in excess of anticipated parking demand. Therefore, the high school does not affect the results and conclusions of this updated Parking Management Plan.

As shown in **Table 6**, the minimum parking required for the commercial buildings on the Mixed-Use Blocks equals 287 spaces; however, no on-site parking is planned for these uses. As noted previously, the approach of this plan is to park office employees in the Station Blocks and office visitors on-street. Retail and restaurant employees also park in the Station Blocks while retail and restaurant customers are accommodated on street.

**Table 7** provides a detailed summary of the Mixed-Use Block residential parking by bedroom. For the Mixed-Use Blocks the applicable “mixed-use” standards were used. The mixed-use standards allow between 2.75 to 3.25 spaces per 1,000 square feet for commercial office. A standard of 2.75 was applied to the office space in the mixed-use buildings. A standard of 2.86 was applied to the retail space in the mixed-use buildings. For restaurants a standard of 12.5 spaces per 1,000 square feet was used (converted from the standard of one space per 80 square feet). Restaurant parking ratios were computed using the estimated public service area of the restaurant gross square footage as allowed for in the City’s zoning ordinance<sup>1</sup>.

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<sup>1</sup> This percentage represents the “public service area” of restaurants for which the standard applies. The public service area is defined in the zoning code (27.04.404) as that portion of a building or structure used or which may be used by patrons for the purposes of eating, drinking or waiting for service, including dance floors and area outside the building or structure intended to be used by patrons for the purposes of eating or drinking. The public service area was estimated at 65% of the gross floor area. Source: HOK.



**Table 6: Non-Residential Parking Requirements for Mixed-Use Blocks**

Block	Land Use	Quantity	Units	Specific Plan (SP) Standards		SP Parking Supply Requirement	On-Site Parking Spaces Provided
Block 1 (MU 1)	High School	450	Students	N/A	N/A	125	125
	<b>Subtotal</b>					<b>125</b>	<b>125</b>
Mixed-Use Block 2 (MU 2) Commercial	Office	15,509	GFA	2.75	Per KSF	43	
	Retail	11,814	GFA	2.86	Per KSF	34	
	Restaurant	1,950	PSA	12.50	Per GKSF	16	
	Outdoor Seating	640	PSA	12.50	Per GKSF	8	
	<b>Subtotal</b>					<b>100</b>	<b>0</b>
Mixed-Use Block 3 (MU 3) Commercial	Office	12,906	GFA	2.75	Per KSF	35	
	Retail	12,361	GFA	2.86	Per KSF	35	
	Restaurant	0	PSA	12.50	Per GKSF	0	
	Outdoor Seating	0	PSA	12.50	Per GKSF	0	
	<b>Subtotal</b>					<b>71</b>	<b>0</b>
Mixed-Use Block 4 (MU 4) Commercial	Office	5,071	GFA	2.75	Per KSF	14	
	Retail	8,947	GFA	2.86	Per KSF	26	
	Restaurant	3,250	PSA	12.50	Per GKSF	26	
	Outdoor Seating	4,000	PSA	12.50	Per GKSF	50	
	<b>Subtotal</b>					<b>116</b>	<b>125</b>
<b>Total Mixed Use</b>						<b>412</b>	<b>125</b>
Residential Block 7 (RES 7)	Retail	3,472	GFA	4.00	N/A	14	0
	<b>Subtotal</b>					<b>14</b>	<b>0</b>
<b>Total Residential</b>						<b>14</b>	<b>0</b>

Notes:

MU - Mixed Use Block

Note: Parking totals may differ slightly due to rounding.

The floor area presented in this table is calculated as defined in the City of San Mateo zoning code Chapter 27.04.200 for computing parking and loading requirements. This definition includes certain exclusions and the floor area computed under this method is different from gross building floor area used to compute parking demand.

Restaurant parking requirements are computed using an estimated 65% of the restaurant gross square footage (GKSF). This percentage represents "public service area" as defined in Chapter 27.04.404 of the City's zoning ordinance.



For residential buildings in the Mixed-Use Blocks (**Table 7**) the applicable Specific Plan parking standard ranges from 1.55 to 2.05 spaces per unit, plus 0.20 spaces per unit for guests with an allowance for parking guests on-street. Based on the parking approach established for the Mixed-Use Blocks, all guests parking will be provided on-street. Therefore, the parking ratio of spaces provided in the design of each building averages from 1.69 to 1.80 spaces per unit. Parking spaces per unit varies depending on the number of bedrooms (from 1.55 to 2.05 spaces per unit). Based on the parking ratios adopted in this parking management plan that fall within the permitted range of the Specific Plan for the Mixed-Use Blocks, the project provides the 407 required residential parking spaces on-site, with 47 guest spaces to be accommodated on-street.

**Conclusion: Since no parking is provided for the retail and restaurant uses in the Mixed-Use Blocks, the parking requirements for the retail and restaurant customers are accommodated with on-street parking spaces. The office employees park within the Station Blocks, as do retail and restaurant employees. Office visitors park on-street.**

**Based on the parking ratios adopted in this Parking Management Plan that fall within the permitted range of the Specific Plan for the Mixed-Use Blocks, the project provides the 407 required residential parking spaces on-site, with 47 guest spaces to be accommodated on-street. Based on this approach, the parking requirements for the Mixed-Use Blocks are met through a combination of on-site (for residential units only), off-site (in Station Blocks), and on-street parking.**



**Table 7: Detailed Parking Requirements for Mixed-Use Block Residential Uses**

Program Details				Specific Plan Provisions				Proposed Mixed Use Block Residential Parking				Parking as Designed in SPAR		Difference between Design and SP
Block	Units Per Block	Bedrooms	Total Units by Bed Count	Parking Ratios	Parking Spaces	On-Site Guest Parking Ratios	Required Guest Parking Spaces	Proposed Parking Ratios	Proposed Parking Spaces	Proposed On-Site Guest Parking	Total Proposed Parking			
Mixed-Use Block 2 (MU2) Commercial	88	1 B	23	1.55	36	0.20	5	1.50	35	0	35	On-Site Residential Parking		
		2 B	53	1.80	95	0.20	11	1.70	90	0	90	Standard	84	
		3 B	12	2.05	25	0.20	2	2.00	24	0	24	Standard - Tandem	1	
		<b>Totals</b>	<b>88</b>		<b>156</b>		<b>18</b>		<b>149</b>	<b>0</b>	<b>149</b>	Compact	32	
				Average	1.77			Average	1.69	0	1.69	Compact - Tandem	27	
												Accessible	3	
												Accessible Van	1	
												Total Assigned Parking	148	(8)
												Unassigned On-Site Parking	-	
												On-Site Guest Parking	-	(18)
Mixed-Use Block 3 (MU3) Commercial	76	1 B	7	1.55	11	0.20	1	1.55	11	0	11	On-Site Residential Parking		
		2 B	55	1.80	99	0.20	11	1.77	97	0	97	Standard	78	
		3 B	14	2.05	29	0.20	3	2.05	29	0	29	Standard - Tandem	27	
		<b>Totals</b>	<b>76</b>		<b>139</b>		<b>15</b>		<b>137</b>	<b>0</b>	<b>137</b>	Compact	28	
				Average	1.82			Average	1.80	0	1.80	Compact - Tandem	-	
												Accessible	3	
												Accessible Van	1	
												Total Assigned Parking	137	(2)
												Unassigned On-Site Parking	-	
												On-Site Guest Parking	-	(15)
Mixed-Use Block 4 (MU4) Commercial	70	1 B	23	1.55	36	0.20	5	1.55	36	0	36	On-Site Residential Parking		
		2 B	39	1.80	70	0.20	8	1.80	70	0	70	Standard	62	
		3 B	8	2.05	16	0.20	2	2.00	16	0	16	Standard - Tandem	7	
		<b>Totals</b>	<b>70</b>		<b>122</b>		<b>14</b>		<b>121</b>	<b>0</b>	<b>121</b>	Compact	41	
				Average	1.75			Average	1.73	0	1.73	Compact - Tandem	8	
												Accessible	3	
												Accessible Van	1	
												Total Assigned Parking	122	(0)
												Unassigned On-Site Parking	-	
												On-Site Guest Parking	-	(14)
TOTAL (MU)	234				416		47		407	0	407	Total On-Site Parking in Design	407	
												Total Diff. in On-Site Residential Parking	(56)	
												Total Diff in On-Site Guest Parking	(47)	

**Notes :**

The Specific Plan Amendment stipulates that the maximum parking ratio for residential uses shall be 1.75-2.25 spaces per residential unit. It is assumed that these ratios include 0.2 guest parking spaces. Parking total may differ slightly due to rounding.



