

RESOLUTION NO. \_\_\_\_\_

**A RESOLUTION OF THE COUNCIL OF THE CITY OF  
SAN JOSE AMENDING THE ENVISION SAN JOSE 2040  
GENERAL PLAN PURSUANT TO TITLE 18 OF THE SAN  
JOSE MUNICIPAL CODE TO AMEND THE “PLANNED  
JOB CAPACITY AND HOUSING GROWTH AREAS BY  
HORIZON” TABLE IN APPENDIX 5 AND MODIFY LAND  
USE DESIGNATIONS ON PROPERTIES WITHIN THE  
BERRYESSA BART URBAN VILLAGE, AND ADOPT THE  
BERRYESSA BART URBAN VILLAGE PLAN**

**Spring 2021 General Plan Amendment Cycle (Cycle 1)**

**File No. GP20-008**

**WHEREAS**, the City Council is authorized by Title 18 of the San José Municipal Code and state law to adopt and, from time to time, amend the General Plan governing the physical development of the City of San José; and

**WHEREAS**, on November 1, 2011, the City Council adopted the General Plan entitled, "Envision San José 2040 General Plan, San José, California" by Resolution No. 76042, which General Plan has been amended from time to time (hereinafter the "General Plan"); and

**WHEREAS**, in accordance with Title 18 of the San José Municipal Code, all general and specific plan amendment proposals are referred to the Planning Commission of the City of San José for review and recommendation prior to City Council consideration of the amendments; and

**WHEREAS**, on March 24, 2021 and May 12, 2021, the Planning Commission held public hearings to consider the following proposed Berryessa BART Urban Village Plan and

associated General Plan Amendments, and at which hearing interested persons were given the opportunity to appear and present their views with respect to said proposed plans and amendments:

- A. The General Plan Amendment amending the “Planned Job Capacity and Housing Growth Areas by Horizon” table in Appendix 5 (Exhibit A-1) and the Transportation/Land Use Diagram showing land use designations on properties within the Berryessa BART Urban Village (Exhibit A-2), File No. GP20-008, as specified collectively in Exhibit “A” hereto; and
- B. The Berryessa BART Urban Village Plan, attached hereto and incorporated herein by reference as Exhibit “B” (the “Plan”).

These amendments are “General Plan Amendment GP20-008” and are hereinafter collectively referred to as “General Plan Amendment”); and

**WHEREAS**, at the conclusion of the public hearings, the Planning Commission transmitted its recommendations to the City Council on the proposed General Plan Amendment and the Plan; and

**WHEREAS**, on June 8, 2021 the Council held a duly noticed public hearing; and

**WHEREAS**, copies of the proposed General Plan Amendment and the Plan are on file in the office of the Director of Planning, Building and Code Enforcement of the City, with copies submitted to the City Council for its consideration, and available to the public on the Planning Department website; and

**WHEREAS**, pursuant to Title 18 of the San José Municipal Code, public notice was given that on June 8, 2021 at 1:30 p.m. the Council would hold a virtual public hearing where interested persons could appear, be heard, and present their views with respect to the proposed General Plan Amendment (Exhibit “A”) and the Plan (Exhibit “B”); and

**WHEREAS**, prior to making its determination on the General Plan Amendment and the Plan, the Council reviewed and considered the Initial Study/Addendum (File No. ER20-187) to the Envision San José 2040 General Plan Final Program Environmental Impact Report (certified by Resolution No. 76041), and Supplemental Environmental Impact Report to the Envision San José 2040 General Plan Final Program Environmental Impact Report (Resolution No. 77617), and Addenda thereto; and

**WHEREAS**, the Council is the decision-making body for the proposed General Plan Amendment and the Berryessa BART Urban Village Plan;

**NOW, THEREFORE**, BE IT RESOLVED BY THE COUNCIL OF THE CITY OF SAN JOSE AS FOLLOWS:

**SECTION 1.** The Council’s determinations regarding the General Plan Amendment (File No. GP20-008) and the Berryessa BART Urban Village Plan are specified and set forth in Exhibit “A,” and Exhibit “B,” respectively, attached hereto and incorporated herein by reference.

**SECTION 2.** This Resolution shall take effect thirty (30) days following the adoption of this Resolution.

ADOPTED this \_\_\_\_\_ day of \_\_\_\_\_, 2021, by the following vote:

AYES:

NOES:

ABSENT:

DISQUALIFIED:

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SAM LICCARDO  
Mayor

ATTEST:

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TONI J. TABER, CMC  
City Clerk



## **EXHIBIT “A”**

**File No. GP20-008.** The Envision San José 2040 General Plan is hereby amended as follows:

1. The Land Use/Transportation Diagram is hereby amended for properties within the boundaries of the Berryessa BART Urban Village Plan area as shown on the Berryessa BART Urban Village Land Use Diagram attached hereto and incorporated herein by reference as Exhibit A-1. The General Plan amendment for the Facchino District and Flea Market South District in the Berryessa BART Urban Village is approved on the condition that the amendment shall not take effect until the effective date of a conforming rezoning ordinance~~s~~ that ~~is-are~~ adopted by the San Jose City Council, that such condition and effective date shall be indicated on the Land Use/Transportation Diagram, and the General Plan designation for the Facchino District and Flea Market South District shall be as designated immediately preceding the date of this resolution until such time as the effective date of the conforming rezoning~~s~~.
2. The “Planned Job Capacity and Housing Growth Areas by Horizon” table in Appendix 5 of the Envision San José 2040 General Plan is hereby amended as indicated in Exhibit A-2 attached hereto and incorporated herein by reference.

Council District: 4 and Citywide.

Exhibit A-1

Spring 2021 General Plan Amendment (Cycle 1)  
File No. GP20-008

T-1201.069/1825085  
Council Agenda: 06-08-2021  
Item No.: 10.2(b)

**DRAFT – Contact the Office of the City Clerk at (408)535-1260 or [CityClerk@sanjoseca.gov](mailto:CityClerk@sanjoseca.gov) for final document.**

## Former Land Use Designations

Exhibit A-2

Spring 2021 General Plan Amendment (Cycle 1)  
File No. GP20-008

T-1201.069/1825085  
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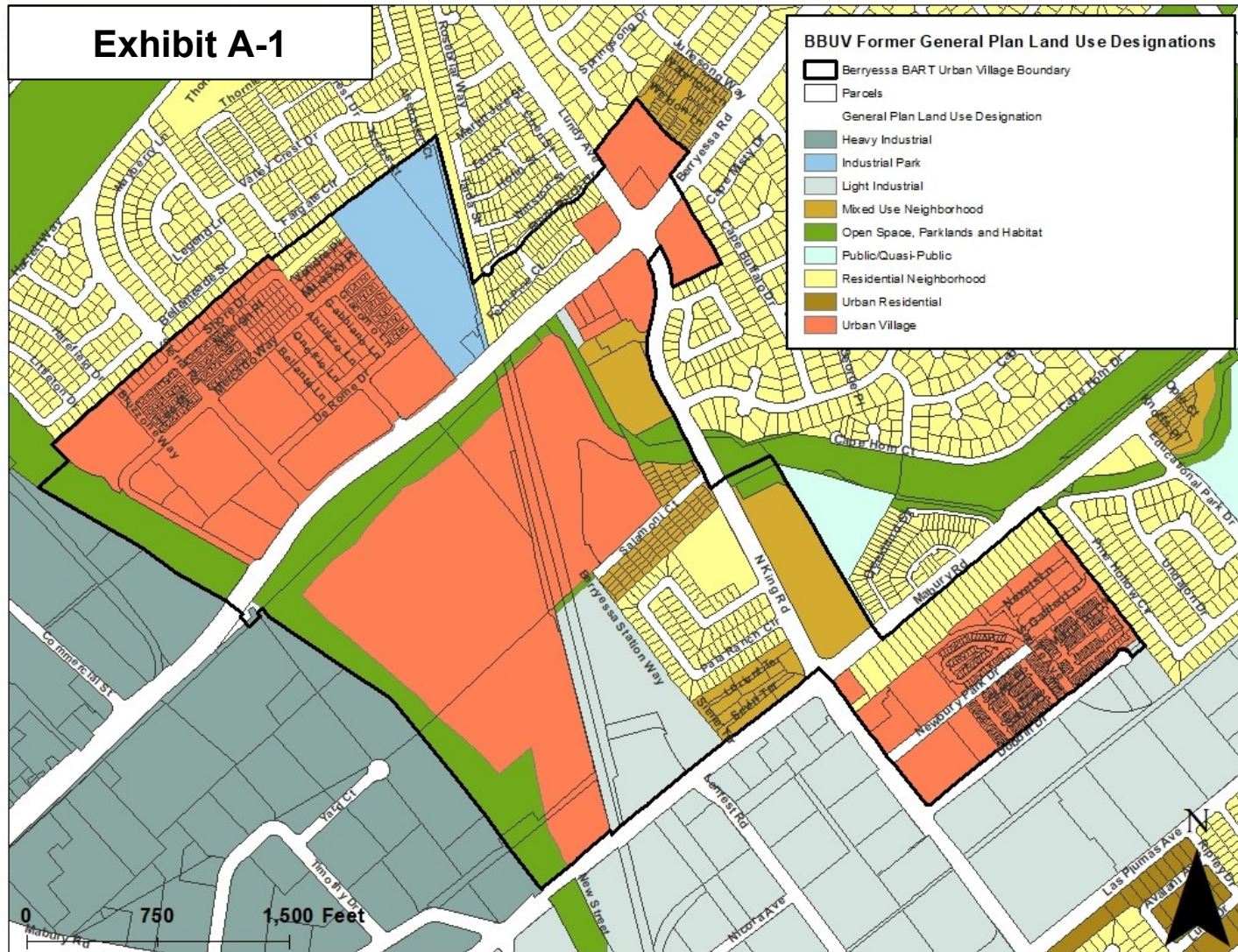


Exhibit A-3

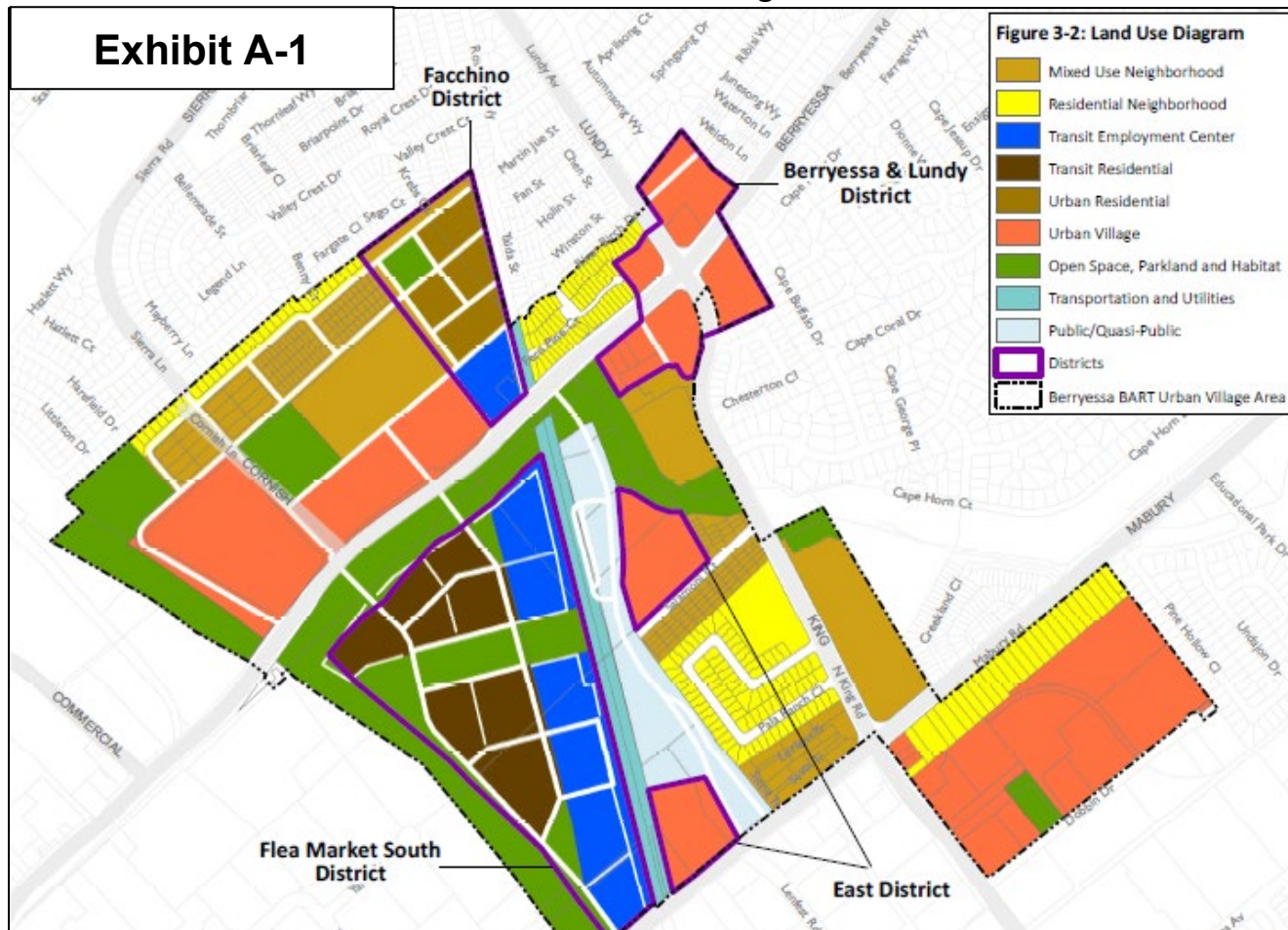
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## Revised Land Use Designations



**NOTE:** The effective GPA date for the Facchino District and Flea Market South District is the effective date of a conforming rezonings for that those Districts. Until that time, the existing General Plan land use designation on that District is Industrial Park and remains as Industrial Park; and the existing General Plan land use designation on the Flea Market South District is Urban Village and Open Space, Parkland and Habitat and remains as Urban Village and Open Space, Parkland and Habitat.

Exhibit A-4

Planned Job Capacity and Housing Growth Areas by Horizon (3 Horizons)					Exhibit A-2			
751,450 Jobs and 429,350 Dwelling Units; 1.1 J/ER								
Existing 2008 Development: 369,450 Jobs & 309,350 DU								
Growth Above Existing: 382,000 Jobs & 120,000 DU								
	CAPACITY		TRACKING					
	Gross Acres	Planned Job Capacity	Planned Housing Yield (DU)	Base	Planned DU Growth Capacity for Growth Areas and Urban Villages by Horizon (Timeframe)			NSJ ADP
				Already Entitled	Horizon 1	Horizon 2	Horizon 3	Phases 2-4
<b>Total Plan Growth Capacity</b>		382,000	120,000	38,787	43,645 41943	9,547	4,475 6177	23,546
<b>Downtown</b>								
Downtown (including Diridon Station Area Plan) (v)	943	105,809	27,779	10,705	17,074			
<b>Downtown Sub-Total</b>		<b>105,809</b>	<b>27,779</b>	<b>10,705</b>	<b>17,074</b>			
<b>Specific Plan Areas</b>								
Communications Hill Specific Plan	942	1,700	2,775	2,775				
Jackson-Taylor Residential Strategy	109	100	1,190	656	534			
Martha Gardens Specific Plan	145	0	1,760		1,760			
Midtown Specific Plan	125	841	800	0	800			
Tamien Station Area Specific Plan	149	600	1,060	169	891			
Alviso Master Plan (v)	10,730	18,700	70		70			
Evergreen Specific Plan (not including V55)	879	0	25	25				
<b>Specific Plan Sub-Total</b>		<b>21,941</b>	<b>7,680</b>	<b>3,625</b>	<b>4,055</b>			
<b>Employment Land Areas</b>								
Monterey Business Corridor (v)	453	1,095	0					
New Edenvale	735	10,000	0					
Old Edenvale Area (Bernal)	474	15,000	780	780				
North Coyote Valley	1,722	0	0					
Evergreen Campus Industrial Area	368	10,000	0					
North San José (including Rincon South)	4,382	100,000	32,640	9,094				23,546
VT1 - Lundy / Milpitas BART	167	16,350	0					
Berryessa / International Business Park (v)	497	4,583	0					
Mabury (v)	290	7,863 2266	0					
East Gish (v)	495	2,300	0					
Senter Road (v)	361	2,275	0					
VT5 - Santa Clara / Airport West (FMC)	94	1,600	0					
VT7 - Blossom Hill / Monterey Rd	24	1,940	0					
VT25 - W. Capitol Expy / Monterey Rd	35	100	0					
VR16 - S. Capitol Av / Capitol Expy	2	100	0					
VR24 - Monterey Hwy / Senter Rd	35	100	0					
VR26 - E. Capitol Expy / McLaughlin Dr	16	100	0					
VR27 - W. Capitol Expy / Vistapark Dr	15	100	0					
C42 - Story Rd (v)	223	1,823	0					
C45 - County Fairgrounds	184	100	0					
<b>Employment Land Sub-Total</b>		<b>175,429 469834</b>	<b>33,420</b>	<b>9,874</b>				<b>23,546</b>
<b>Regional Transit Urban Villages</b>								
VT2 - Berryessa BART / Berryessa Rd / Lundy Av (v)	270	16,502 22400	6,516 4844	1,416	5,100 3398			
VT3 - Five Wounds BART	74	4,050	845			845		
VT4 - The Alameda (East)	46	1,610	411	177	234			
VT6 - Blossom Hill / Hitachi	142	0	2,930	2,930				
<b>Regional Transit Villages Sub-Total</b>		<b>22,162 27760</b>	<b>10,702 9000</b>	<b>4,523</b>	<b>5,334 3632</b>	<b>845</b>		

Exhibit A-5

<b>Local Transit Urban Villages (Existing LRT)</b>								
VR8 - Curtner Light Rail / Caltrain (v)	69	500	496	61		435		
VR9 - Race Street Light Rail (v)	123							
A (west of Sunol)		2,000	1,937	532	1,405			
B (Reed & Graham Site)		1,200	675		675			
VR10 - Capitol / 87 Light Rail (v)	56	650	731			731		
VR11 - Penitencia Creek Light Rail	24	0	384			384		
VR12 - N. Capitol Av / Hostetter Rd (v)	25	500	628			628		
VR13 - N. Capitol Av / Berryessa Rd (v)	54	1,000	870			870		
VR14 - N. Capitol Ave / Mabury Rd	5	100	276			276		
VR15 - N. Capitol Av / McKee Rd (v)	92	1,000	1,074	188		886		
VR17 - Oakridge Mall and Vicinity (v)	380							
A (Cambrian / Pioneer)		3,375	1,650			1,650		
B (Edenvale)		5,715	2,100			2,100		
VR18 - Blossom Hill Rd / Cahalan Av	30	500	533			533		
VR19 - Blossom Hill Rd / Snell Av	64	500	364	155		209		
CR20 - N. 1st Street	132	2,520	1,678	448	1,230			
CR21 - Southwest Expressway (v)	170	750	3,007	339	2,668			
<b>Local Transit Villages (Existing LRT) Sub-Total</b>		<b>20,310</b>	<b>16,403</b>	<b>1,723</b>	<b>5,978</b>	<b>8,702</b>		
<b>Local Transit Urban Villages (Planned BRT/LRT)</b>								
VR22 - Arcadia / Eastridge (potential) Light Rail (v)	78	1,150	250	250				
VR23 - E. Capitol Expy / Silver Creek Rd	73	450	67 465				67 465	
CR28 - E. Santa Clara Street								
A (West of 17th Street)	74	795	850	86	764			
B (Roosevelt Park)	51	605	650	80	570			
CR29 - Alum Rock Avenue								
A (Little Portugal)	18	100	310	71	239			
B (Alum Rock)	72	870	1,010	187	823			
C (East of 680)	61	650	1,175		1,175			
CR30 - The Alameda (West)	21	200	400				400	
CR31 - W. San Carlos Street		980	1,245	395	850			
CR32 - Stevens Creek Boulevard	269	4,500	3,860	508	3,352			
<b>Local Transit Villages (Planned BRT/LRT) Sub-Total</b>		<b>10,300</b>	<b>9,817 9945</b>	<b>1,577</b>	<b>7,773</b>		<b>467 565</b>	
<b>Commercial Corridor &amp; Center Urban Villages</b>								
C34 - Tully Rd / S. King Rd	102	900	119 247				119 247	
C35 - Santana Row/Valley Fair and Vicinity (v)	185	8,500	2,635	1,768	867			
C36 - Paseo de Saratoga and Vicinity	174	1,500	1,069 4344				1,069 4344	
C37 - Santa Teresa Bl / Bernal Rd	75	850	57 483				57 483	
C38 - Winchester Boulevard	300	2,000	2,200	441	1,759			
C39 - S. Bascom Avenue (North)	215	1,000	1,560	755	805			
C40 - S. Bascom Avenue (South) (v)	117	500	269 353	74			195 279	
C41 - Saratoga Avenue (v)	159	1,500	616 725	391			225 334	
C43 - S. De Anza Boulevard (v)	84	2,140	508 598	45			463 553	
C44 - Camden / Hillsdale Avenue	108	2,000	400 484				400 484	
<b>Commercial Corridor &amp; Center Villages Sub-Total</b>		<b>20,890</b>	<b>9,433 40269</b>	<b>3,474</b>	<b>3,431</b>		<b>2,528 3364</b>	

Exhibit A-6

<b>Neighborhood Villages</b>								
V47 - Landess Av / Morrill Av	16	100	65 <del>97</del>				65 <del>97</del>	
V48 - Piedmont Rd / Sierra Rd	11	100	40 <del>62</del>				40 <del>62</del>	
V49 - McKee Rd / Toyon Av	25	100	43 <del>86</del>				43 <del>86</del>	
V50 - McKee Rd / White Rd (v)	19	100	68 <del>88</del>	7			61 <del>84</del>	
V52 - E. Capitol Expy / Foxdale Dr	14	100	0 <del>48</del>				0 <del>48</del>	
V53 - Quimby Rd / S. White Rd	19	100	66 <del>120</del>				66 <del>120</del>	
V54 - Aborn Rd / San Felipe Rd	37	100	71 <del>145</del>				71 <del>145</del>	
V55 - Evergreen Village	49	0	0		0			
V57 - S. 24th St / William Ct (v)	52	100	217	67			150	
V58 - Monterey Rd / Chynoweth Rd	37	100	82 <del>96</del>				82 <del>96</del>	
V59 - Santa Teresa Bl / Cottle Rd (v)	48	500	47 <del>122</del>				47 <del>122</del>	
V60 - Santa Teresa Bl / Snell Av	11	100	69 <del>86</del>				69 <del>86</del>	
V61 - Bollinger Rd / Miller Av	13	100	94 <del>113</del>				94 <del>113</del>	
V62 - Bollinger Rd / Lawrence Expy	11	100	50				50	
V63 - Hamilton Av / Meridian Av	53	500	150 <del>219</del>				150 <del>219</del>	
V64 - Almaden Expy / Hillsdale Av	49	400	84 <del>128</del>				84 <del>128</del>	
V65 - Foxworthy Av / Meridian Av	16	100	110 <del>140</del>	55			55 <del>85</del>	
V67 - Branham Ln / Meridian Av	18	100	59 <del>96</del>				59 <del>96</del>	
V68 - Camden Av / Branham Ln	21	200	100 <del>154</del>				100 <del>154</del>	
V69 - Kooser Rd / Meridian Av	34	200	71 <del>113</del>				71 <del>113</del>	
V70 - Camden Av / Kooser Rd (v)	49	100	56 <del>131</del>				56 <del>131</del>	
V71 - Meridian Av / Redmond Av	10	100	67 <del>96</del>				67 <del>96</del>	
<b>Neighborhood Villages Sub-Total</b>		<b>3,400</b>	<b>1,609 <del>2377</del></b>	<b>129</b>	<b>0</b>		<b>1,480 <del>2248</del></b>	
<b>Other Identified Growth Areas</b>								
Vacant Lands	558	1,759	1,460	1,460				
Entitled & Not Built	513	0	1,697	1,697				
<b>Other Identified Growth Areas Sub-Total</b>		<b>1,759</b>	<b>3,157</b>	<b>3,157</b>				
Notes:								
DU = Dwelling Units (Occupied and Vacant)								
<b>Projected DU Growth by Horizon (Timeframe)</b> = The planned number of new dwelling units within each growth area based upon the availability of Housing Growth Areas designated on the General Plan Land Use Diagram being made available in phases over time.								
<b>Base</b> - Existing entitled residential units (Citywide) plus the capacity for new residential units planned within Specific Plan areas.								
<b>Vacant Lands</b> = Potential development capacity based upon the current General Plan designation for sites identified as being currently vacant or significantly underutilized in respect to the current General Plan projected capacity. These lands are identified in the Vacant Land Inventory most recently updated by the City in 2007. Growth Areas that incorporate Vacant Land								

Exhibit A-7

Spring 2021 General Plan Amendment (Cycle 1)  
File No. GP20-008

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**EXHIBIT “B”**

**Berryessa BART Urban Village Plan**

Exhibit B

Spring 2021 General Plan Amendment (Cycle 1)  
File No. GP20-008

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# 1. Introduction

The Envision San José 2040 General Plan (General Plan) sets forth a vision and a comprehensive road map to guide the City's growth through the year 2040. The General Plan includes land use policies to shape the transformation of strategically located Growth Areas into higher-density, mixed-use, urban areas or "Urban Villages." Urban Villages accommodate employment and housing growth to reduce the environmental impacts of development by promoting transit use, bicycle facilities, and walkability.

## **REGIONAL TRANSIT URBAN VILLAGES**

The Berryessa BART Urban Village is a designated Regional Transit Urban Village in the City's General Plan. Regional Transit Urban Villages are locations within San José with unique access to major transit facilities. The General Plan directs new job and housing growth to Regional Transit Urban Villages in order to support intensification of the station areas as regional employment destinations. Regional Transit Urban Villages have large public investments in transit facilities and are regionally accessible, therefore offering the highest feasible employment and density concentration. The Berryessa BART Urban Village also has the potential to be a City gateway and a destination for a primary public space in San Jose. This Urban Village is the only one with a surface BART station. The Berryessa BART Urban Village (BBUV) Plan focuses on catalyzing development opportunities that accentuate this potential. The Plan will help attract new development capable of shaping a high-quality environment unique to this Regional Transit Urban Village.

## **PLANNING AREA**

Within the City of San José, the Berryessa BART Urban Village is generally located between US Highway 101, Interstate 680, and Interstate 880. The actual boundaries of the Urban Village are generally Shore Drive to the north, Lundy Avenue to the east, Coyote Creek to the west, and Mabury Road to the south.

The Berryessa BART Urban Village is located in a transition zone from the suburban residential development on the north and east, to the industrial development of the south and west. The residential neighborhoods to the north and east consist of one and two story track houses built in the 1960's through the 1980's. Within the urban village the residential development increases in density and consists of townhouses and small multi-unit buildings developed in the 2000's and 2010's. To the south and west of the urban village the land uses consist of low-intensity industrial uses and one-story office parks. Within the urban village commercial uses are limited to the San José Flea Market north side, and commercial uses at the intersection of Berryessa Road and Lundy Road, and King and Maybury Road.

Access to the Urban Village is currently provided from the east and west by Berryessa Road, Mabury Road, and from the north and south by Lundy Avenue and King Road. Beginning in 2020, BART began service to the Berryessa/North San José BART Station, providing additional access, and is projected to host 25,000 riders daily by 2030. Future highway interchange improvements are also planned to provide direct access from to US-Highway 101 to the Urban Village.

**PLANNING PURPOSE**

The General Plan places emphasis on placemaking, creating complete communities, and protecting commercial uses in San José, especially in the designated Urban Villages. This Urban Village plan translates the goals of the General Plan to on-the-ground policies for the Berryessa/BART Urban Village. This Plan creates a transit node that supports job creation, compact urban design, and housing options. It's envisioned that this Urban Village will enhance the City's employment opportunities and be a desirable location to both live and work.

**Community Engagement**

The creation of the Berryessa BART Urban Village plan started in Winter 2018 and ended in Fall 2020. The planning process had three key milestones: two community workshops and one open house. The process started with the first community workshop in November 2018, which was held at the Berryessa Community Center. During this workshop the community shared ideas about development in this area and identified values to integrate into the Urban Village Plan. An online engagement portal was also launched at the time of the first workshop to start collecting additional public input. A summary of Opportunities and Constraints was identified early in the planning process (see below). In May 2019, the community provided feedback on key aspects of the Conceptual Plan. The online engagement portal also served to collect input for the second workshop. The final community open house was in November 2020 when the final draft of the Urban Village plan was presented to the public. After final input was received, the City presented the plan to the Planning Commission and City Council in March and April 2021, respectively.

**OPPORTUNITIES**

**TOD to transform the site into vibrant Live- Work environment at appropriate density**

**Enhance existing and planned retail nodes.**

**Improve street connections to multiple nearby freeway interchanges.**

**Propose trails in the Coyote Creek and Penitencia Creek open spaces.**

**Promote cycling and new pedestrian connections for a walkable neighborhood.**

**Improve and expand open space resources.**

**Generate job and housing opportunities for the area.**

**CONSTRAINTS**

**Automobile-dependent development pattern.**

**Berryessa and Mabury Road as barriers for pedestrian and cyclists.**

**No access to Coyote Creek and Penitencia Creek.**

**Flooding: Most of urban village area are under flood risk.**

**Berryessa BART station as a temporary end-of-the line station.**

**Lack of clear entry-point access via a freeway interchange.**

**BART track line as a physical barrier bisecting the central part of the Urban Village.**

### **Technical Advisory Committee**

This committee included representative from various City departments, the Santa Clara Valley Transit Authority (VTA) and Bay Area Rapid Transit (BART). The group met monthly to coordinate on various urban village planning matters, share information, and make decisions as a group.

### **RELATIONSHIP TO OTHER PLANS AND POLICIES**

The Berryessa BART Urban Village Plan must be consistent with the policies and vision of the General Plan. The General Plan is one of many documents that provide direction to create this vibrant urban village. Other city policies and relevant documents include:

- **Complete Streets Design Standards & Guidelines**

The Complete Streets Design Standards & Guidelines were developed comprehensively to guide how the City builds and retrofits streets. The design principles of this document work towards making every street in San José people-oriented, connected, and resilient.

- **San José Citywide Design Standards and Guidelines**

The City updated and consolidated its residential, commercial, and industrial design guidelines as one document, entitled “San José Citywide Design Standards and Guidelines” (Citywide DSG), adopted by City Council in February 2021. The Citywide DSG work in conjunction with other City documents and regulations to ensure that buildings throughout San José have high-quality design and are appropriate for their site, function, and neighborhood. Compliance with the Citywide DSG will be mandatory in the design review process for all applicable developments.

- **Greenprint**

The Greenprint is a long-term plan that sets goals and strategies for how San José's parks, trails and community centers will change over the next 20 years. City staff and policy makers use the Greenprint as a guide as they explore the ways the parks system can help people in San José be healthier and happier.

- **Cultural Connection and Public Art**

San José’s Cultural Plan and Public Art Plan calls for developments to integrate high impact public art and urban design throughout the community.

- **Climate Smart San José**

Climate Smart San José, approved by the City Council in February 2018, is a plan to reduce carbon emissions, save water, and create a stronger and healthier community. It is a successor to Green Vision, which was adopted in 2007. Climate Smart San José uses the Envision San José 2040 General Plan as a foundation and identifies nine strategies to reduce emissions in San José to reach the State’s target of 80% greenhouse gas emissions reduction below 1990 levels by 2050, as well as achievement the Paris Climate Agreement goals.



- **Transportation Analysis Policy**

As of March 2018, thresholds for transportation impacts are measured with Vehicle Miles Traveled (VMT) instead of intersection Level of Service (LOS). City Council Policy 5-1 (Transportation Analysis Policy) seeks to reduce VMT by bringing uses in closer proximity and reducing the number of single-occupant vehicle trips.

## 2. Vision & Principles

### Vision

This is year 2040, the Berryessa Urban Village is ...

*A transit-oriented neighborhood in San Jose, attractive for people and business innovation, with many green spaces and recreational opportunities along the creeks, interconnected network of pedestrian paths, pleasant to bike around, with easy access to public transit. This neighborhood provides much needed housing and jobs near transit, while protecting existing residential areas. People live and work closely together in a vibrant place with placemaking elements designed to foster a sense of community.*

### Principles

Six principles help implement the vision for the Berryessa BART Urban Village plan (BBUV) Plan. These principles inform the formulation of all policies, standards, and development guidelines of the Plan. The six principles also shape future development and investment in the area plan.

#### Principle 1 – Connectivity and Accessibility

Prioritize the connection of the new residential areas with existing residential areas, the circulation within commercial areas around the BART station, and the connectivity from open space and creeks to all other areas. Accessibility to transit is imperative—people surrounding the BART station should have clear access to the station through safe, convenient, and pleasant public spaces that make it easy to move throughout the village with or without a car.

#### Principle 2 – Foster Alternative Forms of Transportation

Prioritize and promote alternative forms of transportation and human-scale environments. This means creating attractive streetscapes with places for people to connect, prioritizing travel through walking, cycling, public transit, and other modes of transportation, not just the car.

### Principle 3 – Sustainability as an Overarching Principle

Intentionally designed to further the implementation of Climate Smart San Jose, the Berryessa BART Urban Village focuses on sustainability as an overarching principle to inform the various policies, goals, and standards. New developments will follow best practices in energy, water, waste, and construction methods. Improvements in existing neighborhoods strive for aligning with the future sustainability standards elsewhere in the Urban Village.

### Principle 4 – Open Space Enhancement and Protection

Promote open space enhancement and preservation. Penitencia Creek and Coyote Creek are a significant part of the landscape of the urban village. They provide ecosystem services and opportunities for connectivity and open space. Development through the urban village should enhance, protect, and preserve the habitat along the creeks, while increasing access to local & regional trail systems.

### Principle 5 – A Mixed-use, Mixed-income Urban Village

New as well as existing residential and employment land uses mix and converge in the Urban Village, both benefiting from proximity to the BART Station. To enhance pedestrian-oriented design and urban design, the plan prioritizes the mix of residential and commercial developments, rather than isolating uses to specific areas within the urban village. This makes it is easier for people to live, work, and find services close by.

## Introduction

The Land Use Chapter describes how the Berryessa BART Urban Village Plan accommodates the housing and job capacities assigned in the General Plan. The Plan organizes housing and employment growth to support the vision for the Urban Village as a thriving mixed-use, walkable, and transit-oriented community anchored by the Berryessa/North San José BART station. The station will be the catalyst to transform the area into a hub of employment and housing growth with regional significance. The organization of land uses considers the presence of existing neighborhoods, commercial development, and open spaces around the planning area. The land use chapter also provides Goals and Policies for the planned growth consistent with the vision for the Urban Village Plan.

## Planned Growth and Objectives

Consistent with General Plan Implementation Policy IP-5.1, the Berryessa BART Urban Village identifies the locations and intensities of the jobs and housing capacities established in the General Plan for this area. Appendix 5 of the Envision San Jose 2040 General Plan calls for 22,100 jobs and 6,516 housing units within the boundaries of the Urban Village. Using the General Plan's assumption of one job for every 300 square feet, 22,100 jobs represent approximately 6,630,000 million square feet (MSF) of commercial development.

The City used a test-fit analysis to accommodate the jobs and housing capacities in the Urban Village planning area. The analysis was necessary considering the limited opportunities to fit new development within the Urban Village boundary as well as the need to preserve existing neighborhoods, as expressed in the community workshops. A key outcome of the analysis was that the planned growth set in the General Plan would have an urban form that is incompatible with the existing urban fabric, with very tall buildings overwhelming the existing single-family residential neighborhoods. As a result, the City adjusted the planned growth as described below.

## Employment Growth

The Berryessa/North San José BART station is located in the center of the planning area and will foster strong employment growth. The BART system provides regional transit infrastructure and connects the station in Berryessa with the North San José employment hub and other job centers in the Bay Area.

The Urban Village had a planned employment capacity of 22,100 new jobs equivalent to approximately 6,630,000 MSF of commercial development. Based on the recommendations of the test-fit analysis, the employment capacity was reduced to 14,000 new jobs equivalent to approximately 4,200,000 MSF. This capacity would result in mid-rise commercial buildings with lower heights that are more compatible with the surrounding neighborhoods. The reduction in planned employment capacity represents approximately 2,280,000 MSF of commercial uses less than the original amount in the General Plan, which was reallocated to other General Plan growth areas in San Jose with the approval of this Village Plan by the City Council.

## Housing Growth

Appendix 5 of the Envision San Jose 2040 General Plan provides that the Berryessa BART Urban Village has a planned capacity of 6,561 housing units. From that capacity, 1,416 units are already entitled or built and the balance of 5,100 units are available for entitlement in new projects. The Plan allocates the remaining 5,100 units in different sites available for development within the planning area. A total of 5,100 new units in the Plan is significant and will help the City achieve its goal of building or entitling 25,000 new units, 10,000 of them affordable by 2022. This number of new units also supports a robust real estate market demand for housing in San Jose, as well as the projected residential densities desired to support BART ridership adequately.

## Districts

The urban fabric of the Berryessa BART Urban Village has limited areas for new development, with neighborhoods recently developed covering most of the land area within the urban village boundary. During the community workshops, residents expressed a strong desire to preserve existing neighborhoods and the need to concentrate growth on available sites. This Plan allocates such growth to those limited areas, identified as four distinct opportunity sites called *Districts*. The four Districts are large enough and have sufficient redevelopment opportunities to accommodate all of the planned job and housing capacities within this Urban Village Plan. The Districts are called: the Facchino District, the Flea Market South District, the East District, and the Berryessa & Lundy District (See Figure 3-1). The Plan distributes jobs and housing capacities based on each District's land size, urban context, and development potential. The planned capacities for each District are based on the test-fit analysis and development is anticipated to be generally consistent with the planned capacities for the districts.

The Districts referred to in this land-use chapter have no relationship to zoning districts. The Berryessa BART Urban Village introduces the notion of Districts as land-use planning approach to better accommodate growth and shape each opportunity site with a unique urban design. Each District has specific site planning challenges and development opportunities. Also, features such as existing roads, the BART tracks, or the natural boundaries of the riparian corridors separate and define each District. All existing neighborhoods will be preserved in the planning area, and the opportunities for new development within each District are large enough to accommodate the planned growth. The notion of Districts is, therefore, a useful planning strategy to help visualize future development and to allocate housing and job capacities,



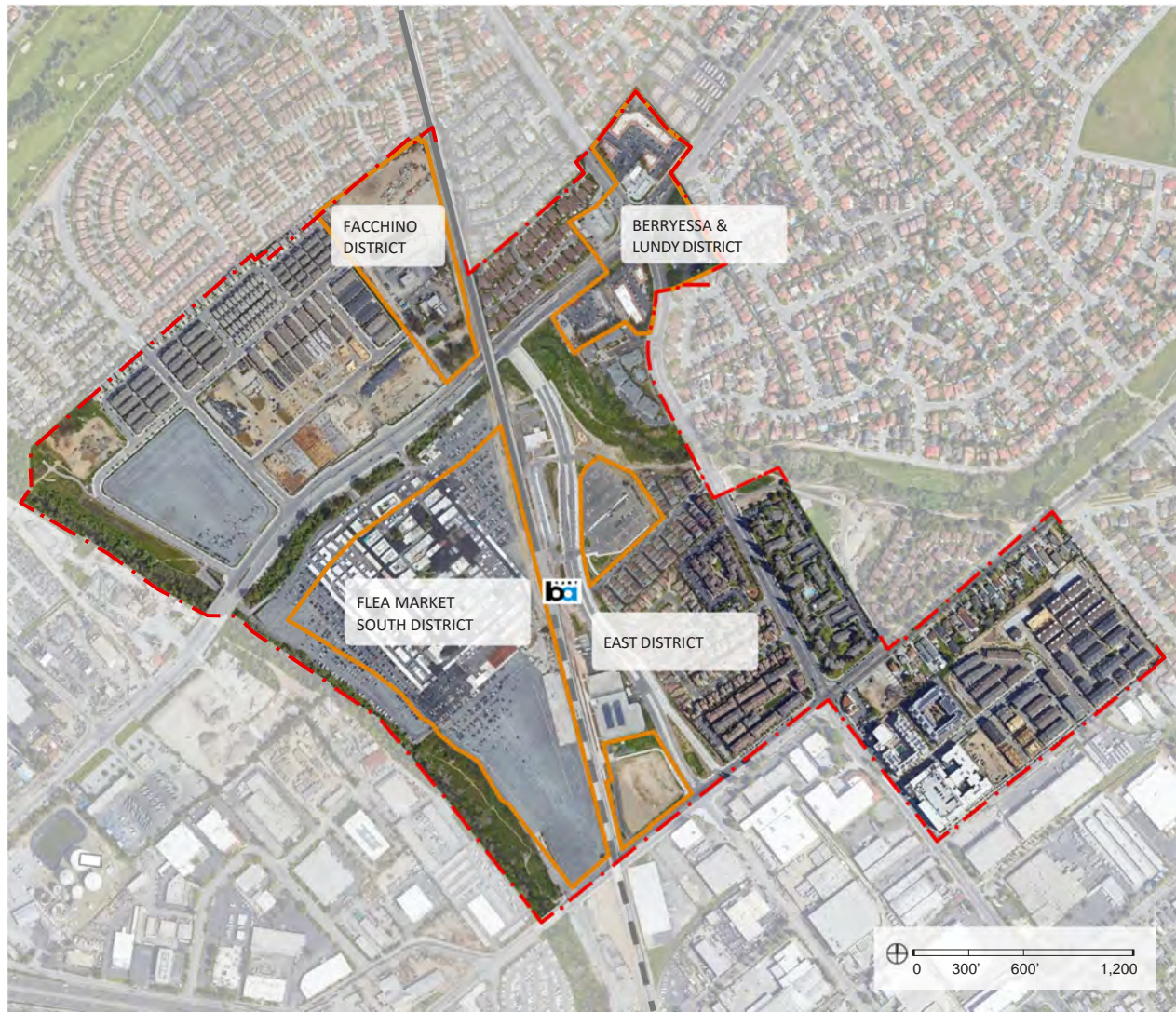


Figure 3-1: Districts

### Facchino District

The Facchino District is located in the northern portion of the Urban Village, bounded by an existing single-family residential neighborhood to the north and west, BART tracks to the east, Berryessa Road to the south, and medium-density residential to the west along Berryessa Road. Development in this District is envisioned with a mix of commercial and residential uses. Townhomes will serve as a transition buffer with the existing single-family residential areas to the north and west. Mid-rise multifamily residential will step up gradually towards Berryessa Road and to the BART tracks.

The location of the planned residential uses in the District provides privacy and compatibility with the existing residential areas, allowing the concentration of commercial uses along Berryessa Road, where it

is most suitable for employment and commercial activity. A planned neighborhood park is envisioned in the northeast portion of the District, which would help to buffer and serve as a transition area between single-family homes and the medium-density residential development. The park would be public and serve both existing and future residents. The planned capacity for the Facchino District is approximately 340,000 square feet of commercial uses and 820 dwelling units.

### Flea Market South District

The Flea Market South District is bounded by Penitencia Creek and Berryessa Road to the north, the BART tracks and station to the east, Mabury Road to the south, and Coyote Creek to the west. The existing San José Flea Market site and associated parking areas occupy most of this District's area, excluding the land covered by the Coyote and Penitencia open space corridors. The Flea Market site has direct access to the Berryessa/North San José BART station with two entrances north and south of the station. On a land area basis, the Flea Market South District is the largest in the Berryessa BART Urban Village and has the potential to accommodate most of the housing and job capacities. Therefore, the Flea Market South District's target capacities are ~~up to~~ 3,000 dwelling units and ~~up to~~ 3.0 million square feet (MSF) of commercial development; however greater development capacities could be supported.

The Plan allocates an equal distribution of commercial and residential land to provide a fair jobs-housing balance and adequately fit the capacities of this District. The land designated for residential is located on the northwestern portion of the District fronting the Coyote and Penitencia Creeks, nearby but not directly adjacent to the BART tracks. This location allows residential development to enjoy vistas along the open space corridors and maintain privacy. The land designated as commercial is planned along the BART tracks. Commercial development on this land will benefit the most from its proximity to the BART station as there is a direct correlation between high-transit ridership and the proximity to employment opportunities.

### East District

The East District is located east of the BART station on the opposite side of the Flea Market site. The main entrance to the station and all BART facilities, including parking, are in this District. The East District has only two sites currently available for development. The northern site is located east of the BART station, and it is bounded by Penitencia Creek to the north, the existing single-family residential neighborhoods to the east and south, and Station Way to the west. The BART station utilizes this site for surface parking, however, it is anticipated that it will be redeveloped in the future. The southern site is located along Mabury Road, and the BART parking garage bounds it to the north, Station Way to the east, Mabury Road to the south, and BART tracks to the west. The planned capacities for the East District are approximately 710,000 square feet of commercial development and 570 dwelling units, distributed between the two sites.

The East District is generally envisioned to be developed with the southern site facing Maybury Road as commercial, and the northern site as residential. Based on land size, a commercial project on the southern

site can fit the full commercial capacity of 710,000 square feet, while the northern site can fit the full residential capacity of 570 units, consistent with the desired urban form for this District. However, each site could also accommodate a share of the commercial and residential capacities for this District, using a vertical or horizontal mixed-use development approach.

Of all the four Districts in the Berryessa BART Urban Village, the East District is the only one developed with roads and infrastructure completed as part of the recent construction of the BART station. The City anticipates that most of the areas in this District will remain unchanged; however, the existing parking structure serving the BART station could be repurposed in the future as other modes of mobility can support transit ridership. In the eventuality that this parking structure or other transit facilities are no longer necessary, the City could consider additional redevelopment opportunities in this area for high-density commercial or residential uses. At that point, the City will study additional jobs and housing capacities for this District.

### **Berryessa & Lundy District**

The Berryessa & Lundy District is located in the northeast section of the Urban Village at the intersection of Berryessa Road and Lundy Avenue. The District is bounded by Penitencia Creek to the west and bordered by existing single-family homes on the other three sides. The recommended capacities for this District are approximately 130,000 square feet of commercial and 710 dwelling units, generally distributed on the four corner areas of the intersection, based on each area's total land size. Medium-density residential or mid-rise commercial development is generally envisioned in this District. Projects can be developed as vertical mixed-use, with residential uses on top of neighborhood-serving commercial on the ground-floor, or, where larger sites allow, projects can be developed as horizontal mixed-use. This District also offers the possibility to have 100% commercial projects.

### **Land Use Policy Overview**

The primary objective of the Berryessa BART Urban Village land use policy is to support mixed-use development capable of fostering a robust sense of community typical of a regional transit Urban Village. Residential development is envisioned as medium-to-high density housing projects. Commercial development is envisioned for small-to-large commercial land uses such as office, retail, service, restaurants, and entertainment that can serve the new community of the Urban Village or beyond. In terms of employment, the Plan envisions commercial uses that can provide opportunities for local as well as regional jobs. Development projects with office or research and development (R&D) space for high-tech or biotech jobs often require large floor plates and meet the jobs density envisioned for the Plan (1/300 square feet). These uses can greatly benefit from and support mass transit such as BART because of their characteristically high employment density. In general, the Plan also supports the development of professional offices and a mix of service and institutional uses that can generate multiple jobs locally.



This Plan does not support land uses that are auto-oriented and have the potential to generate significant traffic (see General Plan Policy LU-1.7 and Policy LU-1.8). These uses create a direct conflict with the pedestrian-oriented character of the Urban Village and do not support transit ridership. Existing auto-oriented uses such as gas stations may continue their operations; however, they are considered temporary uses to be replaced over time by more pedestrian and transit-supportive uses. Additionally, most heavy and light industrial uses are prohibited within the Urban Village boundary. The exception is research and development (R&D) uses that support the employment capacity of the Plan. Industrial uses attracted to the BART station's synergies and the Urban Village community shall be considered outside the Urban Village boundary, south of Mabury Road and west of Coyote Creek.

### Interim Uses

The City anticipates interim land uses that could occur prior to the development of commercial projects that fully support the employment capacity envisioned in this Plan. Interim uses provide economical use of commercial land in the short-term until the market can support the envisioned land uses. For this Village Plan, *interim uses* are defined as: "*Lower-intensity commercial uses that do not require new construction of structures on permanent foundations or new public infrastructure, and therefore can be redeveloped to support the construction of commercial buildings that meet the employment capacity and commercial FARs envisioned in the Village Plan.* " Because Interim land uses do not involve the construction of permanent buildings, commercial FARs are not applicable (see Policy LU-2.3). Interim land uses can be distinguished in the Plan as *new interim uses* or *existing interim uses*.

~~Examples of new interim land uses that could be allowed include~~ Land uses such as Urban Market, public markets, farmer's markets, ~~swap-meets~~, seasonal sales such as for Halloween or Christmas, temporary entertainment, or civic, educational, and other types of placemaking uses are allowed as permanent uses in the designated open space or placemaking areas identified in the BBUV open space chapter. These land uses are not planned in the commercially designated areas of the Plan and therefore do not count towards the FAR requirements of any District, unless they are planned as formal retail uses to occupy ground-floor areas (see Policy LU-2.4). The potential relocation of the existing San Jose Flea Market as a new interim use on commercial land for the Flea Market South District is supported by this plan, desirable, however this Plan also supports the Flea Market operating as a permanent it is permanently allowed as a placemaking use in the BART plaza and central open space designated placemaking areas identified in the BBUV open space chapter. (See Policy LU-2.6).

Examples of *existing* interim uses include the current Flea Market operation and associated surface parking areas, as well the existing surface parking for BART in the East District. ~~The potential relocation of the existing San Jose Flea Market as a new interim use on commercial land for that District is highly desirable (See Policy LU-2.6).~~ Other examples of *existing* interim uses include auto-oriented commercial uses in the four areas of the Berryessa and Lundy intersection. These areas are envisioned for redevelopment with projects that meet the planned capacities for this District. The Plan prohibits surface parking in general, unless it is proposed as a *new interim use* associated with certain land uses (See Policy LU-2.4 and Policy LU-2.7)

## Land Use Designations

As previously discussed, growth in the Berryessa BART Urban Village Plan is organized into four Districts or opportunity areas to concentrate new development in specific areas and preserve existing neighborhoods. The proposed land-use plan and the corresponding land use designations support a distinct identity and urban form in each District. At the same time, they also ensure consistency and compatibility with existing residential areas. Commercial land use designations will foster new employment opportunities near the BART station, while residential land use designations will support the development of compact, walkable, and mixed-use housing projects that will benefit from proximity to the BART station as well as employment opportunities within the urban village area. All envisioned commercial and residential land use designations would support transit ridership overall.

The proposed land use designations in this Plan come from the designations recommended in the 2040 General Plan for Urban Village plans. The *Land Use Plan* in Figure 3-2 shows the distribution of land use designations within the Berryessa BART Urban Village planning area. They are also supportive of the development intensities and urban form policies laid out in the Urban Design Chapter. For reference, the *Height Diagram*, in particular, shows the maximum height limits (See Figure 3-3).

All land use designations support the planned jobs and housing capacities for this Village Plan. As a general principle, this Urban Village Plan allows a range of commercial Floor Area Ratio (FAR) and residential density (dwelling units per acre) in each land use designation. The commercial and residential capacities assigned to each District are a *goal* or *target* to achieve within the provided ranges, with the capacity target generally falling in the middle of the range. This approach allows for flexibility of individual projects coming to the City for approval with commercial FAR and residential densities below or above the provided targets, with the cumulative development of many projects “evening out” and meeting the envisioned capacities in each District overtime (See Policy LU-1.3). As a result, entitlements of projects can receive any residential density and commercial FAR allowed within each range of a given land use designation. It must be noted that if a development proposal within a given District were to result in the capacity of that District being exceeded, then an updated environmental analysis would need to be conducted and the Plan amended by the City Council.

Regarding the criteria for the allowed range in each of the land use designations below, the minimum residential densities and minimum commercial FARs support projects that are commercially feasible today and represent a desirable minimal building height. The top range of commercial FARs is consistent and support the maximum building heights in each District. All areas set aside for public parks, riparian corridors, flood control management purposes, or dedicated to street right-of-way were excluded when intensities in each District were established.

For the purposes of calculating a proposed project’s minimum and maximum densities under the land use designations below, residential density should be calculated on a net basis, with public right of way and parks excluded from the density calculation. Commercial FAR’s should be calculated only using the building square footage, and public right of way, surface parking lots or parking structures, either stand alone or imbedded within a building, should not be included (see Policy LU-1.4).