### Residential Blocks

As noted in **Table 6**, the parking requirement for the retail use in RES 7 is 14 spaces. Employees will park in the Station Blocks and visitors will park on street.

The parking requirements for the Residential Blocks are summarized in **Table 8**. For Residential Blocks the applicable Specific Plan standards are those for Residential (Apartment, Condo, Loft; Townhouse / Rowhouse; and Small Lot Single Family). These standards specify a range from 1.75 to 2.25 spaces per unit (including guest parking), with allowance for on-street guest parking. The residential parking is provided on a per block basis and all resident parking will be provided within each block. The parking ratio of spaces provided in the design of each building averages from 1.73 to 2.00 spaces per unit, with guest parking ratios averaging 0.05 to 0.20 spaces per unit. Parking ratios for building and guest parking ranges from 1.76 to 2.21 which is within the Specific Plan standards.

The minimum total parking requirement under the Specific Plan standards for residents is 1,577 spaces with 1,613 spaces provided. Per the Specific Plan, residential guests are required to have 166 spaces with an allowance for on-street parking. Most of the residential guests are accommodated on-site within the 119 on-site guest spaces. The remaining 48 guest spaces are accommodated on-street.



**Table 8: Parking Requirements for Residential Blocks**

Program Details				Specific Plan Provisions				Proposed Residential Block Parking				Total Proposed Parking	Parking as Designed in SPAR	Difference between Design and SP		
Block	Units Per Block	Bedrooms	Total Units by Bed Count	Parking Ratios	Parking Spaces	On-Site Guest Parking Ratios	Required Guest Parking Spaces	Proposed Parking Ratios	Proposed Parking Spaces	Proposed On-Site Guest Parking Ratios	Proposed On-Site Guest Parking					
Residential Block 1 (RES 1)	108	Studio	4	1.55	6	0.20	1	1.55	6	-	-	6				
		1 B	28	1.55	43	0.20	6	1.55	43	-	-	43	On-Site Residential Parking			
		2 B	63	1.80	113	0.20	13	1.80	113	-	-	113	Standard	151		
		2 B > 1400 SF	0	2.05	0	0.20	0	2.05	0	-	-	0	Standard - Tandem	1		
		3 B	13	2.05	27	0.20	3	2.05	27	-	-	27	Compact	40		
		<b>Totals</b>	<b>108</b>		<b>190</b>		<b>22</b>		<b>190</b>		<b>190</b>		<b>190</b>	Compact - Tandem	14	
					Average	1.76			Average	1.76			1.76	Accessible	4	
														Accessible Van	1	
														<b>Total Assigned Parking</b>	211	21
														Unassigned On-Site Parking		
Residential Block 2 (RES 2)	80	2 B	40	1.80	72	0.20	8	2.00	80	0.05	2	82	On-Site Residential Parking			
		3 B	37	2.05	76	0.20	7	2.00	74	0.05	2	76	Parking Spaces in Side-by-Side Garages	80		
		4 B	3	2.05	6	0.20	1	2.00	6	0.05	0	6	Parking Spaces in Tandem Garages	80		
		<b>Totals</b>	<b>80</b>		<b>154</b>		<b>16</b>		<b>160</b>		<b>4</b>	<b>164</b>	<b>Total Assigned Parking</b>	<b>160</b>	6	
					Average	1.93			Average	2.00			2.05	On-Site Guest Parking	4	(12)
														<b>Total Structured Parking</b>	<b>164</b>	
Residential Block 3 (RES 3)	156	2 B	20	1.80	36	0	4	1.85	37	0.15	3	40	On-Site Residential Parking			
		2 B > 1400 SF	19	2.05	39	0	4	2.05	39	0.15	3	42	Parking Spaces in Side-by-Side Garages	86		
		3 B	1	2.05	2	0	0	2.05	2	0.20	0	2	Parking Spaces in Tandem Garages	40		
		4 B	23	2.05	47	0	5	2.05	47	0.20	5	52	<b>Total Assigned Parking</b>	<b>126</b>	2	
		<b>Totals</b>	<b>63</b>		<b>124</b>		<b>13</b>		<b>125</b>		<b>10</b>	<b>135</b>	On-Site Guest Parking	10	(3)	
					Average	1.97			Average	1.99			2.14	<b>Total Structured Parking</b>	<b>136</b>	
														Street Guest Parking	3	
Residential Block 4 (RES 4)	71	2 B	21	1.80	38	0.20	4	1.80	38	0.20	4	42	On-Site Residential Parking			
		2 B > 1400 SF	20	2.05	41	0.20	4	2.05	41	0.20	4	45	Standard	126		
		3 B	30	2.05	62	0.20	6	2.05	62	0.20	6	68	Standard - Tandem	9		
		<b>Totals</b>	<b>71</b>		<b>140</b>		<b>14</b>		<b>140</b>		<b>14</b>	<b>154</b>	Compact	-		
					Average	1.98			Average	1.97			2.17	Compact - Tandem	-	
														Accessible	5	
														Accessible Van	1	
														<b>Total Assigned Parking</b>	<b>141</b>	1
														Unassigned On-Site Parking	4	
														On-Site Guest Parking	14	(0)



Program Details				Specific Plan Provisions				Proposed Residential Block Parking				Total Proposed Parking	Parking as Designed in SPAR		Difference between Design and SP	
Block	Units Per Block	Bedrooms	Total Units by Bed Count	Parking Ratios	Parking Spaces	On-Site Guest Parking Ratios	Required Guest Parking Spaces	Proposed Parking Ratios	Proposed Parking Spaces	Proposed On-Site Guest Parking Ratios	Proposed On-Site Guest Parking					
Residential Block 5 (RES 5)	76	2 B	26	1.80	47	0.20	5	2.00	42	0.20	5	47	On-Site Residential Parking			
		3 B	50	2.05	103	0.20	10	2.00	80	0.20	10	90	Parking Spaces in Side-by-Side Garages	100		
		4 B	0	2.05	0	0.20	0	2.00	30	0.20	0	30	Parking Spaces in Tandem Garages	53		
		<b>Totals</b>	<b>76</b>		<b>149</b>		<b>15</b>			<b>152</b>		<b>15</b>	<b>167</b>			
					Average	1.96			Average	2.00			2.20	<b>Total Assigned Parking</b>	<b>153</b>	4
														On-Site Guest Parking	17	2
Residential Block 6 (RES 6)	54	2 B	11	1.80	20	0.20	2	1.80	20	-	-	20	On-Site Residential Parking			
		2 B > 1400 SF	10	2.05	21	0.20	2	2.05	21	-	-	21	Standard	52		
		3 B	33	2.05	68	0.20	7	2.05	68	-	-	68	Standard - Tandem	13		
		<b>Totals</b>	<b>54</b>		<b>108</b>		<b>11</b>		<b>108</b>		<b>-</b>	<b>-</b>	<b>108</b>	Compact	22	
					Average	2.00			Average	2.00			2.00	Compact - Tandem	18	
														Accessible	2	
														Accessible Van	1	
														<b>Total Assigned Parking</b>	<b>108</b>	0
														Unassigned On-Site Parking	3	
														On-Site Guest Parking	-	(11)
Residential Block 7 (RES 7)	158	1 B	60	1.55	93	0.20	12	1.55	93	0.20	12	105	On-Site Residential Parking			
		2 B	77	1.80	139	0.20	15	1.80	139	0.20	15	154	Standard	179		
		3 B	21	2.05	43	0.20	4	2.05	43	0.20	4	47	Standard - Tandem	25		
		<b>Totals</b>	<b>158</b>		<b>275</b>		<b>32</b>		<b>274</b>		<b>32</b>	<b>306</b>	Compact	64		
					Average	1.74			Average	1.73			1.94	Compact - Tandem	-	
														Accessible	3	
														Accessible Van	4	
														<b>Total Assigned Parking</b>	<b>275</b>	0
														Unassigned On-Site Parking	16	
														On-Site Guest Parking	30	(2)
Residential Block 8 (RES 8)	74	2 B	24	1.80	43	0.20	5	1.86	45	0.20	5	49	On-Site Residential Parking			
		2 B > 1400 SF	1	2.05	2	0.20	0	2.05	2	0.20	0	2	Parking Spaces in Side-by-Side Garages	110		
		3 B	49	2.05	100	0.20	5	2.05	100	0.20	10	110	Parking Spaces in Tandem Garages	38		
		4 B	0	2.05	0	0.20	5	2.05	0	0.20	0	0		<b>148</b>	2	
		<b>Totals</b>	<b>74</b>		<b>146</b>		<b>15</b>		<b>147</b>		<b>15</b>	<b>162</b>	On-Site Guest Parking	15	0	
					Average	1.97			Average	1.99			2	<b>Total Structured Parking</b>	<b>163</b>	
												Street Guest Parking	-			



Program Details				Specific Plan Provisions				Proposed Residential Block Parking				Total Proposed Parking	Parking as Designed in SPAR		Difference between Design and SP		
Block	Units Per Block	Bedrooms	Total Units by Bed Count	Parking Ratios	Parking Spaces	On-Site Guest Parking Ratios	Required Guest Parking Spaces	Proposed Parking Ratios	Proposed Parking Spaces	Proposed On-Site Guest Parking Ratios	Proposed On-Site Guest Parking						
Residential Block 9 (RES 9)	55	1 B	1	1.55	2	0.20	0	1.55	2	0.20	0	2	On-Site Residential Parking				
		2 B	10	1.80	18	0.20	2	1.80	18	0.20	2	20	Parking Spaces in Side-by-Side Garages	38			
		3 B	20	2.05	41	0.20	4	2.05	41	0.20	4	45	Parking Spaces in Tandem Garages	22			
		<b>Totals</b>	<b>31</b>		<b>61</b>		<b>6</b>		<b>61</b>		<b>6</b>	<b>67</b>	Parking Spaces in Single Car Garages	1			
				Average	1.95				Average	1.95			2.15		61	0	
														On-Site Guest Parking	6	(0)	
														<b>Total Structured Parking</b>	<b>67</b>		
														Street Guest Parking	-		
				3 B	6	2.00	12	0.20	1	2.00	12	0.20	1	13	On-Site Residential Parking		
				4 B	18	2.00	36	0.20	4	2.00	36	0.20	4	40	Parking Spaces in Side-by-Side Garages	48	0
				<b>Totals</b>	<b>24</b>		<b>48</b>		<b>5</b>		<b>48</b>		<b>5</b>	<b>53</b>			
						Average	2.00			Average	2.00			2.21	On-Site Guest Parking	5	0
															<b>Total Structured Parking</b>	<b>53</b>	
													Street Guest Parking	-			
<b>TOTAL (RES)</b>	<b>832</b>				<b>1,577</b>		<b>167</b>		<b>1,589</b>		<b>120</b>	<b>1,708</b>	<b>Total On-Site Assigned Parking</b>	<b>1,613</b>	<b>36</b>		
													<b>Total On-Site Unassigned Parking</b>	<b>23</b>			
													<b>Total On-Site Guest Parking</b>	<b>119</b>	<b>(48)</b>		
													<b>Total On-Site Parking</b>	<b>1,755</b>	<b>12</b>		
													<b>Total On-Street Guest Parking</b>	<b>50</b>			

Notes:  
1. The Specific Plan Amendment stipulates that the maximum parking ratio for residential uses shall be 1.75-2.25 spaces per residential unit. It is assumed that these ratios include 0.2 guest parking spaces.



### **3.4 Neighborhood Parks**

The project includes two neighborhood parks, the Linear Neighborhood Park, and the Central Neighborhood Park. The Linear Neighborhood Park is a passive park intended as quality open space for residents, employees, and visitors of Bay Meadows II. The Central Neighborhood Park (known as Paddock Park) has a combination of passive and small active areas. Both parks are intended to serve the local neighborhoods, and it is not expected they would attract people from outside of Bay Meadows specifically to use the parks.

The Specific Plan Amendment does not specify parking requirements for parks. City zoning code, however, specifies a parking standard of one parking space per 20,000 square feet for parks less than three acres in size. The Linear and Central Neighborhood Parks are approximately 1.5 acres each. Applying the zoning code standards to these parks would require about seven parking spaces. The streets surrounding these parks provide on-street parking spaces of which only 30% would be occupied during the mid-day peak period (see Section 4 Parking Demand Analysis). Outside of the mid-day peak there is even a higher level of on-street parking available. Therefore, any parking demand generated by the parks can be accommodated with nearby on-street parking.

It is assumed that the Community Park (known as Bay Meadows Park) will utilize the on-street parking along 28<sup>th</sup> Avenue (about 48 spaces).

### **3.5 On-Street Parking Supply by Block**

The project provides on-street (angled and parallel) parking along most of the blockfaces throughout the project site. On Delaware Street between East 28<sup>th</sup> Avenue and East 31<sup>st</sup> Avenue, angled parking is provided on both sides of the street. Parallel parking is provided on the remaining blockfaces. There are a total of 509 on-street parking spaces, out of which 191 spaces serve the Station and Mixed-Use Block commercial area. The remaining 318 spaces serve the Residential Blocks, neighborhood and community parks, and any spillover parking from the commercial area. The on-street parking count reflects curb space reserved for red zones, bus stops, and loading zones. Note that some loading zones are only reserved for loading in the morning peak hours and are therefore available for general parking during the mid-day peak.

**Table 9** summarizes the on-street parking supply by Block.

#### On-Street Time Restrictions

Other than on-street loading zones within the commercial and residential blocks, the only on-street parking proposed to have time restrictions will be the angled parking spaces on Delaware Street. These spaces will be restricted to 90 to 120 minutes to ensure high turnover for customer use and to encourage long-term visitors and employees to park further from Delaware Street.



**Table 9: On-Street Parking Supply by Block**

<b>Block</b>	<b>Number of On-Street Parking Spaces Surrounding Blocks</b>
STA 1	0
STA 2	19
STA 3	16
STA 4	21
STA 5	17
<b>Subtotal</b>	<b>73</b>
MU 1	0
MU 2	39
MU 3	33
MU 4	29
<b>Subtotal</b>	<b>101</b>
<b>Total On-Street Parking Available to Station and Mixed Use Blocks</b>	<b>191</b>
RES 1	44
RES 2	55
RES 3	52
RES 4	19
RES 5	22
RES 6	18
RES 7	17
RES 8	23
RES 9	18
<b>Subtotal</b>	<b>268</b>
<b>Total On-Street Parking available for the Residential Blocks (excluding community park)</b>	<b>270</b>
Neighborhood Parks	19
Community Park	48
<b>Subtotal</b>	<b>67</b>
<b>Total (All Blocks)</b>	<b>509</b>
Refer to Figure 2 for location of on-street parking by block and boundary of the parking available to the Station and Mixed-Use blocks.	



### **3.6 Conclusions**

#### Overall Parking Requirements by Block District

**Table 10** compares the total parking requirements for each block district (Station, Mixed-Use, and Residential) under the Specific Plan standards with the total parking supply provided in the SPAR application for the individual blocks<sup>2</sup>.

The table includes on-street parking consistent with the approach to serve some of the parking requirements on-street.

The Bay Meadows II Specific Plan SPAR, when considering on-site and on-street parking supply, results in an overall surplus of 329 parking spaces when compared to the required parking required by the standards in the Specific Plan. If the project is divided into a commercial area (the Station and non-residential Mixed-Use Blocks) and a residential area (the residential mixed-use and residential blocks), the commercial area has a surplus of 182 spaces (including use of on-street spaces), while the residential area has a surplus of 147 spaces.