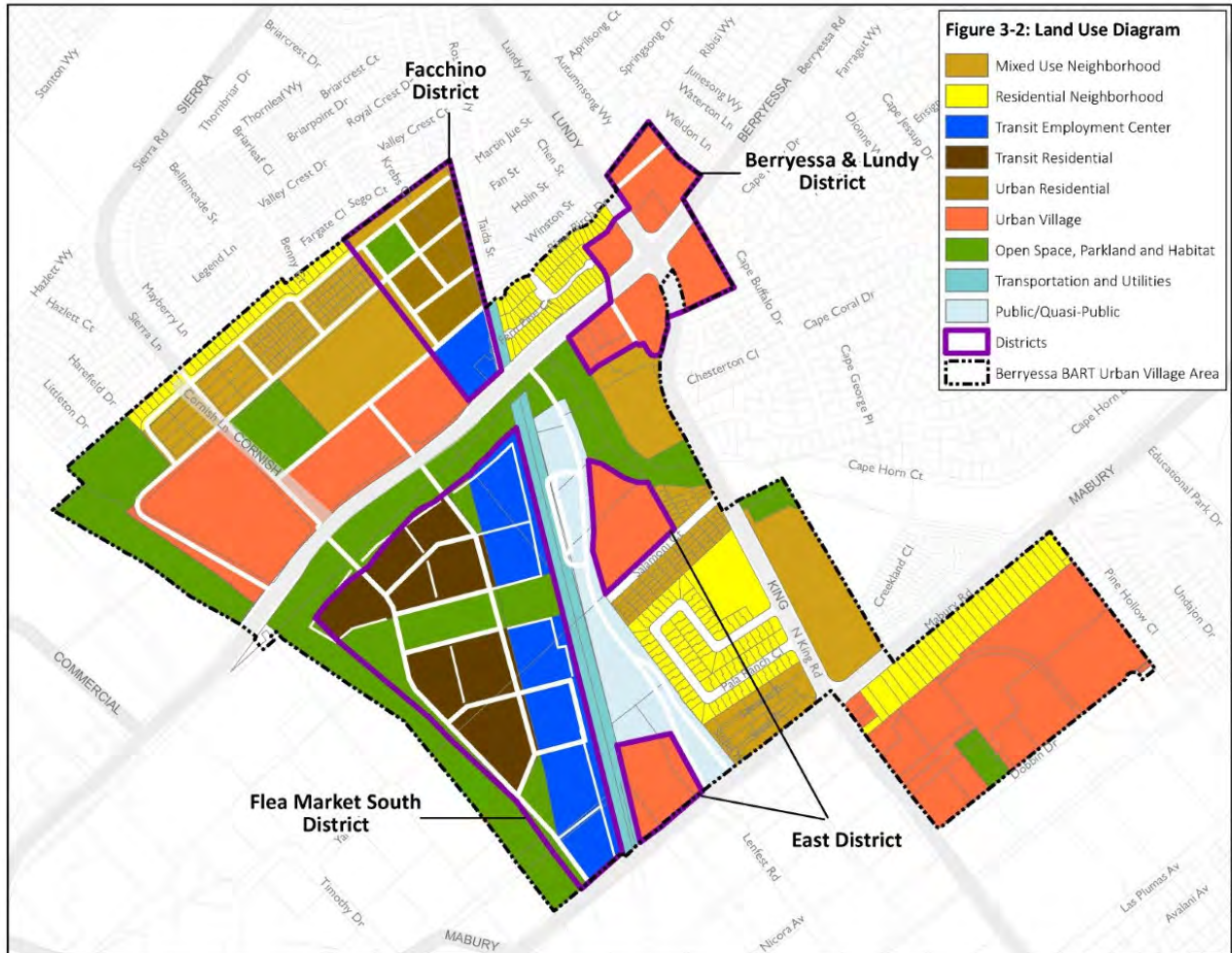


Figure 3-2: Land Use Plan

*Note: "The land use designations of the Facchino District will not take effect until the effective date of a conforming rezoning for that District that is approved by the City Council."*

## Urban Village

Residential Density – Varies by District as follows:

East District: 75 – 300 DU/AC

Berryessa & Lundy District: 55-125 DU/AC

Other Areas within the Urban Village: 55 – 95 DU/AC

Commercial FAR's - Varies by District as follows<sup>1</sup>:

<sup>1</sup> Commercial FARs on each of land use designations are net FARs and implemented on a building basis, excluding parking (both surface and parking garage) and public right-of-way.

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Berryessa & Lundy District: Minimum commercial FAR 0.2 required for ground floor commercial uses.

Berryessa & Lundy District: Commercial FAR up to 5.0 (100% commercial projects)

East District: Commercial FAR 3.5 to 5.5 (100% commercial project)

Other Areas within the Urban Village: Commercial FAR up to 3.5 (100% commercial projects)

The Urban Village land use designation in the General Plan supports a wide range of commercial uses, including retail sales and services, professional and general offices, and institutional uses as standalone uses or in a mixed-use format, as well as residential uses in a mixed-use format. Residential and commercial mixed-use projects can be vertical mixed-use with residential above retail for example, or, where a larger site allows, they can be mixed horizontally, with commercial and residential uses built adjacent to each other on one site.

The Urban Village land use designation can be found in the East District, the Berryessa & Lundy District, and areas outside these Districts. For new growth, this land use designation has been refined in this Plan to meet the development intensities envisioned in each District based on size, growth capacity, and desired urban form. For the East District, the Urban Village designation allows a range of residential density between 75 and 300 DU/AC. For the Berryessa and Lundy District, the Urban Village designation allows a range of residential density between 55 and 125 DU/AC, applicable to residential projects on top of ground-floor neighborhood commercial space with a minimum commercial FAR of 0.2.

Since the Urban Village land use designation in the General Plan allows 100% commercial projects, this Plan provides commercial FARs for those types of projects. For the Berryessa & Lundy District, projects can have a commercial FAR up to 5.0, applicable to all four corner areas of the Berryessa Road and Lundy Road intersection. For the East District, the range of commercial FARs is 3.5 to 5.5 FAR which supports between 521,000 and 818,000 square of space approximately. The East District could also be developed on a vertical or horizontal mixed-use approach with variable FARs under the Urban Village land use designation (see Policy 1.5).

Outside those Districts but within the boundaries of the Urban Village Plan, the Urban Village land use designation can be found north of Berryessa Road in the northwest quadrant of the planning area. This land use designation can also be found in a large residential area in the south at the intersection of Mabury Road and King Road. Outside the Districts, all areas with the Urban Village designation were recently developed. As such, the Plan anticipates that those areas will remain unchanged for the horizon of the Plan. If parcel-specific infill projects were proposed in those areas, residential densities and commercial intensities generally in comparable to those of adjacent properties shall control, with commercial FAR's not to exceed 3.5. (See additional direction in Policy LU-4.1) and residential densities not to exceed 95 DU/AC, but not be less than 55 DU/AC.

### Transit Employment Center

Commercial FAR vary by District as follows:<sup>2</sup>

Franchino District: Commercial FAR 3.0 to 5.0

Flea Market South District: Commercial FAR 3.5 to 10

The Transit Employment Center land use designation in the General Plan is best suited for areas of intense employment growth. Within this Urban Village plan, the Transit Employment Center designation is applied to areas within walking distance of the Berryessa/North San José BART Station, which are envisioned for intensive job creation. Uses allowed in this designation include retail and service commercial uses on the first two floors, office, research and development (R&D), as well as other supportive commercial uses such as personal services. In particular, this Village Plan envisions types of businesses with high employee densities that would place a premium on being adjacent to the BART Station and would support BART ridership. Flex office space with large floor plate formats that are highly adaptable to current or future decentralized employment needs is highly desirable.

Despite the intense commercial character of this land use designation, there are certain industrial and other uses allowed by the General Plan in this land use designation that are not allowed in this Village Plan. For example, warehouses are not considered a supportive commercial use because they command a low density of jobs per square foot (See Policy LU- 1.2). Overall, the focus on the Transit Employment designation in the Berryessa BART Urban Village is high-density employment growth, typically associated with office uses. Therefore, office/R&D uses are the only industrial uses that are allowed in this Urban Village.

This Plan has adjusted the range of FARs under the Transit Employment Center designation to generally support the desired urban form and development intensities of each District that has this designation. The range of commercial FAR for the Franchino District is 3.0 to 5.0 FAR, supporting between 288,000 and 480,000 square feet of space approximately. The range of commercial FAR for the Flea Market South District is 3.5 to 10 FAR. The overall FAR range in the Flea Market South District supports approximately between 1,500,000 and 3,400,000 square feet of commercial space. Minimum commercial FARs are envisioned to be implemented on a building basis, excluding parking (both surface and parking garage), roads, and public right-of-way (See Policy LU-1.4). Additional flexibility in maximum FARs is allowed, provided that future development shape the desired urban form in each District, focusing on the development of towers on key locations (See Policy LU-1.6).

### Transit Residential

*Flea Market District only*

Residential Density: 95 - 500 DU/AC

Commercial FAR 2.5 to 4.5 (100% stand-alone commercial projects)

The Transit Residential designation of the General Plan authorizes new high-density, residential, or mixed-use residential development in sites located within walking distance of mass transit, such as the Berryessa/North San José Station. Transit Residential is typically associated with high-density residential development, with vertical integration of commercial retail on the first floor, which supports a pedestrian-

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<sup>2</sup> Commercial FARs on each of land use designations are net FARs and implemented on a building basis, excluding parking (both surface and parking garage) and public right-of-way.



**Chapter 3 – Land Use**

oriented environment. This designation also supports intensive commercial employment uses in the General Plan, such as office, retail, hotels, hospitals, and private community gathering facilities. While Transit Residential is envisioned in this Village Plan to support multifamily residential uses preferably, including mixed-use residential with ground-floor commercial, coworking space, or other community amenities (See General Plan Policy LU-1.1). Like the General Plan land use designation, this Plan allows 100% commercial projects in the Transit Residential land use designation. The Transit Residential designation in the land use plan only applies to the Flea Market South District. This District contains the largest proportion of available land for development in the planning area, and only that District can support residential uses at the highest intensity and building height in the Plan.

The Transit Residential designation in this Plan facilitates the construction of both for-sale and rental housing products, and the range of residential density from 95 to 500 DU/AC for the Flea Market South District supports both. For-sale or condominiums projects are generally larger in area than rental apartments and therefore require a lower density; thus, a density of 95 DU/AC was considered to support for-sale housing products and condominiums (See General Plan Policy LU-6.5). It is anticipated that most of the housing products in the Flea Market District will be rental apartments, and a density of 150 DU/AC should support the rental apartment market. Using a density of 150 DU/AC, the Flea Market District would support the construction of approximately 2,145 residential units while the maximum density of 500 DU/AC would support about 7,150 units. Residential density in this designation is net DU/AC because all areas set aside for public parks, riparian corridors, flood control management purposes, or dedicated to street right-of-way have been excluded (See General Plan Policy LU-1.4).

### Urban Residential

*Facchino District Only*

Residential 75 to 250 DU/AC

Commercial FAR 2.0 to 4.0 for 100% stand-alone commercial projects<sup>3</sup>

This designation in the General Plan is suitable for portions of Urban Village areas with medium-density residential development. The Urban Residential designation also allows for scaling-down building heights towards low-density residential neighborhoods. The Urban Residential designation is most appropriate for the residential character of the Facchino District. This land use designation will enable a transition between medium-density residential and the adjacent single-family homes to the north and west. Urban Residential will also allow compatibility with the commercial development fronting Berryessa Road and the new high-density residential on the District's western boundary.

Urban Residential is envisioned in this Village Plan to support mid-rise multifamily residential uses preferably, including mixed-use residential with ground-floor neighborhood-serving commercial uses or other community amenities (See General Plan Policy LU-1.1). However, the General Plan generally allows commercial uses under Urban Residential, so this Village Plan would also allow 100% commercial projects that support transit ridership, such as coworking space, cultural activities, or community services to nearby residents. The Urban Residential land use designation in the Berryessa BART Urban Village supports a residential density that ranges from 75 to 250 DU/AC in the Facchino District. For context, the

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<sup>3</sup> Commercial FARs on each of land use designations are net FARs and implemented on a building basis, excluding parking (both surface and parking garage) and public right-of-way.

## Chapter 3 – Land Use

minimum density of 75 DU/AC supports the development of approximately 320 units and the maximum density of 250 DU/AC supports the development of approximately 1,062 units, using the area designated as Urban Residential in the land use plan. For condos and for-sale residential the Plan allows a density range of 95-100 DUs considering the larger size of those units (See General Plan Policy LU-6.5).

### Mixed-Use Neighborhood

*Franchino District and other areas outside of the Districts*

Residential density up to 30 Du/AC

Commercial FAR 0.25 to 2.0

The Mixed-Use Neighborhood designation in the General Plan is intended for development primarily with either townhouse or small lot single-family and also to existing neighborhoods that were historically developed with a wide variety of housing types and residential densities. For existing residential areas (outside the Districts), the Mixed-Use Neighborhood designation is applied north of Berryessa Road and along King Road. These areas are envisioned to be preserved for the horizon of the Plan. If redevelopment occurs in the future, the governing density and FARs established in the General Plan for this designation will apply to those areas.

For new development, the Mixed-Use Neighborhood designation is applied to specific areas in the Facchino district only. The goal of the Plan is to concentrate planned growth in District areas, which results in mid- and high-density residential development in most Districts. In the Facchino District, a limited amount of residential uses under the Mixed-Use Neighborhood designation will serve as a transitional buffer between the mid-density residential in the District and the adjacent single-family residential neighborhoods. This transitional buffer will minimize the height impacts of tall residential buildings on adjacent homes. The Mixed Use Neighborhood designation has an allowable residential density of up to 30 DU/AC.

### Residential Neighborhood

*Areas outside of the Districts*

Residential 8 DU/AC, FAR up to 0.7

The Residential Neighborhood land use designation is applied to areas outside of the four Districts, but within the Urban Village boundaries. This land use designation is particularly suitable for the existing residential areas that are already developed with a mix of single-family residences, duplexes, and apartments as indicated on the Land Use Plan (Figure 3-2).

The Residential Neighborhood land use designation is applied to areas within the Urban Village that are outside of the Districts and are already developed with uses consistent with this land use designation. The Residential Neighborhood land use designation intends to preserve the character of the existing neighborhoods only. Some *infill projects* may be permitted under the Residential Neighborhood designation if such projects strictly conform to the prevailing neighborhood character and fit the existing urban fabric, as defined by density, lot size and shape, building massing, and other considerations. *Infill projects* in this Plan refer to individual projects on existing parcels, and not to new large-scale developments such as those planned in the four Districts of the Urban Village. For reference, the Residential Neighborhood land use designation in the General Plan calls for a residential density of 8 DU/AC or as needed to match existing neighborhood character, and a FAR up to 0.7 (1 to 2.5 stories).

## Chapter 3 – Land Use

Therefore, this Plan uses the same development intensities of the General Plan as an overall land use policy in this land use designation.

### Public/Quasi-Public

Density/ FAR: N/A

The Public/Quasi-Public category is used in the General Plan to designate public land uses. Those uses include schools, colleges, corporation yards, homeless shelters, supportive housing for the homeless, libraries, fire stations, water treatment facilities, convention centers and auditoriums, museums and cultural spaces, governmental offices, and airports. Also, some private entities, including private schools, daycare centers, and hospitals, may be considered under this designation. The Public/Quasi-Public category also applies to facilities of any organization involved in the provision of public services such as gas, water, electricity, and telecommunications facilities that are consistent in character with established public land uses.

The appropriate intensity of development can vary considerably depending on the potential impacts on surrounding uses and the particular Public/Quasi-Public use developed on the site. All the areas designated as Public/Quasi-Public within the Urban Village reflect existing uses or uses already under development. The only areas in this Village Plan that are designated as Public/Quasi-Public are related to the BART facilities and operation in the East District. BART facilities include bus stop areas and a police station that supports the security of the BART areas in the East District.

### Transportation and Utilities

Density/ FAR: N/A

Lands with this designation have transportation or utility corridors as primary uses. This designation is mostly applied to active or inactive railroad lines and high-voltage power line corridors. But it is also appropriate for other similar infrastructure corridors that are not either in the public right-of-way or on lands designated as Public/Quasi-Public. All the areas designated as Transportation and Utilities within the Urban Village reflect existing uses or uses already under development. The only areas in this Village Plan with the Transportation and Utilities land use designation are the BART station and its tracks.

### Open Space, Parkland and Habitat

Density/ FAR: N/A

Properties with an Open Space, Parkland, and Habitat land use designation can be publicly or privately-owned and are typically devoted to open space, parks, recreation areas, trails, habitat buffers, nature preserves, and other permanent open space areas. New development on lands within this designation is prohibited. The exceptions are improvements such as trails or multi-use paths that support the function of such areas or compatible placemaking commercial uses such as kiosks and commercial vendors that activate the open space subject to other applicable laws and policies for such uses of these areas. Such placemaking uses should not include the development of permanent structures and should be readily removable. Overall, allowed uses under this designation must minimize potential environmental and visual impacts. Within the Urban Village, areas with this land use designation include the Coyote Creek riparian corridor, the Penitencia Creek riparian corridor, and designated parks.



## Building Heights

The land use designations and corresponding development intensities specified in the land use chapter are consistent with the urban form and design policies discussed in this Plan in Chapter 5 Urban Design. Each District has different building heights, which were established to meet the vision, character, and the desired urban form in each District (See Figure 5-4 Building Heights Diagram in Urban Design Chapter).

A signature land use policy of this Plan calls to intensify development in specific sites of the Urban Village while reinforcing the urban design vision for the Plan. The land-use plan and the urban design framework identify those sites as “Towers.” Sites designated as “Towers” are the tallest buildings in the area plan that are envisioned to concentrate residential or commercial development intensity. To accomplish this, the Village Plan has flexible residential densities or commercial FARs on those specific sites designated as “Towers” (See General Plan Policy LU-1.6) provided that buildings do not exceed the maximum heights established in the Plan.

## Land Use Goals and Policies

The section below includes land use goals and policies specific to the Berryessa BART Urban Village Plan. These goals and policies supplement the general goals and policies of the General Plan, and are intended to further implement the General Plan’s Urban Village Strategy for this Village.

### Vibrant Urban Village

**Goal LU-1: Grow the Berryessa BART Urban Village into an economically vibrant area that fosters a balance of employment generation and residential development, both essential to support BART transit ridership at the Berryessa/North San José Station.**

**Policy LU-1.1:** Prioritize the development of residential projects in land use designations that support the residential capacities of each District. While other land uses are not strictly prohibited under the residential land use designations, the goal is to foster the development of residential development in specific areas of each District.

**Policy LU-1.2:** Develop commercial projects adjacent to the BART station, and on lands planned for employment uses, at intensities that support the employment capacities and jobs-density envisioned by this Plan, and support BART ridership.

**Policy LU-1.3:** Allow a range of commercial FARs and residential densities specific to each District. Permitted land uses under each land use designation shall support the commercial FARs and residential densities of each District.

**Policy LU-1.4:** Ensure that the minimum commercial FARs and minimum residential densities on each of land use designations are net FARs and densities. Minimum commercial FARs shall be implemented on a building basis, excluding parking (both surface and parking garage) and public right-of-way. Residential densities shall be implemented on a net basis and exclude public rights of way, public parks, riparian set

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back and flood control areas. Overall, commercial FARs and minimum residential densities shall not be averaged within each District or among blocks within a District.

**Policy LU-1.5:** Allow the East District to be developed with mixed-use development on both the northern and the southern sites. Each site could have different commercial FARs and residential densities, as long as both sites support the employment and residential capacities planned for this District. Ensure that employment-intensive and BART-supportive commercial uses are included in the southern site.

**Policy LU-1.6:** Provide flexibility to allocate more commercial FAR or residential density on certain areas of the Urban Village to support the urban design envisioned in each District, with emphasis in the development of "Towers," provided that such FARs do not exceed the maximum building heights for those areas (See Figure 3-3 Building Height Diagram).

**Policy LU-1.7:** Prohibit self-storage, mini-storage, and "big box" building formats, including large buildings for entertainment such as movie theaters.

**Policy LU-1.8:** Prohibit new drive-through, gas stations, large-format retail, and auto-centric uses within the Berryessa BART Urban Village.

**Goal LU-2: Attract innovative, leading-edge technology industries to the Urban Village, by encouraging placemaking that complements and reinforces the vitality of a tech-hub, and establishes the Village as a unique and desirable business address.**

**Policy LU-2.1:** Allow temporary entertainment, civic, cultural, and other placemaking uses such as an Urban Market in the public right-of-way to activate the area, draw visitors, and serve residents at various times of day, evening and weekends, as permitted and authorized in accordance with local law.

**Policy LU-2.2:** Allow neighborhood community, coworking, entertainment, civic, cultural, and other placemaking uses in the ground-floor level of commercial or multifamily residential buildings. Such uses will activate the area, draw visitors, and serve residents.

**Policy LU-2.3:** Allow new *interim uses* as temporary uses prior to the redevelopment of property consistent with this Plan. New interim uses are defined in the Plan as **lower-intensity commercial uses** that do not require new construction of structures on permanent foundations or new public infrastructure, and therefore can be redeveloped to support the construction of commercial buildings that meet the employment capacity and commercial FARs envisioned in the Village Plan.

**Policy LU-2.4:** Allow entertainment, civic, cultural, and other placemaking uses such as an Urban Market as permanent uses ~~interim uses~~ in the Flea Market South ~~and East~~ District, but only on the BART plaza and central open space of such District, as identified in the BBUV open space chapter. ~~Interim uses do not involve the construction of buildings, and therefore commercial FARs do not apply to interim uses. These land uses are not planned in the commercially designated areas of the Plan and therefore do not count towards the FAR requirements of any District, unless they are planned as formal retail uses to occupy ground-floor areas.~~

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**Policy LU-2.5:** Allow the operation of a seasonal or temporary farmer's market as an *interim use* in the Transit Employment Center land use designation of the Flea Market South District.

**Policy LU-2.6:** Allow the current operation of the existing San José Flea Market in the present site as an *interim use* in the Flea Market South District. Support the relocation of the San Jose Flea Market operation into the Transit Employment Center land use designation as a new *interim use* in the Flea Market South District.

**Policy LU-2.7:** Prohibit new surface parking in the Urban Village, unless it is approved to support the functioning of entertainment, civic, cultural, placemaking, or other *interim uses*, as defined in the Interim Land Use Section of this Chapter and Policy LU-2-3 above. Surface parking is only allowed in the Transit Employment Center designation of the Flea Market South District to support *interim uses*.

**Action Item 1 » *If needed, t****"The City should work with the businesses that would be displaced from the redevelopment of the Flea Market to assist them with finding other tenant spaces within the general area in which they could locate their business."*

**Goal LU-3: Foster mixed-use development that is pedestrian-focused, enhances the quality of life for residents in surrounding communities, and supports public transit.**

**Policy LU-3.1:** Encourage ground-floor active uses in the Transit Employment Center land use designation in the Facchino District along Berryessa Road, with direct pedestrian access from Berryessa Road. (For a definition of Active Uses see the Definitions section at the end of the Chapter.)

**Policy LU-3.2:** Require ground-floor active uses in the Urban Residential land use designation in the Facchino District.

**Policy LU-3.3:** Encourage ground-floor commercial development (including business supportive uses) facing the Green Street in the Transit Employment Center land use designation in the Flea Market South District, including activating land uses that support transit ridership, walking, and biking. Such uses shall have direct pedestrian access from a public road (see Green Street road design in the Circulation Chapter), and direct pedestrian access to the plaza in front of the BART station.

**Policy LU-3.4:** Support ground-floor neighborhood commercial uses in the Transit Residential land use designation in the Flea Market South District. Such commercial development shall have direct pedestrian access from any public street.

**Policy LU-3.5:** Development in the Flea Market South District shall have ground-floor active uses that front the central open space, including retail storefronts, restaurants, or sidewalk seating. Those land uses shall support pedestrian traffic, placemaking, and transit ridership.

**Policy LU-3.6:** Ensure that mixed-use or 100% commercial development in the Berryessa & Lundy District has ground-floor neighborhood commercial and active uses for at least 50% of the frontage along Berryessa and Lundy Roads.

**Policy LU-3.7:** For development in the East District encourage ground-floor commercial and active uses fronting Mabury Road and Station Way.

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**Policy LU-3.8:** For development within the northern site in the East District encourage ground-floor neighborhood commercial and active uses along Station Way.

**Policy LU-3.9:** Ground floor commercial and active use spaces provided under the policies above shall be consistent with the Citywide Design Standards for Parking Garage Design, Commercial Frontages, and Mitigating Blank Walls.

### Preserve Character of Existing Neighborhoods

**Goal LU-4: Protect the residential and mixed-use character of existing neighborhoods within the Urban Village boundary and integrate them with the new urban fabric of the Districts in the Urban Village.**

**Policy LU-4.1:** Allow new commercial *infill projects* within of the existing neighborhoods on a parcel-by-parcel basis, if project scale, building massing, and land uses are comparable with those of adjacent properties. Residential infill projects consistent with densities supported by the sites General Plan Land Use Designation, as outlined in this Chapter above, shall also be supported.

**Policy LU-4.2:** Existing motor vehicle uses, including gas stations, auto-repair, automobile sale and rental lots, and auto parts sales within the existing neighborhoods are allowed as *existing interim uses* and shall be redeveloped with pedestrian and transit-supportive uses over time. Expansion of these uses is prohibited.

### Transit-Oriented Development – Multi-Modal Accessibility

**Goal LU-5: Foster land uses that support transit ridership and enhance the multi-modal accessibility of the Berryessa/North San José BART station.**

**Policy LU-5.1:** Ensure that all land uses in the Berryessa BART Urban Village support pedestrian activity, multi-modal accessibility, and an urban character radiating from the BART station.

**Policy LU-5.2:** To support the multi-modal circulation system planned for the Berryessa BART Urban Village Plan, new residential and commercial development shall be consistent with the Citywide Design Standards for the pedestrian and bicycle orientation of buildings and site plans.

**Policy LU-5.3:** Future multi-modal connections under the BART tracks (including motor vehicle connections) shall be consistent with the circulation system developed for the Berryessa BART Urban Village Plan and block layout of the Flea Market South District.

### Parking Footprint

**Goal LU-6: Reduce the impacts of parking to foster the development of a pedestrian-oriented urban environment consistent with the vision for a Regional Transit Urban Village plan.**

**Policy LU-6.1:** Plan and design any parking structure to have ground-floor commercial, neighborhood-serving community commercial, community amenity spaces, or civic/cultural space on any side of the parking structure facing the public rights-of-way of the Sierra Road extension, the Main Streets facing the central open space, and the Green Street, all in the Flea Market South District. The provision of these

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ground floor spaces shall be consistent with the San José Citywide Design Standards and Guidelines for ground floor uses in parking garages.

**Policy LU-6.2:** Require parking structures located within the Transit Residential land use designation to be incorporated as part of multifamily residential blocks or buildings. Parking shall not be visible from any public-right-of-way, and parking structures shall be "wrapped" by housing units.

**Policy LU-6.3** Locate parking structures for commercial development behind office/R&D towers, so they are adjacent to the BART track line (applicable to the Flea Market South District only).

**Policy LU 6.4** Ensure that the footprint of parking structures for commercial development does not exceed more than 50% of the net developable area of commercial blocks in the Flea Market South District.

**Policy LU-6.5:** Discourage *stand-alone parking structures* in all Districts. This Policy excludes the existing BART parking structure in the East District. (For a definition of stand-alone parking structures see the definitions section at the end of this chapter.)

**Policy LU-6.6:** Encourage parking to be provided in at least one underground level first and not occupy more than the first three floors, if provided on podiums of commercial or residential buildings. Parking shall not be visible from the street or mid-block connection.

**Policy LU-6.7:** If provided within podiums of commercial or residential buildings, ground-floor parking shall not be visible from the street. Portions of the building adjacent to the street should be occupied by the primary land use (for example, residential or commercial uses) or active uses, as supported and/or required by this plan.

### Diversity of Housing

**Goal LU-7: Support a range of housing types within the Berryessa BART Urban Village and facilitate development to achieve the planned residential capacities.**

**Policy LU-7.1:** Ensure that the Inclusionary Housing Ordinance, Commercial Linkage Fee Ordinance, Rent Stabilization Program, Apartment Rent Ordinance, Tenant Protection Ordinance, Ellis Act Ordinance, and other City housing laws and policies are implemented (including amendments thereto from time to time).

**Policy LU-7.2:** Encourage a mix of unit sizes and types within multi-family residential development to accommodate a diversity of household types within the Urban Village, including singles and family households

**Policy LU-7.3:** Encourage the development of affordable-by-design using, for example, innovative construction techniques, smaller unit sizes, micro-units, co-op housing, and inter-generational housing.

**Policy LU-7.4** Encourage the development of senior housing, family housing, and housing for the developmentally disabled and formerly homeless within the Urban Village and with easy access to transit options.

**Policy LU-7.5** Encourage the development of condominiums and other forms of ownership housing in the Flea Market and Facchino Districts.

**Goal LU-8: Twenty five percent of the new dwelling units built within the Berryessa BART Urban Village are affordable to very low, low, and moderate-income households.**

*Policy LU-8.1:* Encourage the integration of market-rate and deed-restricted affordable units on-site within a housing development.

*Policy LU-8.2:* If projects are proposed as 100% affordable, they should be designed and built with a comparable construction quality as market-rate housing projects. Affordable housing projects should be seamlessly integrated with market-rate projects from the architecture and urban design standpoints.

*Policy LU-8.3:* Focus the City's affordable housing resources into the Berryessa BART Urban Village to further achievement of the Goal that 25% of the housing in the Village is affordable.

## Definitions

Active Uses - Uses and occupancy types that encourage actual or visual engagement between building tenants and the public. Examples include but are not limited to retail storefronts, bars and restaurants, entertainment venues and businesses, personal services businesses, art galleries, gyms and fitness studios, offices, salons, etc.

Stand-Alone Parking Structures - Individual buildings with two or more parking levels, structurally independent, designed with the primary purpose to concentrate, manage, and store automobile parking (temporary or permanent). Stand-Alone Parking is planned, designed, and built to operate on its own. Stand-Alone Parking does not include parking structures provided to serve a commercial or residential development.

## 4. Open Space & Placemaking

### Introduction

This Chapter guides creation of new publicly-accessible open spaces and placemaking elements within the Berryessa BART Urban Village. This chapter identifies opportunities for new parks, plazas, and public art that can enrich recreational experience and quality of life for existing residents and future residents as further development occurs in the Urban Village. At the same time, this chapter highlights the location and character of Coyote and Penitencia Creeks as existing open space assets that offer public recreation opportunities within the defined boundaries of the Urban Village and that can be integrated towards an open space system that works for the entire Urban Village as a whole. The goal is to capitalize on this open space system to provide cultural amenities and recreational experiences that enrich the quality of life for existing and future residents as well as visitors. A holistically-designed open space system will:

- Ensure the proper functioning of active and passive recreation uses within the Urban Village
- Foster vitality and success of residential and commercial developments
- Enhance the sense of place by reinforcing Coyote and Penitencia Creeks as landmarks that reinforce community identity
- Ensure a seamless connection with an enjoyable, attractive, walkable, and bikeable public realm
- Enable the functioning of alternative transportation modes through its integrated trail system

Sections of this Chapter provide guidance on the development of parks, open space, and trails; placemaking and public art; and wayfinding elements.

### Parks, Open Space, and Trails

Whether as recreational parks or riparian corridors, open spaces greatly contribute to the positive identity, visual character, and appeal of a place. Together with high-quality native landscaping, green stormwater infrastructure, street furniture, and public art, open spaces can provide much needed opportunities for community recreation and social interaction.

The Berryessa BART Urban Village Plan's vision for dense development limits sites for open space and large recreational sites and the need for parks and recreational opportunities will increase with this new development. The village is partially framed by natural assets such as Coyote Creek and Penitencia Creek. These riparian corridors have existing or planned trails that will link to the City's growing Trail Network; offering additional recreation and open spaces beyond the Urban Village.

The Berryessa BART Urban Village is envisioned to have a vibrant and well-connected parks and open space network. The existing road and streetscape, as well as the BART tracks, discourage pedestrian and bike access. This Plan promotes pedestrian and bicycle connections throughout the Urban Village, with sidewalks, paths and bikeways leading to the two trail systems, parks, plazas, and open spaces. As San

## Chapter 4 – Open Space &amp; Placemaking

José focuses on the design of denser development patterns in Urban Villages, opportunities for open space must be identified to provide adequate open space for the anticipated future growth.

The four districts have varying opportunities for open space and recreation (Figure 4-1 illustrates the existing assets and opportunity sites in the Berryessa BART Urban Village):

- The Flea Market South District will have several opportunities for open space including a plaza just west of the BART station, an central park area, and family-friendly park with off-street connections to the Coyote Creek and Penitencia Creek trails and open space. Both trail systems are developed within the riparian channel zones and offer visual open space to residents. Opportunities to enjoy passive or active use of the riparian zones will often be limited to the paved trail area.
- The Facchino District is envisioned to have a neighborhood-serving park, joining two other neighborhood-serving parks currently under development north of Berryessa Road.
- The Berryessa and Lundy District has a small footprint and will support smaller plazas or pocket parks.
- The East District has a smaller footprint and will support smaller plazas or pocket parks.

### Existing Assets

The Berryessa BART Urban Village currently suffers from a shortage of public parks and recreational opportunities relative to the number of residents, workers, and visitors to the area. Within the Urban Village, the recreational assets are:

- **Coyote Creek** runs generally north-south for the length of the City of San José, with a completed Master Plan for a Coyote Creek Trail system. The Coyote Creek Trail is planned and partially developed, ultimately extending from the San Francisco Bay to the City of San José's southern boundary providing views of the waterway, and urban and rural settings. This trail is currently partially developed through the Urban Village. The public can access the trail system from south of Chessington Drive to Berryessa Road (0.25 mile). At this time, there is no regional recreation/travel potential until further development to the north and south, which is consistent with an approved Master Plan. The Coyote Creek Trail system is designated as part of the Bay Area Ridge Trail and is a designated National Recreational Trail.
- **Penitencia Creek** consists of four miles of paved and gravel sections and following Penitencia Creek from Coyote Creek, through Penitencia Creek County Park, Berryessa Park, and partially through Alum Rock Park. The trail has been constructed from King Road to the Berryessa/North San José BART Station. Opening of the trail is planned once the station is operational. There is no existing master plan for the trail segment from the BART Station to Coyote Creek. Valley Water is working on restoring and enhancing a continuous riparian corridor between Coyote Creek and Upper Penitencia Creek, including habitat enhancement and flood management strategies. Valley Water is also coordinating with the City's Park and Recreation Department in finding a suitable alignment for a connected trail that will not have a detrimental effect on the



creek habitat. The Penitencia Creek Trail system is designated as part of the Bay Area Ridge Trail and is a designated National Recreational Trail.

- **Mercado Park** is a master planned 3.6-acre neighborhood-serving park that will consist of a large play lawn, two playgrounds, a picnic area, and other passive, active and contemplative spaces. The park is currently under construction and set to open in 2020.
- **Approved Park #1** is a planned 3.6-acre neighborhood-serving park directly adjacent to the Coyote Creek Trail at the corner of Bruzzone Way and Mercado Way. Planned improvements include a large play lawn, perimeter walking path, picnic area, dog park and other amenities.
- **Approved Park #2** is a planned 1-acre neighborhood-serving park located to the southeast quadrant of the Urban Village with Newbury Park Drive to its north and Dobbin Drive to its south. No site planning has occurred at this time.

There are also several recreational open space facilities just outside the Urban Village that can serve surrounding residents with off-street connectivity upon development of the trail systems. Given the auto-oriented nature of the neighborhood, residents may tend to travel outside of the Urban Village for recreational opportunities. Walking and biking to parks given the length of blocks and limited number of facilities, substantial portions of the Plan Area lack easy access to playgrounds, public sports courts, and quiet spaces for more contemplative activities. The closest parks, open spaces, and trails to the Berryessa BART Urban Village within approximately 0.5 miles of the Urban Village boundary are:

- **North Coyote Park** consists of 16.5 acres of passive open space along Coyote Creek.
- **San Jose Municipal Golf Course** is a 150.0-acre public golf course along planned Coyote Creek Trail.
- **Townsend Park** is 7.7 acres with a picnic area, three play areas including a water play feature, adult fitness area, two tennis courts, and a horseshoe pit.
- **Vinci Park** is a 2.6-acre park that abuts Vinci Park Elementary School. It has two onsite playgrounds, picnic area, lawns. Additionally, the public can also access a playground the school site.
- **Commodore Park** consists of 2.6 acres with two play areas, one adult fitness area, picnic area, and a parking lot and is adjacent to the Penitencia Creek.
- **Berryessa Community Garden** is a 1.8-acre community garden adjacent to the Penitencia Creek along open Penitencia Creek Trail.
- **Penitencia Creek County Park** is a linear park along the Penitencia Creek just outside of the Urban Village boundary that encompasses 163.0 acres and includes a nature center, picnic area, paths, and trails with Coyote Creek Trail developed within the park and open to the public.
- **Overfelt Gardens & Chinese Cultural Garden** is 32 acres featuring Asian cultural structures, such as statues and pavilions. In addition, there are picnic areas, restrooms, and a parking lot.

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- **Watson Park** is 26.6 acres with two play areas, a basketball court, soccer field, picnic area, restrooms, parking, and a dog park which is to be connected via future Coyote Creek Trail development.
- **Luna Park** is a 1.2-acre park that has a play area and picnic area.
- **Five Wounds Trail** is an identified route along excess railway right-of-way (pending completion of BART Development) with likely connection to Coyote Creek Trail near Watson Park.

### Opportunity Sites

Several opportunity sites for parks, open space, and trails have been identified in this Urban Village. These opportunity sites, if approved as park space, will undergo stakeholder and community engagement process for the future planning of the spaces. Community input is a core component of the planning for park development. Park spaces will be designed according to the guiding principles of ActivateSJ, the City's Parks Strategic Plan:

- Stewardship: Take care of what we have and invest for the future
- Nature: Protect, preserve and promote outdoor spaces for all people
- Equity & Access: Embrace people of all ages, cultures and abilities
- Identity: A premier parks, recreation and neighborhood services system
- Public Life: Promote community spaces for a safe, fun and healthy San José

Trail development will build upon the guiding principles and follow guidance via the San José Trail Program Toolkit for planning & design, Caltrans Highway Design Manual, VTA Bicycle Guidelines and other related documents that support San José's high standard for trail development.

The opportunity sites are listed below but are not limited to this list.

#### 1. BART Plaza

In the South Flea Market District, a plaza just west of the North San José/ Berryessa BART is planned. This plaza is envisioned as a largely hardscaped space to accommodate the thousands of transit users going to and from the BART station. This plaza could also include the operation of an urban market.

#### 2. Central Park

A second open space on the South Flea Market District just west of the BART Plaza is envisioned to be privately owned and maintained, but publicly accessible and may include some retail, an urban market, and a mix of hardscape and greenery. Public seating, games, and art are possible amenities to be provided on this opportunity site for residents, workers, and visitors to mingle.

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This site may also allow for markets and other seasonal events to draw a regional weekend audience.

**3. Creek Park**

A third recreational open space is envisioned for the South Flea Market District that would connect the BART Plaza and Central Park to the Coyote Creek Trail system. The Creek Park opportunity site is envisioned to be a family-friendly open space that connects the active residential and commercial district to regional trail connections.

**4. Coyote Creek & Upper Penitencia Creek**

Valley Water is these preparing flood management plans which would include restoration of habitat of local flora and fauna. The City collaborates with Valley Water to pursue recreation and trails as part of this work. Trails on both creeks will connect and provide an enjoyable and safe pedestrian and bicycle experience with lush native greenery, multi-use trails, safety lighting at under-crossings, gateway features, pedestrian bridges and interpretive signage. The interconnection between Coyote Creek and Penitencia Creek Trails is particularly challenging due to the existing (and to be preserved) Berryessa Road Under-Crossing and development of under-crossings beneath planned roadways. The Coyote Creek Trail master plan discusses the interconnection but further work required as flood management plans are developed, and new roadways were not known during trail master planning and accommodation is required.

**5. Facchino Park**

A neighborhood serving park is planned for the north end of the Facchino District. It is expected to offer recreational and passive improvements to compliment other park offerings in the Urban Village.

**6. Privately-Owned Public Open Space (POPOS)**

POPOS is identified as a potential strategy because the Berryessa & Lundy District has barriers to open space and lack direct access to open space. Due to the small footprint of this District, a POPOS is most appropriate in this area.

Additionally, two triangular open space areas (called Triangle Gateway Parks, just for reference, see map below) exist on the road that runs north/south between the commercial land and residential land on the Flea Market South District. One gateway park is located to the north of the Flea Market South District, adjacent to Penitencia Creek. The other gateway park is located towards the south of the Flea Market South District where the road meets Sierra Road. Note that both triangular open space areas are planned to have a stormwater management function and not a park recreation function, however, they will serve as visual placemaking elements (i.e rain gardens) that reinforce the open space system in the Flea Market South District.

Figure 4-1: Parks and Open Space Network



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**Goal OS-1: Create public parks and plazas that are attractive and vibrant and provide places and connections for community activities and interaction that contribute to the livability of the Berryessa BART Urban Village.**

**Policy OS-1.1:** Provide a system of parks and plazas that serves the needs of both the existing and future Berryessa BART Urban Village residents and surrounding community.

**Policy OS-1.2:** Ensure that parks and plazas attract residents and visitors by being highly-visible, highly-permeable, comfortable, well-designed, and pedestrian friendly.

**Policy OS-1.3:** Ensure that the riparian corridors along Penitencia and Coyote Creeks are restored, preserved, and enhanced, integrating a trail system that is not detrimental to the riparian corridors.

**Policy OS-1.4:** Ensure that parks and plazas are accessible for all people regardless of age ability, or income.

**Policy OS-1.5:** Neighborhood parks should be designed and configured in a manner that provides secure and usable and attractive open space and maximizes accessibility to the surrounding community.

**Policy OS-1.6:** Strengthen the interconnectivity of parks and recreational open spaces by utilizing the Coyote Creek and Penitencia Creek trails.

**Policy OS-1.7:** As properties near the Berryessa/North San José BART station develop with higher-intensity uses, the City, community, and private developers should facilitate the creation of pocket parks within new development.

**Policy OS-1.8:** Support the redevelopment of excess land (e.g., large landscaped buffers, setback areas, extra rights-of-way, etc.) into useable active or passive pocket parks through a joint use agreement with the property owner and the City of San José or other appropriate mechanism.

**Policy OS-1.9:** Integrate adequate shade using landscaping or shade structures in park designs.

**Policy OS-1.10:** Integrate green stormwater infrastructure into park designs to improve the quality of the adjacent and nearby creeks and to increase opportunities for public education.

**Policy OS-1.11:** Encourage the development of parks with active recreation areas, such as bocce courts, pickle ball courts, and basketball courts.

**Action Item >>** Seek supplemental financial resources for the design, construction, and maintenance of these important and area-defining gathering spaces.

**Goal OS-2: Promote the development of permanent, interim, and temporary public plazas in appropriate locations when opportunities arise.**

**Policy OS-2.1:** The existing San José Flea Market may continue operations as a transitional commercial use until construction for higher-intensity uses begins. The existing San Jose Flea Market also may be reconfigured and relocated into the BART Plaza and central park areas on the Flea Market District.

**Policy OS-2.2:** Locate plazas in areas that will support community events such as farmers' markets, art fairs, live music concerts, and other periodic special programming, which can be served by nearby parking.

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**Policy OS-2.3:** Locate plazas adjacent to commercial businesses such as retail, coffee shops, and restaurants. Encourage such uses to spill out into the plaza through features such as restaurant seating areas and outdoor displays of shop merchandise.

**Policy OS-2.4:** Integrate temporary or permanent art installations, and other decorative, colorful, or enlivening features, as part of any plaza.

**Policy OS-2.5:** Locate public plazas so that they will be completely visible from at least one street frontage and, where applicable, be at least 50 percent visible from a secondary street frontage.

**Policy OS-2.6:** Support holiday events, food or craft markets, temporary public art installations or exhibits, and even music and dancing, to make interim/temporary plazas vibrant centers of activity, and neighborhood and regional destinations.

**Policy OS-2.7:** Interim plazas should have a defined edge with large fixed objects and a durable material for the plaza surface. Movable furniture, umbrella shade, electrical access, heavy planters, granite blocks, and bollards (to mark the edge of the space) can be incorporated into the space. Any street furniture can be painted, stained, or treated with a water seal to enhance its visual appeal and longevity, and should be well maintained.

**Goal OS-3: Create publicly accessible, but privately owned and maintained urban plazas and paseos to provide the area with additional public spaces.**

**Policy OS-3.1:** As properties are developed and redeveloped, work with the community and private developers to facilitate the creation of publicly-accessible and highly-visible plaza(s) within the new development.

**Policy OS-3.2:** Privately-owned publicly accessible open spaces should clearly demonstrate a recreational benefit to the residents and visitors of the Urban Village and not just to commercial businesses that need outdoor seating areas.

**Policy OS-3.3:** Consider the reduction of required private open space in residential development when public open space is significantly increased, well designed, and useable.

**Policy OS-3.4:** Ensure that privately-owned, publicly accessible open spaces have adequate access easements, and the spaces are designed to be easily recognizable as publicly-accessible.

**Policy OS-3.5:** All new development shall incorporate some amount of publicly accessible open space, such as plazas and pocket parks, or small areas for seating, into their development that is privately owned and maintained

**Policy OS-3.6:** Privately-owned publicly accessible open spaces shall be on the ground level, maximize sunlight exposure, maintain a visual connection from the public realm, and be adjacent to at least one street, paseo, or public park edge.

**Policy OS-3.7:** Integrate art and cultural activities in commercial development and any Privately Owned Public Open Space.



## Chapter 4 – Open Space &amp; Placemaking

**Goal OS-4: Improve the riparian corridor along Coyote Creek and Penitencia Creek to restore the habitat of native plants, native fish and animals, and migratory birds in collaboration with Valley Water.**

**Policy OP-4.1:** Promote the use of native and/or drought tolerant vegetation in new parkland development and other sustainable landscaping practices (e.g., Bay-friendly landscaping) that minimize irrigation and runoff, promote surface infiltration, minimize the use of pesticides and fertilizers, and support regional habitat, including pollinators and bird species.

**Policy OP-4.2:** Explore the provision of passive recreation activities along the Coyote Creek and Penitencia Creek but outside the habitat areas or vegetated edge, as delineated in environmental studies such as the City's Riparian Corridor Policy Study and the Riparian Corridor Protection and Bird-Safe Design City Council Policy.

**Policy OP-4.3:** Utilize nature interpretive signage along the Coyote Creek and Penitencia Creek trails to educate residents and visitors about local flora and fauna, green stormwater infrastructure, importance of trash reduction, and integrated pest management practices.

**Policy OP-4.4:** Explore the integration of green stormwater infrastructure and flood management solutions into passive recreation opportunities.

### Types of Parks, Open Space, and Trails

With several parks nearby, several parks underway and two partially developed trails systems within the Urban Village, and several open space opportunity sites, open spaces within this Plan are envisioned either on publicly-owned (City or Valley Water) sites or privately-owned, public open spaces (POPOS). Whether publicly or privately owned, open spaces must create a system of opportunities for public life and recreation that meet the needs of the Urban Village residents. The following are descriptive guidelines for the types of open spaces envisioned in this urban environment.

#### Traditional Parks

Traditional parks are landscaped open spaces with neighborhood-serving amenities. They may include amenities such as picnic areas, children's play areas, dog parks, and sports courts. For land to be officially designated as parkland, the City must first own the property. New residential or mixed-use residential commercial development is subject to fulfill a parkland obligation to dedicate three acres of land to the City for every 1,000-people added to the community by the project. The total obligation, in land or funding, is based on the number and type of new residential units built. When land dedication is not feasible or desired, a project can fulfill its obligation by paying an equivalent park impact in-lieu fee, construct new or rehabilitate existing recreational amenities, or through a combination of these options.

#### Multi-purpose Plazas

Plazas are designed to provide visually-engaging daily gathering places for community members to socialize, as well as space for neighborhood events. Features such as art installations, fountains, and planters with unique plantings and flowers, would draw people to these lively, urban focal points. These spaces could be used for commercial activity such as outdoor seating for restaurants and cafés, and make available space for mobile food/retail pop-ups, and small farmers' markets. Plazas would be spaces open



**Chapter 4 – Open Space & Placemaking**

to the public, and could be owned, developed, and maintained privately or publicly. A plaza location should contribute towards the area's strong, positive, and unique identity, and should enhance the system of open spaces and pedestrian flow within the Urban Village.

*Guidelines*

1. The minimum recommended size of private, publicly-accessible plazas is 2,000 square feet, with appropriate width and length dimensions to support recreation and provide sufficient street furniture, trees and landscaping, public art, and green stormwater infrastructure, as appropriate.
2. Plazas should be larger if framed by existing or planned retail establishment that can routinely enliven the space and support regular food and bike traffic. The plaza should tend towards a smaller size if simply serving morning and evening commuters that are not likely to dwell in the area.
3. The size of all plazas should be appropriate to their context and the level of anticipated use.
4. Public plazas should be completely visible from at least one street frontage and where applicable, be visible from a secondary street frontage.
5. The sidewalk frontage of a plaza should generally be free of obstructions. In addition, plazas that front on a street intersection are required to maintain a clear area within 15 feet of the intersection.
6. Prepare plazas for pop-up retail at the time of design and construction. Include bollards, power outlets, clips on the ground, lighting, overhead infrastructure as appropriate, and plug and play for music performances, with associated water supply for routine cleaning.
7. Provide a variety of seating opportunities such as traditional benches as well as fixed and mobile chairs. Mobile chairs will give the users the ability to rotate the chairs for sunlight or shade.
8. Provide publicly-accessible and privately-maintained restrooms or arrangements for access to adjacent sites.

*Interim and Temporary Public Plazas*

Interim and temporary public plazas are otherwise underutilized urban spaces that use temporary materials, such as paint, signage, or movable planters to create an active space for a short period of time. Programming for temporary plazas can include art installations, food trucks, live music, outdoor movies, music performances, and pop-up retail. These public spaces can have community and economic benefits and can be used to develop and test community ideas and support for temporary use of public spaces before a formal public improvement project is implemented.

**Chapter 4 – Open Space & Placemaking***Guidelines*

1. Design of a temporary plaza configuration should consider freight loading, accommodation of bike racks, and plaza drainage.

*Pocket Parks*

Pocket parks contain landscaped areas and neighborhood-serving amenities. Pocket parks are typically built on single lots, often irregularly-shaped pieces of land. Pocket parks would ideally be owned and maintained by private development. They may be constructed by residential or mixed-use developers on private property and then made accessible to the public. Pocket parks are intended to have areas to socialize, sit and relax, may include small children's play areas.

*Guidelines*

1. Pocket parks should be a minimum of 2,000 square feet in size.
2. Pocket parks should reflect the design and placemaking elements of the surrounding urban character through use of architectural styles, signage, color, texture, choice of materials, and other elements.
3. New residential and commercial uses should be encouraged to locate building entrances, windows, outdoor seating, patios, and balconies to overlook park spaces.
4. Pocket parks shall be highly-visible and accessible from adjacent streets.
5. Pocket parks shall have direct sunlight, sufficient shade during the warm months, and a generous amount of seating.
6. A dog park could be considered as a part of a pocket park, where appropriate.
7. Pocket parks should have movable chairs and tables to allow flexibility in seating arrangements.
8. Pocket parks should integrate green stormwater infrastructure as part of public improvements.

*Paseos*

Paseos are generally provided in two formats: passive or active linear space. A paseo can function primarily as a green buffer that visually screens more intensive development from an abutting primarily single-family neighborhood while providing circulation paths, or can provide an opportunity for other activities that are possible in a linear space such as seating areas and public art display. Paseos are particularly important to consider and design as new, mid-rise urban development is proposed, to ensure the livability of abutting residential neighborhoods, and maintain and enhance connectivity through the Village, between new and established uses.

**Chapter 4 – Open Space & Placemaking***Guidelines*

1. Ensure an appropriate scale of the width of the paseo to the height of adjoining new development to avoid the “canyon” effect, and so users of the paseo have access to sky views and sunlight. Typically, a paseo should be a minimum of 20 feet wide between buildings.
2. Keep paseos within four vertical feet of sidewalk level to ensure visibility and accessibility.
3. To ensure pedestrian safety, consider pedestrian lighting (e.g., bollards). No light source shall be directed skyward.
4. Construct green alleys/paseos with low-impact and permeable paving materials to efficiently manage any stormwater runoff and minimize the “heat island” effect of large areas of paving.
5. The dual use of paseos and Emergency Vehicle Access (EVA)/loading and unloading is potentially acceptable; however, the primary design of the space should be for green open space and not as an ancillary use to an emergency roadway.
6. Make paseos accessible to people with disabilities.
7. Align and connect the ends of paseos with streets, other paseos, or paths in public spaces.
8. Preserve public access at all times in paseos.
9. Use paseos to create routes to the BART station.
10. Design paseos with end-to-end visibility from connecting public spaces.

**Placemaking & Public Art**

In addition to creating inviting and accessible public spaces with appropriate amenities, the incorporation of color, design and public art can play a key role in placemaking in the Berryessa BART Urban Village. Enhancement of open space, pedestrian access, aesthetic amenities, and commercial presence will work in tandem to create a “sense of place”, making the Urban Village a desirable destination. Public art and streetscape amenities can play a vital role in establishing an identity of an Urban Village, particularly near the BART station where residents and visitors spend time eating at an area restaurant, browsing the shops, or enjoying the art displays. Public art and other design elements can reflect and respond to the modern character of existing structures in the urban village, integrate with existing and new commercial activities, reinforce the area’s walkability, and enhance the identity of this urban community.

There are many opportunities to weave public art, color, and architectural design elements into the public areas of this Urban Village to help make it a destination. Residents and participants in public meetings for the Urban Village highlighted an interest in incorporating elements of the culture and history of the San José Flea Market on the site. Public art can be incorporated into new commercial and residential development, BART stations, plazas, and into the public rights-of-way, including green stormwater infrastructure, sidewalks, and potentially any median or bulb-out areas. Public art in this urban village could be designed as separate, more traditional sculptures or murals, and could also be incorporated into the infrastructure and amenities of areas such as sidewalks, future plazas or parklets, wayfinding elements, banners, stormwater and transit systems, and lighting fixtures. Public art can be

## Chapter 4 – Open Space &amp; Placemaking

either temporary or long-term, and can include a range of artistic expression, both visual (paintings and light displays) and audio (musical events and performances) within parks or plazas. The community's interest in the San José Flea Market can be promoted through retaining elements such as the wagon wheel/horseshoe seating from the flea market as well as public art integrated into landscaping planters, fountains or other decoration within the public right-of-way, and other publicly-accessible plazas and seating areas.