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<sup>2</sup> Note that MU-1 is not included in the SPAR application design, so the residential parking for MU-1 has been estimated.



**Table 10: Comparison of Minimum Required Parking with Total Provided Parking by Block District**

Block District	On-Site Parking Required by SP Standards	On-Site Parking Provided in SPAR	Surplus or (Deficit)
Commercial District			
Station (non-residential)	2,177	2,455	278
Mixed-Use (non-residential)	412	125	-287
Subtotal	2,589	2,580	-9
On-Street Parking Serving Station and Mixed-Use Blocks	-	191	191
Total (STA+MU) Without On-Street Parking	2,589	2,580	-9
Total (STA+MU) With On-Street Parking	2,589	2,771	182
Residential District			
Mixed-Use Residential + Guests	463	407	-56
Residential Blocks + Guests + RES 7 Retail	67	0	-67
On-Street Parking Serving Residential Blocks <sup>[1]</sup>	-	270	270
<b>Grand Total W/O On-Street</b>	<b>3119</b>	<b>3178</b>	<b>59</b>
<b>Grand Total With On-Street</b>	<b>3119</b>	<b>3448</b>	<b>329</b>

[1] Does not include on-street spaces at Community Park

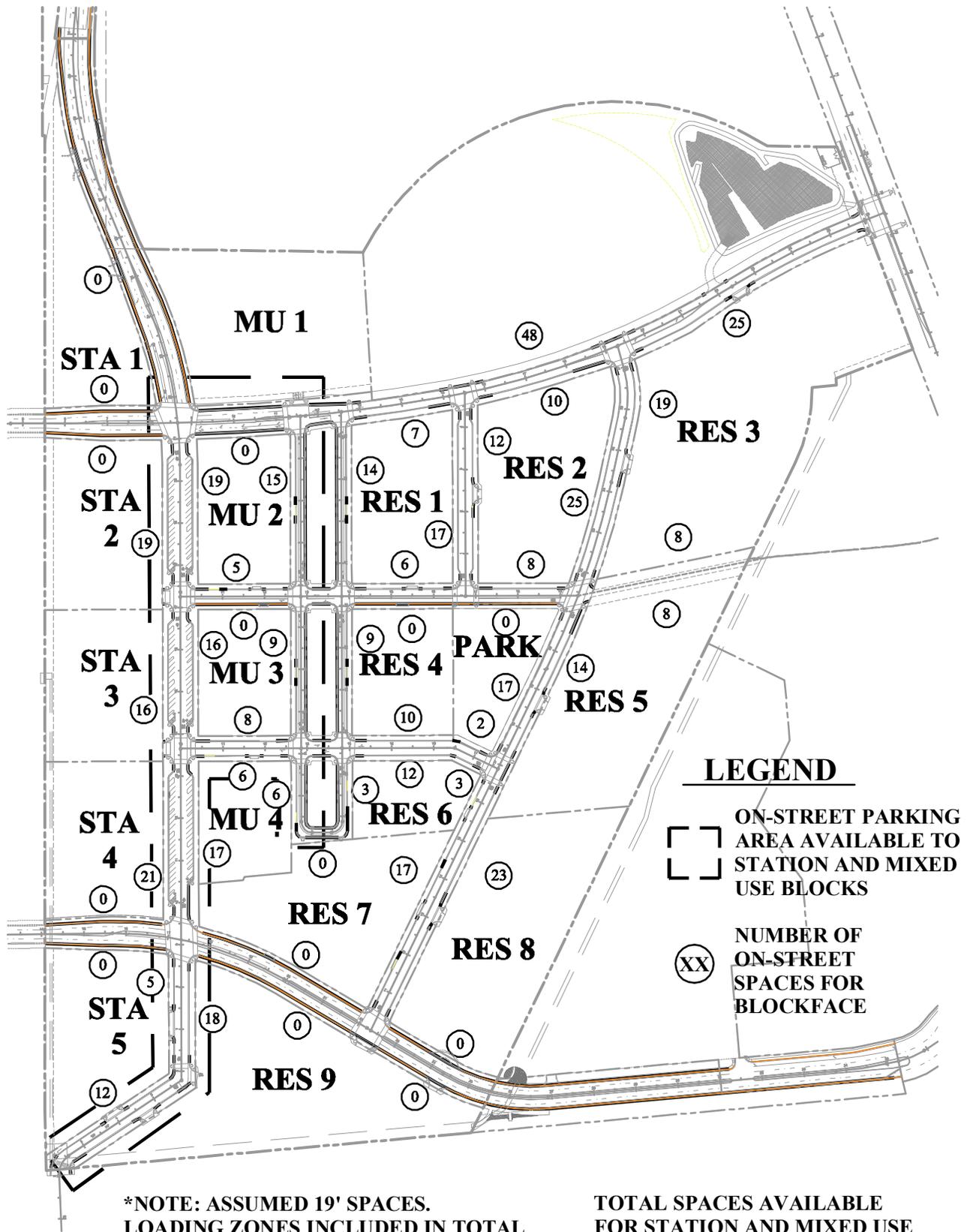


FIGURE 3: ON-STREET PARKING SPACES BY BLOCK



## 4 Parking Demand Analysis

This section of the report describes in detail the parking demand analysis.

### 4.1 Purpose of Parking Demand Analysis

The purpose of this parking demand analysis is to estimate the anticipated amount of parking demand during the highest demand period to verify whether the parking supply provided in the SPAR will meet demand. This analysis answers the question “will there be enough parking to meet estimated peak demand reflecting the mixed-use and transit orientation of the project?”

Parking demand refers to the amount of parking spaces that are estimated to be occupied at a particular time, usually during the peak period of a typical weekday. Parking demand is related to, but independent of the parking standards presented in the previous section. Parking standards are intended to meet the peak demands of the individual uses they are applied to and usually do not reflect shared parking or reductions for transit-orientation or mixed use. However, the Bay Meadows II Specific Plan Amendment standards are lower than standards in the City’s zoning code in an attempt to reflect the unique characteristics of the project.

#### Shared Parking

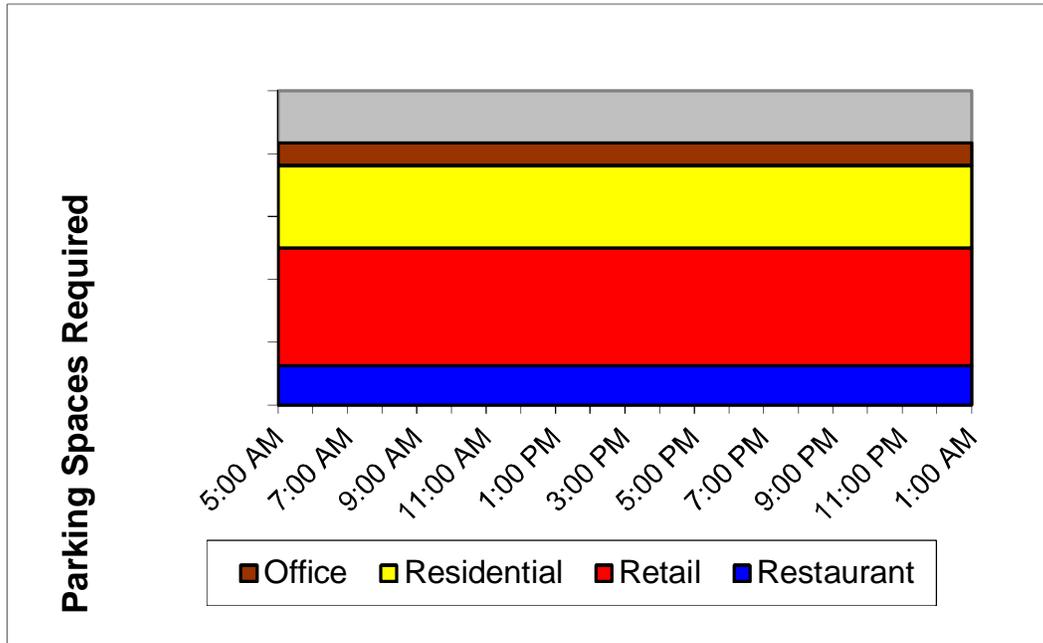
It is important to emphasize this analysis, and the Specific Plan Amendment parking standards described earlier, are intended to satisfy a relatively short period of time, a two hour period mid-day on a weekday (about noon to 2:00 p.m.) when the demand for parking in Bay Meadows II will be at its highest. This time period combines the peak demands from office, retail, and restaurants. In the evening, when restaurants and residential uses have their highest demands, the office has its lowest demand resulting in a substantial pool of available parking.