Business owners can play a role as well in taking care to maintain building façades, upgrade existing signage, and help “take ownership” of their local piece of the public realm. Planter-based landscaping near commercial businesses and elsewhere in the public right-of-way can include seasonal flowering plants, in addition to other year-round green plantings.

Community members can help identify opportunities for public art and provide input to inform the design and programming of the art. Business owners, property owners, and residents can initiate public art projects or event programming, obtaining guidance from the City when needed. Artists should be integrated early into the design of public infrastructure and private development as they can identify new ways of project delivery to enhance the outcome of the art. The addition of successful public art would contribute to the development of Village as a great place with its own memorable identity.

Public Art can be suitable along trail alignments. The large scale of Lupe the Mammoth along the Lower Guadalupe River Trail offers an interpretive and destination experience. The artwork is along the trail and does not limit or prevent public access, and also accommodates circulation by City and Valley Water service vehicles and anticipated operations. The Coyote Creek Trail can benefit from public art as a gateway feature to the Urban Village should a suitable site be defined. Public art along trails should appeal to a broad audience.

#### Goal OS-5: Use placemaking to foster a vibrant public life in the Berryessa BART Urban Village.

**Policy OS-5.1:** Collaborate with community partners and engage the surrounding community to cultivate self-sustaining neighborhood-centric art and artist engagement that reflects the history and cultural values of the area and surrounding community. Consider targeted outreach to area schools to help engage students to create and display art.

**Policy OS-5.2:** Encourage local business owners and resident groups to initiate cultural events that help foster a strong arts community in the Urban Village.

**Policy OS-5.3:** Support the activation of public spaces with events and other activities that enhance the character, identity, and attractiveness of the Urban Village.

**Policy OS-5.4:** Support the formation of Special Districts (i.e. Community Benefit District, CBD) to fund public art, street furniture, wayfinding, events, and other aesthetically pleasing placemaking improvements.

**Policy OS-5.5:** Design the BART plaza with shade, power and data to accommodate performance and temporary art installations.

**Policy OS-5.6:** Designate a space for pop-up entrepreneurs in active pedestrian spaces or plazas.

**Policy OS-5.7:** Encourage business owners along the commercial street frontage to properly maintain

**Chapter 4 – Open Space & Placemaking**

their building façades, consider adding additional shade and color elements (e.g., awnings), upgrade their signage, and “take ownership” of maintaining plantings and flowers in the sidewalk and right-of-way areas proximate to their establishments.

**Policy OS-5.8:** For large development parcels (e.g. over 2 acres), encourage the engagement of a placemaking consultant to help design and program public spaces.

**Goal OS-6: Promote a diverse and stimulating art presence to enrich the identity of the Berryessa BART Urban Village, enhance the walking experience, and improve the economic vitality of this Village.**

**Policy OS-6.1:** Employ public art to provide as aesthetic cover of the utilities and concrete wall located at the west end of the BART station and under the BART train tracks.

**Policy OS-6.2:** All development projects should integrate public art on site.

**Policy OS-6.3:** Ensure that public art is considered in development of publicly-accessible open spaces and public facilities, including sidewalks, streets, parks, plazas, transit stops, wayfinding systems, trail network, bicycle racks, light poles, community facilities, and stormwater management areas.

**Policy OS-6.4:** Create and locate public art to play a significant role in new development and implementation of all types of projects including commercial, multifamily residential, common open spaces, transportation facilities, and stormwater management systems.

**Policy OS-6.5:** Include artists early in the design of public infrastructure and private development to help create a sense of place and enhance the quality of experience in the area.

**Policy OS-6.6:** Design public art to enhance both day and nighttime activities.

**Action Item >>** Work with VTA, developers, and the community to explore possible public art options to activate the west entrance of the Berryessa/North San José BART Station.

### Guidelines

The following are intended to provide guidelines for the community, and public and private development to integrate art into publicly-accessible spaces to help establish and strengthen a sense of place in the Berryessa BART Urban Village.

**Chapter 4 – Open Space & Placemaking**

1. Design public art to celebrate the history and cultural diversity of the community.
2. Consider art as a large-scale and character-defining element of the Urban Village.
3. Integrate art with parks, plazas, play areas, or public spaces/rights-of-way.
4. Incorporate art into pedestrian bridges and passageways to create a unique experience and welcoming place.
5. Consider small-grain details in placemaking, such as special paving in new landscapes, or tiled edging/accents in concrete planter boxes.
6. Ensure that public art projects are included in the most significant development projects early in project development.
7. Incorporate iconic, destination-quality artwork, particularly in commercial development and open spaces where the scale of the location may support larger-scale artwork.
8. Unify major streets by incorporating design elements into the streetscape such as surface treatment and crosswalks, special lighting, unique seating, specially-treated bike racks and utility covers, and utility boxes with public art.
9. Incorporate interactive art projects and designate locations to accommodate a program of changing temporarily-placed artwork.
10. Use public art in wayfinding as an element of continuity across the urban village.
11. Use art, color, and design to create rhythm, harmony, and visual sequence both within this urban village, and to create strong connections between the existing neighborhood, new developments, and the BART station development.
12. Employ temporary and interactive placemaking that varies a user's experience of a space at different times of the year.
13. Use art to promote social and cultural interaction, such as design of open spaces to encourage pop-up eateries serving a range of food from different cultures.
14. Use art to celebrate community rituals, such as special events to celebrate cultural, religious, or spiritual activities.
15. Preserve and reuse existing character-defining elements of the Flea Market including wagon wheel/horseshoe benches and small scale stages and areas for dance.
16. Incorporate innovative art features for green stormwater infrastructure, such as decorative downspouts/ rainwater leaders, aesthetic concrete cover of bioretention planters, or visual displays.
17. Incorporate the Urban Village's natural history into public art, for example, colorful Chinook Salmon crosswalks, Coyote sculptures, or creek-life inspired utility art boxes.

## Wayfinding

This Plan supports the development of a comprehensive wayfinding and community identification sign system for the Berryessa BART Urban Village. The transit-centric nature of the Urban Village necessitates a strong wayfinding program that can facilitate interest and movement beyond the transit station onto both sides of the BART tracks equally and to all the Urban Village amenities. Given the location of the BART station in the center of the Urban Village, wayfinding and signage would be useful in directing travelers to other destinations and points of interest in the Berryessa BART Urban Village and the larger community.

As discussed earlier in this chapter, several parks and the Coyote Creek and Penitencia Creek trails are located within walking distance of the Urban Village. Signage to and from the recreational resources and planned development is essential in creating a connected and lively Urban Village.

All community identification and wayfinding signage and systems must conform to City Council Policy 9-3, Community Identification Signs and Wayfinding.

**Goal OS-7: Develop a comprehensive signage system that reinforces the historic and cultural identity of the Berryessa BART Urban Village within its surrounding neighborhood context and brings a uniform, recognizable look to this Urban Village.**

**Policy OS-7.1:** Reflect the culture and history of the San José Flea Market in the design of the wayfinding and community identification signs.

**Policy OS-7.2:** Place clear and eye-catching signage around and under the BART tracks to encourage interconnectivity between the east and west of the BART station.

**Policy OS-7.3:** As appropriate, signage should include intuitive, widely understood symbology, and accommodations should be made for wheelchair users and the visually-impaired.

**Policy OS-7.4:** Promote transit use, trail use, mobility hubs, and social hubs planned for the Berryessa BART Urban Village through signage.

**Policy OS-7.5:** Encourage a pedestrian-friendly environment that extends beyond the Urban Village boundary by providing optimally-placed and reassuring wayfinding signage throughout the Berryessa BART Urban Village.

**Action Item >>** Work with the community, BART, business owners, and private developers to facilitate the creation of a comprehensive wayfinding and community identification sign system for the Berryessa BART Urban Village.



## Chapter 4 – Open Space & Placemaking

### Guidelines

1. Design signs to be consistent with the comprehensive wayfinding and community identification sign system for the Urban Village.
2. Ensure each sign has an objective, rationale, content, illumination, and is made of appropriate materials.
3. Include icons and graphics on signage where feasible to traverse potential language barriers.
4. Use a distinctive color scheme to associate with each of the categories of the sign system.
5. Relate signage graphics to the San Jose Trails Signage and Mileage Markers Guidelines (sign inventory) when directing the community to these resources.

### Types of Signage

Below is a description of the different types of signs that should be included in a comprehensive signage and wayfinding system.

#### Visitor Information Kiosks

Locate Visitor Information Kiosks in highly-visible areas at gateways to the Urban Village, the BART station, and paseo entry points or other spaces where pedestrians may begin their exploration. Also include information about upcoming events happening in the Berryessa BART Urban Village at the information kiosks.

#### Pedestrian Directional Signs

Pedestrian directional signs would orient and direct individuals on foot throughout the Urban Village to the BART station, as well as various amenities and destinations in the Urban Village and surrounding neighborhoods. Extend the wayfinding system from parking areas, transit nodes, and bike paths and trails. Provide detailed maps that highlight visitor amenities, attractions, public transit, and retail areas.

#### Shared-Use Path Signs

Directional signs for paseos shared by pedestrians, cyclists, and other users. Clearly identify key bike paths that connect to the Berryessa BART Urban Village. Point out bike- and pedestrian-related amenities and services within and nearby the Urban Village such as restrooms, rest areas, transit connections, and restaurants.

#### Community Identification Signs (Interpretive Signs and Panels)

Signs that communicate historic or culturally relevant information about an area, site, structure, or building. Design signs to recall and celebrate the history and culture of the San José Flea Market, and be informative, accurate, and graphically pleasing.

#### Trail Signs

Identity, Guidance, Rules, Wayfinding, and Warning signs shall adhere to the San Jose Trail Program Signage and Mileage Marker Guidelines for installations along the trail corridors.

**Chapter 4 – Open Space & Placemaking****Banners**

Cloth, vinyl, or other flexible signs or colored panels that are used in various locations in San José and are typically installed to hang from street light poles. Banners are typically used to unify and enliven the streetscape. Design banners to add color and vibrancy primarily to the Urban Village's commercial areas. Consider banners that can be changed to highlight different seasons or events.

**Vehicular Directional and Parking Signs**

Signs serving to direct vehicular traffic to key destinations within and beyond the Urban Village. Ensure vehicular signage is also appropriate and useable by bicyclists traveling in the public roadways. Include identification and directional signs for parking throughout the Urban Village for both vehicular parking and bicycle parking.

# 5. Urban Design

## Introduction

The urban design chapter describes design standards and guidelines that shape site design, urban form, building design, and bike and pedestrian environment in the Plan area. In the last few years, the state has adopted legislation that requires cities to, among other requirements, streamline the development review and approval process of residential projects. For example, SB 330, requires, with limited exceptions, that development standards for residential projects must be objective and measurable. In this chapter, the residential design standards are written objectively to comply with the state housing legislation.

## Applicability

**Standards** are objective requirements that are quantifiable and verifiable. Conformance with the residential and non-residential design standards in this chapter are mandatory in the design review process. **Guidelines** describe best practices, are advisory, and serve as design guidance. If this chapter is silent on any topic, the design standards and guidelines in the San José Citywide Design Standards and Guidelines (2021) and Zoning Ordinance development standards apply to both Districts and areas outside Districts. Standards in the Plan supersede other City policies and standards where conflicts appear.

## Urban Design Categories

### 1) Goals

Goals are general intent or purpose statements in the Plan that inform urban form and reflect the vision, values, and principles identified by the community. Goals are applicable to the entire Urban Village.

### 2) Overarching Urban Design Concept

The overarching urban design concept describes the Plan's vision for the Village's urban design framework. This concepts also describes the four Districts identified in this Plan.

### 3) Design Standards

The standards are two-tiered: 3.1) General Standards 3.2) District-Specific Standards

- A) **General Standards** are applicable in all four Districts within the Urban Village. These standards include requirements for urban form and design for all non-residential and residential projects.
- B) **District-specific Standards** are in addition to general standards and apply only where specified in each of the four districts. They are created to respond to distinct urban form and site constraints within each district.
- **Exceptions to the Standards** provide the process of how to request for an exception or exceptions to the design standards identified in this section.

#### 4) Design Guidelines

This chapter includes design guidelines for both residential and non-residential development. These guidelines provide a unique urban design vision for commercial development around the BART station which may require more flexibility to respond to market conditions. The residential design guidelines promote design that will protect neighborhood character, enhancing the quality of life in Urban Village.

## Goals

### Goal UD-1

Establish non-residential development with a distinct urban form that reflects the transit-oriented development potential created by the proximity to the Berryessa/North San José BART station.

### Goal UD-2

Establish an urban form and building configuration that supports retail and community amenity opportunities, identified on key locations with pedestrian activity, consistent with the overarching urban design concept and the Plan's circulation system.

### Goal UD-3

Strive for variation in residential and non-residential building height at the block and District levels, to create a distinct urban form in each District and for the entire Urban Village.

### Goal UD-4

Implement the urban design concept as defined for each District, to catalyze urban form as a placemaking strategy in the Urban Village.

### Goal UD-5

Protect the urban form and character of existing neighborhoods within this Urban Village by focusing on development opportunities and urban design strategies for each District.

### Goal UD-6

Create transitional residential development or step down to existing residential neighborhoods to strengthen and reinforce neighborhoods' established character.

### Goal UD-7

Minimize the visual impact of parking by using urban design strategies that mitigate its scale, intensity, and location throughout the Urban Village.

### Goal UD-8

Incorporate placemaking elements in the public realm that reinforce the overarching urban design concept provided for this Urban Village.

## Overarching Urban Design Concept

The overarching urban design concept for the Plan is to create an attractive and vibrant Urban Village with a mix of high-density employment and residential uses close to the Berryessa/North San José BART station; prioritize alternative forms of transportation such as transit, bicycling, and walking; and provide attractive and lively open spaces throughout (See Figure 5-1).

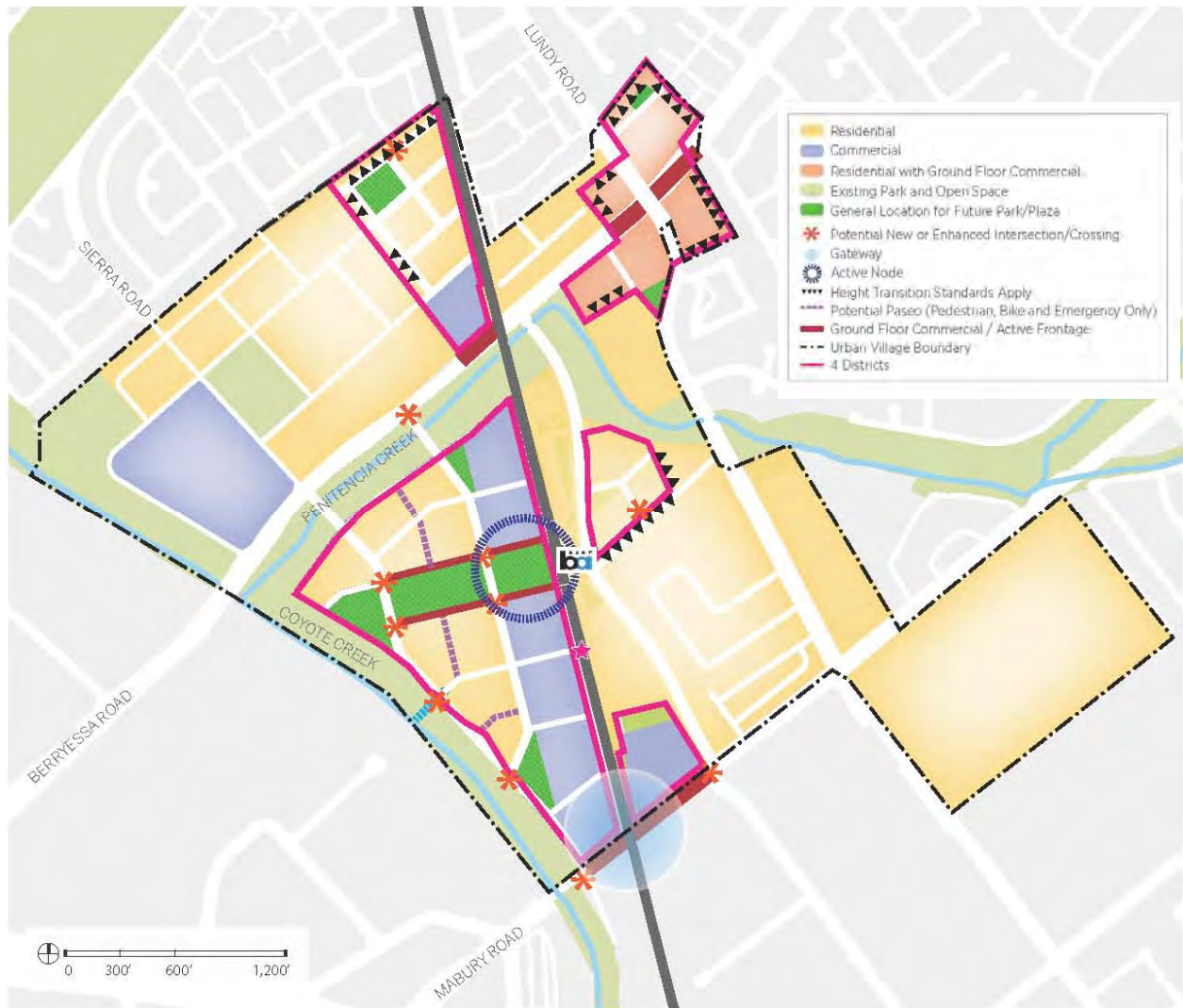


Figure 5-1: Urban Design Concept Plan



## Districts

The Plan designates four opportunity sites of available developable land in the Urban Village as Districts (See Figure 5-2). These opportunity sites or Districts can allocate the housing and jobs capacities of the Plan without redevelopment of the existing neighborhoods, thus allowing the existing neighborhoods or portions of the area plan to be preserved. The Districts characterize each opportunity site with unique urban form, considering the specific site constraints and development intensities of each opportunity site. They will foster development that is distinct and consistent with the design character of each District and the entire Plan.



Figure 5-2 Districts

## Standards

### General Standards

#### A. BUILDING HEIGHT

**A-DS-1** Development shall not exceed the maximum heights established in Figure 5-4 Berryessa BART Urban Village Height limits. While this Plan does not establish minimum heights, the land use chapter does require minimum FARs.

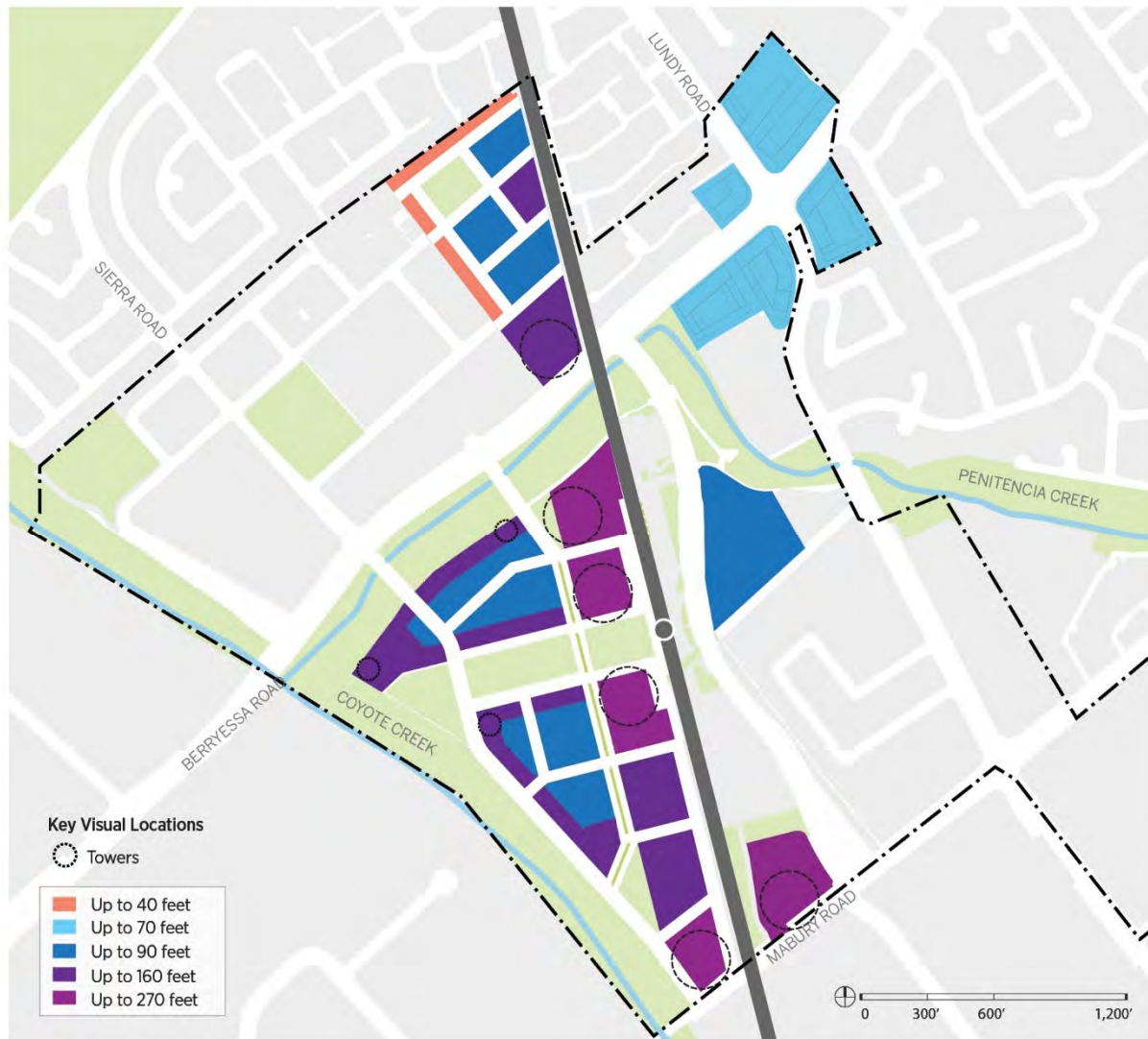


Figure 5-4: Height Limit Diagram

**A-DS-2** Allow for 17 feet additional height above maximum building height, exclusively for architectural features (such as cornices or not occupiable roof elements), utilities (such as elevator overruns), or rooftop usable open space elements (pergolas).

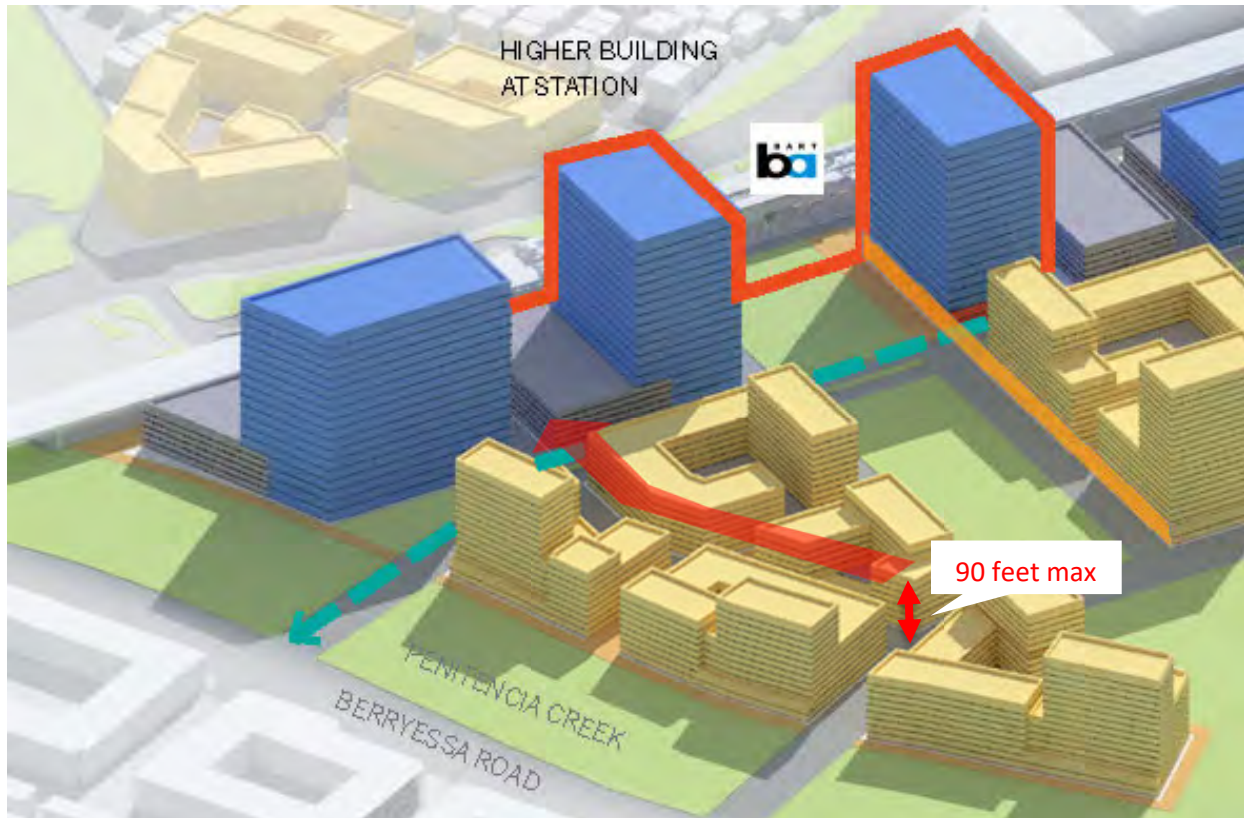


## Chapter 5 – Urban Design

**A-DS-3** Prioritize the location of the tallest buildings or towers at key visual locations of each District as shown in Figure 5-4 Height Limit Diagram.

**A-DS-4** Place the tallest buildings or towers within 500 feet from the BART station on the Flea Market South District (See Circulation Chapter).

**A-DS-5** Residential buildings located along private streets or internal driveways in blocks of the Flea Market South District shall not exceed 90 feet in height, to create a private residential setting and avoid a “canyon” effect created by tall buildings along the roads of this District (See Figure 5-5).



**Figure 5-5**

**A-DS-6** Buildings with the maximum heights shall be located along Mabury Road for the East District and Flea Market South Districts, and along Berryessa for Flea Market South District.

**A-DS-7** For the northern site in front of the BART station in the East District, place the tallest buildings along Station Way and in front of Penitencia Creek, consistent with Figures 5-6, so that building height impacts on existing neighborhoods are mitigated while taking advantage of views over Penitencia Creek.



Figure 5-6

## B. BLOCK SIZE

**B-DS-1** A mid-block connection or paseo must be a minimum of 26 feet wide between elevation lines. No balconies or building projections are allowed to encroach within the 26 foot mid-block connection or paseo.

**B-DS-2** A minimum vertical clearance of 20-feet must be provided if blocks or buildings connect to each other above a mid-block connection.

## C. BUILDING PLACEMENT

**C-DS-1** Place a ground level building façade along a minimum 70% of the build-to-area or building perimeter defined by the allowed setback lines. The 30% balance can accommodate segments of mid-block connections, Privately-Owned Publicly-Accessible Open Space (POPO) areas, or openings resulting from massing strategies including building access points such as recessed lobbies (See Figure 5-7).

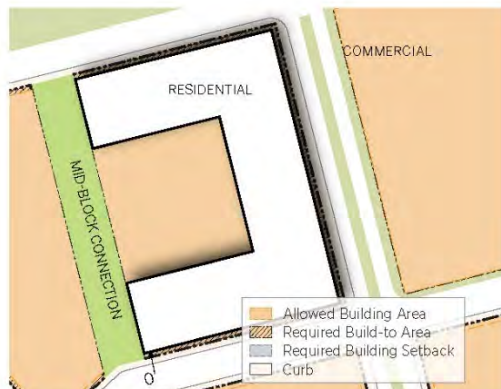


Figure 5-7: Building Placement

**C-DS-2** The building's main entrance must be placed along a public street. If a building is located on a block corner, the main entrance must be placed in the public street with the highest priority or pedestrian orientation based on the circulation system (see Circulation Chapter). A secondary access shall be provided via an interior hall, mid-block connections, paseos, walkway, or similar, including a garage.

## D. SETBACKS AND BUILDING PROJECTIONS

**D-DS-1** Development projects must meet the different setbacks established for each District, based on each building's land use, non-residential or residential (See Table 5-2 Setbacks). Mixed-use projects in the East and Berryessa & Lundy Districts shall follow commercial or residential setbacks—they are the same.

	Non-Residential Front	Residential Front
Flea Market South	Max. 3 feet along Green Street. Zero-lot-line or zero setbacks along other streets.	Max. 3 feet (except portion of building perimeter with stoops). 6 -10 feet (for building perimeter with stoops)
Facchino	Zero setback	Up to 6 feet (townhomes or similar housing product along the District buffers) Up to 10 feet (for multifamily buildings)
East	Zero setback	Zero setback
Berryessa & Lundy	Max 3 feet	Max. 3 feet
BART Tracks	Min. 50 feet	Min. 50 feet

Table 5-2 Setbacks

**D-DS-2** Setback areas shall be used for landscape, hardscape, or additional sidewalk only. Other uses (i.e. parking) are prohibited in setback areas.

*Note for D-DS-2: Additional uses include building's systems and equipment in the setback area as may be approved by the Building Department.*

**D-DS-3** Development projects within the Urban Village Plan and outside the District can apply the setbacks of this Plan, but they must consider the immediate site context first (i.e. match adjacent setbacks if required by the City).

**D-DS-4** Buildings facing the BART track shall have minimum 50 feet set back measured from the edge of the BART rails or metal trackway to the building elevation.

**D-DS-5** Buildings facing Coyote and Penitencia Creeks must meet the standards and setback requirements of City Council Policy 6-34 Riparian Corridor Protection and Bird-Safe Design, and Santa Clara Valley Habitat Plan, as amended.

**D-DS-6** All setbacks shall be measured from the outer sidewalk line as defined in the applicable street cross-section or right-of-way (see Circulation Chapter).



**D-DS-7** Building projections on the public right-of-way such as balconies, private open space or similar shall not extend 3 feet from the building envelope after a minimum height of 25 feet. If projections start from a recessed building line (per setbacks), they can fully encroach into the building setback but they cannot encroach further into the right-of-way.

## E. MULTIFAMILY RESIDENTIAL BLOCK DESIGN

**E-DS-1** Design multifamily buildings so all residential units face a public right-of-way or private street, or to an open space courtyard area. The exterior courtyard or terrace shall be at least 40 feet in width on the side that faces a public street, right-of-way, alley, or mid-block connection (See Figure 5-8).

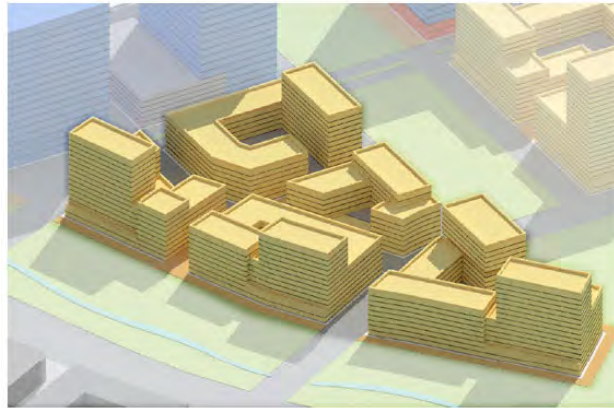
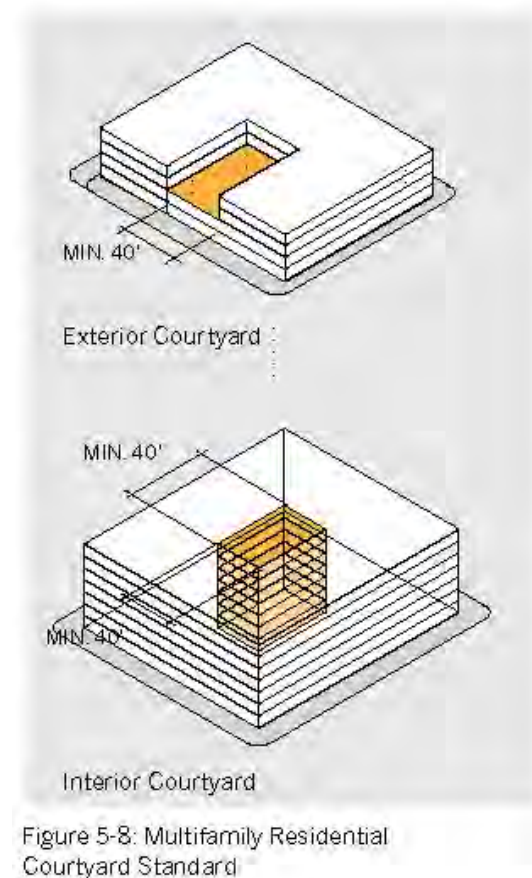


Figure 5-9: Streetwall and block base massing

**E-DS-2** Multifamily residential blocks shall have massing variation on no less than 45% of a building frontage. Buildings or massing elements located on corners of multifamily residential blocks shall be 20-30% taller than the overall building height or massing height in a block.

**E-DS-3** Design multifamily blocks so there is a streetwall or podium level in at least 70% of the block perimeter. The height of the podium or building base shall not be less than 40 feet. The height of the massing base or podium shall be 30-40% of the total block frontage height when a “tower” is provided (as indicated in the building height diagram). The portion of the tower facing the street shall step-back 10-20 feet when the podium height is reached. (see Figure 5-9).

## F. MULTI-MODAL MOBILITY

### Pedestrian

**F-DS-1** Design the primary pedestrian building access directly to a public sidewalk, public open space, or paseo—uninterrupted by a parking area or vehicular circulation. Do not create a main pedestrian entrance from an internal private courtyard. Use the location of active frontage on each district as a main strategy to orient pedestrian access to buildings (See Figure 5-10).

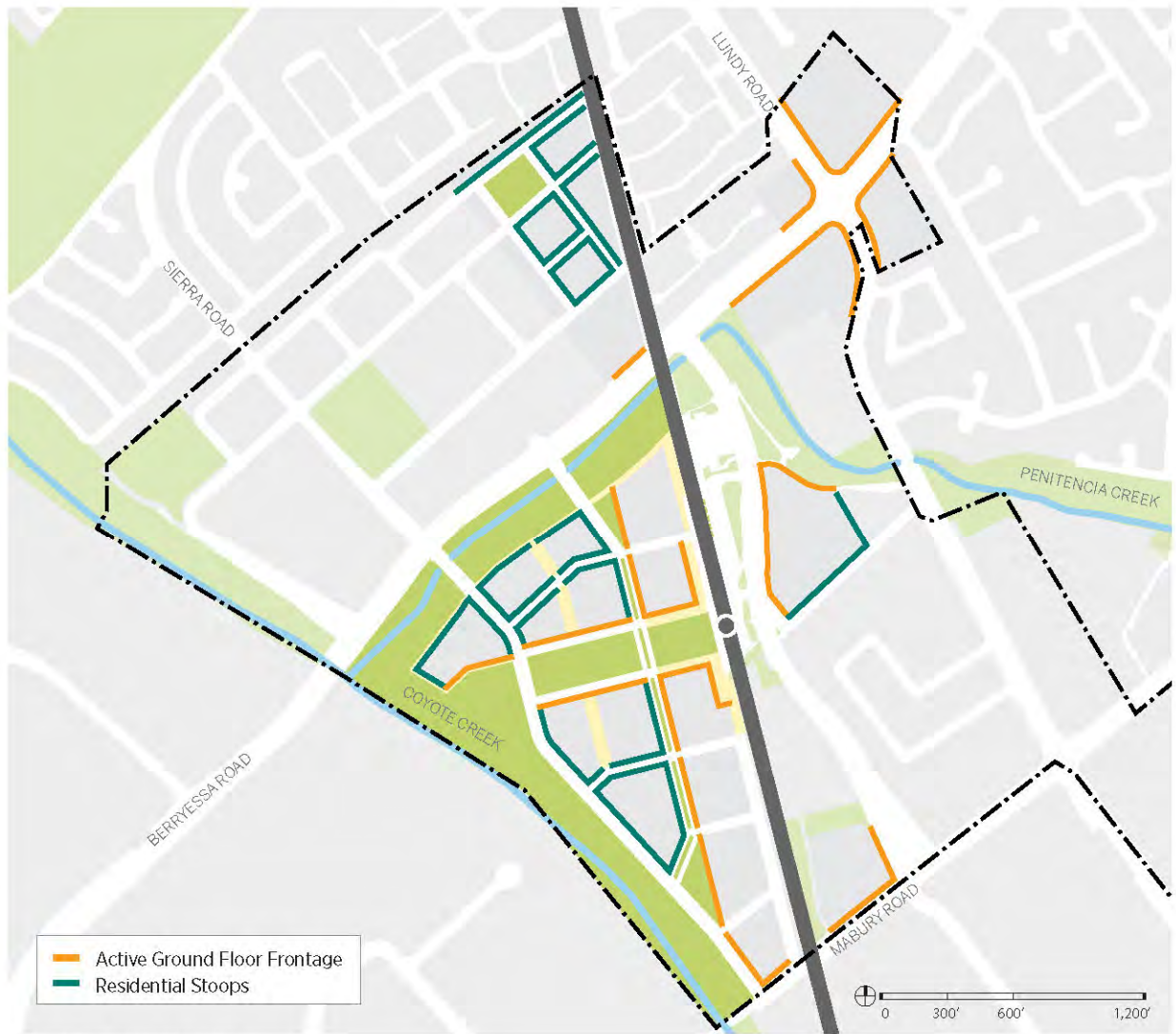


Figure 5-10 : Active Frontage

**F-DS-2** The building's main entrance shall be placed in the public street with the highest priority or pedestrian orientation based on the circulation system (See Circulation Chapter).

**F-DS-3** If ground-floor neighborhood commercial is provided, locate the main access directly from a street, public open space or paseo. A secondary access shall come from an interior hall, walkway, courtyard, or similar, but never from a parking lot, or parking garage.

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**F-DS-4** Ground-floor, street-fronting residential units must have a primary “front door” access from the street, mid-block connection, or public open space, rather than entering from interior corridors, lobbies, or the garage.

#### Vehicle Access & Service Loading

**F-DS-5** Loading and service areas shall not be located on an active frontage and shall be located at the rear of a property, in structures, or in the interior of blocks. Service/loading access shall be determined using Figure 5-11 No Loading Entrance Diagram.

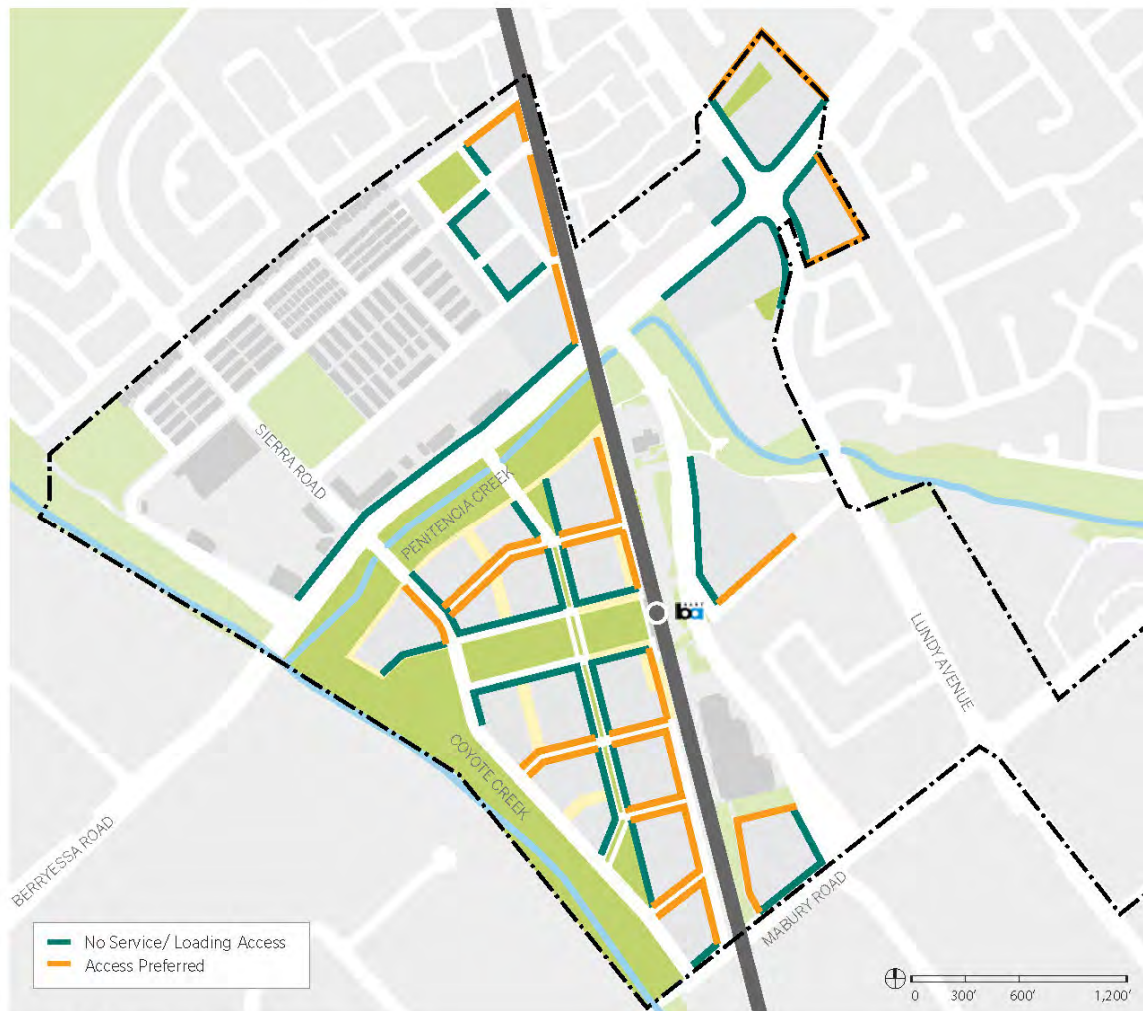


Figure 5-11: No Loading Entrance Diagram

**F-DS-6** For commercial development in the Flea Market South District and East District, locate loading and service areas, parking entrances or similar along private streets, driveway along the back and/or rear of the property along the BART track line.

**F-DS-7** For a development with multiple frontages, place service and loading entries on a separate frontage from the primary pedestrian and bicycle entrance. Locate service entrances no closer than 20



feet from the primary pedestrian and bicycle entrance.

**F-DS-8** Loading and service entrances that are separated from vehicular parking access shall have 10 feet minimum distance between them. Parking, loading, and/or service entrances must have doors that are opaque. When combined, the total length of curb cut shall not exceed 32 feet for non-residential uses (26 feet minimum for high density residential). (See Figure 5-12).

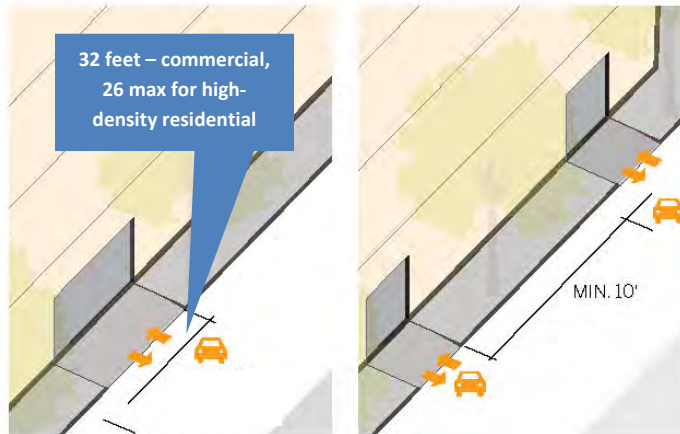


Figure 5-12: Parking and Loading Standard

**F-DS-9** Locate services including loading dock delivery, and infrastructure inside the building structure. Locate trash and recycling bins within the building; outdoor trash locations with or without enclosures are prohibited.

### Bicycle

**F-DS-10** The bicycle access in a building must be easily accessible from a public sidewalk, public open space, or paseo—uninterrupted by a parking area or vehicular circulation.

**F-DS-11** The bicycle access in a building shall be oriented towards the closest bike path, whether on a street or as part of the trail system in Penitencia and Coyote Creeks.

**F-DS-12** Bicycle storage facilities inside of a building must be provided at the pedestrian level. Bicycle storage is not allowed in underground or basement levels.

**F-DS-13** Non-residential buildings must include areas for showering facilities integrated with bicycle storage.

**F-DS-14** Non-residential buildings and residential buildings must have an area designated as bicycle repair area accessible from the ground floor.

**F-DS-15** Buildings must provide on-street bicycle parking as approved by the Public Works and Transportation Departments. Such parking does not exempt the building from providing bicycle parking inside the building.

### Curb Space Management

**F-DS-16** Curb-space designated for short-term, pickup, and drop-off in support of Autonomous Vehicles, taxi, and Transportation Network Company (TNC) services, and similar share-ride mobility modes shall



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be limited to Sierra Road in the Flea Market South District and Station Way in the East District and as approved by the Public Works and Transportation Departments.

**F-DS-17** Curb-space designated for short-term, pickup, and drop-off in support of Autonomous Vehicles, taxi, and Transportation Network Company (TNC) services, and similar share-ride mobility modes for the Facchino District and Berryessa Road / Lundy District shall be located and approved by the Public Works and DOT Departments

**F-DS-18** Provide on-street parking only as indicated in the cross-sections of the circulation chapter. All on-street parking shall be metered.

**F-DS-19** Place and design curb cuts so they maintain the same elevation or grade level of the sidewalk to ensure continuity of the pedestrian pathway.

### Parking

**F-DS-20** Parking provided for townhouses of the Facchino District shall be fully enclosed in the building envelope and face a public street.

**F-DS-21** For multifamily residential projects, locate parking and vehicle entries at least 20 feet away from primary pedestrian entries.

**F-DS-22** For non-residential development, do not locate entrances to parking structures or podiums along active building frontage.

**F-DS-23** Stand-alone parking structures for non-residential development shall be fully enclosed on the ground or pedestrian level, and the entire structure shall have a building elevation design that eliminates the visual perception of cars parked.

**F-DS-24** Stand-alone parking structures for non-residential development must have a minimum of five feet fully landscape setback, all around the entire structure, except for vehicle parking entrances, services, or active- ground floor uses.

**F-DS-25** At least 40% of the top floor roof of parking structures shall have shading or screening, with one or combination of the following design elements: trellises, solar PV collectors, green walls or roofs, hardscape or landscape elements, trees, glass canopies, or other elements that screen views, eliminate glare, and mitigate the urban heat island effect.

**F-DS-26** Parking for multifamily residential shall be fully enclosed by the residential development ("parking wrap" approach) or, alternatively, on a podium not exceeding the first three floors, fully screened. For buildings that exceed 110 feet in height, a maximum of five levels of parking from ground level is allowed, provided they are fully screened.

### G BIRD DESIGN STANDARDS

Refer to 3.3.6 Bird Safety Section of San José Citywide Design Standards and Guidelines (2021).

## District-Specific Standards

### FACCHINO DISTRICT

#### 1A. Residential

**1A-DS-1** A row of townhouses or similar housing product not exceeding 40 feet in height shall be provided along adjacent single-family neighborhoods to provide adequate height transition between existing residential areas and new high-density development (see Figure 5-14).

**1A-DS-2** Single-family, duplexes, triplex, fourplexes, townhouses, rowhouses, or cottage courts shall not exceed 45 feet.

**1A-DS-3** Triplexes, fourplexes, townhouses, rowhouses, or cottage courts shall have a minimum 20 feet rear setback with the existing residential areas, measured from property or lot line.

**1A-DS-4** Triplexes, fourplexes, townhouses, rowhouses, or cottage courts shall have no more than 5 feet side setback with the existing residential areas, measured from the most exterior building envelope line.

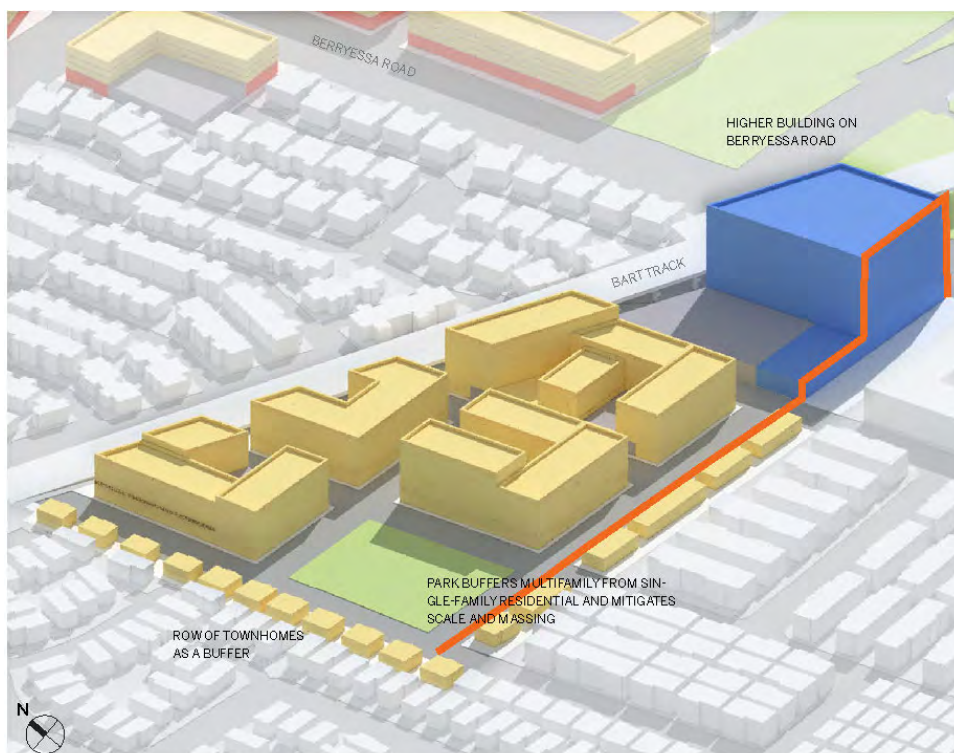


Figure 5-14 : Flea Market South District

**1A-DS-5** Triplexes, fourplexes, townhouses, rowhouses, or cottage courts must be separated from a multi-family residential project by public right-of-way.

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**1A-DS-6** Multi-family buildings shall provide a minimum of 5 feet step-back in upper floors above three stories or 40 feet from ground level whichever is less (see Figure 5-16). The step-back shall be provided only for the portion of multifamily building elevation facing single-family or townhomes. The step-backs will provide building massing to step down towards single-family or townhomes and reduce building bulk.

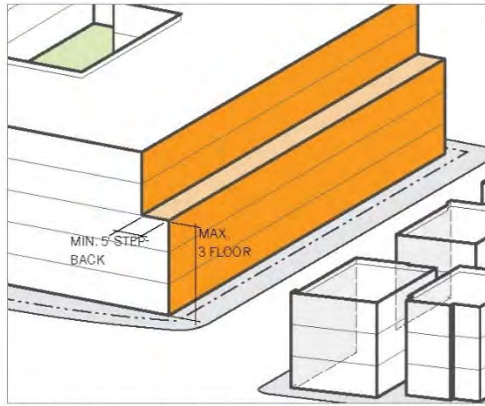


Figure 5-16: Residential Stepback

## 1B. COMMERCIAL

**1B-DS-1** A minimum of 25 feet side setback must separate non-residential buildings from existing multi family or other buildings. The 25 feet side setback can be used to provide a private driveway, pedestrian connection, or similar public pathway connection. A 3-6 feet setback shall be provided towards internal streets (See Figure 5-17).

**1B-DS-2** Commercial development on Berryessa Road shall provide a 24/7 public-accessible pathway for pedestrian (or other forms of mobility) connection between the residential development inside the District and Berryessa Road on either side of the building. This public-accessible pathway may align with the minimum of 25 feet side setback established in 1B DS-1.

**1B-DS-3** Active frontages such as neighborhood-serving commercial uses, buildings amenities, lobbies and building access points must be provided on the ground flood level of a commercial development fronting Berryessa Road.

**1B-DS-4** Commercial frontage on Berryessa Road must provide no less than 50% of the linear ground floor with an elevation design area that is at least 70% transparent, consistent with the active frontage requirements of 1B - DS-3.

**1B-DS-5** A 18 feet ceiling height (finished floor to finished ceiling, excluding mechanical equipment) must be provided in the entire ground floor area of commercial uses fronting Berryessa Road.

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**1B-DS-6** Design of a main vehicular access to commercial development shall be provided on Berryessa Road and not from the internal streets of the residential areas of the district. Design the vehicular access as part of the entire building elevation composition.