The following figures (Figures 4 and 5) illustrate the concept of shared parking. **Figure 4** is an example of the amount of parking provided based on minimum parking requirements or standards. It is based on providing each land use a minimum number of parking spaces as if it were an isolated use. **Figure 5** illustrates the actual utilization of the parking spaces for each land use by time of day. Since different land uses have peak parking demands at different times, the land uses can “share” a common pool of parking spaces, as long as the highest demand of the day can be met. The result is a lower total number of parking spaces than if each individual use is required to provide for its own peak period.

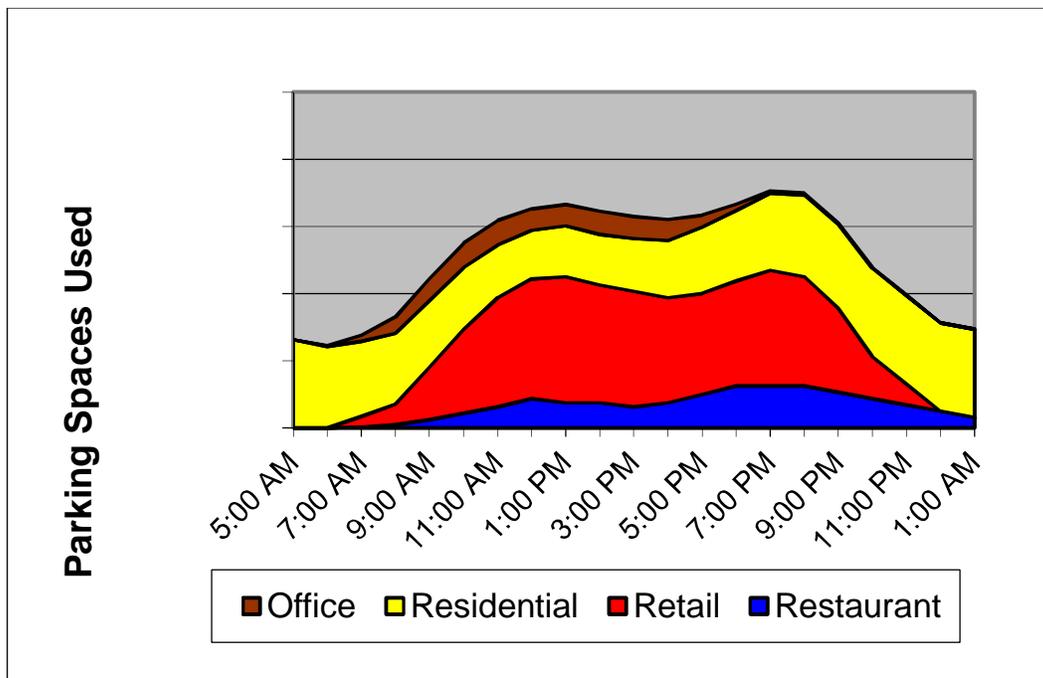
The concept of shared parking applies to Bay Meadows II, using the mid-day peak period as the controlling period to estimate parking supply needs.



**Figure 4: Example Required Minimum Parking**



**Figure 5: Example of Shared Parking Utilization**





## 4.2 Assumptions for Parking Demand Analysis

Parking demand is estimated similar to the way traffic generation is estimated; using “rates” derived from empirical data on how many parked cars are generated by different kinds of land uses. The parking demand rates for this analysis are from the Institute of Transportation Engineers’ (ITE) Parking Generation, 3<sup>rd</sup> Edition. The land use codes used were as follows:

- ITE Code 230 – Residential Condominium / Townhouse
- ITE Code 210 – Single Family Detached
- ITE Code 820 – Shopping Center (Parking demand rate for Non-December, Monday to Thursday)
- ITE Code 931 and 932 – Quality Restaurant and Casual Dining (Weighted average between Quality Restaurant [40%] and Casual Dining [60%])
- ITE Code 710 – General Office Building

Standard ITE parking generation rates are derived from studies of isolated suburban developments with little or no pedestrian, bicycle, or transit accessibility. Due to the nature of the sites and the data collection methodology, the ITE rates do not reflect proposed developments in urbanized areas and do not reflect variations in density, diversity (land use mix), site design and the multimodal transportation systems of our larger metropolitan areas which are critical factors on parking. Therefore, the parking generation analysis in this report adjusts the ITE rates to reflect the mixed-use characteristics and transit-orientation of the project. The unadjusted demand rates were unadjusted to reflect the transit orientation and the internal capture. The unadjusted rates, adjustments and sources are shown in **Table 11**.

## 4.3 Parking Demand by Block

This section of the report discusses the parking demand analysis by block. The peak period of demand is about 1:00 to 2:00 p.m. Parking demand is calculated separately for the Station Blocks, Mixed-Use Blocks, and the Residential Blocks and is shown in **Table 12**, **Table 13**, and **Table 14** respectively.

### Station Blocks

The parking demand analysis for the Station Blocks is shown in **Table 12**. The total parking demand for these blocks is 2,169 spaces. The total on-site parking supply provided is 2,455 spaces which are 286 spaces more than the demand estimated for the Station Blocks. About 112 people (retail and restaurant customers) are required to park on-street. A total of 509 on-street parking spaces are available throughout the project site, out of which 191 spaces are identified for the Mixed-Use and Station Blocks.



**Table 11: Transit and Internal Capture Adjustments to Parking Demand Rates**

Land Use	Unadjusted Parking Demand Rate <sub>1</sub>	Mixed Use Reduction <sub>2</sub>	Transit Reduction <sub>3</sub>	Total Reduction
Residential	1.68 / unit	0 %	0 %	0 %
Retail	3.35 / KSF	25.4 %	5.0 %	30.4 %
Office	3.44 / KSF	1.8 %	13.4 %	15.2 %
Restaurant	11.38 / KSF	32.9 %	5.0 %	37.9 %
<b>Average</b>		<b>20.0 %</b>	<b>7.8 %</b>	<b>27.8 %</b>

Notes:

1. Unadjusted rates from ITE Parking Generation, 3<sup>rd</sup> Edition, using 85<sup>th</sup> percentile weekday peak rates.
2. Source of Mixed Use Reductions: Institute of Transportation Engineers, Trip Generation Handbook (Multi-Use Internal Methodology).
3. Source of Transit Adjustments:

**Office Transit Use:** Cervero, Robert. Ridership Impacts of Transit Oriented Development in California. Institute of Urban and Regional Development, 1993.

Average commute mode split of station area workers for Caltrain and BART systems, assumes 90% of Office trips are commute trips.

**Resident** parking demand is assumed to remain constant because residential parking supply is reserved for residents whether they use transit or not.

Residential guest parking demand is from Urban Land Institute (ULI) Shared Parking, 2<sup>nd</sup> Edition.

**Retail and Restaurant Transit Use:** Cervero, Robert Lund, Wilson. Travel Characteristics of Transit Oriented Development in California. Caltrans, 2004.  
50% of the surveyed retail mode share from El Cerrito Plaza (BART) retail center study.

The time of day and monthly factors from ITE Parking Generation (3<sup>rd</sup> Edition) and ULI Shared Parking (2<sup>nd</sup> Edition)

**Figure 6** and **Figure 7** graphically compare the required parking supply to the utilization of the parking spaces on a 24-hour basis. This comparison clearly demonstrates that the parking supply meets peak demand, while providing ample parking for the off-peak periods.

Mixed Use Blocks

The parking demand analysis for the Mixed-Use Blocks is shown in **Table 13** and **Table 14**. **Table 13** shows the residential parking demand and **Table 14** shows the commercial parking demand. The total peak parking demand for the Mixed-Use Blocks is 576 spaces. As stated in Section 3.1 of this report, no on-site parking is provided for retail and restaurant customers, office visitors, and the residential guests. The retail and restaurant customers, office visitors, and the residential guests park on-street. The retail and restaurant employees and the office employees park in Station Blocks. For the mixed-use residential uses, only resident parking is provided on-site and guests park on-street. The



total parking demand for residents of the Mixed-Use Blocks alone is 367 spaces. The total on-site parking supply provided for residents is 407 spaces, which is 40 spaces more than the parking demand.

The retail and restaurant customers, office visitors, and the residential guests park on-street; the total on-street parking demand is 106 spaces. There are 509 on-street parking spaces available throughout the project site, out of which 191 spaces are identified for the Mixed-Use and Station Blocks. This results in a 85 space surplus for those people who are required to park on-street. **Figure 9** and **Figure 9** graphically compare the required parking supply to the utilization of the parking spaces on a 24-hour basis.



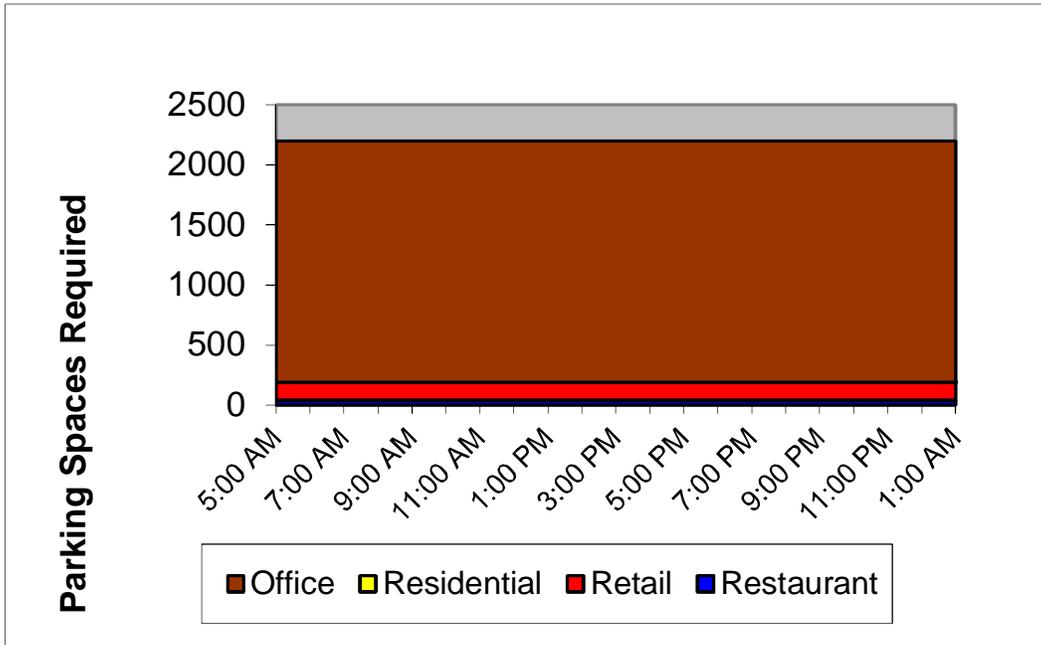
**Table 12: Parking Demand Analysis for Station Blocks**

Block	Quantity	Units	Peak Parking Demand		On-Site Parking Supply
STA 1	5,794	GFA	Retail – Employees	3	
			Retail - Customer	10	
	92,267	GSF	Office (Employees+ Visitors)	218	
	<b>Subtotal</b>			<b>231</b>	
STA 2	10,889	GFA	Retail – Employees	5	
			Retail - Customer	20	
	3,050	GFA	Restaurant – Employees	3	
			Restaurant - Customer	15	
	190,235	GSF	Office (Employees+ Visitors)	499	
	<b>Subtotal</b>			<b>542</b>	
STA 3	8,769	GFA	Retail – Employees	3	
			Retail - Customer	16	
	3,281	GFA	Restaurant – Employees	3	
			Restaurant - Customer	16	
	174,445	GSF	Office (Employees+ Visitors)	458	
	<b>Subtotal</b>			<b>496</b>	
STA 4	8,627	GFA	Retail – Employees	4	
			Retail - Customer	16	
	3,477	GFA	Restaurant – Employees	4	
			Restaurant - Customer	17	
	216,428	GSF	Office (Employees+ Visitors)	568	
	<b>Subtotal</b>			<b>609</b>	
STA 5	4,098	GFA	Retail – Employees	2	
			Retail - Customer	8	
	98,338	GSF	Office (Employees+ Visitors)	281	
	<b>Subtotal</b>			<b>291</b>	
<b>Total Station Blocks Parking Demand</b>				<b>2,169</b>	<b>2,455</b>
<b>Station Block Demand Allocated to On-Street Parking</b>				<b>112</b>	

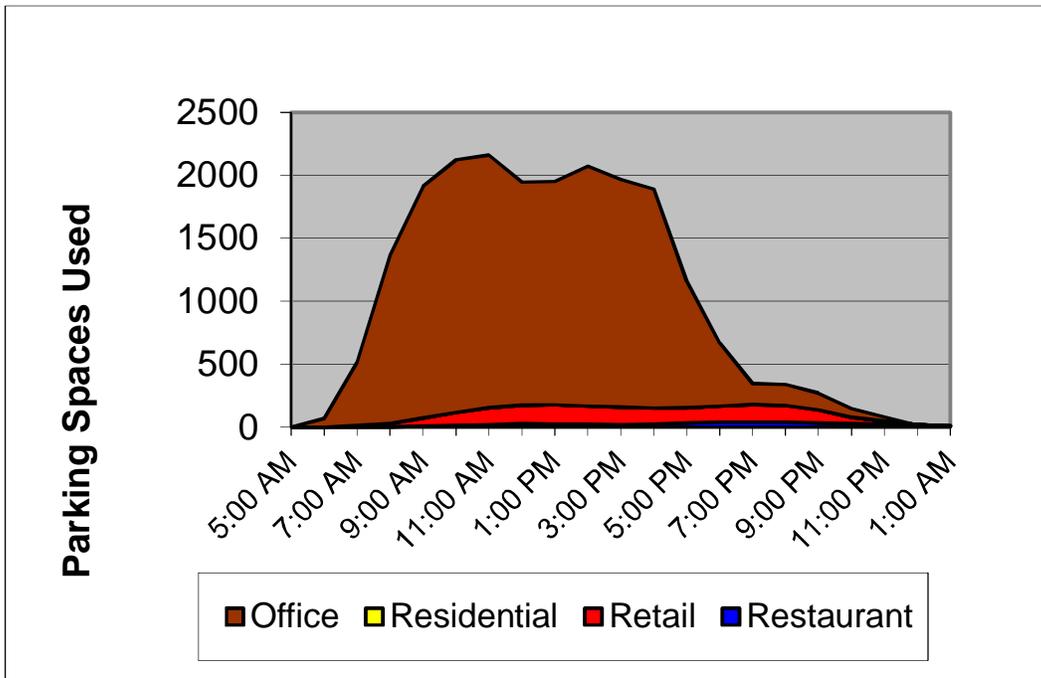
Note: Trip totals may differ slightly due to rounding.



**Figure 6: Station Blocks Required Parking**



**Figure 7: Station Blocks Shared Parking Utilization**





**Table 13: Residential Parking Demand Analysis for Mixed Use Blocks**

Block	Quantity	Units	Peak Parking Demand		On-Site Parking Supply
MU 2	88	DU		136	
				2	
			<b>138</b>		
MU 3	76	DU		117	
				2	
			<b>119</b>		
MU 4	70	DU		108	
				2	
			<b>110</b>		
<b>Total Mixed Use Blocks Residential Parking Demand</b>				<b>367</b>	<b>407</b>

Note: Parking totals may differ slightly due to rounding.