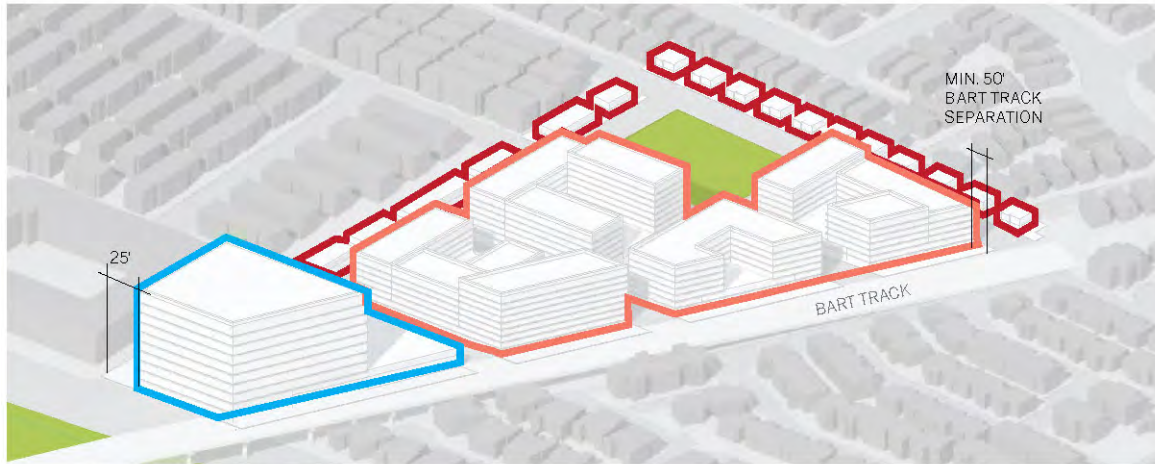


Figure 5-17: Facchino District Setbacks

## FLEA MARKET SOUTH DISTRICT

The Flea Market South District is the bustling heart of the Urban Village with high-density commercial buildings lining the BART tracks, and high-density residential development set further away from the station. An active BART plaza, central park, and open space connection to Coyote Creek creates a contiguous pedestrian realm from the station to open space.





## 2A. RESIDENTIAL STANDARDS

**2A-DS-1** Residential buildings fronting the central open space shall have active ground floor frontage, with elevation design that offer transparency using untinted windows and/ or doors no less than 8 feet high, for no less than 60% of the ground elevation surface area and must have an internal ceiling height of 18 feet (finished ground-floor to finished ceiling, including HVAC systems). Active frontages shall be prioritized at paseos, street intersections, and close to the BART station (see Figure 5-19).

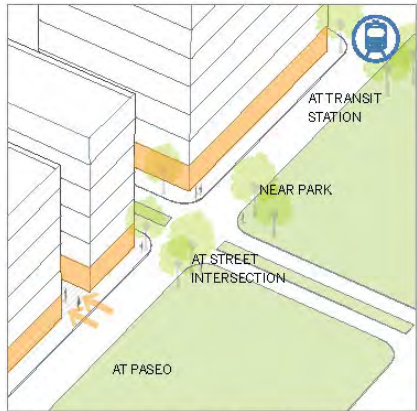


Figure 5-19: Active Frontage Prioritized Location



Active Use On Ground Floor © Bruce Damonte

**2A-DS-2** Residential buildings fronting the central open space shall have a streetwall or building base or podium that can range between 30 – 50 feet in height. At that point, the buildings must step-back no less than 10 feet.

**2A-DS-3** If residential buildings fronting the central open space provide outdoor active /sitting areas (such as cafes), these areas shall not encroach in the property more than 8 feet from the right-of-way. They must also be provided immediately adjacent to the building and must ensure that a minimum 12 foot sidewalk is maintained free and clear for pedestrians (see Figure 5-20). A total 12 feet of dedicated sidewalk in the Main Street cross-sections (see circulation chapter) is required. Additional space for café area can be sparsely provided between tree wells, as approved by Public Works. Outdoor seating areas must be protected with a transparent fence design or using planter and landscape elements.

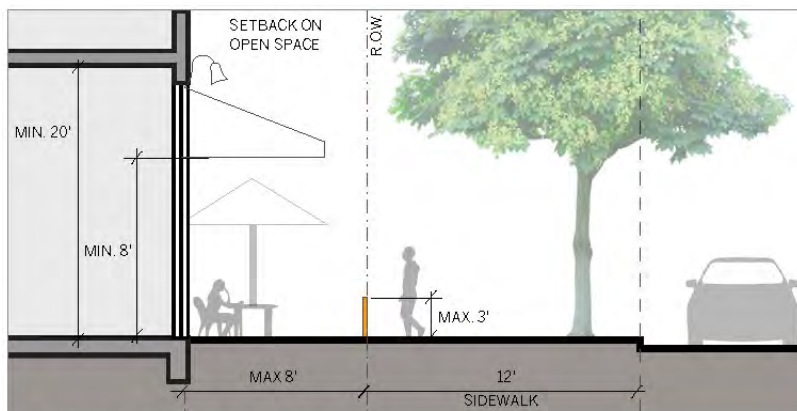


Figure 5-20: Active Frontage Street Guideline

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**2A-DS-4** Multifamily residential development shall provide stoops with direct access to residential units in at least 50% of the block perimeter. The 50% balance can account for internal terraces, POPOS, massing changes, building access, or vehicular (or bike) access to the buildings. Stoops shall be accommodated within the 6 -10 feet max setback (see Figure 5-21).

Figure 5-21: Residential Ground Floor Standard



**2A-DS-5** Multifamily residential development shall provide a main and/or secondary pedestrian access to all ground-floor units through stairs on the stoop and using recessed terrace / access points 3 - 6 feet deep. All entry points to the recessed terraces /access points must be designed with decorative fencing and/ or security gates. Use Figure 5-10 Active Frontage to visualize the location of stoop on the setbacks. Avoid fully enclosed recessed access points.

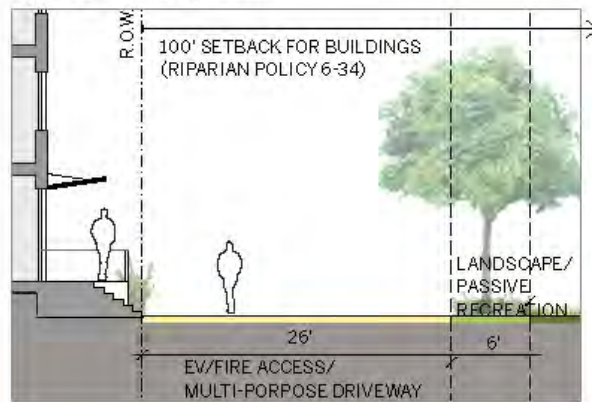
**2A-DS-6** Multifamily residential frontages shall include landscaped buffers and screen mechanical equipment and similar building apparatus.

**2A-DS-7** Architectural features such as canopies or terraces can project within the front building setback only. Similar design features can project on internal courtyards and open space no more than 3 feet.

**2A-DS-8** Multifamily buildings facing the central open space shall provide rooftops with private common open space (i.e. outdoor terraces). Additional terraces of private open space shall be provided on at least 20% of the residential units facing the central open space.

**2A-DS-9** Multifamily buildings facing Coyote or Penitencia Creeks must provide ground-floor access to units facing the creeks, for the portion of the building elevation that runs parallel to the creeks. A minimum 26 feet wide multi-purpose access driveway must be provided along the entire block facing the Penitencia Creek, measured from outer edge of building envelope (including stoops), and projecting into the 100-foot setback for residential buildings required by Policy 6-34 Riparian Policy, as amended. (Note: Per Policy 6-34, setbacks are not applicable to multi-use trails on flood control channels (pedestrian/equestrian/bicycle trail), or maintenance roads along top-of- bank used for motorized vehicle circulation). A 6 feet wide minimum landscape strip including tree wells and/ or benches must be provided between the riparian corridor and the adjacent multi- purpose driveway. The driveway must be constructed with hardscape material such as durable pavers (i.e. concrete blocks), and not asphalt, or as approved by the Public Works Department (See Figure 5-22).

Figure 5-22: Creek Edge Section



## 2B. COMMERCIAL STANDARDS

**2B-DS-1** A plaza must be provided immediately adjacent to the BART station, framed by tall buildings on each side, with main building access points facing the plaza. The use of the plaza is to support pedestrian activity of the BART station and shall have a hardscape design character versus a strict open space design character. The main building elevation plane of commercial buildings fronting the plaza must be aligned with the main building elevation plane of residential buildings or blocks along the central open space across the Green Street (See Figure 5-24).

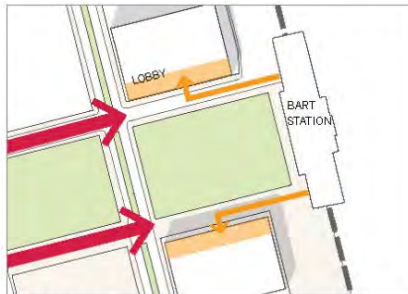


Figure 5-24: Lobby Location

**2B-DS-2** The floor-to-ceiling height of the ground floor commercial space in the towers framing the BART plaza should be double-space or a minimum of 20 feet, for at least the first 25 -50 feet of building frontage deep minimum, and include an art mural inside of the lobby that is visually accessible from the BART plaza through at least a 80% transparent elevation design.

**2B-DS-3** Parking structures for commercial development must be located behind buildings or towers, hidden from active frontages, public right-of-way, and open spaces. The primary location for parking structures is to be directly adjacent to the BART track line. No parking structure can be visible in the entire building frontage facing the BART plaza, or within 100 feet from the edge of the plaza.

**2B-DS-4** Principal building access and lobbies to office buildings must be placed along the Green Street (see Circulation Chapter). Secondary building access may be provided on private roads or driveways that are perpendicular to the Green Street. Pedestrian building access along the entire building face along

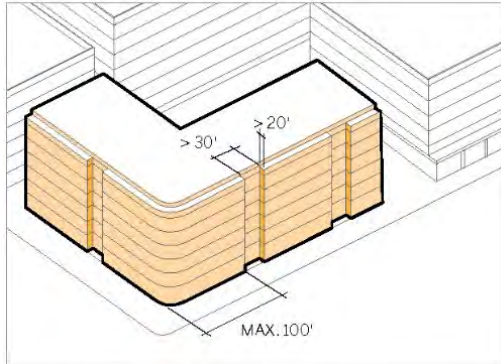


## Chapter 5 – Urban Design

the BART track is prohibited, except for utility and service access. (See also Standard F- DS- 1 under Multi-Modal Access and Figure 5-11. Active Frontage).

**2B-DS-5** For facades over 100 feet in width, use changes in massing such as stepbacks or notches greater than 30 feet wide and 20 feet deep to reduce apparent building bulk. No single building shall be longer than 80% of an entire block side, measured from property lines or street right-of-way lines (See Figure 5-26).

Figure 5-26: Building Facade Break



**2B-DS-6** Buildings facing the Green Street or public ROW shall provide a 10-20 stepback above a 70 feet height max podium to create a streetwall that does not overwhelm the pedestrian experience and avoid a canyon effect on the public ROW (See Figure 5-27). Towers must be separated at least 60 feet from building face to building face (see Figure 5-25).

Figure 5-25: Tower Spacing/Separation

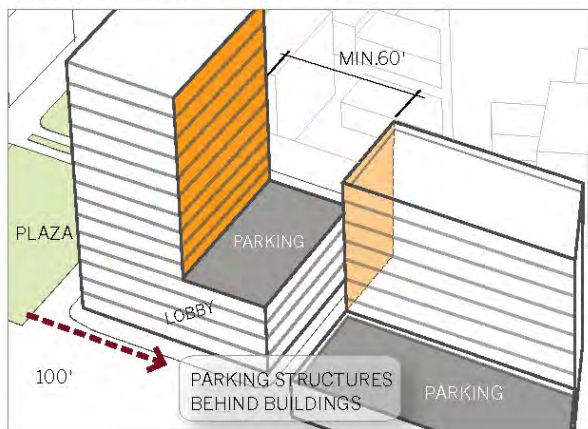
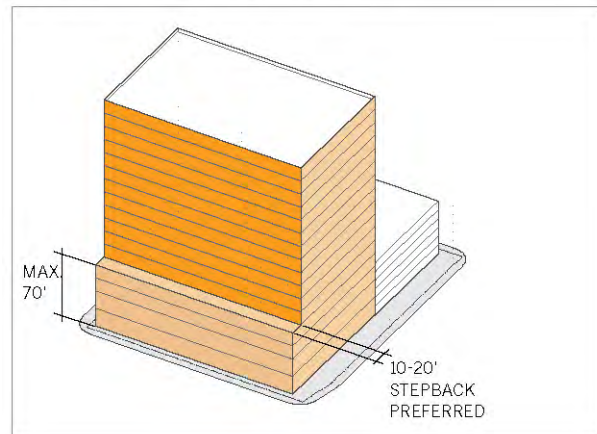


Figure 5-27: Tower Upper Level Stepback



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**2B-DS-7** Blank walls at the ground level shall not be more than 20 feet in length along sidewalks, pedestrian walks, or open spaces. Green walls, different building materials or textures shall be added to the overall composite ground-floor frontage design that improves the pedestrian experience.

**2B-DS-8** The finished first floor elevation should not exceed three feet above the sidewalk elevation, unless the elevation change is landscaped, terraced, or punctuated with staircases at least every 25 feet.

## EAST DISTRICT

The East District includes two parcels planned for development. The southern parcel is planned for higher-intensity development, while the northern parcels will have a medium density to step down towards the surrounding existing low-density housing (see Figure 28). Both parcels are planned for mixed-use development that include commercial and residential buildings (see Figure 29).



Figure 5-28: East District Urban Design Concept

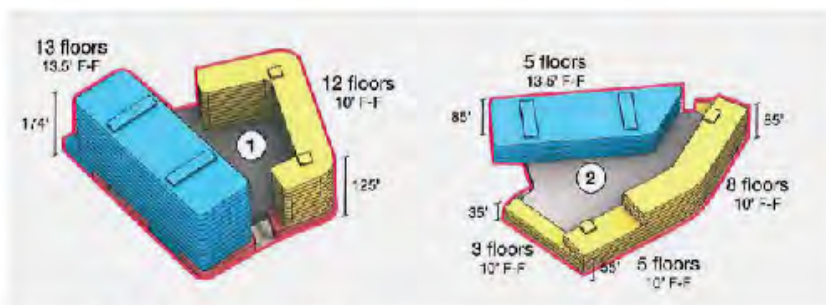


Figure 5-29: Mixed-Use Development Example  
Source: VTA Station Lands Parcel Design, Aug 2019

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## 3A. MIXED-USE STANDARDS

**3A-DS-1** Place the tallest building in the East District on Marbury Road. Active ground floor frontages shall be provided in this building per Figure 5-11. Active Frontage.

**3A-DS-2** For the northern site facing the BART station, place the commercial component along Station Way Road, and the residential component toward the adjacent residential neighborhood. Provide active ground floor uses on the commercial component.

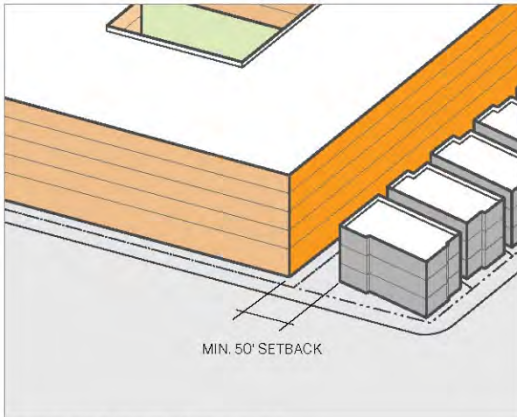


Figure 5-32: Residential Side Setback

**3A-DS-3** Within the north site, ensure that new development maintains the existing 50 foot setback or easement separation from the existing residential neighborhood. (See two images in Figure 5-30 and Figure 5-32).

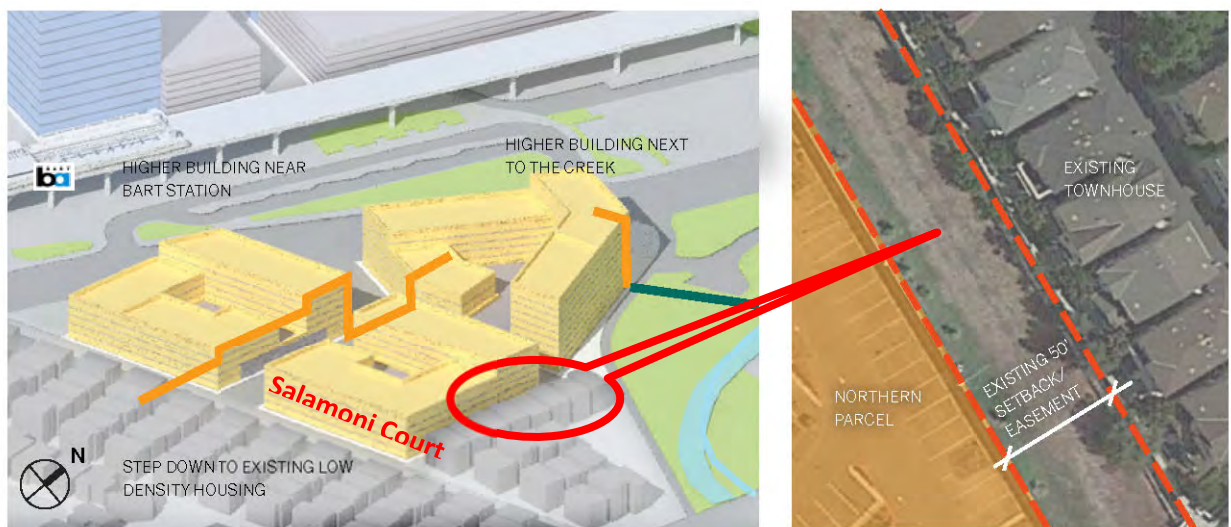


Figure 5-30: East District Northern Parcel

### 3B. RESIDENTIAL STANDARDS (APPLICABLE TO THE EAST DISTRICT NORTHERN PARCEL ONLY)

**3B-DS-1** Locate the tallest buildings on the site placed along Station Way in front of the BART station and along Penitencia Creek.

**3B-DS-2** Locate buildings or massing elements along the property line of this site and not in the interior of the site. One or several courtyards shall be provided in the interior of the site, with paseos or entry points located at the ground level at approximately 50% of the linear frontage along Salamoni Court and Station Way.

**3B-DS-3** For the north site, maintain the existing 50 foot setback separation between the new development site and the existing residential neighborhood (See two images in Figure 5-30, Figure 5-32). Such separation runs between Salamoni Court and Penitencia Creek.

**3B-DS-4** Provide a 5-10 foot building setback at the height of 30 - 40 feet for buildings facing Salamoni Court. The recessed space can be used as terraces or private open space(See figure 5-31).

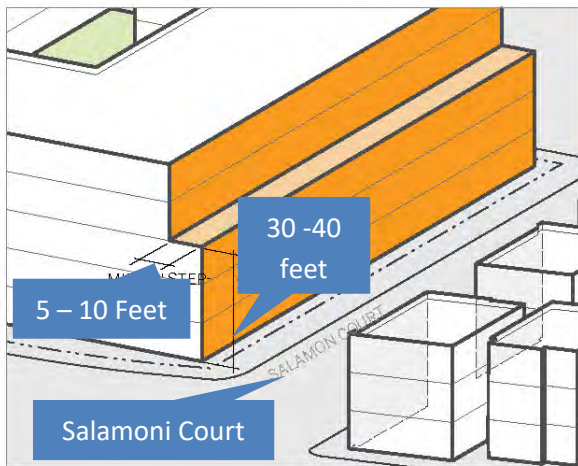


Figure 5-31: Residential Stepback

### 3C. COMMERCIAL STANDARDS

**3C-DS-1** Ensure that the tallest building(s) in the East District are placed on Mabury Road, with the main elevation and building entrance located on Mabury Road.

**3C-DS-2** Provide active frontages on the ground flood level of development fronting Mabury Road, including but not limited to community amenities, common open space, lobbies and access points, and or neighborhood-serving retail. Extend such active frontages into Station Way as feasible.



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**3C-DS-3** At least 70% of the ground floor building frontage along Mabury Road shall be transparent.

**3C-DS-4** When commercial ground-floor uses are planned or provided, a minimum of 15 feet ceiling height (finished floor to finished ceiling, excluding mechanical equipment) must be provided in the entire ground floor fronting Mabury Road.

**3C-DS-5** The entire building frontage on Mabury Road shall have a streetwall or podium no less than a third of the total building height (or no less than 30 – 40 feet), and stepback a minimum of 5 feet from the street elevation. Ensure that buildings or massing elements are placed along the property line and not in the interior of the site.

**3C-DS-6** Building projections such as terraces and private open space shall not extend beyond or past 3 feet on the public-right-of-way on Mabury Road, Station Way, and internal driveway. Building projections facing the BART line are prohibited.

**3C-DS-7** Design of vehicular access to commercial development shall be provided on Station Way and not from Mabury Road. If a parking structure is provided, it must be located adjacent to the BART track line or behind the buildings fronting Mabury Road. Underground, podium or “wrap-up” parking is preferred.

## BERRYESSA AND LUNDY DISTRICT

The Berryessa and Lundy District adds higher-density residential development with active on-the-ground frontage at this main intersection. These developments establish a strong street wall along Berryessa Road and step down to meet existing surrounding low-density housing (See Figure 5-34).

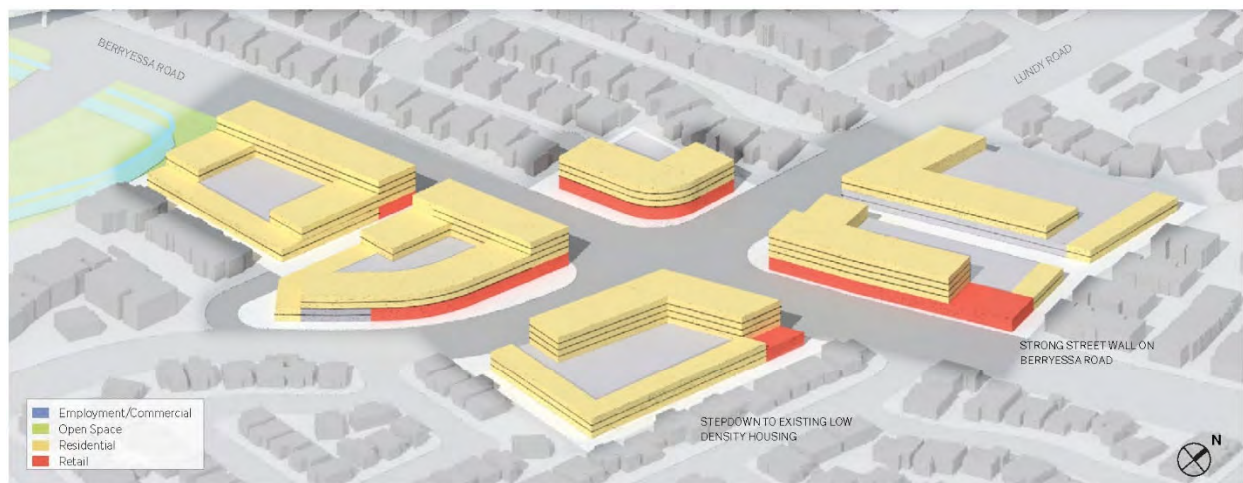


Figure 5-34: Berryessa and Lundy District



## RESIDENTIAL STANDARDS

**4A-DS-1** Building elements such as balconies or terraces can project no more than 3 feet on any side of a building facing the right-of-way, after a minimum height of 25 feet.

**4A-DS-2** Provide a 26-foot wide Emergency Vehicle (EV)/service access or vehicular access along the boundaries of the District lines (see Figure 5-35), so vehicular access is provided away from the Berryessa Road / Lundy Road intersection. This 26-foot wide EV/Service access shall serve as a setback between buildings and the existing residential developments (see Figure 5-37). No other vehicular access is allowed along any of the building frontages of the intersection.

**4A-DS-3** Provide additional 10 feet step-back above 35 feet or two stories, whichever is higher (see Figure 5-37).



Figure 5-35: EV/Service Access



Figure 5-37: EV/Service Access as Setback

## Non-residential STANDARDS

**3B-DS-1** Ensure that the tallest nonresidential buildings or portions of a building are placed at the corner of the intersection of Berryessa and Lundy Roads.

**3B-DS-2** Any building placed on any corner at the intersection of Berryessa and Lundy Roads must

## Chapter 5 – Urban Design

provide an architecture design feature that accentuates the building corner, such as massing, building bulk, or architectural details such as a different elevation plane enhanced with a cornice design. Public Works require free- and-clear building corner design with a 24-foot radius measured from the corner curb.

**3B-DS-3** Provide active non-residential frontage such as neighborhood-serving retail on the ground flood level of any commercial development fronting Lundy or Berryessa Roads. Ground floor building frontages shall have clear, untinted glass or other glazing material on at least 60% of the surface area of the facade between a height of two to ten feet above grade (see figure 5-36).

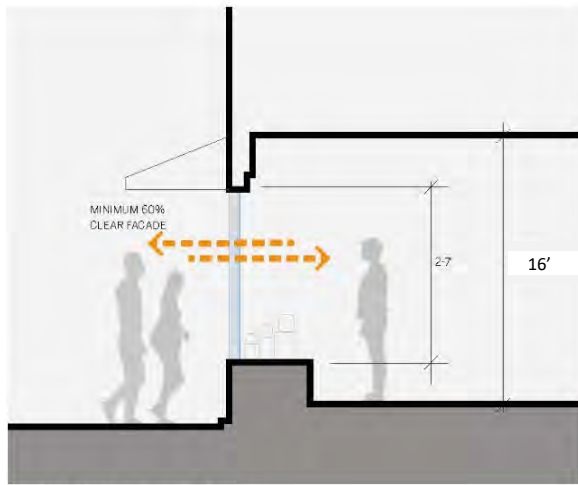


Figure 5-36: Facade Transparency Standard

**3B-DS-4** Active non-residential uses such as neighborhood-serving retail on the ground flood level of any commercial development fronting Lundy or Berryessa Roads must have a minimum of 16 feet ceiling height (finished floor to finished ceiling, excluding mechanical equipment).

## Exceptions to the Urban Design Standards

A project applicant may request an exception or exceptions to the design standards contained in Urban Design Chapter. The exception process set forth in this chapter are in addition to concessions and waivers process under State Density Bonus laws or other applicable state laws. The request must be made in writing as part of the Planning permit application for the proposed project. The application for an exception must contain detailed information on the design standard that is requested to be waived; how the physical constraints and unique situations of the project site make it infeasible to comply with that design standard; and how the request meets each exception requirement. The decision-maker (Planning Director, Planning Commission, or City Council, as applicable) will consider the request and information provided and make findings to approve or deny the request. The San José Citywide Design standards and guidelines has a similar exception process for standards within that document. The decision-maker shall only grant an exception if all the following findings are made:



## Chapter 5 – Urban Design

- There is a physical constraint or unique situation that: 1. Is not created by the project applicant or property owner; and 2. Is not caused by financial or economic considerations.
- Approving the waiver will not create a safety hazard or impair the integrity and character of the neighborhood in which the subject property is located.
- The proposed project meets the intent of design standard under consideration to the extent feasible.

## Design Guidelines

**A-DG-1** Any building proposed as a tower in the Flea Market and Facchino Districts (and as identified in Figure 5-4: Height Limit Diagram), should be designed with narrow floor plates (approximately 40,000 sf) to mitigate building mass and enhance daylight opportunities inside of the building.

**A-DG-2** Any building proposed as a tower in the Flea Market and Facchino Districts (and as identified in Figure 5-4: Height Limit Diagram), should step back 20 feet at a minimum height of 100 feet, on at least two sides of the building.

**A-DG-3** Buildings should have a top floor design that steps back a minimum of 5 feet all around the building periphery to sculpt the building, resulting in outdoor areas or create terraces or outdoor uses that can capture a variety of vistas.

**A-DG-4** Place the tallest buildings at the corners of the Berryessa Road and Lundy intersection, and provide massing or other building elements that accentuate the corner such as a different building plane or architectural details such as cornice design.

**A-DG-5** Concentrate development intensity and height away from existing residential areas. Buildings should step down towards the existing residential neighborhoods.

**C-DG-6** Provide opportunities for small pop-up stores that have a window opening to the street to create an interesting and engaging pedestrian environment.

**C-DG-7** Incorporate creatively-designed signs as outlined in the Chapter 6: Open Space and Placemaking that reflect the unique character or identity of the establishment.

**C-DG-8** Ensure that a gateway design feature visually frames the mid-block connection so it accentuates privacy at the interior of the block (see Figure 5.7).



Figure 5-7: Gateway Design Feature

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## Chapter 5 – Urban Design

**C-DG-9** If development is proposed as horizontal mixed-use, ensure that visual privacy of the residential component is maintained through the use of design elements in the elevation. The commercial component shall be designed to minimize visual impacts on the residential component. Provide an internal courtyard (or similar design element) for residential development separating but visually integrating both components.

**C-DG-10** If projects are proposed as a vertical mixed-use development, ensure that commercial and residential components function independently from each other, have independent pedestrian access points, and visually have distinct building forms.

**C-DG-11** Townhomes or similar housing product may be zero-lot-line or have no side setback with other townhomes.

**C-DG-12** Encourage construction of parking structures that can be redeveloped or repurposed in the future. Design features that indicate redevelopment or repurpose opportunities include but are not limited to: floor-to-floor height, structural loading, ramp configuration and location, or column separation.

**C-DG-13** Massing of multifamily buildings shall step down towards single-family residential areas or townhomes, with the tallest massing or blocks being located closer to the BART tracks or non-residential development along Berryessa Road (figure 5-15).

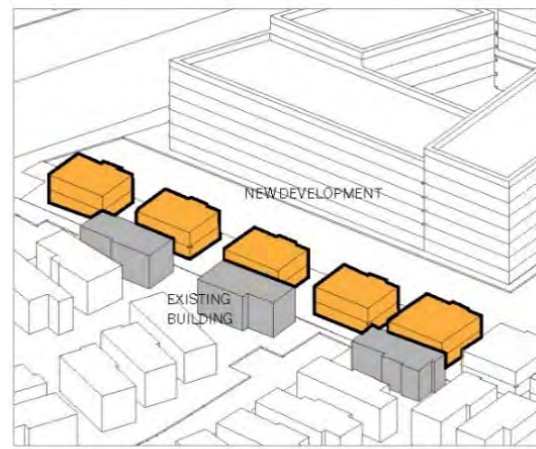


Figure 5-15: Residential Height Transition

**C-DG-14** Maximum block size for new development should be determined by the implementation of the Plan's circulation system, as shown in the circulation chapter of this Plan, which includes designated public and private roads, mid-block connections, paseos, and green corridors (Penitencia and Coyote Creeks), and other forms of pedestrian accessibility and connectivity. For reference, the resulting block size and average side block length resulting from such circulation system is described in Table 5-1.

District	Maximum Block Size	Maximum Length
Flea Market South	3.0 acres	400 ft
Facchino	2.3 acres	450 ft
East	3.4 acres	400 ft
Berryessa & Lundy	2.7 acres	300 ft

Table 5-1

## GLOSSARY

**Active Frontage** - An active frontage is a ground-level area in a building, with uses that “activate” the street or are of common use. In a residential building, an active frontage can be a lobby, a community room, or an exercise room, but no residential units. In an commercial or mixed-use building, an active frontage could be ground-floor retail, or building lobby, or restaurants, or common space such as conference rooms, but not office space. lobbies.

**Active Use** - Activities in Pedestrian Level Occupied Space that support the creation of an Active Frontage.

**Articulation** - The manner in which portions of a building form are expressed (materials, color, texture, pattern, modulation, etc.) and come together to define the structure.

**Bird Safety Treatment** - Treatments may include exterior screens, louvers, grilles, shutters, sunshades, bird-safe patterns, or other methods to reduce the likelihood of bird collisions as suggested by the American Bird Conservancy.

**Blank Wall** - Any streetwall area that is not transparent, including solid doors and mechanical wall(s).

**Block** - The area bounded by public and private street right-of- ways, by publicly-owned open space, or by utility or transportation parcels (such as railroads).

**Commercial Space** - Any Occupied Space that is not used as private or common residential space (such as a residential building hallway, community room).

**Facade** - Any vertical, exterior face or wall of a building.

**Frontage** - The building facade facing a street or other Public Space.

**Gateway** - A principal or ceremonial point of entrance into a district or neighborhood.

**Massing** - The three dimensional bulk of a structure: height, width, and depth.

**Paseo** - A through-block walkway designated as a Paseo on Framework Plan 2 in Section 2.2 or that meets the requirements of Standard A in Section 3.3.3.

**Pedestrian Level** - The first 20’ of a building above grade. This part is the most critical for creating a good pedestrian environment.

**Podium Level** - The portion of a building below the Skyline Level. This part of a building helps to create the relationship between the upper-level activities of the building and the street and forms the wall of the City’s Public Space.

**Privately-Owned Public Open Space (POPOS)** - A privately-owned outdoor space that functions as a

## Chapter 5 – Urban Design

Public Space, but may have limited hours of availability, e.g., plaza, sidewalk extension.

**Public Open Space** - Publicly-owned parks, plazas, and other spaces meant for repose and recreation.

**Public Realm** - The area outside buildings accessible or visible to the public including streets and open spaces

**Public Space** - All publicly-owned, publicly-accessible space, including but not limited to streets, parks, and paseos.

**Riparian Corridor** - Defined in the San José Municipal Code 20.200.1054: any defined stream channel, including the area up to the bank full-flow line, as well as all characteristic streamside vegetation in contiguous adjacent uplands. Stream channels include perennial and intermittent streams shown as a solid or dashed blue line on USGS topographic maps. (Ord. 29785.)

**Right-of-way** - An easement, allowing an individual or entity to pass through a property for various reasons.

**Setback** - The required or actual placement of a building a specified distance away from a road, property line, or other structure.

**Skyline Level** - The portion of a building higher than 70' above grade.

**Stepback** - The required or actual distance between the vertical edges of a building above a specified height, or between the vertical edge of a building and the property line above a specific height.

**Street** - The publicly-accessible space within a street right of way, including space dedicated for vehicular, bicycle, pedestrian, and any other activity.

**Streetwall** - The building facade(s) along a public street, Public Open Space, or a paseo from ground level to 70 feet above.

**Transparency** - Pedestrian Level design that creates visibility and permeability between the building and the adjacent sidewalk or other Public Space.

**Walkway** - A pedestrian path on private land.

**360-degree façade elevation** - The facade that is visible in all directions.

## 6. Circulation and Streetscape

### Introduction

The heart of the Berryessa Urban Village is the Bay Area Rapid Transit (BART) Berryessa/North San José Station. The station marks the completion of Valley Transportation Authority (VTA)'s Silicon Valley Extension Program (BSV), BART Silicon Valley Phase I, and serves as a terminus station until Phase II to Downtown San José and Santa Clara is complete. The Berryessa Station provides residents of San José frequent, high-quality, regional transit service to Oakland and San Francisco, and is projected to serve 25,000 daily riders by 2030 before Phase II is complete<sup>1</sup>. As the first Regional Transit Urban Village in San José, the Berryessa BART Urban Village Plan ("the Plan") prioritizes connectivity for transit riders, pedestrians, cyclists, and motorists to leverage the asset that is San José's first BART station.

As mentioned in earlier chapters, major opportunity sites called Districts have been identified for development within the Urban Village area and near the BART station. This Plan envisions the Districts to be developed with high-density employment and residential uses with accompanying active open spaces to create a vibrant public life. Multimodal connectivity is key to the success of all aspects of this Plan.

### Relevant Plans, Policies, Studies, and Documents

Relevant guiding documents have been reviewed and considered in the development of this Plan:

- *2040 General Plan*: The *San José Envision 2040 General Plan* defines a variety of guiding transportation goals and policies for this Plan. The General Plan includes policies to support increased walking, bicycling, transit usage, and ridesharing.
- *San José Complete Streets Design Standards and Guidelines*: The *Complete Streets Design Standards and Guidelines* promote General Plan goals to create people-oriented streets. The Design Guidelines were adopted by the City Council in May 2018. They build significantly upon the National Association of City Transportation Officials (NACTO) Urban Streets Design Guide, and are tailored to San José's needs.
- *Vision Zero San José Action Plan*: Vision Zero San José, started in 2015, is the City's commitment to eliminate deaths and severe injuries on City roadways. The *Vision Zero Action Plan*, adopted in February 2020, identifies near-term strategies to implement in six priority action areas – data analytics tools, Vision Zero task force, traffic enforcement, community engagement, quick-build safety improvements, and equity.
- *Valley Transportation Plan 2040*: The *Valley Transportation Plan* (VTP) is the long-range transportation plan for Santa Clara County. This plan prioritizes projects and programs that will be pursued in partnership with member agencies over the next 25 years. These include, but are not limited to: complete streets projects, bus rapid transit lines, and express lanes.
- *San José Better Bike Plan 2025*: The *San José Better Bike Plan 2025* guides implementation of a safe, comfortable, and convenient citywide bicycle network. The bike plan includes several

<sup>1</sup> BART Silicon Valley 2nd Supplemental EIR.

high-quality bike facilities that provide connections for cyclists to and with in the Urban Village area.

- *Berryessa BART MTIP*: The *Berryessa BART Multimodal Transportation Improvement Plan* (MTIP) is a community-driven transportation plan to build on concurrent planning efforts in this Plan, reflect the priorities of surrounding neighborhoods, and define a path forward for implementing multimodal transportation improvements within the service area of the BART station. The MTIP identifies and prioritizes key infrastructure investments that will support people traveling to and from the BART station by means other than driving alone. The MTIP is the parallel transportation planning effort that accompanies this Plan.
- *Berryessa BART District Parking Study*: This study was completed simultaneously to the preparation of the Berryessa BART Urban Village Plan. The study looked comprehensively at travel-demand and parking strategies to adequately manage and reduce parking impacts in the area from development as envisioned and planned in this Urban Village. The key findings and recommendations from this study served as a framework to inform the parking and Transportation Demand Management (TDM) policies in this Village Plan. These policies are explained in detail in this Plan's parking chapter.
- *VTA 2019 New Transit Service Plan*: Timed to coincide with the beginning of BART service at Berryessa Station, the 2019 New Transit Service Plan increases frequency of transit to and from the Berryessa Transit Center. The center serves as a dedicated VTA bus facility adjacent to the BART station intended to support local bus services to and from Berryessa BART station during its near-term end-of-line status.
- *San José Active Transportation Program*: The San José Active Transportation Program (ATP) is administered by the City's Department of Transportation and implements projects identified in the many City-approved plans that support bicycling as a viable means of transportation. Goals of the program include a five percent share of trips made by bike by 2020 and 15 percent by 2040, and the implementation of the *San José Better Bike Plan 2025*.

## Existing Transportation Network

This section describes the existing transportation network in the Urban Village area.

### Existing Transportation Network Hierarchy

The existing transportation network hierarchy within the Urban Village area is presented in **Figure 6-1**. It is represented by street typologies as defined in the General Plan: On-Street Primary Bicycle Facilities, Grand Boulevards, Local Connector Streets, and City Connector Streets. These street typologies are described in more detail in the Planned Transportation Network section.





Figure 6-1: Existing Transportation Network Hierarchy

### Existing Transit Services

Bus routes in the Urban Village area, operated by the VTA, exist on Berryessa Road, Mabury Road, and King Road/Lundy Avenue. Existing bus service varies in frequency across multiple routes in the Urban Village area. Coinciding with the arrival of BART service at Berryessa BART Station, the VTA's 2019 *New Transit Service Plan* was implemented in December 2019 to increase service throughout Santa Clara County and provide improved connectivity between the Berryessa Transit Center and several key destinations including Downtown San José.

The New Transit Service Plan, in effect since 2019, provides seamless, high-frequency transit connects to and from the BART station. The Berryessa Transit Center will be supported by broader network infrastructure improvements in the form of transit priority corridors as recommended in the *Berryessa BART MTIP*. Improved bus transit service provides increased local and regional transit options for the planned development within the Urban Village area. Figure 6-2 describes the frequency of current VTA transit services, implemented via the New Transit Service Plan, to and from Berryessa Transit Center. Figure 6-3 presents the existing transit routes in the Urban Village area.

Chapter 6 – Circulation and Streetscape

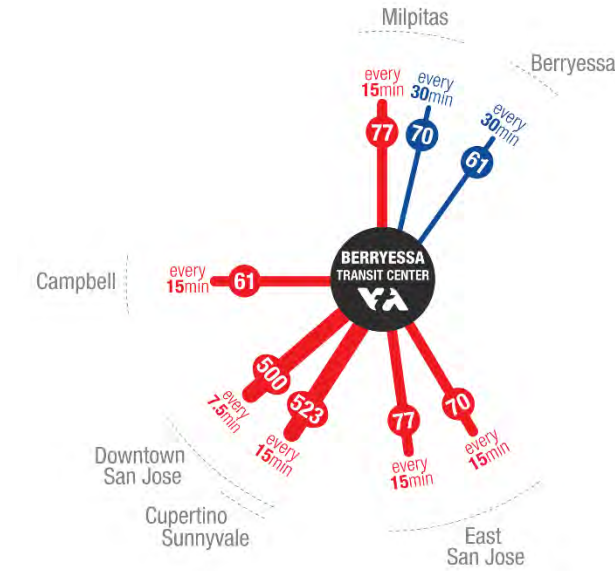


Figure 6-2: Frequency of Existing Transit Services at the Berryessa Transit Center

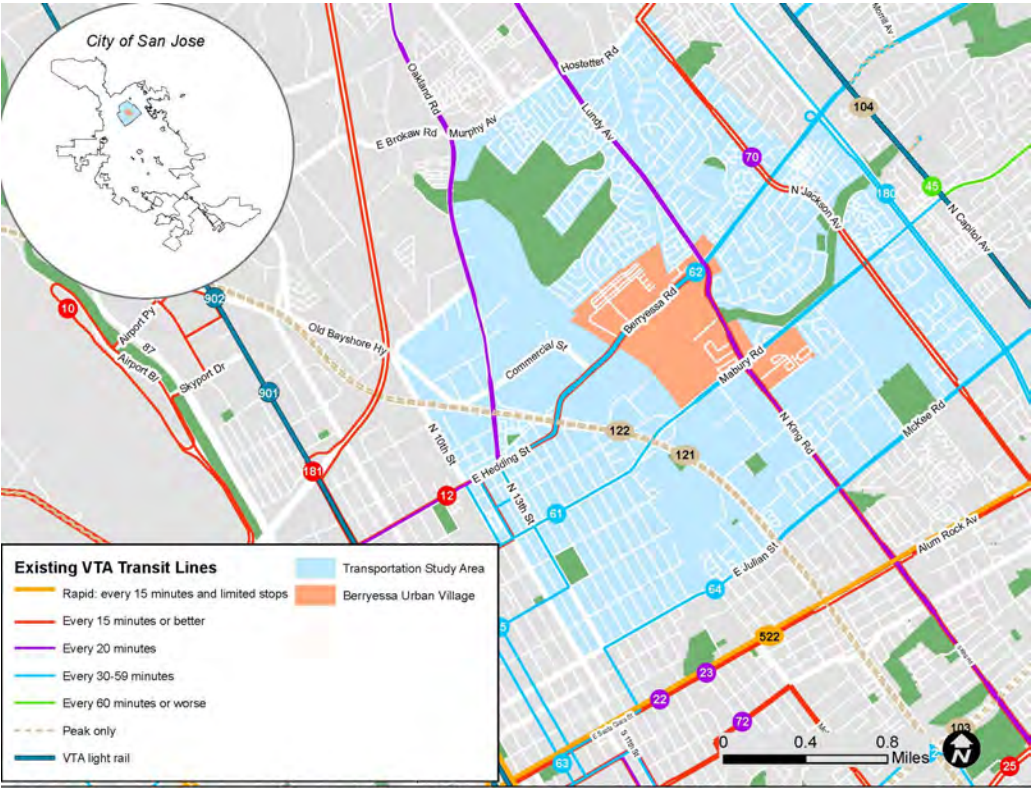


Figure 6-3: Existing Transit Routes near the Berryessa Urban Village



### Existing Bicycle and Pedestrian Facilities

In the Urban Village area, there are on-street bicycle facilities on Berryessa Road (Class II bike lanes), Mabury Road (Class IV protected bikeways and Class II bike lanes), King Road/Lundy Avenue (Class II bike lanes), and Sierra Road (Class II bike lanes and Class III bike routes). Off-street, shared use paths (Class I) are in varying stages of development along riparian corridors in the area. The existing bicycle and pedestrian facilities in the Urban Village area is presented in Figure 6-4.

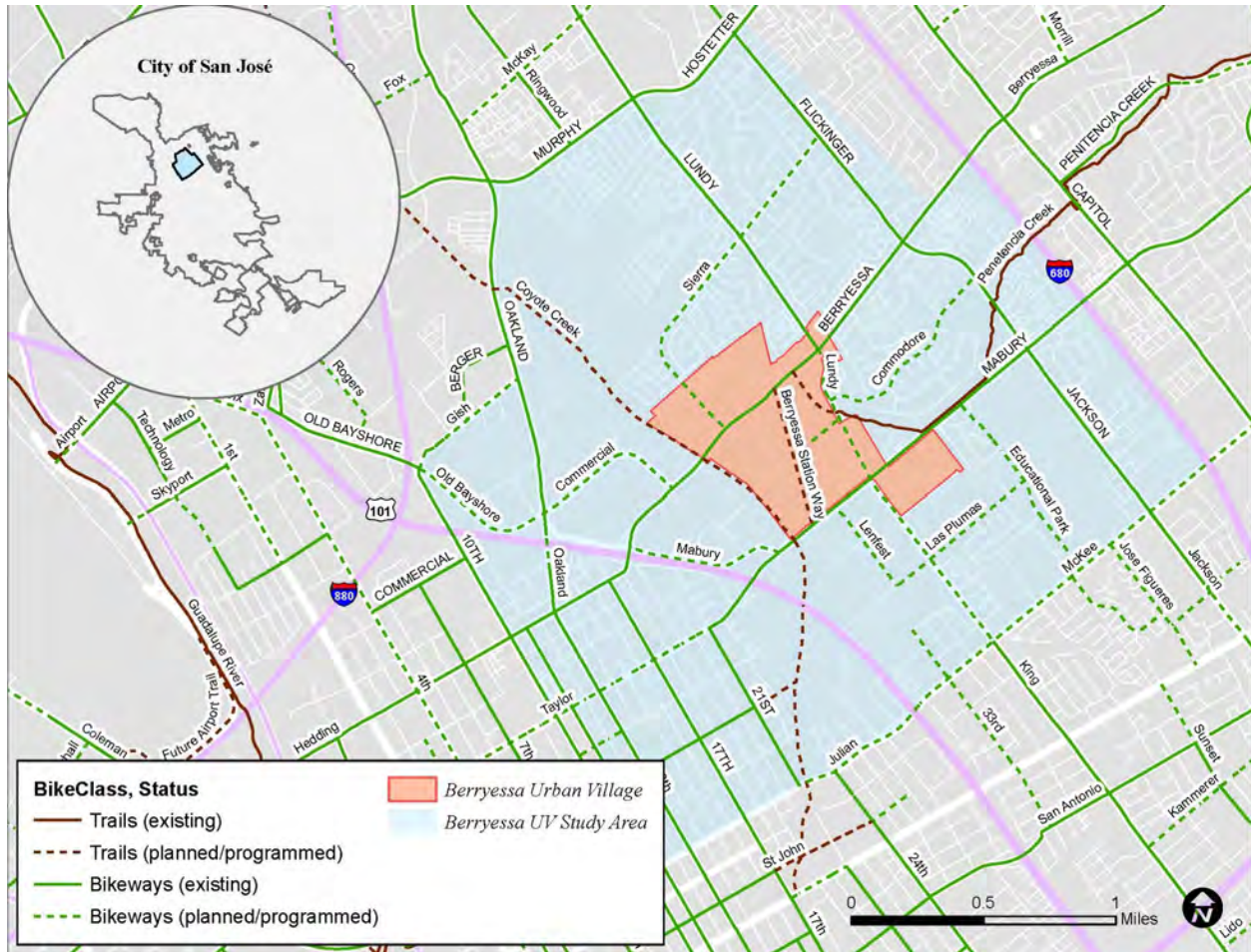


Figure 6-4: Existing Bicycle and Pedestrian Facilities in the Berryessa Urban Village

### Planned Transportation Network

The Berryessa BART Urban Village Plan seeks to establish the Urban Village as a concentration of activities, with planned, high density residential and commercial land uses. This level of development requires support from an array of multimodal transportation options. The future transit, bicycle, pedestrian, and motor vehicle networks will complement each other to serve the access and mobility goals for the Urban Village area.

## Chapter 6 – Circulation and Streetscape

Unique among other Urban Village planning efforts in the City, this Plan establishes several new streets. These new streets facilitate multimodal circulation within the Urban Village area and will provide connections to the regional transportation network through improved regional transit access, trail connections, and access to the broader street network. This section describes the planned transportation network, which will serve the Flea Market District, the Facchino District, and the rest of the Urban Village Area. The section also includes street typologies, which guide the feel and priorities among diverse streets within the network.

### Street Typologies







*Figure 6-5: Recommended Street Typologies within the Berryessa BART Urban Village*

The Plan will construct a transportation network designed to move people to and within the Plan area in the most efficient, accessible, and comfortable way. To accomplish this, the network dedicates space to different modes with clear priority and separated networks across the Urban Village area. A central focus is to prioritize walking, the use of public transit, and bicycling in the core area. This is achieved by maintaining automobile circulation and parking facilities on the perimeter of the Urban Village area. This allows motorists to easily drive to and park on the perimeter of the Urban Village area without compromising the pedestrian and transit-oriented quality of the core area or dealing with the frustration of excessive congestion. The recommended street typologies are shown in Figure 6-5

## Chapter 6 – Circulation and Streetscape

above. The modal priorities of streets are shown in Figure 6-6 below and are explained in more detail next.

				
<b>Grand Boulevard</b>	Primary	✓	✓	✓
<b>Primary Bike Facility</b>	✓	Primary	✓	✓
<b>Main Street</b>	✓	✓	Primary	✓
<b>Connector</b>	✓	✓	✓	✓
<b>Trail</b>		✓	✓	
<b>Active Greenway</b>		✓	✓	

## Notes:

1. "Primary" denotes the mode that is prioritized for streets that belong to a street typology.
2. A checked mode means that the mode is also accommodated but does not take priority over the primary mode of the street typology.
3. An unchecked mode means that the mode is prohibited from entry on streets that belong to the street typology.

Figure 6-6: Primary Mode of Street Typologies

## Transit Priority Network

Grand Boulevards are designated in the General Plan as major, transit priority transportation corridors that connect City neighborhoods. They are designed to support and enhance local bus and light rail transit services accommodating moderate to high volumes of travel needs within and beyond the City. Bicycles and motor vehicles can also be served by these streets; however, if there are right-of-way conflicts, high-quality transit facilities will be given significant priority. Examples of high-quality transit facilities include, but are not limited to, public service lanes or bus-only lanes, bus "queue-jumps" that allow buses to move easily through congested areas, transit signal priority, and transit stop enhancements. High-quality pedestrian facilities such as attractive lighting, wayfinding, ample sidewalks, enhanced crosswalks, and landscaping should also be provided. The following streets are designated as Grand Boulevards in the vicinity of the Urban Village area:

- **Mabury Road between US-101 and Jackson Avenue** is an east-west corridor that runs along and through the south edge of the Plan area. It provides direct access to the Berryessa Transit Center for five bus routes. Rapid Bus route 500 (Diridon Station-Berryessa BART) and Frequent Bus route 61 (Sierra & Piedmont-Good Samaritan Hospital) come every 7.5 minutes and 15 minutes, respectively, during day times between Downtown and the Berryessa Transit Center via Taylor Street. Rapid Bus route 523 (Berryessa BART-Lockheed Martin Transit Center) and Frequent Bus route 77 (Milpitas BART-Eastridge via King) come every 15 minutes or better during day times via King Road. Frequent Bus route 70 (Milpitas BART-Eastridge via Jackson) connects between Berryessa and Eastridge transit centers with buses traveling on the corridor between Station Way and Jackson Avenue.
- **Taylor Street between 10<sup>th</sup> Street and US-101** is an east-west corridor that is a continuation of Mabury Road. It serves Rapid Bus route 500 (Diridon Station-Berryessa BART) and Frequent Bus route 61 (Sierra & Piedmont-Good Samaritan Hospital). The Rapid Bus route 500 turns onto 10th and 11th Streets whereas the Frequent Bus route 61 continues westward on Taylor Street.
- **King Road between McKee Road and Mabury Road** is a north-south corridor that runs along the southeast edge of the Plan area. It serves Rapid Bus route 523 (Berryessa BART-Lockheed Martin Transit Center) which turns at Alum Rock Avenue and Frequent Bus route 77 (Milpitas BART-Eastridge) which continues southward to the Eastridge Transit Center.
- **Lundy Avenue between Berryessa Road and Hostetter Road** is a north-south corridor that runs along the northeast edge of the Plan area. It serves Frequent Bus route 77 (Milpitas BART-Eastridge) which continues northward to the Milpitas BART station.
- **Station Way** is a new, public north-south street that provides buses and automobiles direct access to the Station facilities including the bus transfer bay, BART parking structure, surface parking lots, and vehicle passenger pick-up/drop-off points.

### Bicycle Priority Network

**On-Street Primary Bicycle Facility Streets** are designated in the General Plan as streets with high bicycle activities that provide continuous access and connections to the local and regional bicycle network. Through motor vehicle traffic and high volumes of motor vehicle traffic are discouraged, transit, pedestrians, and motor vehicles can be accommodated in the streets. However, if there are right-of-way conflicts, high-quality bicycle facilities such as bike boulevards and protected bike lanes will be given significant priority. Bicycle priority street infrastructure treatments typically provide separation between bicyclists and the adjacent motor vehicular travel lanes, as with protected bike lanes. However, depending on the street context, they may also include low-stress shared roadway bicycle facilities (e.g. bike boulevards, advisory bike lanes), right-of-way infrastructure improvements, signal enhancements for bicycles, turning-movement restrictions for motor vehicles, and end-of-trip bike facilities, etc. The following streets are designated as On-Street Primary Bicycle Facility Streets in the Plan area:

- **Jackson Avenue between McKee Road and Hostetter Road** is a north-south corridor located outside of Plan area on the east side. Access to the Plan area is provided via Berryessa Road and Mabury Road with a bike distance of roughly 1 mile or 6 minutes.



- **Green Street** has two north-south street segments in the Flea Market South District. It is a new public street that provides direct bicycle and pedestrian access to the station from Berryessa Road in the north and from Sierra Road in the south where the southern roundabout is located.

### Pedestrian and Bicycling Network

An attractive station, along with well-designed plazas, parks, buildings, and building facades, are the key elements that will contribute to a high-quality public realm and that will make the Urban Village area unique. Recently, there has been a growing movement in cities worldwide to view streets not just as thoroughfares for moving car traffic, but more broadly as places for people, social activity, and public life.

**Active Greenways** are streets that are closed to motor vehicles but open to pedestrians, bicyclists, and shared micro-mobility. They are open spaces that connect both people and places together. The following street are designated as Active Greenways in the vicinity of the station:

- **Station Open Plaza on Green Street** is an open plaza that fronts Green Street of the BART station. Green Street will serve as a transition from the plaza to the surrounding streetscape accommodating the greatest concentration of people entering and exiting the station with the most space efficient modes – walking, biking, and micro-mobility.

The General Plan encourages pedestrian travel between high-density residential and commercial areas throughout the City and in activity areas such as the station area. The General Plan designates **Main Streets** as roadways with high pedestrian activities that should be given significant priority to enable pedestrians of all ages and abilities to travel safely and comfortably. Examples of pedestrian priority treatments include, but are not limited to, wayfinding signage, street trees, pedestrian-scale street lighting, enhanced crosswalks, automatic pedestrian signals, reduced crossing length, sidewalk widening, and public seating areas. The following streets are designated as Main Streets in the Plan area:

- **Station Main Streets** are a pair of one-way, east-west streets fronting the north and south lengths of the central park located at the heart of the Flea Market District. They are new public streets that provide direct connection between the Coyote Creek Trail, the core of the Urban Village, and the BART station.

### Motor Vehicle Network

**City Connector Streets** and **Local Connector Streets** are designated in the General Plan as corridors that connect City neighborhoods with long-distance travel and limited transit options. Pedestrians are accommodated with sidewalks. Transit, bicycles, pedestrians, and motorized vehicles are equally accommodated on these corridors as they access the station area. The following streets are designated as City Connector Streets or Local Connector Streets in the Plan area:

- **Berryessa Road** is a City Connector Street that runs east-west through the heart of the Plan area, serving the Flea Market South and East Districts on the south side and the Facchino and Commercial & Lundy Districts on the north side. It connects with the planned US-101 interchange west of the Plan area. Access to the Flea Market District is provided via Sierra Road and Station Greenway.

- **Sierra Road** is a Local Connector Street that has north-south and east-west segments. The east-west segment extends north of Berryessa Road and continues east to Flickinger Avenue. The north-south segment is a planned extension from Berryessa Road to Mabury Road and provides motor vehicle access to the Flea Market District.

### Four Strategies of Connectivity

The Street Typologies define a modal priority for each street in the mobility system, but innovative transportation solutions, projects, and programs should be identified for each corridor. The Four strategies of connectivity are used to ensure an expansive and equitable network. The strategies are as follows: (1) Regional access to the Urban Village area; (2) City access to the Urban Village area; (3) First-and-last-mile connection to the Urban Village area; and (4) Connection within the Urban Village area.

### Regional Access

*How do people traveling regionally get to the Urban Village area?*

San José has a high number of commuters that require daily travel over long distances between cities. Transit travel times and service quality that are competitive to automobile travel encourage higher transit ridership for those who live and work near stations.

- **VTA BART Silicon Valley Phase I Extension (Existing):** Phase I of VTA's BART Silicon Valley Program begins south of BART's Warm Springs Station in Fremont, proceeds through Milpitas and ends in the Berryessa station. It takes a little over an hour of BART travel time for riders to go to/from San Francisco and a little less than an hour to/from Dublin. Service began in June 2020.
- **VTA Bus Service (Existing):** The Berryessa Transit Center acts as the central hub for five VTA bus routes in the Plan area. It takes about an hour of bus travel time for riders going to/from Sunnyvale, (one transfer between routes 22/522 and 61), 50 minutes to/from the Town of Los Gatos (route 61) and the City of Cupertino (route 523), 40 minutes to/from the City of Campbell (route 61), 25 minutes to/from the Evergreen area (routes 70 and 77), 20 minutes to/from Downtown San José (routes 500 and 523), and 15 minutes to/from the City of Milpitas (route 77), East Foothills area (route 61) and East San José area (routes 70 and 77).
- **VTA Light Rail Service (Existing):** The VTA Orange Line primarily runs along Tasman Drive and Capitol Avenue, roughly as a parallel route to SR-237 and I-680 to connect riders between the Cities of Mountain View and Santa Clara, the North San José area, and the neighborhoods on the east side of I-680. Riders can access Light Rail at Milpitas BART (one BART Station north of Berryessa) or at the Berryessa Road and Capitol Avenue Light Rail stop, transferring to Frequent Bus route 61 which brings riders to the Plan area in less than 10 minutes.
- **VTA BART Silicon Valley Phase II Extension:** The planned VTA BART Silicon Valley Phase II will extend BART service from its current terminus at Berryessa Station to Downtown San José with a stop at Diridon Station and terminate at the Santa Clara Caltrain Station. Service is expected to begin as early as 2030.

- **Coyote Creek Trail:** The Coyote Creek Trail is part of a network of 100 miles of existing and planned trails along rivers, creeks, and overland corridors within San José. It is planned to connect the missing gap from Montague Expressway in the north to Tully Road in the south. This trail connection will result in a continuous accessible corridor through San José and provide an important link to the Urban Village area, the BART station, and planned adjacent open spaces such as Penitencia Creek Trail, Lower Silver Creek Trail, and Watson Park.
- **Penitencia Creek Trail:** Penitencia Creek Trail is planned to extend westward from its current terminus at Station Way to the planned Coyote Creek Trail. An off-street, Class I path is proposed to run roughly east-to-west between Berryessa BART station and the proposed Coyote Creek Trail and adjacent open space. The planned Coyote Creek and Penitencia Creek trails, when fully connected, will provide access to the broader San José and South Bay Area regional trail networks, enhancing the connectivity and access for cyclists and pedestrian to and from the Plan area.
- **US-101 Interchange:** Oakland Road and Berryessa Road currently provides regional vehicular access from US-101 and I-680. From I-680, the station site is most accessible via the Berryessa Road interchange. Access to and from US-101 is currently provided via the Oakland Road interchange. A new US-101 interchange is planned at Berryessa Road to support the function of Berryessa Road as a City Connector between two regional freeway access points. Alternatives for the new interchange configurations under consideration include Mabury Road and Oakland Road.

### Citywide Access

*How do people coming from places within San José get to the Urban Village area?*

By allowing safe, efficient, and connected travel for both cyclists and pedestrians, residents, workers, and visitors can rely on the integrated mobility network for door-to-door service. To achieve this, the Urban Village area will be fully integrated into the City's mobility network and accessible by all modes, with priority for transit and active transportation.

- **Mabury Road Complete Street with Transit Priority Improvements:** Prioritizing transit, Mabury Road between US-101 and Jackson Avenue will be designed to enable faster bus operations and lower bus travel time for routes 61, 70, 77, 500, and 523 than automobile especially during peak periods. Protected bike lanes will be provided where appropriate.
- **King Road Complete Street with Transit Priority Improvements:** Prioritizing transit, King Road between McKee Road and Mabury Road will be designed to enable faster bus operations and lower bus travel time for routes 77 and 523. King Road is planned to have protected bike lanes where appropriate.
- **Lundy Avenue Complete Street with Transit Priority Improvements:** Prioritizing transit, Lundy Avenue between Berryessa Road and Hostetter Road will be designed to enable faster bus operations and lower bus travel time for route 77. Protected bike lanes will be provided where appropriate.

- **Berryessa Road Complete Street:** As a City Connector, Berryessa Road will be planned, designed, operated, and maintained to enable safe, comfortable, and convenient travel and access for all users. Protected bike lanes will be provided where appropriate. This improvement will complement the planned US-101 interchange at Berryessa Road and Oakland Road.
- **King Road Complete Street:** The stretch of King Road between Mabury and Berryessa Roads is designated as an On-Street Primary Bicycle Facility to provide connectivity and continued safety to cyclist traveling north-south on the King-Lundy corridor.

### First- and Last-Mile Connection

*How do people travel between the station and key origins and destinations in the Urban Village area?*

All people using the BART Station are pedestrians as they access the Station, whether they live or work in the area, or arrive by transit, by car, or on a bicycle. As such, the Urban Village area intends to support non-automobile-based trips to the greatest extent possible. Providing low-stress, enticing and attractive walking and bicycling connections within the Urban Village area is critical to supporting safe, comfortable, and convenient connection at the beginning and end of a trip.

- **Station Way Complete Street with Transit Priority Improvements (Existing):** Exclusive public service lanes provide buses and emergency public service vehicles an exclusive right-of-way in both directions as they connect Berryessa Road from the north and Mabury Road from the south to the station facilities.
- **Green Street Complete Street with Bicycle Priority Improvements:** Green Street will enable safe, convenient, and comfortable travel and access for users of all ages and abilities. Prioritizing bicycles, the two segments on Green Street – (1) between Sierra Road and Station Main Street (south) and (2) between Station Main Street (north) and Berryessa Road are planned to have protected bike lanes and other bicycle priority treatments. Figure 6-7 presents a section view of Green Street.

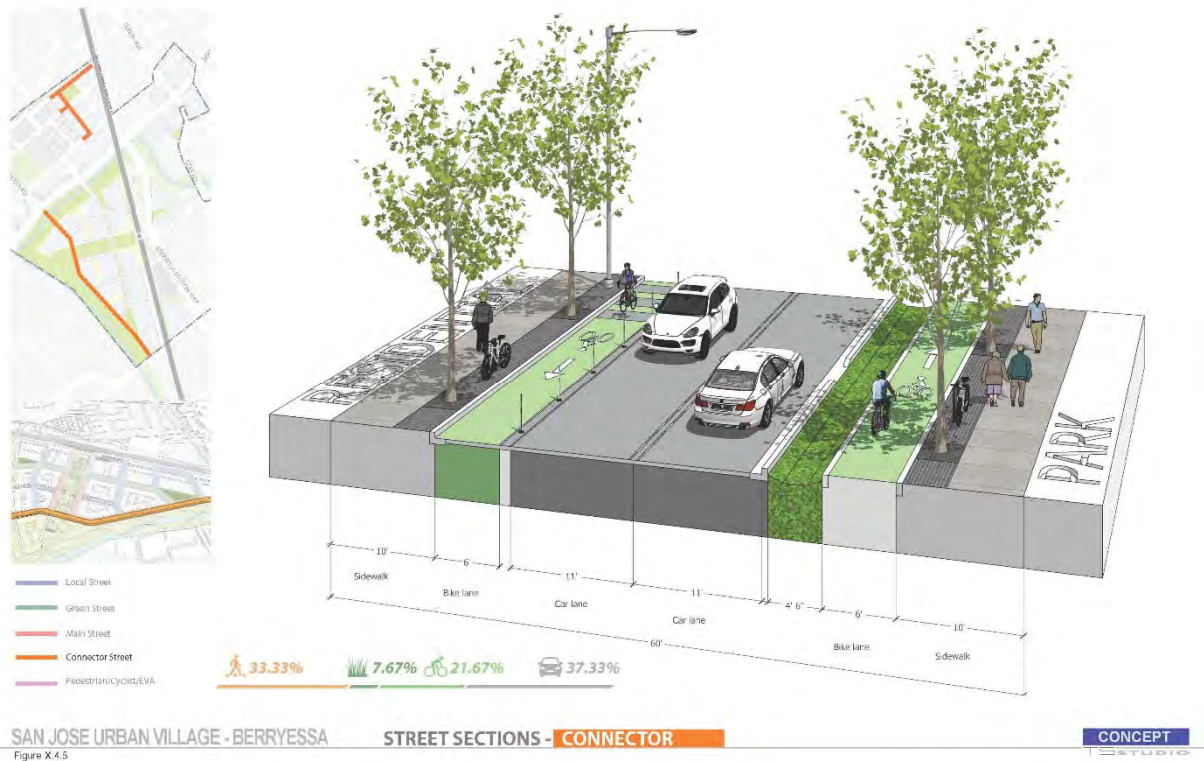
Chapter 6 – Circulation and Streetscape



Figure 6-7: Green Street Section View

Note: This section view of Green Street is intended to be representative and do not cover all possible design configurations.





*Figure 6-8: Sierra Road Extension Section View*

Note: This section view of Sierra Road is intended to be representative and do not cover all possible design configurations.

- Sierra Road Complete Street:** As a Local Connector, Sierra Road will be designed and operated to enable safe and equal access for all users, including pedestrians, bicyclists, transit riders, and motorists. The street includes the planned new extension between Berryessa Road and Mabury Road. Where appropriate, protected bike lanes or a bike boulevard will be provided on different segments of the street. Figure 6-8 presents a section view of the Sierra Road extension between Berryessa Road and Mabury Road.
- Station Main Streets Complete Street with Pedestrian Priority Improvements:** The pair of Station Main Streets will be couplet, one-way public streets separated by a planned recreational park. Prioritizing pedestrian in the design, the couplet will activate public space for high volume of pedestrian and bicycle activities along the commercial strips as an extension of the open plaza. Separated bike ways will run along the edge of the park parallel to these streets. Figure 6-9 presents a section view of Main Streets.





*Figure 6-9: Main Streets Section View*

Note: This section view of Main Streets is intended to be representative and does not cover all possible design configurations.

- **Green Street Grade-Separated Trail Crossing:** The planned Penitencia Creek Trail will cross under Green Street along the south bank and will provide a trail access ramp or at-grade gateway at Green Street.
- **Berryessa Road Grade-Separated Trail Crossing:** The planned Coyote Creek Trail will cross under Berryessa Road along the east bank and will provide a trail access ramp and at-grade gateway at Green Street. Trail users have the option of continuing east to the planned Penitencia Creek Trail, east to a ramp to access Berryessa Road on the south side, or south along Coyote Creek Trail.
- **Trail Access Point:** Between Berryessa Road and Mabury Road, the planned Coyote Creek Trail will have one access point located near the intersections of Sierra Road and Station Main Streets to provide a direct route from the trail to the open park, the BART station, and the core of the Flea Market District. (Note: locations of pedestrian/trail crossings across the Sierra Rd extension will be consolidated to a single crossing at the southern-most Main St/Sierra Rd intersection.)

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- Mabury Road Grade-Separated Trail Crossing:** The planned Coyote Creek Trail will cross under Mabury Road along the east bank and will provide a trail access ramp and at-grade gateway at Green Street.
- Flea Market District Network:** The Flea Market District Network is intended to primarily serve local trips, specifically to and from the Flea Market District, rather than cut-through trips. The Flea Market District Network provides a minimum of three access points to the external roadway network: two on Berryessa Road and one on Mabury Road. Public streets within the district includes the planned extension of Sierra Road between Berryessa and Mabury Roads, Green Street, and the Station Main Streets paralleling the central recreational park. The rest of the streets within the district are private residential streets. All private streets will be held to the same design and access standards as public streets, codified in the Goals and Policies section of this chapter. Figure 6-10 shows the proposed ownership of streets in the Flea Market and Facchino Districts. Figure 6-11 presents a section view of a private residential street.



Figure 6-10: Proposed Ownership of Streets in Flea Market and Facchino Districts



*Figure 6-11: Private Residential Street Section View*

Note: This section view of Private Residential Street is intended to be representative and do not cover all possible design configurations.

- Facchino District Network:** Similar to the Flea Market District, the Facchino District Network is intended to primarily serve local trips, specifically to and from the Facchino District, the Market Park Northside, and the surrounding neighborhood, rather than cut-through trips. Public streets within the Facchino District Network are planned for all connections to the existing roadway network, the extension of Shore Drive, and surrounding the proposed Facchino District open space. Public streets within the Facchino District Network are planned for all connections to the existing roadway network, the extension of Shore Drive, and surrounding the proposed Facchino District open space. The rest of the streets within the district are private residential streets. All private streets will be held to the same design and access standards as public streets, codified in the Goals and Policies section of this chapter.

### Connection within Urban Village Area

#### *How do people experience the Urban Village area?*

Connection within the Urban Village area is primarily concerned with place-making and user experience. This means that the Urban Village area is a pleasant place to be, signage is easy to understand, and the space is designed to provide a pleasant public life experience.



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- Station Open Plaza on Green Street:** An open plaza for only pedestrian, bicycles, and other active modes will be located on Green Street in front of the BART station entrance. This segment in between the Station Main Streets (north and south) is planned to be curbsless. This will create a safer, more alive, more accessible, and more aesthetic public space for high volume of pedestrian and bicycle activities between the open park and the station. Figure 6-12 presents a section view of Green Street at the Station Open Plaza.



Figure 6-12: Green Street at Station Open Plaza Section View

Note: This section view of Green Street is intended to be representative and do not cover all possible design configurations.

- Mobility Hub at Station:** The Berryessa BART Station will be a mobility hub that enhances access for the surrounding communities and where different modes of travel seamlessly converge. The mobility hub may include features such as wayfinding, bikeshare, carshare, scooter-share, on-demand rideshare, neighborhood electric vehicles, smart parking, curbside management, and microtransit services, etc. As new mobility options emerge, particularly in light of pursuing substantial changes in travel behavior within the Urban Village, this Plan embraces emerging modes. This plan seeks to leverage emerging modes and technology, such as shared electric scooters, shared electric bikes, and shared autonomous vehicles, etc. and their collective ability to provide first- and last-mile connections in a dense urban environment. Funding sources include (1) contributions from development projects in the four Districts via the City's

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Transportation Analysis Policy and Transportation Demand Management Policy; (2) appropriate special financing districts to be explored by the City; and (3) public sources and grants.

## Circulation Goals and Policies

### COMPLETE STREETS

**Goal CS-1:** *Ensure that all improvements to the street system enhance multimodal mobility and prioritize traffic safety.*

**Policy CS-1.1:** Plan, design, and construct new transportation improvement projects as enumerated in this Circulation and Streetscape Chapter to ensure attractive facilities for alternative modes of transportation and advance the Plan's goal to reduce automobile dependency.

**Policy CS-1.2:** All planned streets, regardless of public or private ownership, within the Berryessa BART Urban Village boundary are designed based on (1) standards as defined in the City of San José *Complete Streets Design Guidelines* and (2) modal priorities as defined by the Street Typologies in this Chapter to ensure safe and well-maintained facilities for people of all ages and abilities.

**Policy CS-1.3:** Employ curbside management strategies, through the designation of pick-up and drop-off locations with the Urban Village roadway network to manage circulation and minimize vehicle-bicyclist conflicts.

### PRIVATE STREETS

**Goal CS-2:** *Ensure that all private roadways remain open and accessible to all users.*

**Policy CS-2.1:** Implement minimal development standards (right-of-way and street section design) for private streets to ensure that multi-modal mobility needs are met and connected to the larger network established for the Urban Village

**Policy CS-2.2:** Encourage the utilization of high-quality materials in the construction of private streets, similar to those utilized in public streets.

**Policy CS-2.3:** Ensure the utilization of high-quality materials in the construction of public streets, as indicated and applicable per the Complete Streets Design Guidelines policies

### WALKING

**Goal CS-3:** *Create a safe, attractive, and inviting pedestrian environment that facilitates efficient pedestrian travel within the Urban Village, and between the Village and the surrounding neighborhoods.*

**Policy CS-3.1:** Plan, design, and construct high-quality pedestrian and bicycle facilities on all Main Streets within the Urban Village as defined in this plan.

**Policy CS-3.2:** All pedestrian infrastructure shall be designed with safety and convenience in mind, in compliance with the Americans with Disabilities Act and *City of San José Complete Streets Design Guidelines and Standards*.



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**Policy CS-3.3:** Encourage the installation of paseos that enhance the pedestrian environment and improve connectivity throughout the Urban Village area.

**Policy CS-3.4:** Connect streets, paseos, and Coyote Creek and Penitencia Creek trails to the larger public street network and to the open space system.

**Policy CS-3.5:** Improve pedestrian crossings at Urban Village boundaries to provide access to the Berryessa BART station for those traveling on foot.

**Policy CS-3.6:** Develop and implement a coherent wayfinding system for the Urban Village for more convenient travel.

**Policy CS-3.7:** Encourage vibrant sidewalks with a variety of activities, including mobile street vending, sidewalk flower sales, fruit and vegetable sales, outdoor dining, and periodic sidewalk display of retail merchandise.

## BIKING

**Goal CS-4:** *Create a comfortable, inviting, and low-stress bicycling network throughout the Urban Village.*

**Policy CS-4.1:** Plan, design, and construct bicycle priority treatments on all On-Street Primary Bicycle Facility Streets within the Urban Village as defined in this plan.

**Policy CS-4.2:** Connect the regional trail network to the on-street bicycle network through improved connections and wayfinding.

**Policy CS-4.3:** Expand the bicycle network by adding facilities within the Urban Village.

**Policy CS-4.4:** New developments shall provide high quality, desirable bicycle parking and/or storage facilities along sidewalks, in parking garages, and building entrances and public sites as defined in San José Municipal Code.

**Policy CS-4.5:** Local businesses and developers shall provide amenities such as bicycle parking, water bottle refilling stations, showers, and repair stations at developments within the Urban Village.

**Policy CS-4.6:** Ensure easy and convenient bike access to the BART station from the local and regional bicycle network.

## TRANSIT

**Goal CS-5:** *Encourage use of public transit to enhance connectivity between the Urban Village and surrounding destinations.*

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**Policy CS-5.1:** Plan, design, and construct high quality pedestrian facilities and transit priority treatments along all Grand Boulevards within the Urban Village to shuttle people efficiently and safely into and out of the Urban Village as defined in this plan.

**Policy CS-5.2:** Improve multi-modal access to and from the Berryessa/North San José BART Station to local destinations.

**Policy CS-5.3:** Encourage expansion of San José’s shared micromobility systems, or other last-mile solutions, to this Urban Village to encourage transit use.

**Policy CS-5.4:** Support right-of-way design and pedestrian amenities that make it easier to access transit services and encourage transit use as a viable alternative to driving.

## EMERGING MODES AND NEW TECHNOLOGY

**Goal CS.6:** *Support emerging transportation modes and new technology to provide efficient first- and last-mile connections in the Urban Village.*

**Policy CS-6.1:** Integrate micromobility hubs in parking garages to provide last-mile solutions to and from the Berryessa/North San José BART Station.

**Policy CS-6.2:** Manage and monitor parking supply through technology.

## Streetscape Design Guidelines

The streetscape design guidelines for the Berryessa BART Urban Village focus on specific strategies to encourage a multimodal and pedestrian-friendly environment that will help foster an active and vibrant urban community. The public realm —composed of streets, sidewalks, and public open spaces such as neighborhood parks, pocket parks, and plazas — plays a crucial role in the vitality, perception, and livability of an area.

The streetscape design guidelines that follow are intended to guide improvements in the public realm that support community goals and accommodate the needs of multiple modes of travel. The guidelines address right-of-way constraints and accommodate the varying and sometimes conflicting needs of automobiles, pedestrians, bicyclists, accessibility through universal design (including meeting ADA requirements), and healthy trees. They encourage and will help City staff implement the San Jose Complete Streets Design Standards and Guidelines concepts and design standards for designing streets within the Berryessa BART Urban Village.

### Streetscape Design Guidelines for Public and Private Streets

#### *Roadways and Parking*

1. Provide bulb-outs in the parking lane at intersections of all crossings.

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2. Plant shade trees within the parking lane. If needed, maintain existing stormwater flow line through separated bulb-outs or planters.
3. Distribute tree plantings every two on-street parking spaces.
4. Encourage a minimum clear planting area for all trees.

*Sidewalks*

1. Ensure that all streets have continuous unobstructed ADA compliant sidewalks.
2. Update existing sidewalks to include street trees above a minimum width.
3. Tree wells and planters must be meet minimum width to allow for healthy street trees.
4. Incorporate well-designed tree grates in tree wells.
5. Consider canopy shape (such as columnar or round) when selecting tree species for sidewalks, to not impede views of adjacent buildings, signage, pedestrian circulation, or emergency and service access.

*Crosswalks, Mid-block Crossings, Bulb-Outs, and Curb-Cuts*

1. Provide crosswalks at all controlled intersections, at intersections of key streets, and other mid-block crossings.
2. Ensure all crosswalks are ADA compliant.
3. Locate mid-block pedestrian-crossing facilities in the Facchino District and the Flea Market South District to support direct and desired pedestrian routes that connect to destinations such as new site developments and transit stations.
4. Consolidate redundant curb cuts to be no closer than 20' to minimize pedestrian and automotive points of conflict and encourage efficient ingress and egress of automotive circulation.
5. Use special paving materials, colors, and/or patterns to heighten crosswalk visibility.
6. Explore use Rectangular Rapid Flashing Beacons at key intersections and proposed mid-block crossings to improve pedestrian safety.

*Placemaking and "Re:Street" Activation*

The following guidelines support public realm improvements that go beyond mobility to create destinations, activity hubs, and distinctive environments that contribute to a vibrant public life. Small parks, plazas, or other small gathering spaces could be integrated along sidewalks, in medians, or other areas of the public right-of-way, accented with placemaking features such as distinct materials, street furniture, wayfinding, and street lighting elements.

*RE:Street Approach*

1. Provide space for a range of social activities that appeal to various ages including adults, teens, and children.
2. Encourage inclusion of temporary market areas for vendors (such as food trucks and retail kiosks in parking lanes) to support commerce within the public right-of-way.

*Distinct Materials*

1. Create a unique design palette for streetscape materials and landscaping in each "character area" identified in the Land Use and Urban Design Concept chapters. Include a variety of colors,

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patterns, textures, and fragrances for both paving and plantings, and consider durability, appearance, and maintenance through all seasons.

2. Incorporate paving pattern, color, and texture in sidewalks, crosswalks, plazas, bulb-outs, and pedestrian refuges to give identity to each area.

*Street Furniture*

1. Provide seating, trash receptacles, and shade elements at key nodes.
2. Promote outdoor dining and display of selected goods (such as fruit and vegetable stands, flowers, clothing racks, etc.) on sidewalks where sufficiently wide, to activate the streetscape.
3. Explore opportunities for artistic design of bicycle racks, trash receptacles, seating, lighting posts, and utility boxes.
4. Install public art pieces utilizing gateway areas, medians, bulb-outs, pocket plazas, and/or wide sidewalk spaces as installation space.
5. Consider creating a cohesive series of art pieces either by theme, artist, style, or materials to enrich the Urban Village character.

*Wayfinding Elements*

1. Employ wayfinding elements such as monumental gateway features and directional signage to guide vehicular, pedestrian, and bicycle circulation throughout the area.
2. Locate wayfinding elements in gateway designated areas, tree and furniture zones of sidewalks, bulb-outs, medians, and other planted areas in public space at key locations within the Urban Village to facilitate connectivity.
3. Integrate clear wayfinding elements in and around the Berryessa BART Station to promote connectivity between both sides of the BART tracks and around the Urban Village.



*Figure 6-13: Wayfinding Information Design*

Note: Wayfinding information designed in partnership with regional and local partners help create a unified sense of how to travel within the region, the city, and the Urban Village.

### *Street Lighting*

1. Provide both pedestrian-oriented and automobile-oriented street lighting.
2. Prioritize pedestrian-oriented lighting along all pathways and open spaces to meet established lighting standards, and to provide a safe and comfortable pedestrian environment.

### *Stormwater Management*

The intent of these guidelines is to encourage best practices in managing the impacts of stormwater runoff.

1. Encourage landscaped stormwater-collecting planters where possible (such as along sidewalks, in medians, bulb-outs, parks, and plazas) to improve percolation and minimize stormwater runoff.
2. Use low-maintenance native or drought tolerant plant species in streetscape landscaping to minimize water consumption and maintenance.
3. Minimize the use of impervious surfaces with permeable paving materials or porous asphalt around tree wells, along parking lanes and in surface parking areas to increase infiltration of stormwater.

## 7. Parking

### Introduction

As discussed in the Circulation and Streetscape Chapter, the *San José Envision 2040 General Plan* (“General Plan”) sets ambitious access and mobility goals. The Berryessa BART Urban Village has a rich mix of land uses and space-efficient transportation options that facilitate meeting these goals. In addition to the circulation and street network, this Urban Village plan supports growth through effective parking management and transportation demand management (TDM) measures. Promoting and expanding non-automobile transportation options through parking management and TDM measures will make it easier and safer for people of all ages and abilities to access the Urban Village while minimizing traffic congestion. This Chapter discusses parking management measures and establishes policies to manage parking and transportation demand in the Urban Village while advancing the Urban Village’s transportation goals and community values.

### Community Values

Parking was a significant area of concern for Berryessa BART Urban Village residents expressed during the community workshops and preparation of this Plan. Residents were concerned about future parking needs of new development, considering the scale of commercial and residential development planned in the area. Residents were also concerned about BART riders' parking needs and the potential for uncontrolled parking to “spill” into their neighborhoods, based on other communities' experiences in the Bay Area with BART stations. Furthermore, the Berryessa BART station will likely remain the end-of-line station in the short term until BART Silicon Valley Phase II is complete, potentially drawing BART users regionally.

Another crucial aspect of the parking discussion was its relationship with traffic problems, circulation, transportation planning, and streets. During the second workshop, City staff discussed with the workshop participants how more parking could induce traffic and dramatically shape the future built environment in the Urban Village. An online community survey conducted by the City for the second workshop showed that 40% of respondents “Strongly Disagree” and 27% “Disagree” with the value statement: *“The Urban Village should prioritize parking and driving, so it is easy to drive through it quickly, even if there is less room for public spaces, while pedestrians and bicyclists will find it harder to travel safely and conveniently.”* Considering the community's concerns and the value statement, parking management and TDM policies are developed as an integral component of the Berryessa BART Urban Village Plan.

### Regulatory Framework

Several existing policies and efforts underway provide the regulatory framework to manage parking and transportation demand in the Berryessa BART Urban Village.

### General Plan

The General Plan requires the preparation of Urban Village Plans under Chapter 7 – Implementation, Goal IP-5. Also, Appendix 6 Urban Village Planning Guidelines provides further direction for the needed



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“Components of the Urban Village Plan” to better meet the requirements under Goal IP-5. Circulation and parking is one of the critical components—Urban Village Plans *“may also develop a parking strategy that identifies creative ways to provide parking that ensures that parking does not detract from achieving the objectives for a given Village Plan.”*

### Zoning Code Provisions

For development projects located in Urban Villages, the San José Municipal Code Title 20, Section 20.90.220 - *Reduction in Required Off-Street Parking Spaces* provides projects with the opportunity to reduce parking provision up to 50% below parking minimums under certain conditions, including the preparation of a project-level Transportation Demand Management (TDM) Plan in support of the reduction goal in a project. Additional requirements to a project-level TDM plan are often needed, such as demonstrating that parking reductions are adequate for the project's life, among others.

### Citywide Transportation Demand Management Policy

Parallel to the Berryessa BART Urban Village Plan is a separate effort to develop a comprehensive citywide parking reform and create a Transportation Demand Management (TDM) policy for new development projects in San José (“Citywide TDM Policy”). The citywide effort is anticipated to remove or reduce minimum parking requirements for new developments and establish TDM requirements via a TDM point-based framework. The parking policies and TDM requirements as described in this Chapter are generally aligned with the anticipated Citywide TDM Policy.

### Parking and Transportation Demand Management Plan

The City completed the Berryessa BART Urban Village Parking and TDM Plan (“TDM Plan”, Appendix 2) concurrently with the preparation of this Urban Village Plan. The TDM Plan develops comprehensive parking management and TDM measures for the Urban Village, considering the amount of new development potential in the four Districts, parking demand, parking issues with BART users, and the community concerns regarding unregulated free parking “spilling” into the existing neighborhoods. The parking management and TDM measures align with the Citywide TDM Policy requirements as well as support the City’s Climate Smart greenhouse gas (GHG) reduction targets and the General Plan’s transportation goals.

The TDM Plan (Appendix 2) is developed based on transportation goals for the Berryessa BART Urban Village. Using the City’s travel demand model and other tools, the TDM Plan first formulated the transportation mode share goal for the Urban Village – *No more than 35% of total trips in the Urban Village should be made by driving alone, also referred to as using single-occupancy vehicles (SOV) by 2040*. In other words, at least 65 percent of total trips in the Urban Village should be made by transit, walking, biking (including scootering), and carpooling (including shared mobility).

Figure 7-1 shows the Urban Village 2040 mode share goal. The TDM Plan recommends that in order to manage parking and transportation demand in the Urban Village while advancing the Urban Village’s transportation goals and community values, the transit-oriented developments in the four Districts should be supported by “right-sizing” parking supply and a comprehensive set of parking management and TDM measures, described in the sections below. See Appendix 2 for additional details.

Mode	2040 Mode Share Goal (All trips)
SOV	35%
Carpool/ Shared Mobility	65%
Transit	
Bicycle/ Scooter	
Walk	
TOTAL	100%

Source: Berryessa Urban Village Parking and Transportation Demand Management Plan, City of San José and Nelson\Nygaard, 2021.

*Figure 7-1: Berryessa BART Urban Village 2040 Mode Share Goal*

## Parking Supply Target

The Urban Village's mode share goal of no more than 35% of all trips made in single-occupancy vehicles is instrumental in understanding and estimating potential parking demand from all four Districts in the Plan. Assuming the land use capacities of the Plan of 4.2 MSF of commercial (~2.5% of which is retail) and 5,100 dwelling units, the Urban Village's mode share goal was equivalent to vehicle trip generation of 21,300 daily office vehicle trips, 20,500 daily residential vehicle trips, and 2,800 daily retail vehicle trips. To support these daily vehicle trips' *time-of-day parking demands*, a total of no more than 6,500 office spaces and 5,500 residential spaces should be built. In other words, the Urban Village's mode share goal represents a parking supply target of approximately 12,000 parking spaces for developments in the four Districts. If this amount of parking is converted to parking ratios, these parking spaces are equivalent to 1 space per residential unit and 1.5 spaces per 1,000 square feet of net leasable space of commercial development. Compared to the current parking minimum requirements in the City's Municipal Code, the analysis showed that 12,000 parking spaces correspond to an approximately 50% reduction from the current parking minimum requirements.

This parking supply target of 12,000 parking spaces for developments in the four Districts does not represent a "parking cap" or a maximum parking amount that must not be exceeded. Instead, the 12,000 parking spaces represent an ideal amount of parking spaces needed to support the Urban Village's mode share goal and avoid overbuilding parking. The TDM Plan recommends that development projects that provide more than one parking space per residential unit or 1.5 spaces per 1,000 square feet of net leasable space should be encouraged to share parking with other development projects and the public. Cooperation among the City, developers, and tenants to pursue the Urban Village's mode share goal would likely result in less parking demand. If the parking target is achieved, the City could optimize land for homes and jobs, prioritize placemaking in the Urban Village, and ensure safe, convenient, and efficient access to the BART station.

## Parking Management

To effectively manage the parking demand in the Urban Village, parking management measures are required of all new development in the four Districts. These strategies include, but are not limited to, managed parking supply, shared parking, parking pricing, unbundled residential parking, and distributed parking.

### Parking Supply

Parking in the Urban Village enables access for people who need a car to get to and from the Urban Village. Driving is particularly critical for those traveling at hours and from locations that make taking transit or other non-auto options difficult, if not impossible. Simultaneously, too much parking in the Urban Village will lead to traffic congestion and potential traffic and parking spillover into nearby neighborhoods. The TDM Plan recommends constraining supply to meet the *parking target* described above. It also recommends the elimination of parking minimums, avoiding parking maximums, and monitoring parking utilization over time.

### Shared Parking

The mix of land uses within the four Districts presents an opportunity for shared parking because individual uses, including office/commercial, retail, and residential, have different periods of peak parking demand. Rather than requiring a separate parking supply for each land use, projects can share the same parking supply among uses. For example, parking demand for employees peaks during the daytime and weekdays, whereas parking for residents and visitors is most frequently needed in the evening and on weekends. Implementing a shared parking strategy in the four Districts would result in lower parking demand in the Urban Village, preserve land for jobs and homes, and reduce parking construction and operations costs.

### Parking Pricing

Proximity to the BART station and the transit center alone may not be enough to reduce car traffic and parking demand. If parking is free, unregulated, and abundant, people will be incentivized to drive rather than use transit. Parking pricing in the Urban Village will encourage more efficient travel patterns, increase parking turnover and therefore support local businesses, and generate revenue from public parking for implementing other parking management and TDM measures. The TDM plan recommends that all on-street and off-street public parking spaces in the four Districts should be priced at market rate based on availability, time of day, and location. Similarly, private off-street parking facilities in the four Districts should be offered at market rate. As development projects proceed in the Urban Village, the City should consider pricing on-street parking in areas outside the four Districts in the form of parking meters and permits.

### Unbundled Residential Parking

Parking spaces should be rented or sold separately rather than automatically included with the rent of purchase price of a residential unit – generally referred to as “unbundling” the price of parking from the price of homes. Tenants or owners can rent or purchase only as much parking as they need and are given the opportunity to save money and space by using fewer parking stalls. To mitigate potential spillover effects of unbundled parking on the surrounding neighborhoods, the City should consider pricing or managing on-street parking in areas outside the four Districts in the form of parking meters and permits.

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### Parking Locations

Parking structures should be located strategically to facilitate vehicular access from freeways and other major roadways and reduce vehicular footprint and conflicts with pedestrian, transit riders, and bicyclists within the Urban Village and the Berryessa BART station. The Urban Village is envisioned as a "park once" environment, with the four Districts within easy walking distance of any place in the Plan area.

### On-street Curbside Management

Recognizing the Urban Village as a mobility and activity hub that needs to balance the needs of many street users, the growth of transportation network companies (TNC) such as Uber and Lyft, and the growing demand for curbside pickups, drop-offs and deliveries, establishing strategies to manage the various street curb users is critical. Curbside management aims to inventory, optimize, allocate, and manage curb spaces to maximize mobility and access for various curb users such as drivers, parked vehicles and electric vehicle charging, car-share and bike-share services, pedestrian and crossing infrastructure, couriers and delivery vehicles, emergency services, ADA access, parklets, and streetscape, etc. Curbside management will also include priced parking, as described above, as well as time limits. This Urban Village Plan's Urban Design Chapter provides more details about implementing curbside management.

### Transportation Demand Management

Key to achieving the parking and transportation goals in the Urban Village is a Transportation Demand Management (TDM) framework comprised of three components: 1) a Parking and Transportation Management Entity; 2) a Transportation Management Association (TMA); and 3) baseline mandatory and discretionary project-level Transportation Demand Management requirements.

### Parking and Transportation Management Entity

To implement the required parking management and TDM measures, the Urban Village Plan recommends the formation of a Parking and Transportation Management Entity. As a public-private partnership between the City of San José and a third-party Transportation Management Association (TMA), the Parking and Transportation Management Entity would be responsible for managing, marketing, and enforcing on-street public parking, setting market rates for parking, implementing TDM services, and overseeing monitoring and compliance of project-level TDM measures required by the Citywide TDM Policy and/or individual project TDM Plans. In addition, the Parking and Transportation Management Entity would be responsible for coordinating potential shared parking deals among development projects and the City. By comprehensively managing on-street parking and TDM measures, the Parking and Transportation Management Entity will ensure that parking and transportation goals are achieved while enabling developments in the four Districts to focus on managing their own private parking and other core missions without the need to actively manage their required TDM measures.

To ensure successful operations of the Parking and Transportation Management Entity, the Urban Village Plan recommends that the Parking and Transportation Management Entity has sustainable self-funding mechanisms and fiscally-neutral for the City. Potential funding mechanisms to support the Parking and Transportation Management Entity include TMA membership fees, net parking revenue, a parking in-lieu fee, and special financial districts such as a Community Facilities District and a Property

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Based Improvement District. Roles, responsibilities, governance, and appropriate funding mechanisms between the City and the TMA will be determined at the time of the formation of the Parking and Transportation Management Entity.

### Transportation Management Association

As part of the TDM requirements in the Urban Village, development projects in the four Districts submitting for a new planning permit or permit amendment following the effective date of this Urban Village Plan will be required to join the Berryessa BART Urban Village Transportation Management Association once it is established. The key purpose of the TMA is to help its members fulfill their TDM requirements with the City of San José, monitor the progress of the Urban Village towards its transportation and parking goals, and develop transportation management strategies that encourage visitors, residents, and employees to travel by public transit and other sustainable, non-automobile modes. The TMA will represent, coordinate, and administer certain TDM measures for member companies, employers, and development in the four Districts. In addition, the TMA will help development projects in the four Districts develop project-level TDM plans and annual monitoring reports to meet the Citywide TDM Policy requirements. The TMA may also identify shared parking opportunities and coordinate potential shared parking deals among interested developments and the City. As a condition of approval of a planning permit or permit amendment, the first development project in the four Districts is required to establish the TMA and collaborate with the City to form the Parking and Transportation Management Entity by the time the development project is occupied.

### Project-Level Transportation Demand Management

The Urban Village TDM requirements ensure that new development projects in the four Districts are designed to make it an easier choice for new residents, tenants, employees, and visitors to get around by sustainable travel modes, such as public transit, walking, and biking. By enhancing and expanding the transportation network through both infrastructure and program-based transportation investments, the Urban Village TDM requirements aim to accommodate new development while enhancing the multimodal transportation system to the benefits of existing, surrounding neighborhoods. Effective and actively managed TDM will help ensure that all residents, employees, and visitors in the Urban Village enjoy a complete set of mobility options while preserving access by all modes.

Per the Citywide TDM Policy, expected to be in effect by the end of 2021, new development projects citywide may be required to implement a set of mandatory TDM measures and a set of additional TDM measures, selected from a menu of options, as part of a TDM Point System framework. The TDM Point System framework is defined in the Berryessa BART Urban Village Parking and TDM Plan (Appendix 2). In alignment with the anticipated Citywide TDM Policy, the Berryessa BART Urban Village Parking and TDM Plan recommends a set of mandatory TDM measures for development projects in the four Districts, including participation in the Berryessa BART Urban Village TMA. All development projects in the four Districts are required to develop a project-level TDM plan comprised of mandatory and additional TDM measures and are subject to annual monitoring reporting requirements. All development projects should work with the TMA to develop project-level TDM plans and annual monitoring reports. Project-level TDM plans are designed so that the selected TDM measures – in concert with the transit-oriented developments – will achieve the Urban Village’s transportation goal of no more than 35 percent of all trips in single-occupancy vehicles. The section below are the goals, policies, standards, and guidelines



that constitute the framework to successfully implement parking management and TDM measures in the Berryessa BART Urban Village.

## Parking and Transportation Demand Management - Goals and Policies

### **Goal DP-1: Manage parking supply and demand effectively in Berryessa BART Urban Village to avoid excessive parking and reduce automobile dependence**

**Policy DP-1.1 TDM Measures:** New development projects in the four Districts must implement a set of Mandatory Transportation Demand Management (TDM) measures consistent with the TDM Point System framework as defined in the anticipated Citywide TDM Policy and in the Berryessa BART Urban Village Parking and TDM plan, as part of entitlements and subsequent permit approvals. In addition to the Mandatory TDM measures, new development projects in the four Districts must implement a set of Additional TDM measures, selected from a menu of options, that are most applicable to the development project. New development projects must work with the City to develop a project-level TDM Plan at the zoning stage and subsequently refined at the permit stage.

**Policy DP-1.2 Parking Supply:** Parking supply must follow the Berryessa district parking policies of this Chapter, Berryessa TDM plan (See Appendix 2, including any amendments thereto), and strive to achieve the transportation single-occupancy vehicle mode share target of the Urban Village Plan. The Urban Village Plan does not establish minimum parking requirements for all new commercial and residential development projects in the four Districts of the Urban Village area. If parking is provided, new development projects must design parking consistent with the San José Municipal Code, Title 20 (as amended).

**Policy DP-1.3 Unbundled Residential Parking:** Residential development projects in the four Districts must unbundle all off-street parking from the lease or sale of each residential unit in the project.

**Policy DP-1.4 Market Rate Parking Pricing:** All on-street parking spaces in the four Districts – including those on public and private streets – must be priced at market rate. All off-street private parking spaces in the four Districts – including spaces that are shared with the public – must be priced at market rate. The City or its designee must have the authority to set and adjust market rate pricing and manage parking utilization in the four Districts. Annual pricing audits for all on-street and off-street parking based on parking utilization and mode split performance should occur.

**Policy DP-1.5 Micro-Mobility Parking:** Provide on-street parking corrals for shared micro-mobility vehicles such as e-bikes, e-scooters, and other emerging modes to accommodate more shared micro-mobility vehicles and foster the usage of these services.

### **Goal DP-2: Minimize parking footprint in the Urban Village to avoid over-construction of parking and allow for efficient use of land space**

**Policy DP-2.1 Residential Shared Parking:** Residential development projects with off-street parking exceeding one space per dwelling unit are encouraged to share any additional spaces beyond those accounting for one space per dwelling unit. Residential parking built in excess of one space per dwelling unit are encouraged to share parking with commercial developments during business hours and with the public at any time of the day or night.

***Policy DP-2.2 Commercial Shared Parking:*** Commercial development projects with off-street parking exceeding 1.5 spaces per 1,000 square feet of leasable net floor area are encouraged to share any additional spaces beyond those accounting for 1.5 spaces per 1,000 square feet. Commercial development built in excess of 1.5 spaces per 1,000 square feet are encouraged to share parking with other commercial development projects during business hours and with residential developments and the public during non-business hours. To ensure security, commercial development projects must design security and check-point control systems for those areas of parking that are accessible to the public, which should be the first 0-5 levels from ground-level of a parking structure.

***Policy DP-2.3 Shared Parking District:*** Residential and commercial development projects are encouraged to develop a shared parking strategy at the Master Planned Development (PD) permit level, where applicable in the Districts. Applicants must work with the City or its designee to identify off-street parking opportunities and broker shared parking deals between applicants and other developments. The sharing of off-street parking with other developments located in different districts is strongly encouraged.

***Policy DP-2.4 Location of Excess Parking:*** In the Flea Market South and East Districts, for commercial development projects with off-street parking exceeding 1.5 spaces per 1,000 square feet of leasable net floor area, any net increase in parking must be located near the boundaries of each of the Districts farthest from the BART station entrance.

**Goal DP-3: Implement successful parking and transportation demand management strategies in the Urban Village.**

***Policy DP-3.1 Transportation Management Association:*** The first entitled development project in the four Districts shall agree at the permit stage as a condition of approval to form and participate in a Transportation Management Association (TMA) by the time the project is occupied. Subsequent residential and commercial development projects in the four Districts shall apply for and agree at the permit stage as a condition of approval to participate in the TMA by the time the projects are occupied. The TMA should implement TDM services for occupants in the development projects and help development projects meet their project-level TDM requirements. Potential funding mechanisms for the TMA include TMA membership fees, net parking revenue, a parking in-lieu fee, and special financing districts, etc. Appropriate funding mechanisms for the TMA must be in place no later than the date upon which the first development project is occupied.

***Policy DP-3.2 Parking Utilization and Reporting:*** Property management companies of residential and commercial development projects in the four Districts must work with the City and the TMA to monitor and report off-street parking utilization and single occupancy vehicle mode share or a related performance metric on an annual basis. Residential and commercial development projects must work with the City and the TMA to make adjustments in the project-level TDM Plan to ensure the single occupancy vehicle mode share or related target is achieved over the life of the Urban Village Plan.

***Policy DP-3.3 Parking and Transportation Management Entity:*** The City and the Transportation Management Association must work to form a Berryessa BART Urban Village Parking and Transportation Management Entity. Under this entity, the City must manage on-street public parking in the Urban Village including pricing, enforcement, and maintenance of parking facilities. Roles, responsibilities, governance, and appropriate funding mechanisms between the City and the Parking and Transportation

## Chapter 7 – Parking

Management Entity must be in place no later than the date upon which the first development project is occupied.

***Policy DP-3.4 On-Street Parking Management:*** The City must be responsible for all management and operations of on-street public parking, including administration, funding structure, revenue collection, enforcement, and overall management of on-street public parking.

***Policy DP-3.5 Spillover Parking Management:*** The City must be responsible for establishing, and operating a pricing program for on-street parking, such as metered and permit parking, for the existing residential and commercial areas in the Urban Village outside of the four Districts, where appropriate.

***Policy DP-3.6 Fees:*** Residential and commercial developments must pay a portion of the costs of any adopted funding mechanism(s) to implement the City and the TMA functions as part of the Parking and Transportation Management Entity. The implementation of the parking management and TDM measures in the Urban Village must be self-funded within the Parking and Transportation Management Entity and must be fiscally-neutral to the City.

## 8. Sustainability & Resiliency

### Introduction

Sustainability is a core principle that shaped the vision for the Berryessa BART Urban Village (BBUV) Plan. This principle emerged as one of the key community values expressed during the community outreach process for the creation of this Plan. Additionally, the proximity of this Urban Village to the Berryessa/North San José BART station, a major regional transit hub, is an ideal opportunity to reduce greenhouse gas emissions that accompany strong land use and transportation integration. The BBUV Plan is uniquely positioned to support the City's sustainability and greenhouse gas (GHG) reduction goals.

This chapter highlights the importance of sustainability as a community value and its potential to significantly contribute to the City's environmental goals. The chapter outlines sustainability-focused policies pertaining to energy, water, waste, building materials, environmental quality, ecosystem protection, and community resilience, and establishes a framework that references other sustainability-related policies in other chapters of the BBUV Plan.

### Sustainability Policy Overview

Sustainability is a core concept of the Envision San José 2040 General Plan. Past efforts such as the 2007 Green Vision and Green Building Ordinance set the precedent for the importance of sustainability in San José. More recent policies such as Climate Smart San José, the Greenhouse Gas Reduction Strategy update, the Energy and Water Building Performance Ordinance, the 2019 Building Reach Code Initiative, and the Green Stormwater Infrastructure Plan support the sustainability policies included in the BBUV Plan.

### Envision San José 2040 General Plan

The Envision San José 2040 General Plan (General Plan) was adopted in 2011 as the City's road map to guide the City's continued growth through 2040. The General Plan includes 12 major strategies that inform the Plan's goals, policies, and implementation actions. Major Strategy #7, Measurable Sustainability / Environmental Stewardship, calls for minimizing impacts on resources consumption, reducing the City's contribution to global warming, and preservation and enhancement of the natural environment. The General Plan is committed to innovation in environmental leadership and supporting other environmental plans and policies, including the Post-Construction Urban Runoff and Hydromodification Management policies, the Riparian Corridor Policy, and the Habitat Conservation Plan. Overall, the General Plan sets ambitious environmental goals and establishes annual measurement of environmental indicators to advance the City's sustainability goals.

### Climate Smart San José

Climate Smart San José (Climate Smart) was adopted in 2018 and replaced the Green Vision. Climate Smart builds upon the City's General Plan and outlines how the San José will achieve ambitious GHG reduction goals consistent with the targets of the Paris Climate Agreement (See Figure 8-1).