**Table 14: Commercial Parking Demand Analysis for Mixed Use Blocks**

Block	Quantity	Units	Peak Parking Demand		On-Site Parking Supply
MU 1	450	Students	High School	84	125
			<b>Subtotal</b>	<b>84</b>	
MU 2	11,814	GFA	Retail - Employee	5	0
			Retail - Customer	21	
	3,000	GFA	Restaurant - Employee	3	
			Restaurant - Customer	14	
	15,509	GFA	Office (Employees+ Visitors)	43	
	<b>Subtotal</b>			<b>86</b>	
MU 3	12,361	GFA	Retail - Employee	5	
			Retail - Customer	22	
	12,906	GSF	Office (Employees+ Visitors)	34	
	<b>Subtotal</b>			<b>61</b>	
MU 4	8,947	GFA	Retail - Employee	4	
			Retail - Customer	16	
	5,000	GFA	Restaurant - Employee	5	
			Restaurant - Customer	23	
	5,071	GFA	Office (Employees+ Visitors)	14	
	<b>Subtotal</b>			<b>62</b>	
<b>Total Mixed Use Blocks Commercial Parking Demand</b>				<b>209</b>	<b>0</b>

Notes:

Parking demand for office visitors is estimated at 0.2 spaces per 1,000 square feet).

Parking totals may differ slightly due to rounding.

Parking demand for high school not included in totals because it accommodates on-site demand and does not participate in shared parking



## Residential Blocks

The parking demand analysis for the Residential Blocks is shown in **Table 15**. The total parking demand is 1,321 spaces. As stated in Section 3.1 of this report, all residents park on-site and 70% of the residential guest parking is provided on-site while the remaining 30% guests park on-street. Also, no on-site parking is provided for retail customers in block RES 7 and retail customers' park on-street. The retail employees park in Station Blocks. The total on-site parking supply provided is 1,755 spaces (excluding the unassigned on-site parking spaces) which is 434 spaces more than the estimated demand generated by the Residential Blocks.

A total of 509 on-street parking spaces are available throughout the project site, out of which 270 spaces are available for Residential Blocks. **Figure 10** and **Figure 11** graphically compare the required parking supply to the utilization of the parking spaces on a 24-hour basis. A detailed parking demand analysis for the Station Blocks, Mixed-Use Blocks, and the Residential Blocks is included in the **appendix**.

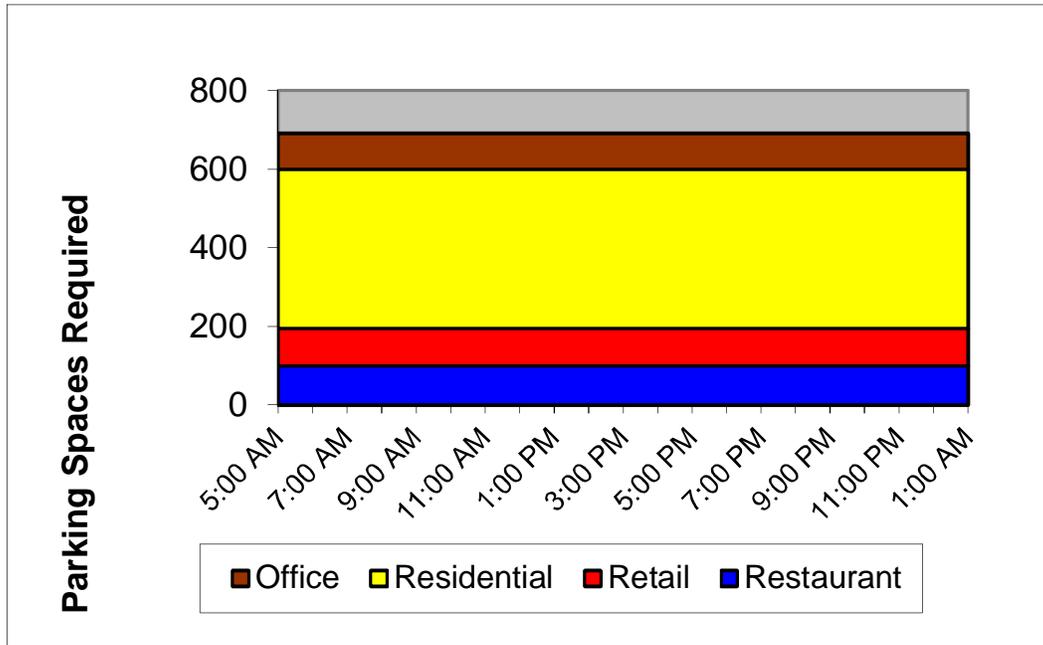
## **4.4 Conclusions**

The parking demand and the parking supply are summarized in

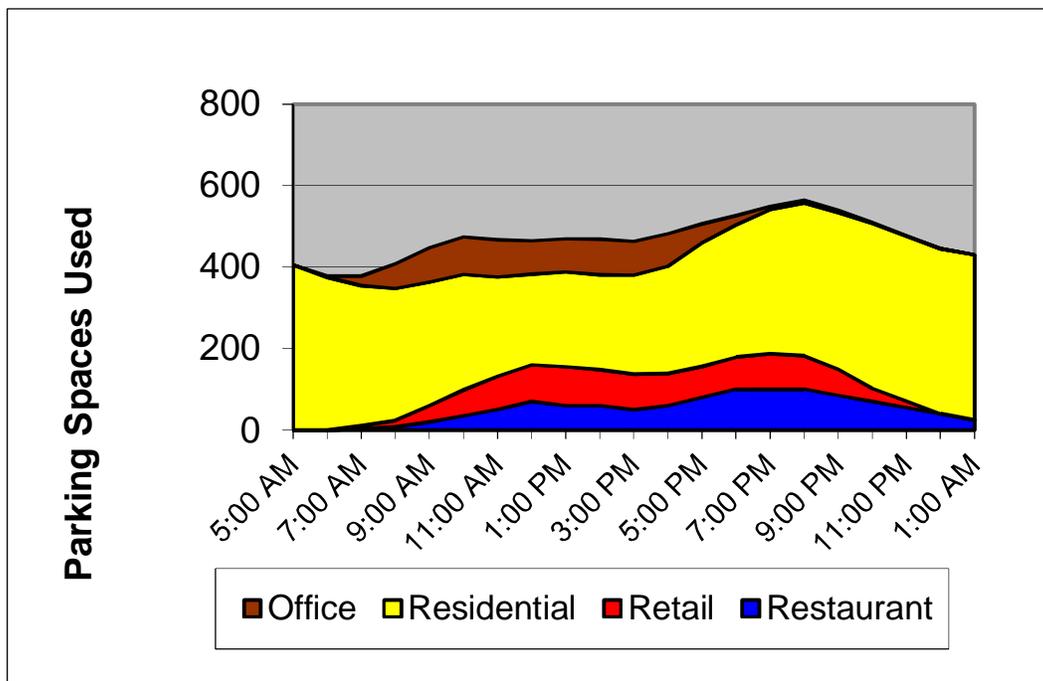
**Table 16** below. From an overall perspective the Bay Meadows II project provides sufficient parking to meet demand through a combination of on-site and on-street supply. The total estimated parking demand for all blocks is 4,066 parking spaces during the peak weekday period. The on-site parking provided in all blocks is 4,617 spaces. A total of 461 spaces are available on-street (excluding community park on-street spaces), which results in a total parking supply of 5,078 spaces which is 1,012 spaces more than the total estimated demand for all blocks.