## Chapter 8 – Sustainability &amp; Resiliency

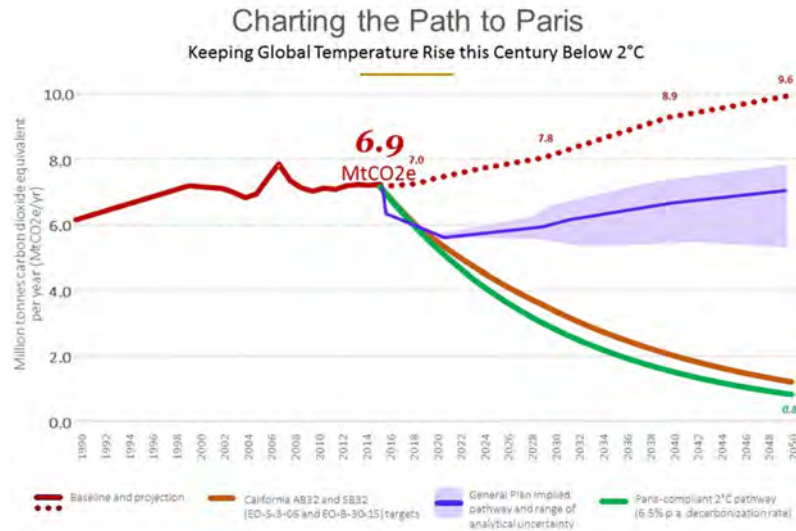


Figure 8-1: Projections under different climate approaches. (Source: Climate Smart San José)

Because sustainability policies that exist in the General Plan would not, on their own, be able to achieve the Climate Smart GHG reduction targets, Climate Smart San José identifies additional measures to achieve these goals. As shown in Figure 8-2, Climate Smart San José groups nine key strategies into three pillars:

- Pillar 1: A Sustainable & Climate Smart City
- Pillar 2: A Vibrant City of Connected & Focused Growth
- Pillar 3: An Economically Inclusive City of Opportunity

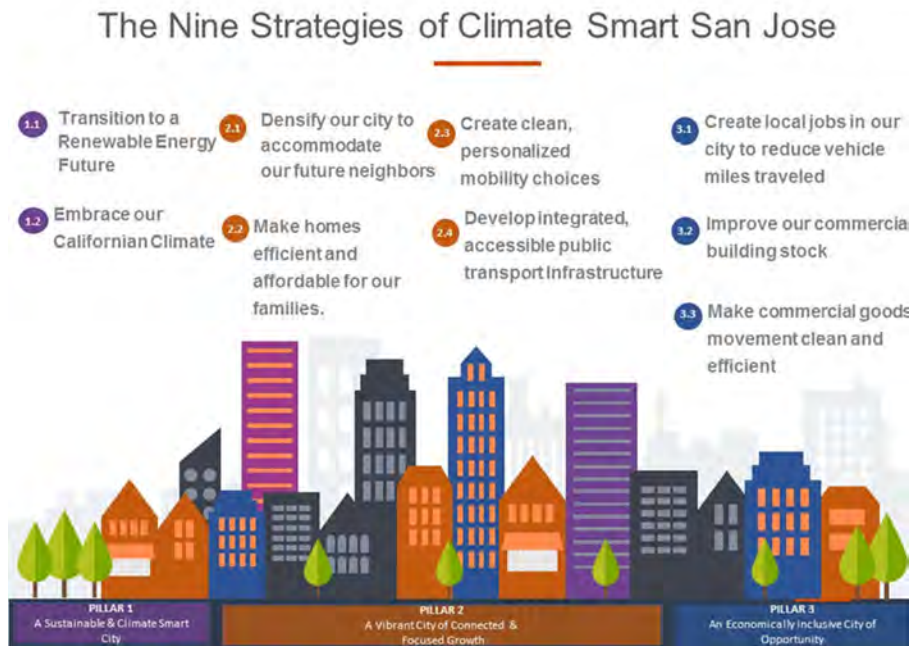


Figure 8-2: Climate Smart San José Pillars and Strategies. (Source: Climate Smart San José)

## Chapter 8 – Sustainability &amp; Resiliency

The strategies are centered on improving the quality of life of San José residents by 2050, with policies established around three well-known dimensions of sustainable development: social sustainability, economic sustainability, and environmental sustainability. For the BBUV Plan, framing sustainability policy around Climate Smart ensures consistency with the City's General Plan.

### Sustainability Framework

While Climate Smart San José provides direction for sustainability through nine high-level strategies, existing City implementation policies are in the process of being updated to support its goals. The BBUV Plan Sustainability Framework outlines the various topics addressed through sustainability-driven policies from this chapter and sustainability-related policies from other chapters (shown in Figure 8-3). This Framework guides the sustainability vision of the BBUV and direction on how it should be implemented.

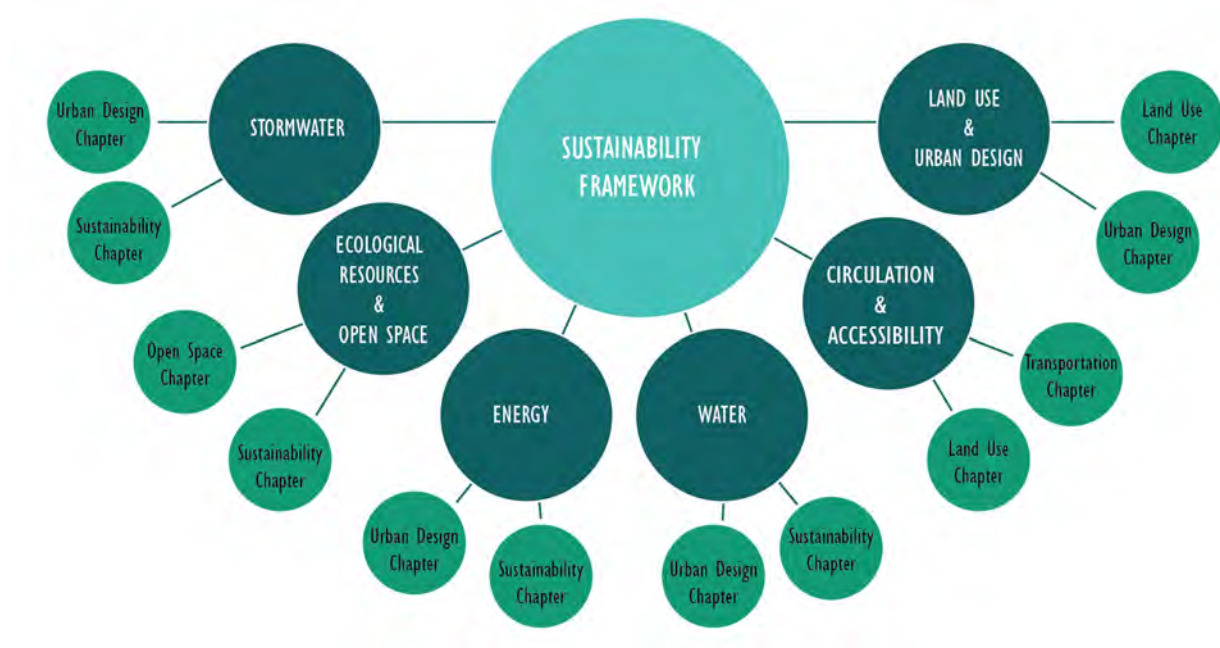


Figure 8-3 Sustainability Framework

- **Land use and urban design**

The BBUV land use plan concentrates future development intensities adjacent to the BART station. High commercial and residential densities support transit ridership and foster social interaction as well as pedestrian activity. The BBUV land use plan also distributes land equally between commercial and residential uses, and fosters opportunities for vertical mixed-use with ground-floor commercial where it is most desired and feasible. Creating local jobs makes it possible for the City's residents to work close to where they live, thus reducing transportation induced GHG emissions. Sustainable policies pertaining to land use and urban design can be found in Chapter 3: Land Use and Chapter 4: Urban Design.



- **Circulation and Accessibility**

According to the 2017 Inventory of Community Greenhouse Gas Emissions published in April 2019, transportation and mobile sources<sup>1</sup> account for approximately 63 percent of GHG emissions in San José and new development should foster alternative transportation to alleviate transportation's contribution to GHG emissions. This chapter outlines policies related to electric vehicle infrastructure to further reduce transportation-based GHG emissions.

The circulation pattern of the BBUV reflects a bicycle- and pedestrian-oriented environment, dominated by walkable streets, blocks, and an interconnected trail network along Coyote Creek and Penitencia Creek, all of which ensures full accessibility to the BART station. With a transportation network that is fully integrated with the urban design and land use plan, the circulation plan is conducive to reducing transportation-based GHG emissions. Chapter 6: Transportation & Circulation contains sustainable policies related to transportation and Chapter 3: Land Use include policies that foster a sustainable transportation network.

- **Ecological Resources and Open Space**

The protection and enhancement of Coyote Creek and Penitencia Creek is vital to support the region's watershed function and San José's native habitat for local species, as well as to reduce the risk of flooding to the communities living close to the creeks. The goals and policies in this Sustainability chapter pertain to bolstering the riparian corridor and open spaces in the BBUV to preserve the natural assets of the area, while preserving spaces sufficient for trail development. Both Chapter 5: Open Space and Placemaking and this chapter include policies regarding preserving ecological resources that complement the policies laid out in this chapter.

- **Energy**

Energy consumption accounts for approximately 31 percent<sup>2</sup> of all GHG emissions in San José according to the 2017 Inventory of Community Greenhouse Gas Emissions. Chapter 4: Urban Design includes policies for building design that may result in energy consumption reduction. The energy policies set in this chapter are focused on the built environment, including both public realm infrastructure and private development energy use and emphasize the concept of Zero Net Carbon (ZNC) development and reducing the BBUV overall carbon footprint.

- **Water**

Water efficiency and conservation policies for indoor and outdoor water consumption ensure a more sustainable use of potable water resources. Chapter 4: Urban Design includes policies for building design that may result in water use efficiency. The water efficiency policies set in this chapter are focused on reducing potable water use for new developments, minimizing water use for landscaping, and increasing the use of recycled water.

- **Stormwater**

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<sup>1</sup> Mobile source emissions consist of six sub-sources: on-road vehicles (93% contribution), trains/heavy rail (<1% contribution), light rail (<1% contribution), public buses (<1% contribution), City and County airport in-boundary flights (<1% contribution), and off-road equipment (5% contribution).

<sup>2</sup> Energy consumption consists of three sub-sources: residential energy (43% contribution), commercial energy (35% contribution), and industrial energy (22% contribution).

## Chapter 8 – Sustainability &amp; Resiliency

Sustainable management of stormwater in the BBUV is essential to preserve and enhance the quality of our creeks and Bay. The BBUV is characterized by the confluence of Penitencia Creek and Coyote Creek and its policies can have a direct impact on their riparian habitat and water quality. Chapter 4: Urban Design; Chapter 5: Open Space and Placemaking; and Chapter 6: Circulation and Streetscape include policies for site design that may result in stormwater management benefits. The policies set in this chapter are focused on implementing features to reduce stormwater runoff pollution and the risk of flooding.

### Sustainability Goals and Policies

The Sustainability Framework outlines goals and policies that go beyond or that are not controlled by existing City documents and is designed to complement the existing sustainability efforts in the City. The Goals, Policies, and Guidelines in the chapter focus on: energy, electric vehicles, water, solid waste, and ecological resources. Where feasible and applicable, sustainability indicators and metrics are proposed to inform the policies of this chapter.

#### ENERGY

Carbon-neutral development will be instrumental in achieving the goals of Climate Smart and the General Plan to combat climate change and limit the amount of emitted carbon. Energy consumption is the second largest contributor to GHG emissions in San José, and the policies that reduce energy use and encourage renewable energy sources support the City's goal of reducing carbon emissions.

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#### *Overall Energy Goal:*

*Strive for carbon neutrality from energy consumption in the built environment by 2030.*

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**Goal SU 1: All new buildings should reduce overall energy use and greenhouse gas emissions by 2040.**

**Policy SU-1.1:** All new development shall meet or exceed the City's Building Reach Code.<sup>3</sup>

**Policy SU-1.2:** Incorporate "passive solar" design strategies, such as solar orientation and daylighting, where feasible.

**Policy SU-1.3:** Discourage the use of natural gas as an energy source.

**Goal SU-2: Promote district energy infrastructure to facilitate development of Zero Net Carbon (ZNC) buildings that are energy intensive such as high-rise multifamily and mid-to-high rise commercial buildings.**

**Policy SU-2.1:** All new development projects that include two or more buildings should study district

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<sup>3</sup> As of June 2019, buildings over 7 stories and over 15,000 square feet have not been modeled as part of the City's Building Reach Code. These buildings, though not modeled, will also be subject to the City's Building Reach Code.

**Chapter 8 – Sustainability & Resiliency**

cooling and heating to facilitate the performance of Zero Net Carbon (ZNC) buildings. All district energy systems should be powered by carbon- and greenhouse gas-free energy from San Jose Clean Energy.

**Policy SU-2.2:** All multi-block developments should consider district energy systems and supportive “Distributed Energy Resources” to facilitate the construction of Zero Net Carbon (ZNC) mid-to-high-rise non-residential buildings.

**Policy SU-2.3:** All multi-block projects should study district energy resiliency strategies, capable of meeting basic energy needs of residents and commercial users, using the 7-hour emergency preparedness metric used by the California Governor’s Office of Emergency Services (Cal OES).

**Policy SU-2.4:** All new development should obtain LEED® certification or GreenPoint rating.

**Goal SU-3: Reduce overall building energy use and promote energy efficiency to reduce greenhouse gas emissions from existing buildings by 2040.**

**Policy SU-3.1:** All development, regardless of size, should track energy performance consistent with the Energy and Water Building Performance Ordinance.

**Policy SU-3.2:** All retrofits including commercial and residential buildings should reduce overall energy consumption and discourage the use of natural gas as an energy source

**Policy SU-3.3:** Renovation of projects greater than 20,000 square feet should be 100% powered by electricity from carbon- and greenhouse gas-free energy sources provided by San Jose Clean Energy.

**Policy SU-3.4:** All retrofits should install energy-efficient equipment and fixtures including lighting, ventilation, heating and cooling systems, water heating, and kitchen appliances according to the Energy and Water Building Performance Ordinance.

**Policy SU-3.5:** All retrofits should improve energy efficiency to existing buildings to the benchmarks and within the time frame outlined in the Energy and Water Building Performance Ordinance.

## **ELECTRIC VEHICLES**

Mobile source emissions are the largest contributor to GHG emissions in San José, with approximately 93 percent of those emissions originating from on-road vehicles. While land use and circulation policies focus on fostering alternative transportation modes (including the optimal use of the trail system for such purpose), these policies also address the upward trend of clean energy vehicles which also reduce GHG emissions.

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**Overall Goal:**

*Optimize electric vehicle charging infrastructure and reduce overall fuel use.*

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**Goal SU-4: All new development shall strive to provide Electric Vehicle Charging Infrastructure (EVCI) above the City's Energy Reach Code**

**Policy SU-4.1:** All new residential development in each of the four Districts should have at least 80% of the total parking stalls provided as "Electric Vehicle (EV)-capable," with at least 20% "Electric Vehicle Charging Infrastructure (EVCI)-ready" (above the City's Energy Reach Code).

**Policy SU-4.2:** All new commercial development in each of the four Districts should have at least 50% of the total parking stalls provided as "Electric Vehicle (EV)-capable," with at least 20% "Electric Vehicle Charging Infrastructure (EVCI)-ready" (above the City's Energy Reach Code).

EVCI in Berryessa BART Urban Village

	2019 Base Code	San Jose Reach Energy Code	Berryessa BART Policies
Single Family	1 EV Ready	1 EV Ready	N/A
Multifamily	3% for 17 or more spaces	10% of total parking spaces must have EVSE, 10% must be EV ready, and 70% must be EV capable.	20% of total parking spaces should have EVSE, 10% must be EV ready, and 70% must be EV capable.
Office	4-10% spaces EV Ready	10% of total parking spaces must have EVSE, 0% must be EV ready, and 40% must be EV capable	20% of total parking spaces should have EVSE, 10% must be EV ready, and 50% must be EV capable
All Other Non-Res	4-10% spaces EV Ready	10% spaces EVSE, 40% spaces EV Capable (with reserved capacity)	N/A

## WATER

San José is within the Mediterranean cool-summer climate region under the Köppen System Classification, and its sheltered location along the interior of San Francisco Bay means that it gets less rain than other local areas of the same classification.<sup>4</sup> Most of the rainfall occurs during the winter months, while the summer months are dry. This creates a climate that has long dry spells, with intense periods of rain that could lead to flooding.

Embracing the California climate means building an urban landscape, in both homes and public places that take climate into consideration. This means conserving the water we have during periods of drought and

<sup>4</sup> Climate and Topography:

[https://www.coastal.ca.gov/coastalvoices/resources/Biodiversity\\_Atlas\\_Climate\\_and\\_Topography.pdf](https://www.coastal.ca.gov/coastalvoices/resources/Biodiversity_Atlas_Climate_and_Topography.pdf) Visited January 2, 2019

being able to accommodate significant amounts of precipitation in short periods of time. The following policies will help reach water focused goals while creating an attractive and enjoyable place.

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*Overall Goal:*

*Strive to reduce 50% of potable water use for new and existing buildings in the BBUV by 2040.*

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**Goal SU-5: Reduce overall potable water use from new buildings by 2040.**

**Policy SU-5.1:** Encourage the use of low-flow plumbing fixtures such as aerators for faucets, reduced-flow shower heads, and high-efficiency toilet and urinal flush valves in new development.

**Policy SU-5.2:** Innovative indoor water recycling techniques are encouraged, including rainwater capture systems, dual plumbing, and greywater/black water recapture/reuse systems.

**Policy SU-5.3:** All new commercial developments over 20,000 square feet should use recycled water for toilets, urinals, irrigation and/or cooling systems.

**Goal SU-6: Reduce overall potable water use from existing buildings by 2040.**

**Policy SU-6.1:** New and retrofitted residential or non-residential development shall comply with San Jose Municipal Code Section 17.85.410.

**Policy SU-6.2:** New and retrofitted residential or non-residential development should achieve at least two or more of the listed Energy Standards and Water Standards required under San Jose Municipal Code Section 17.85.410 (B).

**Policy SU-6.3:** All existing building retrofits should repair plumbing leaks and replace inefficient plumbing fixtures including toilets, urinals, faucets, and showerheads with high-efficiency fixtures and fittings.

**Policy SU-6.4:** Design, install, and maintain efficient irrigation systems and utilize low water-use plantings for all private and public development.

**Goal SU-7: Eliminate potable water use for all outdoor and landscape irrigation purposes, unless intended for food, by 2040.**

**Policy SU-7.1:** Use native or drought-tolerant plant species that require low water usage and maintenance for landscaped areas.

**Policy SU-7.2:** Encourage the design and use of natural drainage such as bioretention in landscaped areas to filter surface water runoff.

**Policy SU-7.3:** For landscaped areas, utilize a timed drip irrigation system to water plants effectively without wasting water.

**Policy SU-7.4:** Encourage the use of gray water for outdoor landscaping irrigation, where available and

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where feasible.

**Policy SU-7.5:** Encourage the use of technology to limit water usage, such as smart water meters that monitor water usage and rain sensors that override automatic landscape watering systems.

**Policy SU-7.6:** All sites that utilize gray water shall have clear public health noticing.

## SOLID WASTE

Solid waste can be another source of GHG emissions; however, in San José, solid waste is a relatively small contributor to GHG emissions. Although waste is only a small impact on GHG emissions, waste has other negative impacts to the environment. Pollution of the environment is a major concern in the BBUV, particularly since the riparian corridors are rich in biodiversity. Waste should be reduced and managed sustainably within the BBUV.

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### *Overall Goal:*

*Divert 75% of construction and operational waste generated in the BBUV area to recycling or composting facilities by 2040.*

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### **Goal SU-8: Use sustainable building materials for all construction to minimize construction waste.**

**Policy SU-8.1:** Strive to divert and reuse 10% more than the requirements listed in the Construction & Demolition Diversion (CDD) Program of construction debris from all new development and retrofits from landfills.

**Policy SU-8.2:** Encourage deconstruction of existing buildings over demolition and reuse of the salvaged material.

**Policy SU-8.3:** Encourage the use of recycled building materials during construction for all new and retrofitted development, with the maximum recycled content threshold established in the appropriate green building rating system.

### **Goal SU-9: Provide opportunities to sort and collect waste generated on private and public land to divert them to the appropriate waste channels.**

**Policy SU-9.1:** All public and private rights-of-way shall have dedicated areas for waste collection and clear signage to sort waste appropriately.

**Policy SU-9.2:** All plant and tree waste shall be separated from the other waste and 100% of the plant and tree waste shall be composted.

**Policy SU-9.3:** Development projects should install full trash capture devices (e.g., hydrodynamic separators) to prevent trash originating from the Urban Village from passing through the storm sewer system to local waterways.



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**Guideline SU-9.4:** New developments are encouraged to explore the implementation of “waste-to-energy” strategies to reduce on-site waste and generate energy, provided that environmental benefits offset the costs.

**Guideline SU-9.5:** New developments are encouraged to explore retrofits of existing multi-unit buildings by installing mechanized diverters in existing waste chutes.

## ECOSYSTEM PROTECTION & COMMUNITY RESILIENCE

Penitencia Creek and Coyote Creek are two valuable natural assets to protect, preserve, and restore in the BBUV. Not only are they rich in biodiversity, but they also offer recreational open space opportunities. Both creeks provide habitat for endangered and protected species – Central California Coast steelhead, Western pond turtle, California red-legged frog, California tiger salamander, and nesting raptors and other bird species covered by the Migratory Bird Treaty Act and/or California Fish and Game Code. Also, areas along the Penitencia Creek and Coyote Creek historically have had a higher risk of flooding, especially where the two creeks converge. This Plan includes policies to reduce stormwater runoff pollution and flooding, bolster the riparian corridor, and ensure the resilience of new development.

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### *Overall Goal:*

*Restore, maintain, and protect Penitencia Creek and Coyote Creek, including its riparian corridor sensitive areas to promote biodiversity, while creating an environmentally resilient community with vibrant recreational spaces for all current and future generations living in and visiting the Berryessa BART Urban Village to enjoy.*

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**Goal SU-10: Restore and preserve the ecosystem of the Coyote Creek and Penitencia Creek riparian corridor.**

**Policy SU-10.1:** Ensure that new development adjacent to the Coyote Creek and Penitencia Creek riparian corridor is consistent with the provisions of the City’s Riparian Corridor Policy Study and the Riparian Corridor Protection and Bird-Safe Design City Council Policy, while recognizing that this plan supports more intensive urban development adjacent to the riparian corridor.

**Policy SU-10.2:** Development should enable and support habitat connectivity by preserving and creating connected green spaces, streetscapes, and architecture to reduce habitat fragmentation and disruption of water flow.

**Policy SU-10.3:** The restoration of areas within the riparian corridor, whether previously developed or undeveloped, is highly encouraged.

**Policy SU-10.4:** Use a diverse array of native plants that would support native habitat and biodiversity of flora and fauna.

**Goal SU-11: Reduce polluted stormwater runoff to improve water quality in Coyote Creek and Penitencia Creek and to support additional benefits, such as climate resiliency, reduced runoff to the storm sewer system, and neighborhood beautification.**

**Policy SU-11.1:** Manage stormwater runoff in compliance with Provision C.3 of the Municipal Regional Stormwater Permit and the City’s Post-Construction Urban Runoff (6-29) and Hydromodification Management (8-14) Policies.

**Policy SU-11.2:** All private development shall strive to capture, treat, or reuse 100% of stormwater runoff on-site using Low Impact Development (LID) principles and Green Stormwater Infrastructure (GSI).

**Policy SU-11.3:** New development should incorporate GSI into the public right-of-way (such as along sidewalks, in medians, bulb-outs, parks and plazas) as part of public improvements to the maximum extent practicable.

**Policy SU-11.4:** In-lieu of achieving 100% on-site stormwater management, stormwater should be treated at the nearest centralized/regional stormwater treatment facility outside the boundaries of the Urban Village, if feasible and permitted by applicable regulatory resource agencies.

**Policy SU-11.5:** Encourage private-public facility partnerships and investments in GSI where feasible and beneficial for both parties.

**Policy SU-11.6:** Reduce impervious surfaces throughout the Urban Village where feasible through site design techniques, such as pervious pavement, green roofs, and landscaping.

**Policy SU 11.7:** Encourage the use of water permeable paving surfaces in paved areas (i.e. pedestrian, bicycle, vehicle (parking) areas, etc.) to increase natural percolation and on-site drainage of stormwater.

**Policy SU-11.8:** Promote the use of LID and GSI elements for individual developments to slow run-off speeds and increase filtration at the source, including green roofs, rain gardens, bioretention areas, flow-through planter boxes, storm-water tree filters with bioretention soils, and pervious pavement roadside parking.

**Policy SU-11.9:** Refer to stormwater management guidance documents such as the Santa Clara Valley Urban Runoff Pollution Prevention Program’s C.3 Stormwater Handbook and GSI Handbook, as well as the City’s GSI Maintenance Field Guide for proper design and maintenance of GSI to ensure their long-term function and appearance.

**Action Item >>** Explore establishment of a Special District to fund litter removal and street cleaning.

**Goal SU-12: Minimize vulnerability of property and life to flooding along Coyote Creek and Penitencia Creek from extreme storm events<sup>5</sup>.**

**Policy SU-12.1:** Identify flooding risks from major storm and flooding events and design ground-floor uses to address the potential risk of property damage.

**Policy SU-12.2:** Collaborate with the Santa Clara Valley Water District to pursue improvements that would reduce the footprint of the area designated as Special Flood Hazard Areas from within the Urban Village

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<sup>5</sup> “Extreme storm event” refers here as the 100-year design storm event, which is the metric used by Valley Water for flood management design and control purposes (Source: Valley Water, 2019)

**Chapter 8 – Sustainability & Resiliency**

boundary, including areas adjacent to the Coyote Creek and Penitencia Creek.

***Policy SU-12.3:*** Ensure that development along Coyote Creek and Penitencia Creek accommodate flood channel improvement projects led by the Santa Clara Valley Water District.

***Policy SU-12.4:*** Maintain stormwater and drainage facilities to remove debris before storm events to prevent clogging and potential ponding of surface water.

***Policy SU-12.5:*** Private and public streets shall be cleared of debris regularly to maximize stormwater runoff infrastructure.

## 9. Implementation

This Chapter identifies funding mechanisms to fund the construction of physical infrastructure, improvements, programs and amenities identified in this Plan. Together these improvements and amenities will achieve the Plan's vision and meet its many goals. With the significant development potential in the Berryessa BART Urban Village, the private development community will play a key role in implementing many of the improvements identified in this Plan, either by constructing them as part of their project or by paying city fees, that in turn will construct identified improvements. The implementation of other improvements, programs or amenities will require a partnership between the City and private developers to establish new funding strategies or mechanisms. This Chapter also identifies Implementation Actions that need to be taken to successfully implement this Plan.

### Financing of Improvements

The following table describes the Plan's identified improvement with potential funding mechanisms. Excluded from this table are improvements that are existing requirements for private development including, but not limited to, public and private streets, sidewalks, and utility infrastructure (including on- or off-site) required to serve the private development, park dedication or in lieu fee payment, required inclusionary housing compliance, water and sanitary sewer connection and improvements, and the like.

Proposed Improvement	Proposed Allocation of Improvements and Funding Mechanisms
<b>Parks and Open Space</b>	
BART plaza in the Flea Market District	Developer provides the land and basic improvements through the PDO/PIO process. A special financing district could fund additional improvements, programming, and maintenance on the plaza.
Central open space in Flea Market District	Developer provides the land and basic improvements through the PDO/PIO process. A special financing district could fund additional improvements, programming, and maintenance of this central open space.
Anchoring park that connects central open space in the Flea Market District with Coyote Creek	Private development provides land through the City's PDO/PIO process. Improvements could be provided by a Turnkey Park agreement between the City and the developer. Additional improvements could be funded by other funding strategies identified by Parks, Recreation and Neighborhood Services (PRNS).

Chapter 9 – Implementation

Open space corridors on Coyote Creek and Penitencia Creek	Land is dedicated by private developers to Valley Water. Valley Water responsible for improvements (including operation and maintenance) of the flood channel areas, vegetated edge, and dedication areas (except trail system) and flood control.
Trail system running on the open space corridors of Penitencia and Coyote Creeks, including interconnection with planned trail systems on both corridors	The trail system (including passive recreation areas along the system) is an amenity for both private development and the City. Developer(s) of Flea Market South District is responsible for full construction of the trail system. A special financing district could cover some improvements costs, and well as maintenance of this segment of the trail system.
All forms of public art as recommended in the Open Space chapter, including “activating uses” / Placemaking	Development includes public art as a voluntary contribution by the developer, consistent with the policies of this Plan. As part of the City's Capital Improvement Program (CIP) for the construction of public infrastructure, the City could potentially allocate a portion of its CIP funding towards public art on public property within the Village. The City could also establish a percent for art for private development requirement citywide, which could then provide funding for public art. In addition, a special financing district could fund the development and maintenance of public art.
Anchor public park in the Facchino District	Private development provides land and basic improvements. A special financing district or other funding sources identified by the Parks Department in a “Turn Key” Parks agreement could fund additional improvements.
<b>Proposed Improvement</b>	<b>Proposed Allocation of Improvements and Funding Mechanisms</b>
<b>Circulation and Streetscape</b>	
Coyote Creek Trail, in the Flea Market South District	The trail connection through the Urban Village will be fully funded and constructed by development projects in the Flea Market South District.
Penitencia Creek Trail, in the Flea Market South District	The trail connection through the Urban Village will be fully funded and constructed by development projects in the Flea Market South District.
US 101/ Mabury-Oakland-Berryessa Interchange	The new interchange will be funded by (1) contributions from development projects via the US 101/Oakland/Mabury Transportation Development Policy, and (2) the Santa Clara County's Measure B.
Mabury Road Complete Street with Transit Priority Improvements	The transit-priority complete street on Mabury Road between US-101 and Jackson Avenue will be funded by (1) contributions from development projects in the four Districts via the City's Transportation Analysis Policy and Transportation Demand Management Policy; (2) appropriate special financing districts to be explored by the City; and (3) public sources and grants.

## Chapter 9 – Implementation

King Road Complete Street with Transit Priority Improvements	The infrastructure improvements include a transit-priority complete street on King Road between McKee Road and Mabury Road. A new bridge will replace the existing bridge on King Road over the Penitencia Creek. The infrastructure improvements will be funded by (1) contributions from development projects in the four Districts via the City's Transportation Analysis Policy and Transportation Demand Management Policy; (2) appropriate special financing districts to be explored by the City; and (3) public sources and grants.
Lundy Avenue Complete Street with Transit Priority Improvements	The transit-priority complete street on Lundy Avenue between Berryessa Road and Hostetter Road will be funded by (1) contributions from development projects in the four Districts via the City's Transportation Analysis Policy and Transportation Demand Management Policy; (2) appropriate special financing districts to be explored by the City; and (3) public sources and grants.
Berryessa Road Complete Street	Complete Street improvements on Berryessa Road between US-101 and Jackson Avenue will be funded by (1) contributions from development projects in the four Districts via the City's Transportation Analysis Policy and Transportation Demand Management Policy; (2) appropriate special financing districts to be explored by the City; and (3) public sources and grants.
King Road Complete Street with Bicycle Priority Improvements	The bicycle-priority complete street on King Road between Mabury Road and Berryessa Road will be funded by (1) contribution from development projects in the four Districts via the City's Transportation Analysis Policy and Transportation Demand Management Policy; (2) appropriate special financing districts to be explored by the City; and (3) public sources and grants.
Green Street Complete Street with Bicycle Priority Improvements, in the Flea Market South District	In the Flea Market South District, the infrastructure improvements include a bicycle-priority complete street on Green Street between Sierra Road and Berryessa Road. A new bridge will also replace the existing bridge over the Penitencia Creek and provide access to the Flea Market South District at the intersection of Berryessa Road and Green Street. The Penitencia Creek Trail will cross under Green Street along the south bank and will provide a trail access ramp or at-grade gateway at Green Street. The infrastructure improvements will be fully funded and constructed by development projects in the Flea Market South District.
Sierra Road Complete Street	Complete Street improvements will be provided on both the existing Sierra Road north of Berryessa Road and the new extension between Mabury Road and Berryessa Road. A new bridge over the Penitencia Creek will provide access to the Flea Market South District at the intersection of Berryessa Road and Sierra Road. The improvements on Sierra Road south of Berryessa Road will be fully funded and constructed by development projects in the Flea Market South District. The improvements on Sierra Road north of Berryessa Road will be fully funded by development projects in the Facchino District.
Station Main Streets Complete Streets with Pedestrian Priority Improvements, in the Flea Market South District	In the Flea Market South District, the pair of Station Main Streets will be couplet, one-way public streets separated by a recreational park. The new streets will be fully funded and constructed by development projects in the Flea Market South District.



## Chapter 9 – Implementation

Green Street Grade-Separated Trail Crossing, in the Flea Market South District	The Penitencia Creek Trail will cross under Green Street along the south bank and will provide a trail access ramp or at-grade gateway at Green Street. The trail crossing will be fully funded and constructed by development projects in the Flea Market South District.
Berryessa Road Grade-Separated Trail Crossing	The Coyote Creek Trail will cross under Berryessa Road along the east bank and will provide a trail access ramp and at-grade gateway at Berryessa Road. The trail crossing will be fully funded and constructed by development projects in the Flea Market South District.
Trail Access Points	Between Berryessa Road and Mabury Road, the planned Coyote Creek Trail will have one access point located at the intersection of Sierra Road and Station Main Street (south) to provide a direct route from the trail to the open park, the BART station, and the core of the Flea Market District. The trail crossing will be fully funded and constructed by development projects in the Flea Market South District.
Mabury Road Grade-Separated Trail Crossing	The Coyote Creek Trail will require an at-grade crossing at Mabury Road. The trail crossing will be fully funded and constructed by development projects in the Flea Market South District.
Street Networks in Four Districts	All public and private streets within each of the four Districts will be 100% funded and constructed by development projects in the corresponding District. All private streets within each of the four Districts will also be maintained by development projects in the corresponding District.
Mobility Hub at Station	The Berryessa BART Station will be a mobility hub that enhances access for the surrounding communities and where different modes of travel seamlessly converge. The mobility hub may include features such as wayfinding, bikeshare, carshare, scooter-share, on-demand rideshare, neighborhood electric vehicles, smart parking, curbside management, and microtransit services, etc. Funding sources include (1) contributions from development projects in the four Districts via the City's Transportation Analysis Policy and Transportation Demand Management Policy; (2) appropriate special financing districts to be explored by the City; and (3) public sources and grants.
<b>Proposed Improvement</b>	<b>Proposed Allocation of Improvements and Funding Mechanisms</b>
<b>Parking</b>	
On-Street Parking Management	On-street parking management strategies include market-rate parking, enforcement, and maintenance of parking facilities, etc. in the four Districts (and surrounding neighborhoods in the Urban Village as determined by the City). On-street parking rates (e.g. meters, permits) are adjusted over time to yield about an 85 percent occupancy rate. Potential funding sources include parking revenue, transportation management association, parking in-lieu fees, and special financing districts, etc. Appropriate funding mechanisms will be explored by the City. The parking management strategies must be implemented by the time the first development project is occupied.

## Chapter 9 – Implementation

Transportation Management Association	<p>The first development project in any of the four Districts shall agree at the permit stage as a condition of approval to form and join as a member of a Transportation Management Association (TMA) by the time the project is occupied. Subsequent residential and commercial development projects in the four Districts shall apply for and agree at the permit stage as a condition of approval to join as members of the TMA by the time the projects are occupied. The TMA should implement TDM services for occupants in the development projects and help development projects meet their project-level TDM requirements per the Citywide TDM Policy. Potential funding mechanisms for the TMA include TMA membership fees, net parking revenue, a parking in-lieu fee, and special financing districts, etc. Appropriate funding mechanisms for the TMA must be in place no later than the date upon which the first development project is occupied.</p>
Parking and Transportation Management Entity	<p>The City and the Transportation Management Association must work to form a Berryessa BART Urban Village Parking and Transportation Management Entity. Under this entity, the City will manage on-street public parking in the Urban Village including pricing, enforcement, and maintenance of parking facilities. Roles, responsibilities, governance, and appropriate funding mechanisms between the City and the TMA must be in place no later than the date upon which the first development project is occupied.</p>
Mandatory Transportation Demand Management (TDM) Measures	<p>Mandatory TDM measures include (1) off-street priced parking, (2) unbundled parking, (3) free transit passes, (4) education, marketing, and outreach about travel choices, and (5) participation in a Transportation Management Association (TMA).</p> <p>For (3) and (4), these services will be provided by the TMA on behalf of development projects to all residents and employees in the four Districts. Potential funding sources include parking revenue, TMA membership fees, parking in-lieu fees, and special financing districts, etc. Appropriate funding mechanisms for the TMA must be in place no later than the date upon which the development project is occupied.</p> <p>For (1) through (5), these mandatory TDM programmatic measures will be implemented by the time the first building is occupied. Development projects will be subject to TDM monitoring requirements established in the City's Transportation Demand Management Policy.</p>
Additional Transportation Demand Management (TDM) Measures	<p>Development projects in the four Districts must meet the City's Transportation Analysis Policy and Transportation Demand Management Policy requirements by implementing <i>Mandatory</i> and <i>Additional</i> TDM measures. Additional measures are selected from a menu of options described in the Berryessa BART Urban Village Parking and TDM Plan (Appendix 2). Selected additional TDM measures will be implemented by the time the first building is occupied. Development projects will be subject to TDM monitoring requirements established in the City's Transportation Demand Management Policy.</p>

Proposed Improvement	Proposed Allocation of Improvements and Funding Mechanisms
<b>Affordable Housing</b>	
Develop 25% of the housing units as deed restricted affordable units.	The City's Inclusionary Housing Ordinance (IHO) requires that development set aside 15% of the units built as deed restrict affordable. Developers can, however, meet the requirements of IHO through alternative means, including the payment of an in-lieu fee. The Plan establishes a goal to develop 25% of the housing units as affordable. To achieve this ambitious goal the City should focus its affordable housing resources towards funding affordable housing projects in this Village and should also work with the County to focus its affordable housing resources into this Village. In addition, the City should work with VTA to meet its affordable housing policy requirement for VTA land by building affordable housing in the East District.
Proposed Improvement	Proposed Allocation of Improvements and Funding Mechanisms
<b>Energy Infrastructure</b>	
The Plan identifies specific policies to implement Climate Smart San Jose, specifically energy sustainability via Distributed Renewable Energy (DRE) infrastructure or district wide energy strategies, which also implement the City's Reach Energy Code.	Implementation of a micro-grid benefits primarily the developers' projects. The City is required to meet Climate Smart energy and resiliency goals, in large part by requiring energy savings measures of new development and redevelopment. The implementation of a micro-grid delivers potential cost-savings from construction of an energy infrastructure that is sized smaller compared to traditional networks of public utilities (PG&E). Private developers must fund the preparation of a financial feasibility study for implementing a micro-grid in the Districts. If viable, the micro-grid and all the Districts' energy infrastructure supporting the development may be funded by the District site developers or by a funding mechanism such as a CFD applied for an agreed to by the developers.

## Implementation Actions

**Implementation Action 1** – All development in the Berryessa BART Urban Village shall plan, design, and build all projects per the vision, goals and policies of this Plan.

**Implementation Action 2** – The Berryessa BART Urban Village shall be adopted with concurrent or applicable zoning that is consistent with the policies and development standards established in all the chapters of the Plan.

**Implementation Action 3** – Land use approvals for development in the four Districts shall be conditioned upon the developers' application to the City for formation of an appropriate special district or other available and appropriate financing mechanism to fund identified improvements and the maintenance thereof, and formation or approval of such a district or funding mechanism by the City, prior to obtaining any building permit for the developers' projects. Developers may annex land into any such special district formed in the Plan area as may be appropriate.

**Implementation Action 4** – The Developers and the City shall actively study the implementation of appropriate funding mechanisms at the cost of developers. Such additional funding mechanism are necessary to implement many of the amenities, improvements and programs identified in the Plan, including the Berryessa BART district parking strategy.

**Implementation Action 5** – As a condition of approval for the first new development within the any of the four Districts within the Urban Village, that development shall be required to form a Transportation Management District (TMA). Subsequent developments shall then be required, as a condition of approval, to join this TMA. The purpose of the TMA is to manage and administer the implementation of TDM programs within the TMA; facilitate shared TDM services as appropriate between developments participating in the TMA; provide marketing for TMA programs and services; and coordinate annual monitoring, evaluation and reporting to the City in accordance with relevant Legally Binding Documents for each respective development project within each TMA, with Board approval thereof prior to submittal to the City.



# **BERRYESSA BART URBAN VILLAGE DISTRICT PARKING STUDY**

## **Parking and TDM Plan**

**March 2021**

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# 1 INTRODUCTION

The City of San José is planning for the future of the neighborhood surrounding the Berryessa/North San José BART station through its Berryessa BART Urban Village (BBUV) Plan. The BBUV consists of 270 acres in the northeast area of San José and includes four large opportunity redevelopment sites (“four Districts”): the former San José Flea Market site, Santa Clara Valley Transportation Authority (VTA) site, commercial sites at the intersection of Berryessa Road and Lundy, and the Facchino site north of Berryessa Road and west of the BART tracks.

## Guiding Principles

The BBUV is the City’s first regional transit urban village and thus will serve as a major transportation gateway for both San José and the surrounding Bay Area. The following guiding principles will influence the development of the BBUV and have helped shaped this Parking and Transportation Demand Management (TDM) Plan:

- Prioritize Connectivity and Accessibility
- Foster Alternative Forms of Transportation
- Sustainability as an Overarching Principle
- Open Space Enhancement and Protection
- A Mixed-use, Mixed-income Urban Village

The following plan outlines the parking and TDM goals of the district, defines the parameters of parking and TDM measures, and outlines TDM Plan implementation and monitoring guidelines.

## BENEFITS OF PARKING AND TDM



Incentivize multimodal trips and reduce congestion



Right-size parking supply, demand, and costs



Attract and retain tenants



Meet the goals of the BBUV District



Be a good neighbor and minimize local impacts

## 2 REGULATORY FRAMEWORK

Promoting and expanding non-automobile transportation options through parking management strategies and TDM measures will make it easier and safer for people of all ages and abilities to access the Urban Village while minimizing traffic congestion. The BBUV Plan Parking Chapter outlines the parking management strategies and defines the goals and policies designed to manage parking supply and demand in the area Plan, while also meeting the City goals and community values.

There are several existing policies and efforts underway that provide the regulatory framework to manage parking in the Urban Village, including the General Plan and Zoning Code Provisions. The following section outlines the regulatory framework that informed the development of the goals and policy parameters of parking and TDM standards in the Urban Village.

### GENERAL PLAN

The City of San Jose General Plan has specific requirements for the preparation of Urban Village Plans under Chapter 7 – Implementation, Goal IP-5. Circulation and parking is one of the critical components—Urban Village Plans “may also develop a parking strategy that identifies creative ways to provide parking that ensures that parking does not detract from achieving the objectives for a given Village Plan.”

### ZONING CODE PROVISIONS

The City has outlined parking and TDM provisions in the City’s zoning code, which apply to urban village projects. However, the City of San Jose is in the process of developing a Citywide TDM Policy through the American Cities Climate Challenge grant, as the City’s current parking policies do not support the reduction in vehicle use necessary to meet the City’s climate goals.

### Existing Code Provisions

Currently, parking minimums and TDM provisions for urban villages are located in San Jose zoning code Title 20, Section 20.90.220, which includes the parameters of parking provisions for Urban Village projects. Projects can reduce parking provision up to 50% below the parking minimums under certain conditions, including the preparation of a Transportation Demand Management (TDM) Plan in support of the specific reduction goal in a project. Additional requirements to a TDM plan are often needed, such as demonstrating that parking reductions are adequate for the project's life, among others.

### Citywide Transportation Demand Management Policy

In pursuit of its climate goals, the City of San José has identified opportunities to facilitate greater sustainable development by establishing transportation requirements and parameters that

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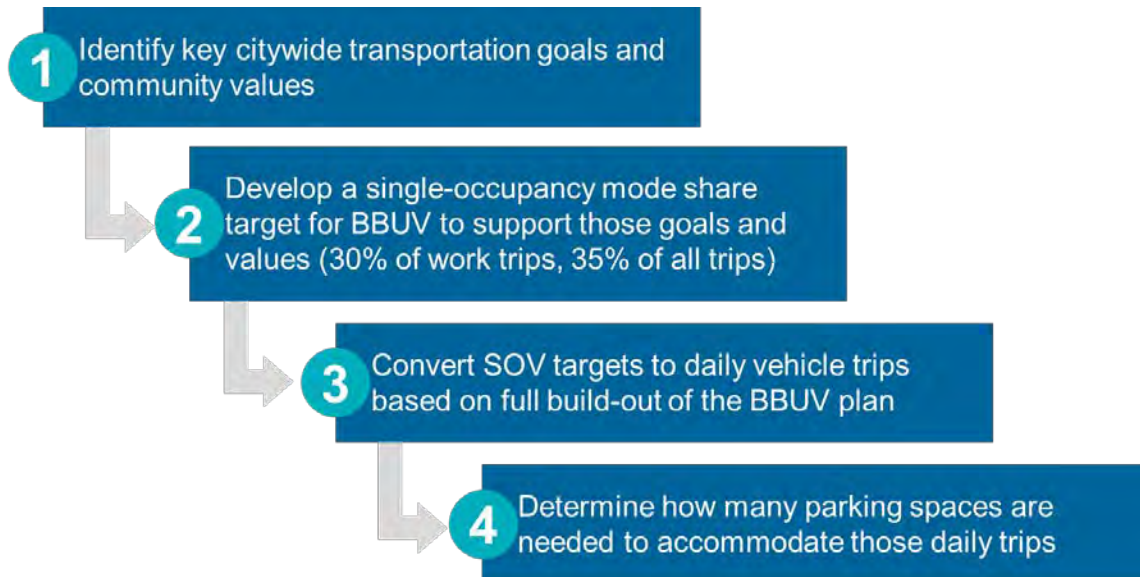
support a shift in how people travel for new development projects. The City is currently working on a Citywide TDM Policy, which is scheduled for adoption shortly after the approval of the BBUV Plan. As such, the following TDM Plan outlines recommendations that align with the upcoming City standards, which include changes for development-code parking standards and recommendations for establishing TDM requirements for new development projects.

### 3 BBUV TRANSPORTATION GOALS & PARKING TARGETS

The Berryessa BART station is centrally located in the Urban Village – the last stop on BART as of 2020. The BART station will not only serve the residents of the BBUV, it will be a regional destination for people to take BART into San Francisco and throughout the Bay Area. Strong TDM strategies are needed to ensure the BART system is well used and parking is well managed to limit spillover into the neighborhoods. The BBUV will be a transit-rich, walkable neighborhood, in support of the City's ambitious goal of reducing citywide single occupancy vehicle (SOV) mode share to 40% by 2040.

Citywide goals were used to inform the mode share goals of the district, and the subsequent vehicle trips and parking spaces to support those goals.

Figure 1 BBUV Transportation Goals & Parking Target Process



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## MODE SHARE GOALS

The City of San Jose developed a travel demand model and other tools to estimate the number and type of trips estimated in the district based on the development program. Based on the analysis, it was determined that without TDM strategies, 50% of all trips would be made by single occupancy vehicles by 2040. With the addition of TDM strategies, only 35% of all trips would be made by driving alone by 2040 and 65% of trips would be made by biking, walking, and transit.

Figure 2 BBUV 2040 Mode Share Goals

Mode	2040 Mode Split with Planned Development + BART station + Transit Services (All trips)	2040 Mode Split Target Goal with Parking & TDM Strategies (All trips)
SOV	50%	35%
Carpool/ Shared Mobility	50%	65%
Transit		
Bicycle/ Scooter		
Walk		
TOTAL	100%	100%

Source: City of San Jose and Nelson\Nygaard

For commute trips, the drive alone estimate is projected to be lower – at 30%. The trip projections were consistent with the accessibility to the entire area supported by the urban fabric envisioned in the Plan (i.e., block size and street system layout).

## Parking Target

Using the mode split goals, the estimated parking demand from all four Districts in the Plan was calculated.

The BBUV's overall SOV target is equivalent to a vehicle trip generation of 21,300 daily office vehicle trips, 20,500 daily residential vehicle trips, and 2,800 daily retail vehicle trips. To support these daily vehicle trips' *time-of-day parking demands*, a total of no more than 6,500 office spaces and 5,500 residential spaces are needed (or 12,000 total spaces). **If this amount of parking is converted to parking ratios, these parking spaces are equivalent to 1 space per residential unit and 1.5 spaces per 1,000 square feet of commercial development.** Compared to the corresponding parking ratios required in the City's municipal code, the analysis showed that 12,000 parking stalls correspond to an approximately 50% reduction of parking from the current parking requirements. This outcome demonstrated that the maximum parking reduction allowed in Urban Village Plans per current City code requirements closely aligned with parking reduction possibilities in the Berryessa BART Urban Village Plan.

### BBUV Land Use Assumptions

- 4.2 million square feet of commercial development, of which 2.5% is retail
- 5,100 dwelling units

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*Why Does a Parking Target Matter?*

The BBUV is envisioned to be a mixed-use, thriving district. With the BART station centrally located and access to the regional trail system, the BBUV is a place for people, not just cars. By setting a parking target in line with the projected mode split goals, the City is committing to not overbuild parking for a future where less people than today will be driving. The goal is to optimize land use for its highest and best use and prioritize placemaking in the Urban Village, thus ensuring safe, convenient, and efficient access to the BART station.

**It is worth noting that the 12,000 parking spaces do not represent a "parking cap" or a maximum. Instead, the 12,000 parking spaces represent the equivalent to the adequate parking amount that should be provided if the SOV target goal is achieved.**



## 4 PARKING & TDM RECOMMENDATIONS

The following parking and TDM recommendations will help the BBUV meet its goals by limiting excess parking supply, managing parking price, encouraging shared parking, and implementing a comprehensive TDM program managed by a local Transportation Management Association (TMA).

This section outlines the recommended parking management strategies, along with the TDM program recommendations for the BBUV.

### PARKING MANAGEMENT RECOMMENDATIONS

BBUV will be a complete neighborhood with a diverse mix of new supportive uses. How parking is supplied and managed is crucial to achieving the vision of the neighborhood and supporting a walkable and transit-oriented urban village. Parking recommendations outlined below will help minimize the footprint of parking and ensure that those who need to drive can find a place to park but that excess parking is not built. These recommendations are in line with the upcoming citywide parking policies that will be adopted later in 2021 and are supportive of the parking policies outlined in the BBUV Parking Chapter.

#### Priced Parking

All on-street parking in the four Districts will be priced to balance demand and access across the Urban Village. As development proceeds in the Urban Village, the City should price on-street parking in surrounding areas outside of the four Districts. On-street parking prices will be adjusted to manage demand. Off-street parking in the four Districts will also be priced at market rates. The TMA, described in more detail below, in partnership with the City, will be responsible for tracking the parking price both on-street and off-street and recommending price adjustments as needed to manage demand. This approach can encourage people to park once within the Urban Village and walk to several nearby destinations. It also helps secure parking funding for transportation related investments.



Developing a parking management district is best in an area with compact mixed-use development. People can park once within the district and walk to several nearby destinations.

Source: Nelson\Nygaard

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## Recommendations

### On-Street Parking

- On-street parking cost should increase by block/zone the closer one gets to BART.
- Net on-street parking revenue should be allocated to a transportation fund to pay for TDM programs and other transportation-related costs in BBUV.
- On-street parking price should be evaluated on an annual basis at minimum to accommodate changing demand.

### Off-Street Parking

- Off-street parking should be priced and residential parking should be unbundled.
- Employees should be charged a market-rate price to park. Daily parking pricing for employees is preferred to allow for maximum flexibility; monthly parking rates also suffice.

### Parking Management & Revenue

- A parking revenue fund that is dedicated to transportation investments in the BBUV should be established.
- The Parking and Transportation Management Entity (described in more detail below) will be responsible for ensuring that on-street and off-street parking are charged at a market rate.

#### **CASE STUDY: Parking District in Boulder, CO**

The foundation of Boulder's parking management approach are the SUMP principles—shared, unbundled, managed, and paid. In Downtown Boulder, shared parking is implemented the Central Area General Improvement District (CAGID). Properties in the CAGID collect property taxes, which has been used to fund the construction of five shared parking structures. Approximately, 70 to 80% of the spaces in each garage are used by permit holders (primarily employees to neighboring businesses) and the remaining 20 to 30% are used by visitors to CAGID. Parking revenue from these garages is used to pay for transportation related investments, including all access unlimited use RTD transit passes (also known as an Eco Pass) for all full-time employees in the district.

#### **Sources:**

Phone interview with Melissa Yates, City of Boulder, on 8/12 by Maggie Derk, Nelson\Nygaard.

#### **CASE STUDY: Priced Employee Parking at Seattle Children's Hospital**

Seattle Children's Hospital made a commitment to support a multimodal commute program through its 2008 Comprehensive Transportation Plan. Changes to parking policy played a huge role in this effort. Seattle Children's wanted a program that prioritized reduced vehicle trips and multimodal travel, while also allowing employees the flexibility to drive on the day they needed to. A crucial change was adopting a parking pricing structure that supported that approach.

A first step was adopting a strict institutional policy that required that all employees pay to park, regardless of position or status. Second, the hospital discontinued monthly parking passes for employees, recognizing that those permits represent a sunk cost and ultimately encourage people to drive. Instead, employees now pay for parking only for the days they drive, with daily rates varying from \$2 to \$15 a

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day depending on location, arrival time, and duration of stay. Rates are highest for those who arrive during peak commute hours.

Another key decision was to make it as easy, convenient, and financially beneficial to walk, bike, carpool, or take transit. Employees who commute by train, bus, carpool, vanpool, bicycle, or walk are paid \$4.50 per day. This incentive is automatically deposited into employee paychecks through the Luum commute platform.

Luum allows Seattle Children's to provide employees with a tangible set of direct financial incentives, while clearly documenting and informing employees about their travel choices. Some employees are also required to park in a remote lot and take a shuttle to the hospital. Employees are assigned a designated parking lot based on their home address. Those who live within close proximity to the off-site lots are required to park there. If they choose to drive, they must park at a remote lot, and travel the rest of the way to campus by shuttle.

With a decrease in the drive alone rate from 73% in 1995 to 38% in 2010, the efforts of Seattle Children's Hospital are considered a strong success.

**Source:** Commute Seattle. 2017. "Commute Seattle Case Study: Solving Hospital Commute Challenges - Commute Seattle." March 9, 2017. <https://commuteseattle.com/articles/case-study-solving-hospital-commute-challenges/>.

#### **CASE STUDY: Priced Employee Parking at Panasonic (Newark, NJ)**

Panasonic relocated from Secaucus, NJ to downtown Newark in 2013, which resulted in a dramatic decline in their drive alone rate from 88% to 36%. With this decrease, transit mode share increased from 4% to 57%. Panasonic attributes this success in part to its commuter benefits program, marketing rate parking, and a strong employee outreach effort.

- Commuter benefits: Panasonic gave employees a 50% discount on transit passes obtained through the TransitCheck program.
- Market rate parking: Discontinued free parking and charged employees the market rate prices between \$180 to \$200 a month.
- Employee outreach: In preparation for the relocation, Panasonic spread the word about new commuter options two years prior to the move. Practice runs for potential transit rides were organized. When new office finally opened, commuter ambassadors were posted at stations to help employees find their way.

**Source:** Jaffe, Eric. 2015. "How Panasonic Got So Many Workers to Ditch Their Car Commutes for Public Transit." CityLab. October 27, 2015. <http://www.citylab.com/cityfixer/2015/10/how-panasonic-turned-car-commuters-into-transit-riders/412417/>.

## **Parking supply**

Attracting commercial development in San Jose requires parking flexibility; however, creating a disincentive to build excess parking is prudent for the district to meet its mode split and livability goals. The modeling effort as part of this project concluded that 12,000 parking spaces would be needed based on the anticipated development program, which amounts to a recommended parking ratio of **1 space per residential unit and 1.5 spaces per 1,000 square feet of commercial development** (see Chapter 3 above for more details).

### **Recommendations:**

- Eliminate parking minimums.

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- Disincentivize developments to build over the parking target. Should developments choose to build over this target, they will be required to implement Additional TDM measures as described in Chapter 5 below.

**CASE STUDY: Elimination of Parking Minimums in San Diego, CA**

In San Diego, developments within the Transit Area Overlay Zone or Transit Priority Areas (TPAs) are eligible for reduced parking requirements. The Transit Area Overlay Zone, includes areas that receive a high level of transit service. Properties within this zone are eligible have less parking demand and reduced parking requirements. TPAs were identified as areas within a half mile of an existing or planned major transit stop (i.e., light rail service or an intersection of two high frequency bus routes). Planned major transit stops needed to be completed included in San Diego Association of Governments' (SANDAG) five-year Regional Transportation Improvement Program (RTIP) and have secured funding. In March 2019, San Diego City Council approved a repeal of parking minimums for multifamily residential developments within TPAs. The motivation behind this repeal of parking minimums was to increase the number of multifamily residential units, provide more affordable housing without parking, and encourage more residents to walk, bike, and ride transit.

**Sources:** Phone interview with Claudia Brizuela, City of San Diego, on 7/30 by Maggie Derk, Nelson\Nygaard.

<https://docs.sandiego.gov/municode/MuniCodeChapter13/Ch13Art02Division10.pdf>

## Unbundled Residential Parking

All off-street parking spaces in new residential development should be unbundled by leasing or selling parking stalls separately from the unit's rental or purchase fees. This allows residents or employees to decide if they would like to take on the expense of a parking space instead of that parking cost automatically being lumped into the lease or sale price.

### Recommendation:

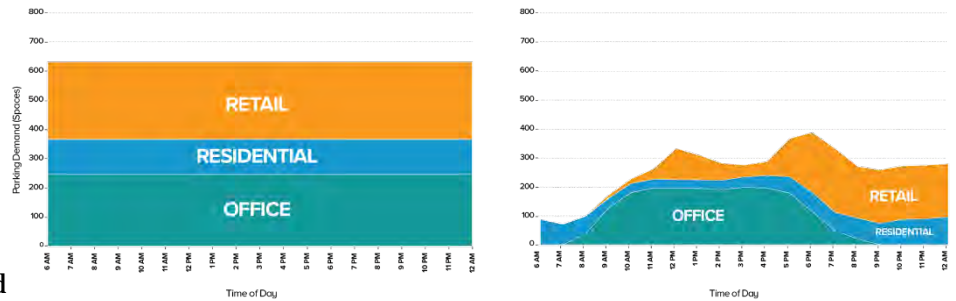
- Unbundle parking from residential development.



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## Shared Parking

Shared parking plan is an **arrangement** between tenants, owners, and property managers that helps **right-size the parking supply** of the site to meet the parking demands of people who drive more efficiently. Shared parking agreements typically occur between:



Example of how shared parking in a mixed-use district can reduce the need to build parking.

- **Public and private entities:** Private parking lot owners open their parking supply to the public during times of lower parking demand; or
- **Multiple private entities:** Private parking lot owners open their parking supply to the other private entities during times of lower parking demand.<sup>1</sup>

Implementation of shared parking can occur through contractual agreements between adjacent properties, a parking management district, or a general public parking approach.

Shared-parking in the district is strongly encouraged. The mix of land uses within the district presents an opportunity for shared parking, particularly at night. Rather than requiring a separate parking supply for each land use, projects can share the same parking supply among uses. For example, parking demand for employees reach their peak during the daytime and weekdays, whereas parking for residents and visitors is most frequently needed in the evening and on weekends. Implementing a shared parking strategy in the four Districts will result in a lower overall need for parking spaces, reduce the total parking footprint in the Urban Village, preserve land for development, and reduce parking construction and operations costs.

### Recommendation

- Encourage shared parking in all developments, but particularly for those that are building over the parking target.

#### **CASE STUDY: Shared Parking in Bellevue, WA**

In the downtown area of Bellevue, Washington, Microsoft has several shared parking agreements in the mixed-use buildings where it leases office space. At the Lincoln Square development, a 500,000-square-foot luxury shopping mall, Microsoft shares a consolidated underground parking facility of over 3,000 spaces between its employees and retail customers. In the nearby Bravern mixed-use development, Microsoft's two office towers share underground parking facilities with the complex's residential and retail uses.

#### **Sources:**

<https://bellevuecollection.com/visit-here/parking/>

<https://thebravern.com/wp-content/uploads/2018/03/The-Bravern-Directory-March-2018.pdf>

<sup>1</sup> [https://www.usdn.org/uploads/cms/documents/2015usdnconvening\\_summary.pdf](https://www.usdn.org/uploads/cms/documents/2015usdnconvening_summary.pdf)



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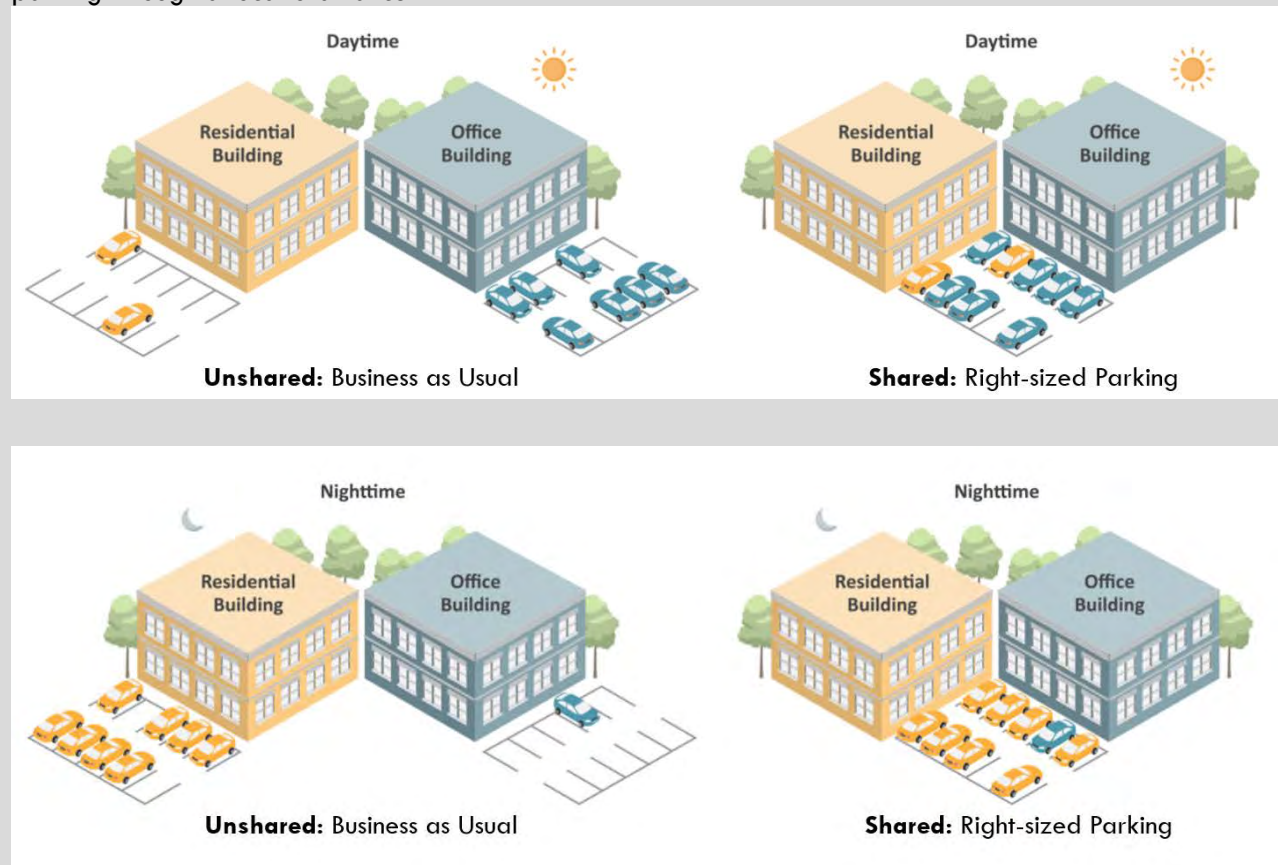
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**How Does Shared Parking Work?**

Shared parking agreements can be incentivized during the permit review process. There are three ways to share parking:

1. **By Time of Day:** The most common approach to shared parking is when one property owner leases parking to an adjacent property owner that has varied parking demand. Property owners may decide to restrict parking for certain users to a specific day of the week or time of day (e.g., parking for office employees 9am to 7pm and parking for residents 7pm to 9am)
2. **Shared by Multiple Uses:** Property owners may keep the agreement more open ended, allowing multiple user groups to park in the shared facility at any time (e.g., parking for office employees and residents only).
3. **Shared Public Parking:** Parking can also be shared by designating facilities as being open to the public. In this case, private developments may not need to build their own off-street parking but rather direct their users to shared public facilities.

Regardless of the implementation approach, a key element of success is permitting or encouraging shared parking through a local ordinance.



Source: Nelson\Nygaard



## Residential Permit Program

Managing parking outside of the BBUV will be critical to ensuring parking well utilized inside the district. If no parking controls are in place in the surrounding neighborhoods, visitors and employees will choose to spill into the neighborhood instead of paying to park in the four Districts. Besides on-street parking, a residential permit program should be considered in the areas within the Urban Village outside the four Districts as well as in surrounding neighborhoods to reduce spillover. The district parking solution is critical to manage parking demand and minimize impacts on surrounding neighborhoods.

### **Recommendation:**

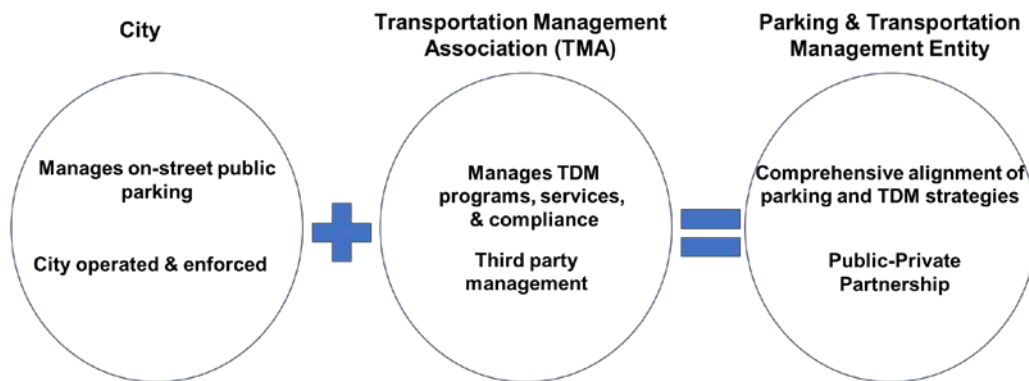
- Explore the implementation of a residential parking permit program to avoid spillover; the program should be managed by the Parking and Transportation Management Entity.

## 5 BBUV TDM PROGRAM IMPLEMENTATION

Transportation demand management (TDM) programs will help the district meet its mode split goals – and help ensure that it is a thriving place where people want to live, work, and play. Simply being located near BART will not be enough to reduce the drive alone rate. A concerted effort to subsidize transit and make sure people have the education and resources they need to make informed travel choices will be needed.

### Parking and Transportation Management Entity

A Parking and Transportation Management Entity that is a private, self-funding entity will be critical to implement the district parking approach and enhance access to and within the district. There are two elements to this entity. The City will be responsible for managing on-street public parking. A Transportation Management Association will be responsible for managing TDM programs and services and ensuring private developments are meeting City requirements. The exact governance structure for the entity will be finalized during implementation:



### Recommendations:

- Form a separate, independent Parking and Transportation Management Entity that is responsible for managing parking and implementing TDM programs.
- Ensure the entity is cost-neutral to the City; net parking revenue, TMA membership fees, and special financial districts such as a property-based improvement district (PBID) and a community facilities district could be used to help fund (see the Preliminary BBUV

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Parking and Transportation Management Entity Business Plan for more details).

**CASE STUDY: TMA in Playa Vista, CA**

Playa Vista, a neighborhood located in Los Angeles, adopted a TDM Plan to reduce the number of anticipated trips to and from the neighborhood. A key component of the TDM Plan includes establishing a Playa Vista Transportation Management Association, [Compass](#). Compass, managed by UrbanTrans, provides people commuting to and from Playa Vista with information about transportation options and programs to encourage people to drive alone less. Implemented in 2014, the TMA has proven successful at reducing drive alone trips. Between 2014 and 2016, the drive alone rate during the p.m. peak period decreased from 71.4% in 2014 to 67.9% in 2016. TDM programming have been critical to Playa Vista's parking management approach and allowed Playa Vista to avoid parking demand and management issues thus far.

**Sources:** Phone interview with Marc Huffman, Planning & Entitlements at Playa Vista, on 8/8 by Maggie Derk, Nelson\Nygaard.

<https://commutecon.com/wp-content/uploads/2018/01/MaayanDemboCC17.pdf>

## TDM Program Measures

A development project sponsor will work with the City and the TMA and select the TDM programs/measures that best fit that particular project. Each property owner in the district will develop a TDM Plan and will be responsible for implementing TDM strategies to help reduce the number of vehicle trips to the district and meet the district mode split goals. Consistent with the Citywide TDM Policy that is set to be approved in 2021, Mandatory and Additional TDM measures in the four Districts of the Plan are recommended:

- **Mandatory TDM** measures refer to those TDM strategies considered essential for implementing a district parking solution in the Plan and therefore are mandatory to all development projects.
- **Additional TDM** measures complement the Mandatory TDM measures, and while not required, a set of these measures must be selected by developers from the Berryessa TDM Plan.

To ensure TDM strategies are effectively implemented in the district, a point system was developed that offers maximum flexibility to developers. Each development in BBUV will be required to satisfy 30-points from the list of strategies (see Figure 4 and Figure 5 below). Point values are based on an estimated percentage reduction of vehicle miles traveled (VMT) per strategy, with one point roughly equivalent to a 1% estimated reduction in VMT. Point values are based primarily on VMT-reduction documentation provided by California Air Pollution Control Officers Association (CAPCOA) and the San Jose VMT Evaluation Tool on the effectiveness of various TDM strategies in reducing VMT.

The first 10 out of the 30-point requirement will be met by the Mandatory TDM measures for BBUV (Figure 4). The subsequent 20 points may be satisfied by selecting from the menu of TDM options (Figure 5). Figure 3 provides an overview of how the point system works. A detailed overview of the TDM measures and standards are provided in Attachment A.

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Figure 3 TDM Point System Framework

Who do they apply to?	<b>Mandatory TDM Measures (10 points)</b>	<b>Additional TDM Measures (20 points from Menu of Options)</b>
	All developments in the BBUV must offer the mandatory TDM measures <u>which equal 10 points.</u>	All developments in the BBUV will choose from a <u>menu of options to satisfy the remaining 20 points.</u>
What are the measures?	<ul style="list-style-type: none"> <li>• TMA Participation</li> <li>• Subsidized Transit Pass</li> <li>• Education &amp; Marketing</li> <li>• Unbundled Parking</li> <li>• Price Parking</li> </ul>	<ul style="list-style-type: none"> <li>• Developers will select TDM strategies at their own discretion from a <u>menu of options.</u></li> <li>• 20 points can be satisfied if development is built to the parking target.</li> <li>• See the TDM Points System for the menu of options.</li> </ul>

### Mandatory TDM Measures

To reduce drive-alone rates and support parking management strategies, several TDM measures have been identified as critical to the success of the BBUV Parking and Transportation Management Entity. These measures have been proven to be effective and will provide a strong baseline to help manage transportation demand in BBUV.

#### Recommendations:

- **TMA Participation:** A TMA will be established; all tenants and residents in the four Districts will be required to participate in the TMA organization and pay associated TMA fees, if applicable. "Participation" means:
  - Use the TMA to review and confirm compliance of all required surveys, reports, etc.
  - Provide the name of the site's TDM coordinator to the TMA
  - Administer all benefit programs included as TDM measures in an approved TDM Plan
- **Subsidized Transit Pass:** Subsidized transit passes must be offered. The TMA will be available to help support distribution.
- **Education & Marketing:** Education and marketing is an important element of implementing a robust TDM program to ensure people who live and work in the four Districts have access to information to make informed travel choices. The TMA will support tenants in the four Districts to ensure they are distributing travel options information and have a point of contact for residents and employees.

Figure 4 Mandatory TDM Measures

Citywide TDM Category	Citywide TDM Measures	BBUV Points
Program-1	Transportation Management Association	10

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Program-2	Education, Marketing, and Outreach	
Program-3	Transit Pass Subsidy	
Parking-1	Unbundled Parking	
Parking-2	Price Parking	

**CASE STUDY: Transit Pass Subsidies in Boulder, CO**

Boulder Junction Redevelopment consists of two overlapping improvement districts:

**Access District:** All residents and businesses in this district pay a property tax that is used to help fund on and off-street parking management, including construction and maintenance costs, enforcement, license plate recognition technology, etc.

**TDM District:** All residents and businesses in this district pay a property tax that is used to cover the cost of Eco Passes, Boulder B-Cycle memberships, and a car-share membership (eGo CarShare) for each resident and employees within the district. Boulder is considering include Lyft/Uber and e-scooters in this model.

**Sources:** Phone interview with Chris Hagelin, City of Boulder, on 7/24 by Maggie Derk, Nelson\Nygaard.

**CASE STUDY: TDM Ordinance in Santa Monica, CA**

Santa Monica has a nationally-recognized TDM ordinance. When Santa Monica started the TDM Program over twenty years ago, the number of solo drivers driving to work was 80 percent. Today, that number has been reduced to 62 percent in the mornings, and 58 percent in the afternoons. Last year, that translated to over 12,300 fewer car trips per day.

The desire for the ordinance arose during a General Plan update, as a solution to a challenging conundrum: how to accommodate new growth without all the vehicles and traffic that would typically accompany it. The ordinance focused on reducing afternoon peak trips as a key goal, by requiring strategies that could encourage walking, biking, and transit use. To achieve these goals, the ordinance focuses on two key groups: new development and all (existing and new) employers.

- Developers must provide on-site TDM facilities to reduce parking demand and the unbundling of parking costs is required of all non-residential and multifamily residential uses. A Developer TDM plan is required to demonstrate how developers will meet transportation targets.
- Residential projects with more than 16 units must include a Transportation Welcome package for residents and must prioritize marketing of the units to nearby employees. Reduced off-street parking requirements and shared parking facilities accompany these developer requirements.
- Employers are required to submit a worksite TDM plan and track progress each year via an annual employee survey. The employer requirements are robust: there are some mandatory components and then employers can choose from a menu of options, as long as they are rigorous enough to meet their target. Options that are most likely to be effective are weighted accordingly. Categories include direct strategies, such as creating a bicycle program, to support strategies, such as personalized commute assistance.

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The program uses Average Vehicle Ridership (AVR) as its key metric because it is consistent with regional South Coast Air Quality Management District (SCAQMD) methodology. According to SM ETC handbook: AVR is calculated by dividing the number of employees reporting to work by the number of vehicles driven to the worksite. A key partner to the City's TDM ordinance is its Transportation Management Organization (TMO), which provides transportation services throughout the city, called GoSaMo. GoSaMo has helped scale up programmatic TDM efforts, which has proven especially helpful for small employers.

**Sources:** Phone interview with Colleen Stoll, City of Santa Monica, in 2018 by David Perlmutter, Nelson\Nygaard.



## Additional TDM Measures

All developments will be required to commit to an additional 20 points to satisfy the TDM requirements. There are many ways for these points to be met. The menu of options is provided in Figure 6 below, along with the point allocation.

### *How Does Parking Supply Affect Additional TDM Measures?*

The provision of on-site parking at ratios at or below the City's parking target for BBUV will earn points toward a project's TDM requirement, with the potential to achieve up to 20 possible points, thus fully satisfying all of the project's additional TDM requirements.

Projects that build at or below the parking target for BBUV will earn 20 points and no additional TDM strategies will be required.

### **Recommendations:**

- Developers shall work with the City to customize the Additional TDM measures that suit the project. Not all projects will be the same in the four Districts in terms of size and land uses. Therefore, it is expected that selection of TDM measures will be project-specific.
- The City should have the flexibility to prioritize the implementation of certain Additional TDM measures to ensure that certain transportation improvements help meet the transportation goals in BBUV.

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Figure 5 Additional TDM Measures

Citywide TDM Category	Citywide TDM Measures	Points	
		Low	High
Parking-3	Off-Street Parking Supply (Figure 6)	1	20
Parking-4	Shared parking	1	2
Parking-5	Parking Cash Out	2	2
Parking-6	Carpool Parking Incentives	1	1
Land Use-1	Affordable Housing	1	4
Land Use-2	Intersection Density	1	2
Land Use-3	Neighborhood School	2	2
Land Use-4	On-Site Daycare	2	2
Land Use-5	Healthy Food Retail	2	2
Active-1	Bicycle Parking	1	4
Active-2	Bike Valet	1	1
Active-3	Bike Station	2	2
Active-4	End of Trip Bike Facilities	1	1
Active-5	Bike Repair Station	1	1
Active-6	Bike Maintenance Services	1	1
Active-7	Showers, Changing Facilities, and Lockers	1	1
Active-8	Active Transportation Focused Wayfinding Signage	1	1
Active-9	Trail Connections and Bike Paths	1	4
Active-10	Complete Streets with Bike Priority Improvements	1	4
Active-11	Complete Streets with Pedestrian Priority Improvements	1	4
Active-12	Streetscape Improvements that Improve Walking and Biking Conditions: Site Access/Traffic Calming	1	2
Transit-1	Pedestrian and Bicycle Access to Public Transit	1	4

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Citywide TDM Category	Citywide TDM Measures	Points	
		Low	High
Transit-2	Transit Stop/ Station Improvements	1	1
Transit-3	Complete Streets with Transit Priority Improvements	1	4
Transit-4	Public Transit Service Upgrade	1	1
Transit-5	Real-Time Transit/ Transportation-Service Tracking Display	1	1
Transit-6	Shuttle/Connector Bus Service	2	6
MaaS-1	Neighborhood Electric Vehicles	1	1
MaaS-2	Car-Share Membership	1	1
MaaS-3	Car-Share Parking	1	4
MaaS-4	Bike Fleet and Bike Share	1	1
MaaS-5	Delivery-Supportive Amenities	1	1
MaaS-6	Delivery Services	1	1
Programs-4	Free High-Speed Wi-Fi	1	1
Programs-5	Flexible Work Schedules	1	5
Programs-6	Family TDM Amenities	1	2
Programs-7	Family TDM Package	1	1
Programs-8	Travel Behavior Change Program	1	2
Programs-9	Personalized Commute Assistance/ Targeted Behavior Intervention	1	2
Programs-10	Ride-Matching Service Provision & Access	2	2
Programs-11	Vanpool Program	2	2
Programs-12	Guaranteed Ride Home	2	2
Programs-13	Mobility Wallet	1	2
Programs-14	Pre-Tax Commuter Benefits	1	2
Programs-15	Car Share Subsidy	1	2
Programs-16	Vanpool Subsidy	1	2

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Citywide TDM Category	Citywide TDM Measures	Points	
		Low	High
Programs-17	Bike Share Subsidy	1	2
Programs-18	Carpool Incentives	1	2
Programs-19	School Pool	1	1
Programs-20	School Bus	3	6

Figure 6 below outlines the point allocation for off-street parking. As described above, if a development builds at or below the parking target, they will receive the full 20 points and no Additional TDM measures will be needed above the Mandatory TDM measures. Should the development choose to build above the parking target, Additional TDM strategies may be needed to meet the 20-point requirement.

Figure 6 Point Allocation for Off-Street Parking Supply

Points	Proposed Parking for Residential (spaces/du)	Proposed Parking for Commercial Office and Retail (spaces/ksf GFA)
20	0 – 1.00	0 – 1.50
18	1.01 – 1.10	1.51 – 1.65
16	1.11 – 1.20	1.66 – 1.80
14	1.21 – 1.30	1.81 – 1.95
12	1.31 – 1.40	1.96 – 2.10
10	1.41 – 1.50	2.11 – 2.25
8	1.51 – 1.60	2.26 – 2.40
6	1.61 – 1.70	2.41 – 2.55
4	1.71 – 1.80	2.56 – 2.70
2	1.81 – 1.90	2.71 – 2.85
1	1.91 – 1.99	2.86 – 2.99
0	2.00+	3.00+

## TDM Plan Submittal

A TDM Plan should be submitted as part of development permit approvals for all developments in the four Districts of the BBUV Plan. A TDM Plan is also recommended for development permits outside the Districts (within the BBUV boundary) that would like to pursue parking reduction based on the parking target and parking policies of the Plan. The submitted TDM Plan should be reviewed by the City for completeness, accuracy, and the satisfaction of its trip-reduction requirement. The approved TDM Plan shall include the final list of Mandatory and Additional TDM measures per approval from City staff. A draft TDM Plan with an initial list of the Additional TDM measures selected by project applicants may be submitted as part of the initial development approval application. Once the TDM plan has been approved, project sponsors, developers or development permit project applicants must provide the future property owner, tenants, or users with a copy of the approved TDM Plan. Developers must ensure that the physical elements of the TDM Plan's measures are included in the construction of the project, which shall be verified during the site inspection prior to the Certificate of Occupancy approval. The property owner must also provide documentation that approved programmatic measures in the property's TDM Plan have or will be implemented as required.

### **Recommendation:**

- Establish a TDM Plan Submittal process for all developments in the BBUV.

## 6 PARKING & TDM PLAN MONITORING

As outlined in Chapter 3, the goal of the BBUV is to achieve 35% of all trips made by driving alone. While the number of single-occupancy vehicle (SOV) trips reduced is important, the benefits of TDM programs can be demonstrated using a myriad of indicators. The performance monitoring process must be defined to ensure the process is transparent and performance measures help to support district goals. Figure 7 below outlines the recommended performance measures for the four Districts, including a target (if applicable), metric and method, who is responsible for tracking, and the frequency.

### Monitoring

The Parking and Transportation Management Entity will track BBUV performance, including on-street and off-street parking, mode split and program participation and property adherence to submitted TDM Plans. The TMA will work with district residents, employers and employees, visitors, and external stakeholders such as the City of San Jose and local transit agencies to ensure the TMA and associated properties are meeting the defined BBUV goals and requirements. Property owners will be responsible to ensure site specific TDM Plans are in compliance.

- **On-Street Parking Occupancy:** The City will monitor on-street parking price and occupancy.
- **Off-Street Parking Occupancy:** The TMA will be responsible for tracking off-street parking occupancy, particularly for any shared parking in the district. Surveys must be conducted in the daytime for employment land uses and nighttime for residential uses to track peak parking-generation rates for each.
- **Mode Split:** The TMA will develop and administer an annual travel survey for employees, residents, and visitors; property owners will support administration of the survey.
- **TDM Program Participation:** On an annual basis, the TMA will document program participation, including TMA membership, education, and outreach metrics (described in the figure below), transit pass distribution, and documentation of unbundled parking policies.

The TMA will develop an annual report that documents the metrics outlined in Figure 7 below. The annual report for the district will be submitted to the City of San Jose Public Works Department for review.



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Figure 7 BBUV Parking &amp; TDM Plan Performance Metrics

Metric	Measure	Target	Method	Responsibility	Frequency
SOV Rate	SOV rate	35% all trips by 2040	Employee, resident and visitor travel survey Trip logging, if applicable	TMA in partnership with property owner	Annual
On-Street Parking					
• On-Street Parking Price	Hourly parking rate	Market rate	Annual audit	City	
• On-Street Parking Utilization	% capacity by time of day	85% capacity	Parking counts	City	Annual
Off-Street Parking					
• Off-Street Parking Price	Hourly and monthly parking rates	Market rate	Annual audit	TMA in coordination with private property owners	Annual
• Off-Street Parking Utilization	% capacity by time of day	85% capacity	Parking counts	TMA in coordination with private property owners	Annually
Mandatory TDM Measures:					
• Transportation Management Association	# of TMA members	All developments in the four Districts of BBUV. Optional for other developments outside the Districts.	n/a	TMA	Annual
• Education, Marketing, and Outreach	Website hits Awareness of programs	n/a	Website hits Annual survey	TMA	Annual
• Transit Pass Subsidy	Transit passes distributed	Aligned with target transit mode split goal (TBD)	Track distribution of transit passes Annual survey	TMA Property owners	Annual
• Unbundled Parking	Unbundled parking in	All	Annual audit	TMA	Annual

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Metric	Measure	Target	Method	Responsibility	Frequency
	residential leases			Property owners	
Additional TDM Measures					
<ul style="list-style-type: none"> <li>Property Owner TDM Plans</li> </ul>	See standards for maintaining compliance below; the TMA will be responsible for ensuring property owner TDM Plans are in compliance				

## Standards for Maintaining Property Owner TDM Plan Compliance

The TMA will be responsible for verifying that each of an approved TDM Plan's physical and programmatic measures are maintained, for as long as the property maintains a Certificate of Occupancy. Over this time, the property owner must submit all required monitoring and reporting forms and supporting documentation.

### Annual Reporting

The first submission of reporting documentation is due within 30 calendar days of the 18-month anniversary of the issuance of the initial Certificate of Occupancy. Subsequent annual submissions are also due within 30 calendar days of that date. Upon five years of satisfactory monitoring and reporting compliance, the submittal requirement shifts to every three years. This relaxed timeline can revert back to annual submittal requirements if compliance becomes unsatisfactory.

The annual TDM report submitted by the property owner should include a summary of the following:

- **Documentation of existing TDM measures:** All ongoing TDM measures, and any changes from the original plan or past years should be noted.
- **Annual Travel Survey:** Property owners will support the TMA in administering an annual travel survey provided by the TMA. Surveys must produce data on trip frequency and trip distance patterns, by mode and by property affiliation (resident, employee, or visitor). Minimum response rates will be set based on peak parking occupancy counts, with resident responses equivalent to or surpassing 25% of peak overnight occupancy counts, and employee response equivalent to or surpassing 25% of peak daytime occupancy counts. The survey instrument will be developed by the TMA to ensure consistency across properties.

### Site Inspections

TMA staff may conduct a site visit if the annual report demonstrates any compliance concerns once every three years to confirm all approved physical measures in the development project's TDM Plan continue to be implemented and/or installed. Property owners will be informed in advance of these site visits.

### **TDM Plan Update Option**

A property owner may propose to update an approved TDM Plan by submitting a TDM Plan Update Application. The City will ensure that the updated TDM Plan meets the TDM Program Standards that were in effect at the time of that the previous TDM Plan was approved, or the TDM Program Standards in effect at the time that the TDM Plan Update Application is filed, based on the stated preference of the applicant. Such a process will become necessary in circumstances where an approved TDM Plan includes a measure that is no longer viable, such as subsidized rides for a mobility service provider that has ceased to operate. The process may also be initiated in order to take advantage of newly available and/or approved TDM measures that a property owner prefers to what is included in an approved TDM Plan.

# **ATTACHMENT A - TDM MEASURES & STANDARDS**

Attachment A provides the detailed guidance for each Mandatory and Additional TDM measure outlined above. The City, TMA, and the developer will use this guidance to document the points earned for each TDM measure during the TDM Plan submittal process for each property. The descriptions and point values of the Mandatory and Additional TDM measures should align with the Citywide TDM Policy and associated documents and will be updated as applicable.

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## MANDATORY TDM MEASURES

### Programs-1: Transportation Management Association (TMA) Programming

	<p>Participate in a few TDM programs provided by an established TMA in a local area such as Downtown and a transit-rich urban village. In addition to implementing TDM programs, the TMA also manages a Parking and Transportation Management District. Examples of services provided by a TMA include:</p> <ul style="list-style-type: none"> <li>- Know Your Options: Programming to get more residents and commuters to travel by non-drive-alone modes.</li> <li>- Commuter Fairs: Tabled events promoting local routes and services for traveling by non-drive-alone modes.</li> <li>- Bike Parking Cost Share Program: A 50/50 cost sharing program for Saint Paul businesses and organizations who add bike racks or bike rooms. Eligible projects can receive up to \$1,000 in support.</li> <li>- College Mobility Strategies: Educational program providing training and guidance on investments that will improve campus mobility for students, staff, and visitors.</li> <li>- Experiential Learning Events: Tailored training sessions showing groups of staff local routes and services they can use for traveling by non-drive-alone modes.</li> <li>- Parking Counting Equipment: Installing equipment for counting daily parking occupancy, for use in TDM reporting and service development.</li> <li>- Employee and Community Surveys: Survey to determine how people are commuting and their level of interest in non-drive alone alternatives and services offered, including travel modes, vehicle miles traveled, and trip frequency.</li> <li>- Financial Incentives: Monetary incentives to motivate commuters to switch from driving alone.</li> <li>- Pre-tax Benefits: Program through IRS that reduces employee commute costs up to 1/3 for vanpool, transit, bicycling and saves employers payroll taxes.</li> <li>- ZAP Twin Cities Bicycle Commute Incentive Program: A monthly rewards program offering prizes for participants commuting by bike.</li> <li>- Employer Recognition: Public relations exposure in local media and annual awards program spotlighting employees' participation in non-drive alone commuting.</li> <li>- Other TDM programs.</li> </ul>
<b>Description</b>	
<b>Points:</b> N/A	Points associated with the TDM programs provided by the TMA will be awarded. The property owner must subscribe to the TMA with payment of annual membership fees.
<b>Compliance Tracking</b>	TMA staff to confirm membership status.

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**Programs-2: Education, Marketing, and Outreach**

<b>Description</b>	Provide employees and/or residents with information on available travel options.
<b>Points: 1 - 2</b>	<p>Home-End Uses</p> <ul style="list-style-type: none"> <li>One Point for providing TDM promotions and welcome packets. TDM promotions should encourage alternative modes through methods such targeted messaging and communications campaigns, incentives, giveaways, and competitions. Welcome packets must be provided to all new residents with information on alternative transportation options for accessing the project site and details on any transportation benefits offered. The packet must provide options for major destinations such as nearby transit centers and shopping including specific transit and bicycle routes.</li> <li>Two Points for providing the aforementioned measure and enrolling all dwelling units in a Transportation Management Platform (TMP) application such as ZAP Twin Cities, Luum, or RideAmigos, which offer commute planning functionality, parking management, and transit information online and through mobile applications. TMPs gamify commute behavior by actively logging how people travel and using this information to provide incentives, start friendly competition, or raise awareness about these decisions and the associated financial, environmental and health impacts.</li> </ul> <p>Commute- and Visit-End Uses</p> <ul style="list-style-type: none"> <li>One Point for providing TDM promotions and welcome packets. TDM promotions should encourage alternative modes through methods such targeted messaging and communications campaigns, incentives, giveaways, and competitions. Welcome packets must be provided to all new employees with information on non-drive alone options for accessing the site and details on any transportation benefits offered. The packet must provide options for major employee commute origins including specific transit routes, bicycle routes, and carpool options.</li> <li>Two Points for providing the aforementioned measure and enrolling all employees in a Transportation Management Platform (TMP) application such as ZAP Twin Cities, Luum, or RideAmigos, which offer commute planning functionality, parking management, and transit information online and through mobile applications. TMPs gamify commute behavior by actively logging how people travel to work and using this information to provide incentives, start friendly competition, or raise awareness about these decisions and the associated financial, environmental and health impacts.</li> </ul>
<b>Compliance Tracking</b>	The property owner must submit copies of all promotional materials and welcome packets distributed to employees/residents as part of their annual monitoring and reporting update.



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**Programs-3: Transit Pass Subsidy**

<b>Description</b>	Provide contributions or incentives towards the equivalent cost of a VTA monthly pass for on-site residences and employees. The monthly contributions or incentives can be spent on VTA/BART/Caltrain fare tickets or monthly passes.
<b>Points: 1 - 4</b>	<p>Home-End Uses</p> <ul style="list-style-type: none"> <li>▪ One point for proactively offering contributions or incentives equivalent to 25% of the Adult-fare cost of a VTA monthly pass for each dwelling unit, monthly.</li> <li>▪ Two points for proactively offering contributions or incentives equivalent to 50% of the Adult-fare cost of a VTA monthly pass for each dwelling unit, monthly.</li> <li>▪ Three points for proactively offering contributions or incentives equivalent to 75% of the Adult-fare cost of a VTA monthly pass, for each dwelling unit, monthly.</li> <li>▪ Four points for proactively offering one VTA monthly pass, plus contributions or incentives equivalent to 100% of the Adult-fare cost of a VTA monthly pass, for each dwelling unit, monthly.</li> </ul> <p>Commute- and Visit-End Uses</p> <ul style="list-style-type: none"> <li>▪ One point for proactively offering contributions or incentives equivalent to 25% of the Adult-fare cost of a VTA monthly pass for each employee, monthly.</li> <li>▪ Two points for proactively offering contributions or incentives equivalent to 50% of the Adult-fare cost of a VTA monthly pass for each employee, monthly.</li> <li>▪ Three points for proactively offering contributions or incentives equivalent to 75% of the Adult-fare cost of a VTA monthly pass for each employee, monthly.</li> <li>▪ Four points for proactively offering contributions or incentives equivalent to 100% of the Adult-fare cost of a VTA monthly pass for each employee, monthly.</li> </ul>
<b>Compliance Tracking</b>	The property owner must submit copies of invoices for transit pass contributions and any informational materials that describe available transit benefits that have been provided to employees/residents during submittal of their annual monitoring and reporting update.

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### Parking-1: Unbundle Parking

<b>Description</b>	Detach the cost of parking from rents or leases.
<b>Points:</b> 1 - 2	<p>Home-End Uses</p> <ul style="list-style-type: none"> <li>One point for detaching the cost of all parking spaces from all residential lease or purchase fees for the life of the project. No units may be marketed with the amenity of "free parking" or similar terms. Unbundled spaces must be leased or sold separately so that residents have the option of renting or buying a space at an additional cost, thus presenting a cost savings by opting out of renting or purchasing a parking space.</li> <li>Two points for detaching the cost of all parking spaces from all residential lease or purchase fees for the life of the project, when the site is zoned B4 or B5, or located within a half mile of a transit stop served by a VTA. No units may be marketed with the amenity of "free parking" or similar terms. Unbundled spaces must be leased or sold separately so that residents have the option of renting or buying a space at an additional cost, thus presenting a cost savings by opting out of renting or purchasing a parking space.</li> </ul> <p>Commute- and Visit-End Uses</p> <ul style="list-style-type: none"> <li>One point for detaching the cost of all parking spaces from all tenant lease or purchase fees for the life of the project. Unbundled spaces must be leased or sold separately so that tenants have the option of renting or buying a space at an additional cost.</li> <li>Two points for detaching the cost of all parking spaces from all tenant lease or purchase fees for the life of the project, when the site is zoned B4 or B5, or located within a half mile of a transit stop served by a VTA route. Unbundled spaces must be leased or sold separately so that tenants have the option of renting or buying a space at an additional cost.</li> </ul>
<b>Compliance Tracking</b>	The property owner must submit copies of all informational materials about unbundled parking and current parking rates as part of their annual monitoring and reporting update.

### Parking-2: Price Parking

<b>Description</b>	<p>Price parking at hourly or daily rates, and do not provide weekly, monthly, annual, or other long-term parking pass options. This may include:</p> <ul style="list-style-type: none"> <li>Charging employees for daily parking</li> <li>Implementing market or dynamic rate pricing</li> <li>Validating parking for invited guests only</li> </ul>
<b>Points:</b> 2	Two Points for pricing all available parking at hourly or daily rates. In order to meet this requirement weekly, monthly, and/or annual parking passes may not be made available.
<b>Compliance Tracking</b>	The property owner must submit copies of all informational materials about available parking options and current parking rates as part of their annual monitoring and reporting update.

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## ADDITIONAL TDM MEASURES

### Parking

#### Parking-3: Parking Supply

Description	The amount of on-site parking included with the development		
<b>Points:</b> 1 - 20	Points	Proposed Parking for Residential (spaces/du)	Proposed Parking for Commercial Office and Retail (spaces/ksf GFA)
	20	0 – 1.00	0 – 1.50
	18	1.01 – 1.10	1.51 – 1.65
	16	1.11 – 1.20	1.66 – 1.80
	14	1.21 – 1.30	1.81 – 1.95
	12	1.31 – 1.40	1.96 – 2.10
	10	1.41 – 1.50	2.11 – 2.25
	8	1.51 – 1.60	2.26 – 2.40
	6	1.61 – 1.70	2.41 – 2.55
	4	1.71 – 1.80	2.56 – 2.70
	2	1.81 – 1.90	2.71 – 2.85
	1	1.91 – 1.99	2.86 – 2.99
	0	2.00+	3.00+
Compliance Tracking	The developer must identify the number of spaces to be built with the project. As necessary, City staff will conduct site visits to confirm the supply on-site.		

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#### Parking-4: Shared Parking

<b>Description</b>	Provide public access to parking proposed for the development.
<b>Points:</b> 1 - 2	<ul style="list-style-type: none"> <li>One point if at least 10 spaces, or 25% of the total number of all spaces, whichever is greater, are provided for public use from: <ul style="list-style-type: none"> <li>8:00 a.m. to 6:00 p.m., Monday through Friday, or</li> <li>6:00 p.m. to 8:00 a.m., seven days a week</li> </ul> </li> <li>Two points if at least 10 spaces, or 25% of the total number of all spaces, whichever is greater, are provided for public use 24 hours a day and seven days a week.</li> </ul>
<b>Compliance Tracking</b>	The developer must identify the spaces to be shared, signage identifying the times and terms of public access to them, to be confirmed by City staff during a pre-occupancy inspection of the site. The property owner must include up to date photos demonstrating that these spaces remain in place, properly marked and maintained, and accessible to the public upon submittal of their annual monitoring and reporting update. As necessary, City staff will conduct site visits to confirm that the amenities meet specified standards.

#### Parking-5: Parking Cash Out

<b>Description</b>	Where free parking is provided, give employees the option to receive the cash value of free parking in-lieu of a parking space. Although not required, cash out works best in conjunction with Unbundling (Parking-2) as it provides a market signal to forgo subsidizing parking and cashing out employees instead. Unbundling can help to implement a cash out program as it establishes a per stall price point.
<b>Points:</b> 2	Two points for promoting and providing all employees eligible for subsidized or free parking with the choice of forgoing a parking space in exchange for a cash payment equivalent to the cost borne by the employer for providing the space.
<b>Compliance Tracking</b>	The property owner must submit copies of all informational materials about parking cash out and current rates for all employers at the site as part of their annual monitoring and reporting update.

#### Parking-6: Carpool Parking Incentives

<b>Description</b>	Provide preferential parking in convenient locations (such as near public transportation or building front doors) in terms of priority parking and/or reserved parking for commuters who carpool, vanpool, ride-share or use alternatively fueled vehicles. The development site will provide wide parking spaces to accommodate vanpool vehicles.
<b>Points:</b> 1	One point for designating 10 parking spaces, or 10% of the overall on-site supply of spaces, whichever is greater, for priority and reserved parking for carpool and vanpool vehicles, until 10am.
<b>Compliance Tracking</b>	The marked designation of these spaces must be confirmed during a pre-occupancy inspection of the site. Photos of demonstrating that these spaces continue to be maintained and accessible must be included in submittal of annual monitoring and reporting updates. As necessary, City staff will conduct site visits to confirm that the amenities meet specified standards.

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## Land Use Synergies

### Land Use-1: Affordable Housing

<b>Description</b>	Provide affordable housing units on-site beyond the City's inclusionary housing ordinance requirements.
<b>Points: 1 – 4</b>	<p>Category A</p> <ul style="list-style-type: none"> <li>▪ One point for providing between 15% and 20% on-site affordable housing for families with.</li> <li>▪ Two points for providing between 10% and 25% on-site affordable housing.</li> <li>▪ Three points for providing between 25% and 50% on-site affordable housing.</li> <li>▪ Four points for providing greater than 50% on-site affordable housing.</li> </ul>
<b>Compliance Tracking</b>	City staff will monitor and require occupancy certification of affordable units during the annual monitoring and reporting process. The City will maintain the right to require the tenant or designated representative of an affordable unit to verify their level of income on an annual basis.

### Land Use-3: Neighborhood School

<b>Description</b>	Contributes to the development of a neighborhood school that would serve families living in the development. Neighborhood schools primarily serve the neighborhoods immediately surrounding the school and allow students to walk or bike to school, reducing the use of automobiles for drop-off and pick-up trips and thereby reducing VMT.
<b>Points: 2</b>	Two points if a neighborhood school is provided on-site for families living in the development site or in the local community.
<b>Compliance Tracking</b>	The developer must identify the location of the neighborhood school and submit plans for City staff to ensure that the facility will meet any applicable State and City requirements. City staff will confirm the constructed facility meets the specifications of approved plans during a pre-occupancy inspection of the site. The property owner must submit a letter from the school that includes a description of the facility's operations (days of week and hours of operation, level of enrollment, etc.) and contact information of all applicable parties upon submittal of their annual monitoring and reporting update. As necessary, City staff will conduct site visits to confirm that the amenities meet specified standards.

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#### Land Use-4: On-site Daycare

<b>Description</b>	Provide childcare services on-site.
<b>Points:</b> 2	Two points for providing a childcare facility on site that complies with all state, county, and city requirements.
<b>Compliance Tracking</b>	The developer must identify the location of the childcare space and submit plans for City staff to ensure that the facility will meet any applicable State and City requirements. City staff will confirm the constructed facility meets the specifications of approved plans during a pre-occupancy inspection of the site. The property owner must submit a letter from the childcare service provider that includes a descriptions of the facility's operations (days of week and hours of operation, level of enrollment, etc.) and contact information of all applicable parties upon submittal of their annual monitoring and reporting update. As necessary, City staff will conduct site visits to confirm that the amenities meet specified standards.

#### Land Use-5: Healthy Food Retail

<b>Description</b>	Provide a healthy food retail store as part of a development, located in a census tract meeting the federal definition of a food desert, according to the US Department of Agriculture (USDA). <sup>2</sup>
<b>Points:</b> 2	Two points for providing a healthy food retail store within a development located in census tract meeting the USDA definition of a food desert.
<b>Compliance Tracking</b>	The developer must identify the location of the food retail space and submit plans for City staff to ensure that the facility will meet any applicable State and City requirements. City staff will confirm the constructed facility meets the specifications of approved plans during a pre-occupancy inspection of the site. The property owner must submit a letter from the healthy food retailer that includes a description of the facility's operations (days of week and hours of operation, etc.) and contact information of all applicable parties upon submittal of their annual monitoring and reporting update. As necessary, City staff will conduct site visits to confirm that the amenities meet specified standards.

<sup>2</sup> US Department of Agriculture, "Food Atlas Research Atlas: Documentation," October 31, 2019.  
<https://www.ers.usda.gov/data-products/food-access-research-atlas/documentation/>



## Active Transportation Improvements

### Active-1: Bike Parking

Description	<p>Provide secure bicycle parking at the applicable rate prescribed below.</p> <p>Short-term spaces, such as inverted-u racks or post and ring installations, must be weather protected, sturdy, and well anchored. Short-term spaces typically meet the needs of shoppers or visitors and are used for a couple of hours at a time.</p> <p>Long-term spaces, such as bike lockers or bike cages, must be fully sheltered from weather elements and provide a form of access control such as keys or smart cards. Long-term spaces are typically designed to meet the needs of commuters or residents who require storing their bike safely for an entire day or longer.</p> <p>Spaces must meet all City requirements and reflect design best practices such as those identified by the Association of Pedestrian and Bicycle Professionals (APBP).</p>
Points: 1 - 2	<ul style="list-style-type: none"> <li>▪ One point for providing at least 1.5 times as many secure short-term and long-term bicycle parking spaces as required by zoning.</li> <li>▪ Two points for providing at least 2 times as many secure short-term and long-term bicycle parking spaces as required by zoning.</li> </ul>
Compliance Tracking	<p>City staff will confirm that the installed bicycle parking meets the design requirements stated above during a pre-occupancy inspection of the site. The property owner must include up to date photos of the bicycle parking demonstrating that the spaces are in good condition and accessible to tenants/residents upon submittal of their annual monitoring and reporting update. As necessary, City staff will conduct site visits to confirm that the amenities meet specified standards.</p>

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**Active-2: Bike Valet**

<b>Description</b>	Provide monitored bicycle parking for events.
<b>Points:</b> 1	One point for sites hosting events with attendance capacities greater than 1,000 people, that provide monitored bicycle parking supply capable of serving at least 20% of venue attendees. This service must be available to visitors at least one hour before event start times, through at least 30 minutes after event end times. Monitored bicycle parking must be located within a one block radius of a regular venue entrance.
<b>Compliance Tracking</b>	The property owner must submit documentation of bicycle valet services, and any informational materials distributed to promote the services during submittal of their annual monitoring and reporting update, coinciding with dates of known, qualifying events.

**Active-5: Bike Repair Station**

<b>Description</b>	Provide an on-site bicycle repair station with adequate tools.
<b>Points:</b> 1	One point for providing a bicycle repair station on-site in a covered area such as a bicycle storage room or garage. Tools and supplies must include, at minimum, those needed to fix a flat tire, adjust a chain, and performing other basic maintenance. Available tools must include, at minimum, a bicycle pump, wrenches, a chain tool, tire levers, hex keys/Allen wrenches, screwdrivers, and spoke wrenches. Although not required, vending machines selling items such as bike tubes, patch kits, lights, locks, hand warmers, and other bicycling gear can be paired with repair stations.
<b>Compliance Tracking</b>	City staff will confirm that any credited repair station meets the design requirements stated above during a pre-occupancy inspection of the site. The property owner must include up to date photos demonstrating that the station remains in place, properly maintained, and accessible to tenants/residents upon submittal of their annual monitoring and reporting update. As necessary, City staff will conduct site visits to confirm that the amenities meet specified standards.

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### Active-6: Bike Maintenance Services

<b>Description</b>	Provide an on-site bicycle maintenance service.
<b>Points:</b> 1	One point for providing bicycle maintenance services on-site. Bicycle maintenance services must include, at minimum, a staffed facility providing basic bicycle maintenance services available to the public. Services can also include the sale and rental of bicycle parts, bicycling gear, and tools.
<b>Compliance Tracking</b>	The property owner must submit documentation of bicycle maintenance services, and any informational materials distributed to promote the services during submittal of their annual monitoring and reporting update.

### Active-7: Showers, Changing Facilities, and Lockers

<b>Description</b>	Provide showers and lockers for active modes.
<b>Points:</b> 1	One point for providing 2 times as many showers, changing rooms, and clothes lockers as required by zoning.
<b>Compliance Tracking</b>	City staff will confirm that all credited amenities meet the design requirements stated above during a pre-occupancy inspection of the site. The property owner must include up to date photos demonstrating that the amenities remain in place, properly maintained, and accessible to tenants/residents upon submittal of their annual monitoring and reporting update. As necessary, City staff will conduct site visits to confirm that the amenities meet specified standards.

### Active-8: Active Transportation Focused Wayfinding Signage

<b>Description</b>	Provide directional signage for TDM amenities.
<b>Points:</b> 1	<p>One Point for providing multimodal wayfinding signage at key locations internally and externally that directs employees, residents, tenants, and visitors to all the following transportation options, as applicable:</p> <ul style="list-style-type: none"> <li>▪ Bicycle Parking</li> <li>▪ Bicycle Amenities (such as changing facilities and repair stations)</li> <li>▪ Bike Share</li> <li>▪ Car Share</li> <li>▪ Carpool/Vanpool pick-up/drop-offs</li> <li>▪ Delivery Amenities (such as package storage lockers)</li> <li>▪ Shuttle Stops</li> <li>▪ Taxi Stands/TNC pick-up/drop-offs</li> <li>▪ Transit Stops</li> </ul>
<b>Compliance Tracking</b>	City staff will confirm that all credited signage meets the design requirements stated above during a pre-occupancy inspection of the site. The property owner must include up to date photos demonstrating that the signs remain in place and properly maintained upon submittal of their annual monitoring and reporting update. As necessary, City staff will conduct site visits to confirm that the amenities meet specified standards.