**Figure 8: Mixed-Use Blocks Required Parking**



**Figure 9: Mixed-Use Blocks Shared Parking Utilization**





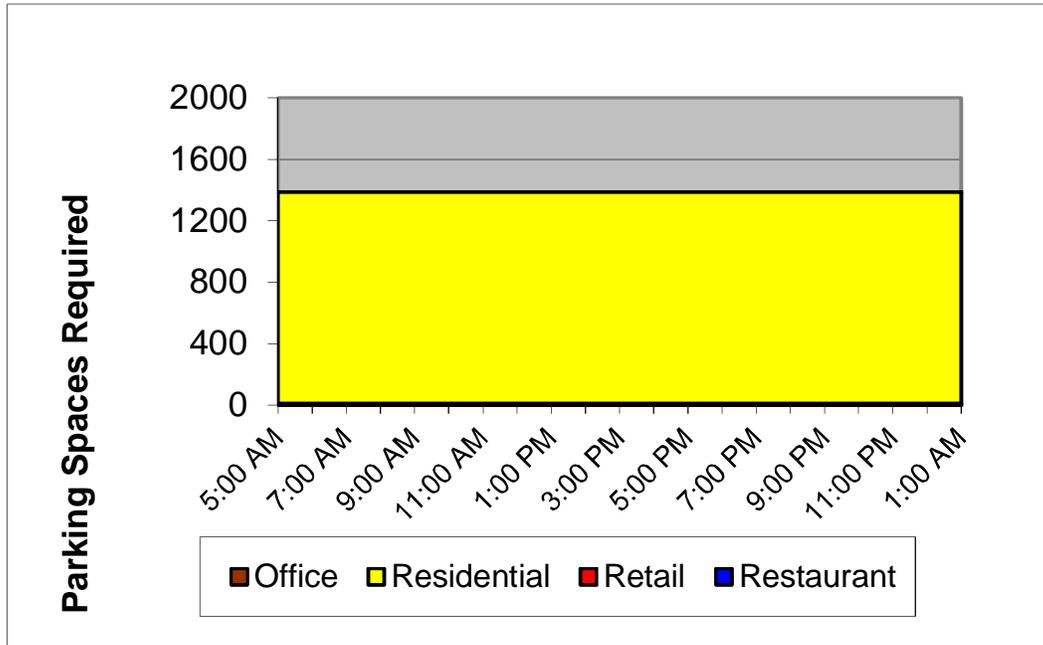
**Table 15: Parking Demand Analysis for the Residential Blocks**

Block	Quantity	Units	Peak Parking Demand		On-Site Parking Supply
			Resident	Guest	
RES 1	108	DU	Resident	166	
			Guest	3	
			<b>Subtotal</b>	<b>169</b>	
RES 2	80	DU	Resident	123	
			Guest	2	
			<b>Subtotal</b>	<b>125</b>	
RES 3	156	DU	Resident	240	
			Guest	4	
			<b>Subtotal</b>	<b>244</b>	
RES 4	71	DU	Resident	109	
			Guest	2	
			<b>Subtotal</b>	<b>111</b>	
RES 5	76	DU	Resident	117	
			Guest	2	
			<b>Subtotal</b>	<b>119</b>	
RES 6	54	DU	Resident	83	
			Guest	2	
			<b>Subtotal</b>	<b>85</b>	
RES 7	158	DU	Resident	236	
			Guest	4	
	3,472	GSF	Retail - Employee	2	
			Retail – Customer	6	
			<b>Subtotal</b>	<b>248</b>	
RES 8	74	DU	Resident	114	
			Guest	2	
			<b>Subtotal</b>	<b>116</b>	
RES 9	55	DU	Resident	95	
			Guest	2	
			<b>Subtotal</b>	<b>97</b>	
<b>Total Residential Parking Demand</b>				<b>1,314</b>	<b>1,755</b>

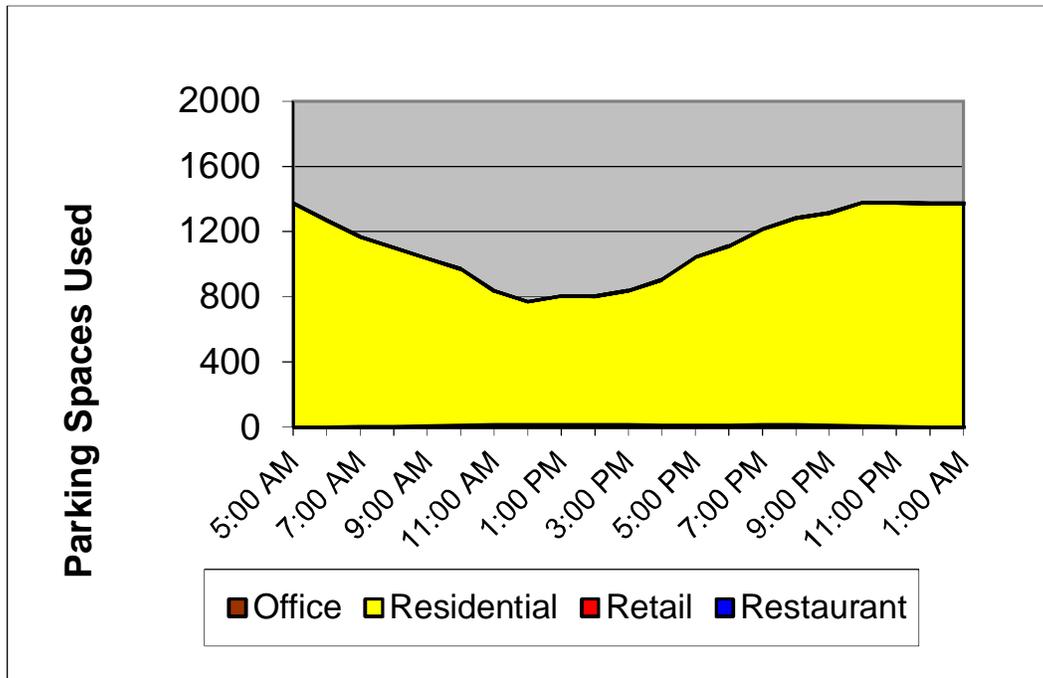
Note: Parking totals may differ slightly due to rounding.



**Figure 10: Residential Blocks Required Parking**



**Figure 11: Residential Blocks Shared Parking Utilization**





**Table 16: Summary of Parking Demand and Parking Supply**

<b>Block</b>	<b>Parking Demand</b>	<b>On-Site Parking Supply Provided</b>	<b>On-Street Parking</b>	<b>Surplus / (Deficit)</b>
STA 1	231	718		
STA 2	542	475		
STA 3	496	433		
STA 4	609	544		
STA 5	291	285		
<b>Subtotal</b>	<b>2,169</b>	<b>2,455</b>		
MU 2	224	148		
MU 3	180	137		
MU 4	172	122		
<b>Subtotal</b>	<b>576</b>	<b>407</b>		
<b>Total (Station and Mixed Use Blocks)</b>	<b>2,745</b>	<b>2,862</b>	<b>191</b>	<b>308</b>
RES 1	169	211		
RES 2	125	164		
RES 3	244	336		
RES 4	111	159		
RES 5	119	170		
RES 6	85	111		
RES 7	255	321		
RES 8	116	163		
RES 9	97	120		
<b>Subtotal</b>	<b>1,321</b>	<b>1,755</b>		
<b>Total (All Blocks)</b>	<b>4,066</b>	<b>4,617</b>	<b>461</b>	<b>1,012</b>

Totals do not include High School on MU 1 which does not participate in shared parking



## **5 Transportation Demand Management (TDM) Strategies**

The TDM program described in the Bay Meadows II Traffic Management Plan implements strategies and measures to reduce the number of vehicle trips generated and the parking at the project site. In addition to the proposed TDM program, Bay Meadows will consider additional parking management measures should monitoring of the project's traffic and parking condition indicate a need. These measures include:

### On-Street Parking Time Restrictions

Time Restrictions are intended to maximize parking turnover of the most convenient, and therefore, the most valuable spaces in the commercial district (Station and Mixed-Use Blocks). The objective of this measure is to reserve on-street parking spaces in proximity to retail land uses for customers, while providing some unrestricted parking in the periphery for employees or residents.

### Valet Parking

Almost exclusively used for restaurants, this measure increases parking capacity as well as convenience for restaurant patrons. The City should permit restaurants, or other commercial businesses, to institute valet parking through a conditional use permit, including permission to reserve one to two parking spaces in front of the businesses in order to conduct valet operations. Valet parking can utilize private parking facilities through agreements with the facilities' owner.

For the entire list of the TDM strategies, please refer to the Bay Meadows II Traffic Management Plan.



## **Appendices**

### **Appendix A – Parking demand analysis for the Station Blocks, Mixed-Use Blocks, and the Residential Blocks**