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## Active-9: Trail and Bike Connections

Description	Design, fund, and/or construct new or improved trail and or bike network connections near the development site that encourage safe and comfortable walking and cycling to, from, and near the site.
Points: 1 - 4	<ul style="list-style-type: none"> <li>▪ One point for funding or performing the design and/or construction of planned trails, on-street bike facilities, and/or street connections to trails, located within one mile of the development site, for a total cost equivalent to \$1,000 per dwelling unit or \$1 per square feet of non-residential occupied floor area.</li> <li>▪ Two points for funding or performing the design and/or construction of planned trails, on-street bike facilities, and/or street connections to trails, located within one mile of the development site, for a total cost equivalent to \$2,000 per dwelling unit or \$2 per square feet of non-residential occupied floor area.</li> <li>▪ Three points for funding or performing the design and/or construction of planned trails, on-street bike facilities, and/or street connections to trails, located within one mile of the development site, for a total cost equivalent to \$3,000 per dwelling unit or \$3 per square feet of non-residential occupied floor area.</li> <li>▪ Four points for funding or performing the design and/or construction of planned trails, on-street bike facilities, and/or street connections to trails, located within one mile of the development site, for a total cost equivalent to \$4,000 per dwelling unit or \$4 per square feet of non-residential occupied floor area.</li> </ul> <p>To satisfy this measure, a development project must work with City staff to select at least one planned trail or bike projects identified in City-adopted trail and bike plans. Based on the status of the selected project(s), the development will opt to fund or perform the design and/or construction.</p>
Compliance Tracking	City staff will provide comments to the developer on possible improvement-funding options and ensure compliance with City-adopted plans and design standards and guidelines, such as the <i>Trail Master Plans</i> , <i>San Jose Better Bike Plan 2025</i> , and the <i>San Jose Complete Street Design Standards and Guidelines</i> , etc. Upon approval, the maintenance of all approved improvements contained within City rights-of-way will become solely the City's responsibility.

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**Active-10: Complete Streets with Bike Priority Improvements**

Description	<p>Design, fund, construct, improve, and/or maintain complete-streets on General Plan designated On-Street Primary Bike Facilities (i.e. bike priority streets) near the development site that encourage safe and comfortable cycling to, from, and near the site. On-Street Primary Bike Facility must prioritize (1) high-quality bike facilities such as an increased level of separation between bicyclists and the adjacent motor vehicular travel lanes ("protected bike lanes"), low-stress shared roadway bicycle facility ("bike boulevards"), right-of-way infrastructure improvements, signal enhancements for bicycles, turning-movement restrictions for motor vehicles, and end-of-trip bike facilities, etc.; (2) high-quality sidewalks such as attractive lighting, wayfinding, enhanced crosswalks, landscaping, and place-making elements, etc.; and (3) curbside uses for bike mobility and public life activation as opposed to commerce loading and vehicle storage.</p>
<b>Points:</b> <b>1 - 4</b>	<ul style="list-style-type: none"> <li>▪ One point for funding or performing the design, construction, and/or maintenance of complete streets on On-Street Primary Bike Facilities located within one mile of the development site, for a total cost equivalent to \$1,000 per dwelling unit or \$1 per square feet of non-residential occupied floor area.</li> <li>▪ Two points for funding or performing the design, construction, and/or maintenance of complete streets on On-Street Primary Bike Facilities located within one mile of the development site, for a total cost equivalent to \$2,000 per dwelling unit or \$2 per square feet of non-residential occupied floor area.</li> <li>▪ Three points for funding or performing the design, construction, and/or maintenance of complete streets on On-Street Primary Bike Facilities located within one mile of the development site, for a total cost equivalent to \$3,000 per dwelling unit or \$3 per square feet of non-residential occupied floor area.</li> <li>▪ Four points for funding or performing the design, construction, and/or maintenance of complete streets on On-Street Primary Bike Facilities located within one mile of the development site, for a total cost equivalent to \$4,000 per dwelling unit or \$4 per square feet of non-residential occupied floor area.</li> </ul> <p>To satisfy this measure, a development project must work with City staff to select at least one planned complete street projects on On-Street Primary Bike Facilities identified in City-adopted transportation plans. Based on the status of the selected complete street projects, the development will opt to fund or perform the design, construction, and/or maintenance of the streets. All barriers to bicycle access and interconnectivity must be minimized. Physical barriers such as walls, landscaping, and slopes that impede bicycle circulation must not be provided.</p>
Compliance Tracking	<p>City staff will provide comments to the developer on possible improvement-funding options and ensure compliance with City-adopted transportation plans and design guidelines, such as the <i>San Jose Access &amp; Mobility Plan (AMP)</i>, <i>Multimodal Transportation Improvement Plans (MTIPs)</i>, and the <i>San Jose Complete Street Design Standards and Guidelines</i>, etc. Upon approval, the maintenance of all approved improvements contained within City rights-of-way will become solely the City's responsibility.</p>

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**Active-11: Complete Streets with Pedestrian Priority Improvements**

Description	Design, fund, construct, improve, and/or maintain complete streets on General Plan designated Main Streets near the development site that encourage walking to, from, and near the site. Main Streets must prioritize (1) high-quality sidewalks such as attractive lighting, wayfinding signage, street trees, pedestrian-scale street lighting, enhanced crosswalks, automatic pedestrian signals, reduced crossing length, sidewalk widening, public seating areas, art, landmarks, retail active frontage, pedestrian through zones, landscaping, and place-making elements, etc.; and (2) curbside uses for pedestrian access and public life activation as opposed to commerce loading and vehicle storage.
Points: 1 - 4	<ul style="list-style-type: none"> <li>▪ One point for funding or performing the design, construction, and/or maintenance of complete streets on Main Streets located within one mile of the development site, for a total cost equivalent to \$1,000 per dwelling unit or \$1 per square feet of non-residential occupied floor area.</li> <li>▪ Two points for funding or performing the design, construction, and/or maintenance of complete streets on Main Streets located within one mile of the development site, for a total cost equivalent to \$2,000 per dwelling unit or \$2 per square feet of non-residential occupied floor area.</li> <li>▪ Three points for funding or performing the design, construction, and/or maintenance of complete streets on Main Streets located within one mile of the development site, for a total cost equivalent to \$3,000 per dwelling unit or \$3 per square feet of non-residential occupied floor area.</li> <li>▪ Four points for funding or performing the design, construction, and/or maintenance of complete streets on Main Streets located within one mile of the development site, for a total cost equivalent to \$4,000 per dwelling unit or \$4 per square feet of non-residential occupied floor area.</li> </ul> <p>To satisfy this measure, a development project must work with City staff to select at least one planned complete street project on Main Streets identified in City-adopted transportation plans. Based on the status of the selected complete street projects, the development will opt to fund or perform the design, construction, and/or maintenance of the streets. All barriers to pedestrian access and interconnectivity must be minimized. Physical barriers such as walls, landscaping, and slopes that impede pedestrian circulation must not be provided.</p>
Compliance Tracking	City staff will provide comments to the developer on possible improvement-funding options and ensure compliance with City-adopted transportation plans and street design standards and guidelines, such as the <i>San Jose Access &amp; Mobility Plan (AMP)</i> , <i>Multimodal Transportation Improvement Plans (MTIPs)</i> , and the <i>San Jose Complete Street Design Standards and Guidelines</i> , etc. Upon approval, the maintenance of all approved improvements contained within City rights-of-way will become solely the City's responsibility.



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**Active-12: Streetscape Improvements that Improve Walking & Biking**  
**Conditions: Site Access/Traffic Calming**

<b>Description</b>	Design, fund, construct, and/or improve traffic calming measures that reduce motor vehicle speeds to and from the site and in the surrounding neighborhood. Providing traffic calming measures improves safety of walking and biking as an alternative to driving. Examples of traffic calming features include median islands, marked crosswalks, raised crosswalks, curb extensions (bulb-outs), sidewalk extensions, tight corner radii, traffic circles, street narrowing, chicanes, radar speed signs, flashing beacons, circular beacons, speed humps, speed tables, traffic signal upgrades for bike and pedestrian detection, and/or other pedestrian crossing enhancements beyond the project frontage. Certain traffic calming features may require further study, pilot, and conceptual City approval.
<b>Points: 1 - 2</b>	<ul style="list-style-type: none"> <li>▪ One point for funding or performing the design and/or construction of traffic-calming improvements on Vision Zero corridors or streets with high-speed, heavy cut-through traffic within one mile of the development site, for a total cost equivalent to \$1,000 per dwelling unit or \$1 per square feet of non-residential occupied floor area.</li> <li>▪ Two points for funding or performing the design and/or construction of traffic-calming improvements on Vision Zero corridors or streets with high-speed, heavy cut-through traffic within one mile of the development site, for a total cost equivalent to \$2,000 per dwelling unit or \$2 per square feet of non-residential occupied floor area.</li> </ul>
<b>Compliance Tracking</b>	City staff will provide comments to the developer on possible improvement-funding options and ensure compliance with all City-adopted transportation plans and street design standards and guidelines, such as the <i>Vision Zero Action Plan</i> and the <i>San Jose Complete Street Design Standards and Guidelines</i> , etc. Upon approval, the maintenance of all approved improvements contained within City rights-of-way will become solely the City's responsibility.

## Transit Improvements

**Transit-1: Pedestrian and Bicycle Access to Public Transit**

<b>Description</b>	Design, fund, and/or construct pedestrian and bicycle facilities beyond the development frontage that provide safer and more convenient access to nearby transit stops. Examples of facilities improving pedestrian and bike safety and access to transit include sidewalks, protected intersections, upgraded pedestrian and bike detection, marked or signalized pedestrian crossings, lighting, curb ramps, wayfinding, landscaping, and traffic calming measures, etc.
<b>Points: 1 - 2</b>	<ul style="list-style-type: none"> <li>▪ One point for funding or performing the design and/or construction of pedestrian and bicycle facilities beyond the development frontage that improve access to transit stops located within one mile of the development site, for a total cost equivalent to \$1,000 per dwelling unit or \$1 per square feet of non-residential occupied floor area.</li> <li>▪ Two points for funding or performing the design and/or construction of pedestrian and bicycle facilities beyond the development frontage that improve access to transit stops located within one mile of the development site, for a total cost equivalent to \$2,000 per dwelling unit or \$2 per square feet of non-residential occupied floor area.</li> </ul>
<b>Compliance Tracking</b>	City and VTA staff will provide comments to the developer on possible improvement-funding options and ensure compliance with all relevant City and VTA design standards and guidelines. Upon approval, the maintenance of all approved improvements contained within City rights-of-way will become solely the City's responsibility.

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**Transit-2: Transit Stop/Station Improvements**

Description	<p>Design, fund, and/or construct transit stop improvements including, but not limited to:</p> <ul style="list-style-type: none"> <li>▪ Bus shelter</li> <li>▪ Bus stop signage, including service maps</li> <li>▪ Bus stop real-time information signage</li> <li>▪ Seating</li> <li>▪ Waste receptacles, maintained by the development site's owner</li> <li>▪ Lighting</li> <li>▪ Wayfinding signage</li> <li>▪ Other amenities that support increased transit service ridership</li> </ul>
Points: 1	<p>One point for funding or performing the design and/or construction of at least three of the above amenities at VTA light rail or bus stops, or a shuttle service provided by the property owner (Transit-1), within one mile of the site. The transit stop amenities must meet applicable City and VTA standards and with expressed approval from the City and VTA.</p>
Compliance Tracking	<p>City and VTA staff will provide comments to the developer on planned transit stop improvements and ensure compliance with all relevant City and VTA design standards. City and VTA staff will confirm the implemented streetscape measures meet the specifications of approved plans during a pre-occupancy inspection of the site. As necessary, City staff will conduct site visits to confirm that the amenities meet specified standards.</p>

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### Transit-3: Complete Streets with Transit-Priority Improvements

Description	<p>Design, fund, construct, and/or maintain complete streets on General Plan designated Grand Boulevards (i.e. transit priority streets) near development site that encourage the use of transit for trips to and from the site. Grand Boulevards must prioritize (1) high-quality transit facilities such as dedicated transit lanes, queue-jumps, transit signal priority, curb extensions at transit stops, and transit stop enhancements, etc.; (2) high-quality sidewalks such as attractive lighting, wayfinding, pedestrian through zones, enhanced crosswalks, and landscaping, etc.; and (3) curbside uses for mobility and access for pedestrians and active mode users as opposed to commerce loading and vehicle storage.</p>
<p>Points: 1 - 4</p>	<ul style="list-style-type: none"> <li>▪ One point for funding or performing the design, construction, and/or maintenance of complete streets on Grand Boulevards located within one mile of the development site, for a total cost equivalent to \$1,000 per dwelling unit or \$1 per square feet of non-residential occupied floor area.</li> <li>▪ Two points for funding or performing the design, construction, and/or maintenance of complete streets on Grand Boulevards located within one mile of the development site, for a total cost equivalent to \$2,000 per dwelling unit or \$2 per square feet of non-residential occupied floor area.</li> <li>▪ Three points for funding or performing the design, construction, and/or maintenance of complete streets on Grand Boulevards located within one mile of the development site, for a total cost equivalent to \$3,000 per dwelling unit or \$3 per square feet of non-residential occupied floor area.</li> <li>▪ Four points for funding or performing the design, construction, and/or maintenance of complete streets on Grand Boulevards located within one mile of the development site, for a total cost equivalent to \$4,000 per dwelling unit or \$4 per square feet of non-residential occupied floor area.</li> </ul> <p>To satisfy this measure, a development project must work with City staff to select at least one planned complete street projects on Grand Boulevards identified in City-adopted transportation plans. Based on the status of the selected complete street projects, the development will opt to fund or perform the design, construction, and/or maintenance of the streets.</p>
Compliance Tracking	<p>City staff will provide comments to the developer on possible improvement-funding options and ensure compliance with City-adopted transportation plans and street design standards and guidelines, such as <i>San Jose Access &amp; Mobility Plan (AMP)</i>, <i>Multimodal Transportation Improvement Plans (MTIPs)</i>, and <i>San Jose Complete Street Design Standards and Guidelines</i>, etc. Upon approval, the maintenance of all approved improvements contained within City rights-of-way will become solely the City's responsibility.</p>

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#### Transit-4: Public Transit Service Upgrade, Operations, and Maintenance

<b>Description</b>	Fund VTA transit service improvements, operations, and maintenance. Examples of VTA transit service improvements include, but are not limited to, increased service frequency, reduced trip times, expanded service spans, transit fleet upgrades, clean transit vehicles, etc.
<b>Points: 1 - 4</b>	<ul style="list-style-type: none"> <li>▪ One point for funding VTA-priority service improvements for routes that serve within one mile of the development site, for a total cost equivalent to \$1,000 per dwelling unit or \$1 per square feet of non-residential occupied floor area.</li> <li>▪ Two points for funding VTA-priority service improvements for routes that serve within one mile of the development site, for a total cost equivalent to \$2,000 per dwelling unit or \$2 per square feet of non-residential occupied floor area.</li> <li>▪ Three points for funding VTA-priority service improvements for routes that serve within one mile of the development site, for a total cost equivalent to \$3,000 per dwelling unit or \$3 per square feet of non-residential occupied floor area.</li> <li>▪ Four points for funding VTA-priority service improvements for routes that serve within one mile of the development site, for a total cost equivalent to \$4,000 per dwelling unit or \$4 per square feet of non-residential occupied floor area.</li> </ul> <p>To satisfy this measure, a development project must work with City and VTA staff to select at least one planned transit service improvements in VTA-adopted service plan, fleet plan, and operations and maintenance program.</p>
<b>Compliance Tracking</b>	VTA to confirm compliance with all funding commitments, including any ongoing operations and maintenance funding.

#### Transit-5: Real-Time Transit/Transportation-Service Tracking Display

<b>Description</b>	Provide monitors that display travel options, transit schedules, real-time arrival times, and real-time service updates.
<b>Points: 1</b>	One point for providing real-time transportation information displays, such as large screens or monitors, in prominent locations (entry/exit areas, lobbies, elevator bays) that provide up to date transit arrivals, departures, and alternative options. At minimum, a project must include a screen at each major entry/exit displaying transit arrival and departures for nearby transit routes (within 0.25 miles for bus routes and within 0.5 miles for VTA stations), availability and location of car share vehicles and bike share, and the approximate walking times to those locations.
<b>Compliance Tracking</b>	City staff will confirm that all credited amenities meet the design requirements stated above during a pre-occupancy inspection of the site. The property owner must include up to date photos demonstrating that the amenities remain in place, properly maintained, and accessible to tenants/residents upon submittal of their annual monitoring and reporting update. As necessary, City staff will conduct site visits to confirm that the amenities meet specified standards.

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### Transit-6: Shuttle/Connector Bus Service

<b>Description</b>	Provide shuttle service for use of employees, residents, and/or guests. Employer based shuttles must serve key transit hubs, destinations relevant to the business, pertinent commercial centers, and relevant places of employee commute trip generation (during peak hours). Residential based shuttles must serve key transit hubs, commercial centers, and relevant civic destinations. The service must be provided free of charge to all residents, employees, tenants, and visitors.
<b>Points: 3 - 6</b>	<p>Home-End Uses</p> <ul style="list-style-type: none"> <li>Three Points for providing free shuttle or connector bus service at one hour or less headways from 8:00 a.m. to 7:00 p.m. on weekdays.</li> <li>Six Points for providing free shuttle or connector bus service at 45 minute or less headways on weekdays and at one hour or less headways on weekends from 8:00 a.m. to 7:00 p.m.</li> </ul> <p>Commute- and Visit-End Uses</p> <ul style="list-style-type: none"> <li>Three Points for providing free shuttle or connector bus service at 30 minute or less headways during peak hours and at one hour or less headways during off-peak hours from 8:00 a.m. to 7:00 p.m. on weekdays. Pick-up/drop-offs at places of employee commute trip generation (i.e. residential developments) may occur at a one-hour frequency and are not required during off-peak hours.</li> <li>Six Points for providing free shuttle or connector bus service at 15 minute or less headways during peak hours and at 30 minute or less headways during off-peak hours from 8:00 a.m. to 7:00 p.m. on weekdays. Pick-up/drop-offs at places of employee commute trip generation (i.e. residential developments) may occur at a one-hour frequency and are not required during off-peak hours.</li> </ul>
<b>Compliance Tracking</b>	The property owner must submit copies of the shuttle schedule, routes, stops, contact information of the shuttle operator, and any informational materials distributed to promote the service during submittal of their annual monitoring and reporting update.

### Mobility as a Service (Maas) Accommodations

#### Maas-1: Neighborhood Electric Vehicles

<b>Description</b>	Provide a shared, neighborhood electric vehicles (NEVs) network in a local area. They are light, electric, low-speed vehicles that offer an alternative to traditional vehicle trips and are ideal for short, local trips. To create an NEV network in a local area, the development site must implement the necessary infrastructure, including NEV parking, charging facilities, striping, signage, and educational tools. NEV routes must be designed on streets in a low-speed neighborhood.
<b>Points: 1</b>	One point for providing a shared NEV network in a local area.
<b>Compliance Tracking</b>	City staff will confirm that the required number of spaces are provided during a pre-occupancy inspection of the site. The property owner must include up to date photos of the NEV spaces and any accompanying signage to demonstrate that they are in good condition and accessible to tenants/residents upon submittal of their annual Monitoring and Reporting Update. As necessary, City staff will conduct site visits to confirm that NEV parking, charging facilities, striping, signage meet specified standards.

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### MaaS-2: Car-Share Membership

<b>Description</b>	Provide membership to a car share service for employees and residents. To satisfy this measure, the property owner must cover the annual membership and any one-time application fees for a car share program. If a neighborhood electric vehicle network (MaaS-1) is provided, this measure includes NEV share membership.
<b>Points:</b> 1	<p>Home-End Uses</p> <ul style="list-style-type: none"> <li>One point for proactively offering complimentary annual car share membership to each resident, annually.</li> </ul> <p>Commute- and Visit-End Uses</p> <ul style="list-style-type: none"> <li>One point for proactively offering complimentary annual car share membership to each employee, annually.</li> </ul>
<b>Compliance Tracking</b>	The property owner must submit copies of invoices for car share memberships and any informational materials that describe available car share benefits that have been provided to employees/residents during submittal of their annual monitoring and reporting update.

### MaaS-3: Car-Share Parking

<b>Description</b>	Provide car share parking. If a neighborhood electric vehicle network (MaaS-1) is provided, this measure includes NEV share parking.
<b>Points:</b> 1 - 2	<ul style="list-style-type: none"> <li>One point for providing at least one parking space reserved for a car share vehicle, plus another such space for every 80 Dwelling Units and every 20,000 square feet of non-residential occupied floor area.</li> <li>Two points for providing at least two parking spaces reserved for a car share vehicle, plus another such space for every 40 Dwelling Units and every 10,000 square feet of non-residential occupied floor area.</li> </ul>
<b>Compliance Tracking</b>	City staff will confirm that the required number of spaces are provided during a pre-occupancy inspection of the site. The property owner must include up to date photos of the car share spaces and any accompanying signage to demonstrate that they are in good condition and accessible to tenants/residents upon submittal of their annual Monitoring and Reporting Update. As necessary, City staff will conduct site visits to confirm that the amenities meet specified standards.



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#### **MaaS-4: Bike Fleet and Bike Share**

<b>Description</b>	Offer on-site access to public bike share or a dedicated fleet of shared bikes.
<b>Points:</b> 1	One point for on-site access to at least six shared bicycles, whether provided by a public-program provider or via a dedicated fleet for property tenants and visitors.
<b>Compliance Tracking</b>	City staff will confirm that the required number of bikes are provided during a pre-occupancy inspection of the site. The property owner must include up to date photos of the shared bikes and any supportive facilities and signage to demonstrate that they are in good condition and accessible to tenants/residents upon submittal of their annual Monitoring and Reporting Update. As necessary, City staff will conduct site visits to confirm that the provided bikes meet specified standards.

#### **MaaS-5: Delivery-Supportive Amenities**

<b>Description</b>	Provide staffed reception desk, delivery lockers, or other amenities.
<b>Points:</b> 1	<ul style="list-style-type: none"> <li>▪ One point for providing at least two of the following: <ul style="list-style-type: none"> <li>– Staffed reception desk</li> <li>– Lockers for delivered packages</li> <li>– Temporary storage for package deliveries, laundry deliveries, or other deliveries</li> <li>– Temporary refrigeration for grocery deliveries</li> </ul> </li> </ul>
<b>Compliance Tracking</b>	City staff will confirm that all credited amenities meet the design requirements stated above during a pre-occupancy inspection of the site. The property owner must include up to date photos demonstrating that the amenities remain in place, properly maintained, and accessible to tenants/residents upon submittal of their annual monitoring and reporting update. As necessary, City staff will conduct site visits to confirm that the amenities meet specified standards.

#### **MaaS-6: Delivery Services**

<b>Description</b>	Provide delivery services that reduce VMT from single stop motorized deliveries.
<b>Points:</b> 1	<ul style="list-style-type: none"> <li>▪ One point for providing services minimally provided during normal business hours, which may include deliveries by: <ul style="list-style-type: none"> <li>– Bicycle</li> <li>– On foot</li> <li>– In a delivery vehicle that makes multiple stops per delivery run</li> </ul> </li> </ul>
<b>Compliance Tracking</b>	The property owner must submit documentation of delivery services by foot, bicycle, or multi-stop delivery runs, and any informational materials distributed to promote the services during submittal of their annual monitoring and reporting update.

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## TDM Programmatic Measures

### Programs-4: Free High-Speed Wi-Fi

<b>Description</b>	Provide free high-speed, broadband internet service to all residences
<b>Points:</b> 1	<ul style="list-style-type: none"> <li>One point for providing free Wi-Fi service at the highest available bandwidth to all residences.</li> </ul>
<b>Compliance Tracking</b>	The property owner must submit copies of invoices for all service-cost expenses and any informational materials distributed that describe the program during submittal of their annual monitoring and reporting update.

### Programs-5: Flexible Work Schedules

Description	Implement alternative work schedules or telecommuting options, such as staggered shift start times, flexible schedules, compressed work weeks, and partial telecommuting schedules, etc.					
Points: 1 - 5	Points according to the following table:					
	Work Schedule	Employee Participation Rates				
		1% - 10%	11% - 25%	26% - 50%	51% - 75%	76% - 100%
		Points				
	9-day/80-hour/2 weeks	-	-	-	-	1
	4-day/40-hour/1 week	-	-	-	1	2
	Telecommuting 2 days/week	-	-	1	2	3
	Telecommuting 3 days/week	-	1	2	3	4
	Telecommuting 4 days/week	1	2	3	4	5
	Telecommuting 5 days/week	2	3	4	5	5
Compliance Tracking	The property owner must summarize all alternative work schedules or telecommuting options available to site employees, report participation counts, and copies of any informational materials that describe available flexible work schedule benefits that have been provided during submittal of their annual monitoring and reporting update.					

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**Programs-6: Family TDM Amenities**

Description	Provide storage near car share parking spaces for car seats and strollers, and/or shared cargo bike(s) and collapsible shopping/utility cart(s).
Points: 1 - 2	<p>One point each for providing the following amenities:</p> <ul style="list-style-type: none"> <li>Storage for car seats and strollers in a secure location. Car seat storage must be provided near the location of on-site car share parking spaces.</li> <li>At least one cargo bike and one collapsible shopping/utility cart for shared use of residents. It is recommended that cargo bikes are available to residents on an hourly basis through an advanced reservation system.</li> </ul>
Compliance Tracking	Installation and provision of family TDM amenities confirmed during a pre-occupancy inspection of the site. Photos of the amenities demonstrating that all components are properly maintained and accessible to residents must be included in submittal of annual monitoring and reporting updates. As necessary, City staff will conduct site visits to confirm that the amenities meet specified standards.

**Programs-7: Family TDM Package**

Description	Bonus points for combining Family TDM Amenities with Car-Share measures
Points: 1	<p>Projects that receive points for Car-share Membership (MaaS-2) and Car-share Parking (MaaS-3) can receive:</p> <ul style="list-style-type: none"> <li>One point if they also receive at least one point for Family TDM Amenities (Programs-6).</li> </ul>
Compliance Tracking	Compliance will focus on the base measures linked to this one.

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**Programs-8: Travel Behavior Change Program**

<b>Description</b>	Provide a program that targets individual attitudes and behaviors towards travel and providing tools for individuals to analyze and alter their travel behavior. Travel Behavior Change programs include mass communication campaigns and travel feedback programs, such as travel diaries or feedback on calories burned from activities and travel. This program encourages the use of shared ride modes, transit, walking, and biking, thereby reducing VMT.
<b>Points:</b> 1 - 2	<p>Home-End Uses</p> <ul style="list-style-type: none"> <li>One point for offering a Travel Behavior Change program to each resident, annually.</li> <li>Two points for offering a Travel Behavior Change program to each resident, at least twice annually.</li> </ul> <p>Commute- and Visit-End Uses</p> <ul style="list-style-type: none"> <li>One point for offering a Travel Behavior Change program to each employee, annually.</li> <li>Two points for offering a Travel Behavior Change programs to each employee, at least twice annually.</li> </ul>
<b>Compliance Tracking</b>	The property owner must submit copies of invoices for all service-cost expenses and any informational materials distributed that describe the program during submittal of their annual monitoring and reporting update.

**Programs-9: Personalized Commute Assistance/Targeted Behavior Intervention**

<b>Description</b>	Provide intensive one-on-one counseling and encouragement, along with subsidies, to encourage individuals to use non-drive alone modes.
<b>Points:</b> 1 - 2	<p>Home-End Uses</p> <ul style="list-style-type: none"> <li>One point for offering one-on-one, customized commute assistance to each resident, annually.</li> <li>Two points for offering one-on-one, customized commute assistance to each resident, at least twice annually.</li> </ul> <p>Commute- and Visit-End Uses</p> <ul style="list-style-type: none"> <li>One point for offering one-on-one, customized commute assistance to each employee, annually.</li> <li>Two points for offering one-on-one, customized commute assistance to each employee, at least twice annually.</li> </ul>
<b>Compliance Tracking</b>	The property owner must submit copies of invoices for all service-cost expenses and any informational materials distributed that describe the program during submittal of their annual monitoring and reporting update.

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**Programs-10: Ride-Matching Service Provision/Access**

<b>Description</b>	Facilitate carpooling/vanpooling by through a ride-matching service or platform.
<b>Points:</b> 2	Two points for enrolling employees in an online ride matching service that connects people through a secure network to post and search for shared rides.
<b>Compliance Tracking</b>	The property owner must submit copies active enrollment with a ride matching platform and provide any informational materials distributed that describe the program during submittal of their annual monitoring and reporting update.

**Programs-11: Vanpool Program**

<b>Description</b>	Provide vanpool services for employees.
<b>Points:</b> 2	Two points for providing property owner or employer sponsored vanpools providing service between the site and locations where employees live. In order to earn point credit, the program must purchase or lease vans for employee vanpool use and pay for the mileage and maintenance of the vehicles.
<b>Compliance Tracking</b>	The property owner must submit copies of invoices for vanpool expenses and any informational materials distributed that describe the program during submittal of their annual monitoring and reporting update.

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**Programs-12: Guaranteed Ride Home**

<b>Description</b>	Provide up to five free rides home each year for registered employees who use commute alternatives when unexpected circumstances create a need for such rides.
<b>Points: 2</b>	Two points for ensuring that all employees who are eligible for on-site parking have access to this benefit.
<b>Compliance Tracking</b>	The property owner must submit copies of communications to all on-site employers notifying them of their employee's eligibility, and including links to explanatory/promotional materials during submittal of their annual monitoring and reporting update.

**Programs-13: Mobility Wallet**

<b>Description</b>	Subsidize Mobility Wallet accounts for all on-site residents and employees. Available for residents and employees to purchase, Mobility Wallets includes a package of transportation passes, vouchers, and credits for mobility options such as bike share, transit, e-scooters, and car share, etc.
<b>Points: 1 - 4</b>	<p>Home-End Uses</p> <ul style="list-style-type: none"> <li>One point for subsidizing a mobility wallet equivalent to 25% of the Adult-fare cost of a VTA monthly pass for each dwelling unit, monthly.</li> <li>Two points for subsidizing a mobility wallet equivalent to 50% of the Adult-fare cost of a VTA monthly pass for each dwelling unit, monthly.</li> <li>Three points for subsidizing a mobility wallet equivalent to 75% of the Adult-fare cost of a VTA monthly pass for each dwelling unit, monthly.</li> <li>Four points for subsidizing a mobility wallet equivalent to 100% of the Adult-fare cost of a VTA monthly pass for each dwelling unit, monthly.</li> </ul> <p>Commute- and Visit-End Uses</p> <ul style="list-style-type: none"> <li>One point for subsidizing a mobility wallet equivalent to 25% of the Adult-fare cost of a VTA monthly pass for each employee, monthly.</li> <li>Two points for subsidizing a mobility wallet equivalent to 50% of the Adult-fare cost of a VTA monthly pass for each employee, monthly.</li> <li>Three points for subsidizing a mobility wallet equivalent to 75% of the Adult-fare cost of a VTA monthly pass for each employee, monthly.</li> <li>Four points for subsidizing a mobility wallet equivalent to 100% of the Adult-fare cost of a VTA monthly pass for each employee, monthly.</li> </ul>
<b>Compliance Tracking</b>	The property owner must submit copies of invoices for all contributions, contribution notices sent to beneficiaries, and any informational/promotional materials included with the notices, during submittal of their annual monitoring and reporting update.



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**Programs-14: Pre-Tax Commuter Benefits**

<b>Description</b>	Facilitate participation in IRS programs that reduces commute costs up to the IRS limit for vanpool, transit, bicycling and saves employers payroll taxes.
<b>Points:</b> 2	<p>Home-End Uses</p> <ul style="list-style-type: none"> <li>Two points for facilitating participation for all on-site residents.</li> </ul> <p>Commute- and Visit-End Uses</p> <ul style="list-style-type: none"> <li>Two points for also facilitating participation for all eligible on-site employees.</li> </ul>
<b>Compliance Tracking</b>	The property owner must submit copies of communications on participation eligibility and enrollment services provided, as sent to on-site employers, and residents where applicable, during submittal of their annual monitoring and reporting update.

**Programs-15: Car Share Subsidy**

<b>Description</b>	Provide subsidy for car-share use for on-site residences and employees.
<b>Points:</b> 2	<p>Home-End Uses</p> <ul style="list-style-type: none"> <li>Two points for providing subsidy equivalent to one one-hour rental per month to each on-site residence.</li> </ul> <p>Commute- and Visit-End Uses</p> <ul style="list-style-type: none"> <li>Two points for also providing subsidy equivalent to one one-hour rental per month to each on-site employee.</li> </ul>
<b>Compliance Tracking</b>	The property owner must submit copies of invoices for all contributions, contribution notices sent to beneficiaries, and any informational/promotional materials included with the notices, during submittal of their annual monitoring and reporting update.

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### Programs-16: Vanpool Subsidy

Description	Fund vanpool full membership costs and discounts for on-site residents and employees.
Points: 2	<p>Home-End Uses</p> <ul style="list-style-type: none"> <li>Two points for funding vanpool full membership costs and discounts for all on-site residents.</li> </ul> <p>Commute- and Visit-End Uses</p> <ul style="list-style-type: none"> <li>Two points for funding vanpool full membership costs and discounts for all on-site employees.</li> </ul>
Compliance Tracking	The property owner must submit copies of invoices for vanpool expenses and any informational materials distributed that describe the program during submittal of their annual monitoring and reporting update.

### Programs-17: Bike Share Subsidy

Description	Fund bike-share full membership costs and discounts for on-site residents and employees.
Points: 2	<p>Home-End Uses</p> <ul style="list-style-type: none"> <li>Two points for funding bike-share full membership costs and discounts for all on-site residents.</li> </ul> <p>Commute- and Visit-End Uses:</p> <ul style="list-style-type: none"> <li>Two points for funding bike-share full membership costs and discounts for all on-site employees.</li> </ul>
Compliance Tracking	The property owner must submit copies of invoices for membership-funded expenses and any informational materials distributed that describe the program during submittal of their annual monitoring and reporting update.

### Programs-19: School Pool

Description	Match parents who transport students to/from schools without a bus program, including private schools, charter schools, and neighborhood schools where students cannot walk or bike. The school pool program would be open to all families in the development. School pools encourage families to find carpools for school pick-up and drop-off, and reduce the total number of vehicle trips traveling to and from schools, thereby reducing VMT.
Points: 1	One point for enrolling parents and students in an online ride matching service that connects people through a secure network to post and search for shared rides.
Compliance Tracking	The property owner must submit copies active enrollment with a ride matching platform and provide any informational materials distributed that describe the school pool program during submittal of their annual monitoring and reporting update.

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**Programs-20: School Bus**

Description	Work with the school district or private schools to restore or expand school bus services in the development site and local community.
Points: 3 - 6	<ul style="list-style-type: none"> <li>▪ Three points for restoring or expanding school bus services to transport on-site students to/from private schools, charter schools, and/or neighborhood schools.</li> <li>▪ Six points for restoring or expanding school bus services to transport both on-site students and other students who live in the local community to/from private schools, charter schools, and/or neighborhood schools.</li> </ul>
Compliance Tracking	The property owner must submit copies of invoices for school bus expenses and any informational materials distributed that describe the school bus program during submittal of their annual monitoring and reporting update.



# **BERRYESSA BART URBAN VILLAGE**

## **Parking and Transportation Management Entity**

### **Preliminary Business Plan**

**MARCH 2021**

**BERRYESSA BART URBAN VILLAGE DISTRICT | Parking and Transportation Management Entity**  
**PRELIMINARY BUSINESS PLAN**  
City of San Jose

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# 1 INTRODUCTION

The Berryessa BART Urban Village (BBUV) Parking and Transportation Management Entity Preliminary Business Plan provides an overview of how parking and transportation demand management (TDM) programs will be managed in BBUV. The Business Plan details potential roles and responsibilities of the City and a third-party Transportation Management Association (TMA), what key strategies should be employed to meet the goals of the BBUV Parking Management and TDM Plan ("TDM Plan"), how the City and TMA functions could be funded, and how success should be measured.

## Why a Parking and Transportation Management Entity?

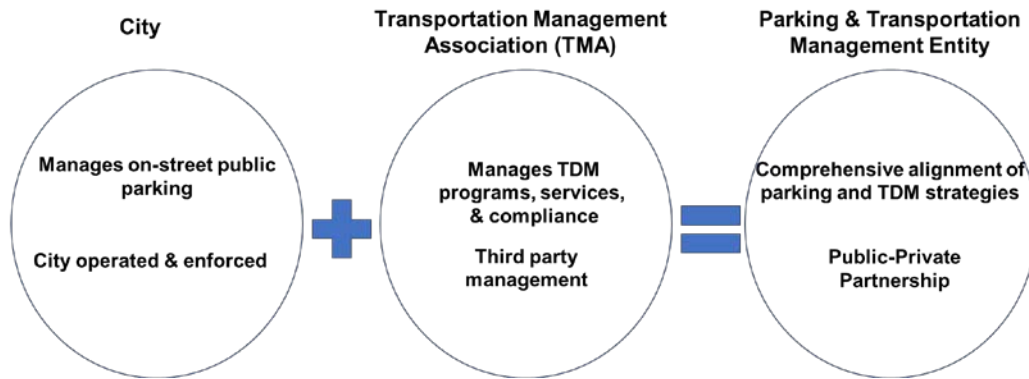
The Berryessa BART Urban Village (BBUV) consists of 270 acres in the northeast area of San José. The urban village includes four large opportunity redevelopment sites ("four Districts"): the former San José Flea Market site, Santa Clara Valley Transportation Authority (VTA) site, commercial sites at the intersection of Berryessa Road and Lundy, and the Facchino site north of Berryessa Road and west of the BART tracks. The majority of the BBUV is located within a half-mile of San José's first BART station, Berryessa/North San José Station. The BBUV is the City's first regional transit urban village and thus will serve as a major transportation gateway for both San José and the surrounding Bay Area.

BBUV has a rich mix of land uses and transportation options that are key to meeting its mode share goals. The BBUV will be a transit-rich, walkable neighborhood in an effort to achieve a transportation mode share goal of 35 percent of all trips made in single occupancy vehicles (SOV), a goal that aligns with the community values, the City's Climate Smart greenhouse gas reduction 2040 targets, and the City's General Plan 2040 transportation goals. As outlined in the TDM Plan, the BBUV will utilize comprehensive parking management and TDM strategies to meet the mode share goals and create a thriving urban village.

A Parking and Transportation Management Entity is a public private partnership that will be critical to implement the parking management and TDM strategies within the Urban Village. There are two elements to this entity – the City and a Transportation Management Association (TMA). The City will be responsible for managing on-street public parking. A third-party Transportation Management Association (TMA) will be formed by the first developer in the area and be responsible for managing TDM programs and services for private developments in the four Districts and ensuring that private developments meet the Citywide TDM Policy requirements. The exact governance structure for the entity will be finalized during implementation:



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The Parking and Transportation Management Entity will ensure the parking management and TDM requirements in an approved TDM Plan are implemented and maintained in compliance with the details of the TDM Plan. The entity would tailor parking management and TDM strategies to fit the needs of the local community. In addition to a focused approach to managing parking and TDM, it will provide value by collectively bringing together stakeholders within the district and increasing efficiency of transportation investments by sharing them among the stakeholders. The third-party TMA would be an important, centralized resource for all developments in the district to amplify the benefits of the individual TDM Plans created at the site level and reduce the administrative burden on the City.

This Business Plan primarily focuses on the framework for the Parking and Transportation Management Entity to serve the needs of the stakeholders, future tenants, and the City by achieving the goals for the future development of the Berryessa BART Urban Village.

The Plan outlined below includes the following:

- Organizational Structure and Formation
- Parking and Transportation Management Entity Mission and Goals
- On-Street Parking
- TMA Phased Work Plan
- Funding the City and TMA Functions
- Performance Measures and Monitoring

## 2 ORGANIZATIONAL STRUCTURE & FORMATION

The Parking and Transportation Management Entity would be established as a self-funding entity to support the management of services in the Urban Village. The Transportation Management Association (TMA) would be a distinct organization responsible for developing and implementing the TDM programs in accordance with the Citywide TDM Policy requirements. The TMA would be supported by the City of San Jose, members, and a Board of Directors, each with their own role.

- **City of San Jose:** The City of San Jose would be responsible for supporting the TMA by overseeing the TMA's establishment and organizational development. The City would also manage, price, enforce, and maintain on-street public parking.
- **TMA:** The TMA is responsible for implementing TDM programs and monitoring progress towards the Urban Village mode share goals.
- **Property Owners:** The property owners within the District would be required to be members of the TMA.
- **TMA Board of Directors:** The TMA would be governed by a Board of Directors that represent the make-up of the district (residents, employees/employers, property managers, etc.). External stakeholders such as representatives from transit agencies and the City of San Jose may also serve in the TMA board.

### TDM Programs and Services

Consistent with the recommendations in the TDM Plan, under the Parking and Transportation Management Entity, the City and the TMA would implement parking management and TDM programs and services, including, but not limited to:

- **Transit Passes:** Provide transit passes to all new users/stakeholders in the BBUV Districts (TMA)
- **Education, Marketing, and Outreach:** Help commercial tenants and residential property managers understand travel choices (TMA)
- **Partnerships & Advocacy:** Connect to the City and local transit agencies to advocate/recommend improvements in transportation infrastructure and services (TMA)
- **On-Street Parking:** Manage and set the price for on-street parking (City)
- **Shared-Parking:** Coordinate off-street shared parking deals (TMA)
- **Implementation and Monitoring:** Help facilitate TDM monitoring and compliance, including working with private developments to ensure TDM Plans are submitted and adhered to through the developments' TDM Plan Submittal process, off-street parking is priced, mode split is tracked via an annual survey, and TDM programs are implemented and tracked (TMA and the City)

### 3 TMA MISSION & GOALS

The mission and goals of the TMA help guide the TMA phased work plan.

#### Mission

The TMA's mission is the guiding statement for its approach to managing and balancing the parking, mobility, and access needs of the BBUV. The statement should be concise, active, and focused on results, while being flexible enough to account for adaptations and changes in course or tactics over time. An initial mission is provided below; the mission should be refined with the creation of the TMA and the Board of Directors.

***The BBUV TMA partners with its district residents, employers, and community stakeholders to meet the transportation and mobility goals in/of the Berryessa BART Urban Village, including parking goals, making it a thriving place for people to live, work, and visit.***

#### Goals

The TMA's goals will translate the mission statement into a series of desired outcomes that reflect the values and priorities of the organization and its partners. The goals can address a somewhat broad set of outcomes and should be tied to more specific objectives, strategies, and action steps that are linked to specific performance measures. An initial set of goals is provided below; the goals should be refined when the TMA is established and the Board of Directors formed.

1. Achieve target mode split goals
2. Deliver effective TDM programs
3. Enhance the tenant and visitor experience by expanding awareness and use of travel options
4. Support property owners/managers and the local community by being a liaison between the District, City, and local transportation providers

## 4 TMA PHASED WORK PLAN

The TMA should be established by the time the first building is occupied and will add services and programs as the District grows. The work plan will guide the TMA's priorities through each phase of District development. The first year will be focused on setting up the association as the District takes shape, and the three years following will be used to establish programs and resources. Once the TMA has a foundation and there are more District tenants, the focus will shift to welcoming and supporting residents and employees and monitoring progress toward shared goals.

Figure 1: BBUV Phased Work Plan tasks by year

Year 1	Years 2-3	Years 4+
<ul style="list-style-type: none"> <li>Set up non-profit</li> <li>Establish bylaws</li> <li>Install on-street parking meters</li> <li>Hire executive director</li> <li>Obtain initial funding for start-up</li> <li>Establish organizational structure</li> <li>Initiate membership development and recruitment</li> <li>Identify strategies and programs</li> <li>Foster relationships and partnerships</li> </ul>	<ul style="list-style-type: none"> <li>Set up centralized website with travel options information and resources</li> <li>Establish brand and marketing materials</li> <li>Set up transit pass and welcome kits</li> <li>Determine performance monitoring protocols</li> <li>Begin performance monitoring</li> <li>Hire support staff</li> <li>Continue to build relationships and partnerships</li> </ul>	<ul style="list-style-type: none"> <li>Roll out the programs with tenants as new development comes online</li> <li>Manage ongoing performance monitoring and reporting</li> <li>Work closely with tenants to achieve district goals</li> </ul>

<b>Staffing the TMA</b>  As the District develops and the TMA provides more services and programs to tenants, staff will increase. The BBUV TMA staffing projections align to residential and commercial tenant development projections. The TMA is projected to have an Executive Director, an Assistant Executive Director, six Coordinators, and one Administrative Assistant by 2031 when the District is projected to have 4.2 million square feet of commercial and 5,100 residential units.	Year	Staff Assumptions
	2020 – 2022	No formal staffing
	2023	Executive Director (ED)
	2024	ED + 1 coordinator
	2025 - 2026	ED + 2 coordinators
	2027	ED + Assistant ED + 3 coordinators + admin
	2028 - 2030	ED + Assistant ED + 5 coordinators + admin
	2031 - 2034	ED + Assistant ED + 6 coordinators + admin



## 5 ON-STREET PARKING

All on-street parking in the four Districts should be priced and the revenue could be used to help fund the TMA as well as support the cost of operating the parking. The City should also price on-street parking in surrounding areas outside of the four Districts. Prices would be set at market rates and reviewed on an annual basis. Private off-street parking facilities within the four Districts should also be offered at market rate parking rates. Private off-street parking rates should be submitted on an annual basis from the property owners and reviewed and approved by the TMA.

BBUV District boundaries

It is estimated that the Urban

Village could have as many as roughly 1,600 on-street public parking spaces (including those in the four Districts and surrounding areas), charging \$2.50/hour per stall on each of the 250 business days per year. Annual cost and revenue estimates are shown in Figure 1. The District could begin to see income from the on-street parking fees in 2025.

Figure 2: Estimated On-Street Parking Costs and Revenue 2020-2034

Year	Gross Revenue	Capital Costs	Enforcement Costs	Other O&M Cost	Total Annual Cost	Net Revenue
2020	\$0	\$0	\$0	\$0	\$0	\$0
2021	\$0	\$0	\$0	\$0	\$0	\$0
2022	\$0	\$0	\$0	\$0	\$0	\$0
2023	\$112,661	\$187,500	\$135,000	\$99,811	\$422,311	(\$309,650)
2024	\$460,656	\$187,500	\$135,000	\$157,143	\$479,643	(\$18,987)
2025	\$740,055	\$187,500	\$135,000	\$203,174	\$525,674	\$214,381
2026	\$1,286,584	\$187,500	\$135,000	\$293,215	\$615,715	\$670,869
2027	\$1,694,665	\$187,500	\$135,000	\$360,446	\$682,946	\$1,011,719
2028	\$1,968,305	\$187,500	\$135,000	\$405,528	\$728,028	\$1,240,277
2029	\$2,335,078	\$187,500	\$135,000	\$465,954	\$788,454	\$1,546,624
2030	\$2,813,510	\$0	\$135,000	\$544,776	\$679,776	\$2,133,734
2031	\$3,271,913	\$0	\$135,000	\$620,298	\$755,298	\$2,516,615
2032	\$3,730,316	\$0	\$135,000	\$695,820	\$830,820	\$2,899,496
2033	\$4,020,730	\$0	\$135,000	\$743,665	\$878,665	\$3,142,065
2034	\$4,401,272	\$0	\$135,000	\$806,360	\$941,360	\$3,459,913

## 6 FUNDING THE BBUV PARKING & TRANSPORTATION MANAGEMENT ENTITY

The Parking and Transportation Management Entity would be self-funding and financially neutral to the City. Potential funding mechanisms include TMA membership fees, a parking in-lieu fee, net parking revenue, and special financing districts such as a community facilities district and a property-based improvement district, etc. Initial funding would be needed to set up the TMA and install on-street parking infrastructure. The start-up funding could come in the form of development contributions, grants, and in-kind support from the City of San Jose. The financial model is projected out for 14 years with the entity estimated to become fiscally neutral by 2028 and is expected to be sustainable.

All cost and revenue estimates outlined in this section are based on the development program and phasing as outlined in Figure 3 below.

Figure 3: BBUV Development Program Assumptions

Year	Residential Units	Commercial Square Feet
2020	0	0
2021	0	0
2022	0	0
2023	250	0
2024	550	200,000
2025	620	0
2026	585	565,000
2027	500	365,000
2028	385	200,000
2029	500	282,500
2030	370	622,500
2031	370	582,500
2032	370	582,500
2033	200	400,000
2034	400	400,000
Total	5,100	4,200,000

The potential revenue streams are designed to include safeguards to help ensure revenue covers expenses. A summary of expenses and revenue projections is provided below, followed by detailed descriptions of each.

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Figure 4: BBUV Parking and Transportation Management Entity 14-year Financial Projections

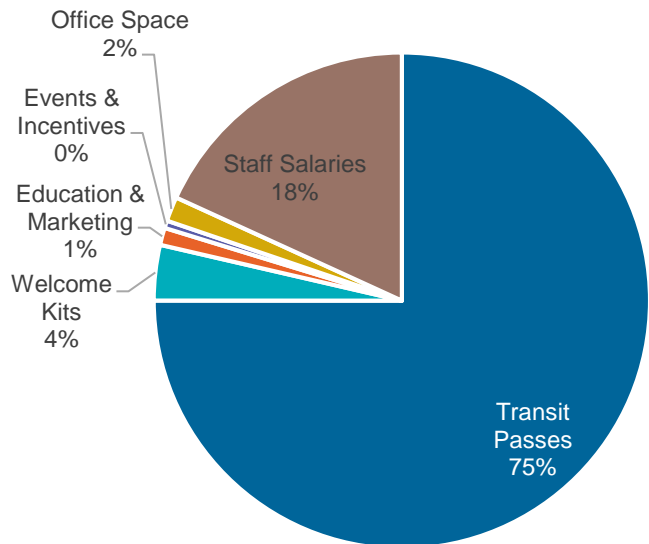
Year	Total Est. Revenue	Total Est. Expenses	Net Revenue (Revenue Minus Expenses)
2020	\$0	\$0	\$0
2021	\$0	\$0	\$0
2022	\$0	\$0	\$0
2023	\$83,500	\$270,625	(\$187,125)
2024	\$347,200	\$619,633	(\$272,433)
2025	\$768,661	\$904,527	(\$135,867)
2026	\$1,646,539	\$1,586,549	\$59,990
2027	\$2,300,389	\$2,319,784	(\$19,395)
2028	\$2,737,537	\$2,713,735	\$23,801
2029	\$3,323,884	\$3,132,488	\$191,396
2030	\$4,283,574	\$3,812,732	\$470,842
2031	\$5,023,035	\$4,529,675	\$493,360
2032	\$5,762,496	\$5,169,602	\$592,895
2033	\$6,231,865	\$5,605,859	\$626,006
2034	\$6,843,313	\$6,102,309	\$741,004

### Summary of Expenses

The expense categories are described below:

- Subsidized Transit Passes:** Subsidized transit passes are a mandatory TDM measure, per the TDM Plan. The TMA would subsidize transit passes for participating employer and residential transit users. The TMA fees, paid by the property owners, would help to cover the cost of the transit passes. For cost estimating purposes, we have assumed \$50/month per resident and employee. The subsidy may be dialed up or down based on final budget numbers and subsidy effectiveness.
- Tenant Welcome Kits:** Each resident and commercial tenant in the four Districts would receive tailored education and marketing materials and one \$50 transit pass. The purpose of the welcome kits is to introduce transportation options to

Figure 5: Breakout of Estimated Expenses





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new residents and tenants and provide them with the information and incentives to make informed travel decisions.

- **Education and Marketing:** The TMA would provide district wide marketing and events to promote TDM programming.
- **Parking Management:** Administrative costs associated with managing on-street parking include pay stations (installation, telecom services, receipt tape), enforcement, and credit card fees.
- **Administrative costs:** The projected expenses outlined below include administrative costs such as program monitoring and reporting, office space, and staff salaries.

Figure 6: BBUV Parking and Transportation Management Entity 14-Year Projected Expenses

Year	Transit Passes (Regular Users)	Welcome Kits	Education & Marketing	Events & Incentives	Office Space	Staff Salaries	Total Est. Expenses
2020	\$0	\$0	\$0	\$0	\$0	\$0	\$0
2021	\$0	\$0	\$0	\$0	\$0	\$0	\$0
2022	\$0	\$0	\$0	\$0	\$0	\$0	\$0
2023	\$72,000	\$8,625	\$25,000	\$5,000	\$30,000	\$130,000	\$270,625
2024	\$398,400	\$28,933	\$20,000	\$7,500	\$30,900	\$133,900	\$619,633
2025	\$576,960	\$50,323	\$20,000	\$7,500	\$31,827	\$217,917	\$904,527
2026	\$1,220,040	\$74,273	\$25,000	\$10,000	\$32,782	\$224,455	\$1,586,549
2027	\$1,670,640	\$93,956	\$25,000	\$15,000	\$54,000	\$461,188	\$2,319,784
2028	\$1,949,520	\$108,572	\$30,000	\$15,000	\$55,620	\$555,024	\$2,713,735
2029	\$2,330,820	\$127,705	\$30,000	\$15,000	\$57,289	\$571,675	\$3,132,488
2030	\$2,960,280	\$144,620	\$40,000	\$20,000	\$59,007	\$588,825	\$3,812,732
2031	\$3,556,140	\$161,268	\$45,000	\$20,000	\$60,777	\$686,489	\$4,529,675
2032	\$4,152,000	\$177,917	\$50,000	\$20,000	\$62,601	\$707,084	\$5,169,602
2033	\$4,545,600	\$187,483	\$55,000	\$25,000	\$64,479	\$728,297	\$5,605,859
2034	\$4,996,800	\$203,950	\$60,000	\$25,000	\$66,413	\$750,146	\$6,102,309

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## Summary of Revenues

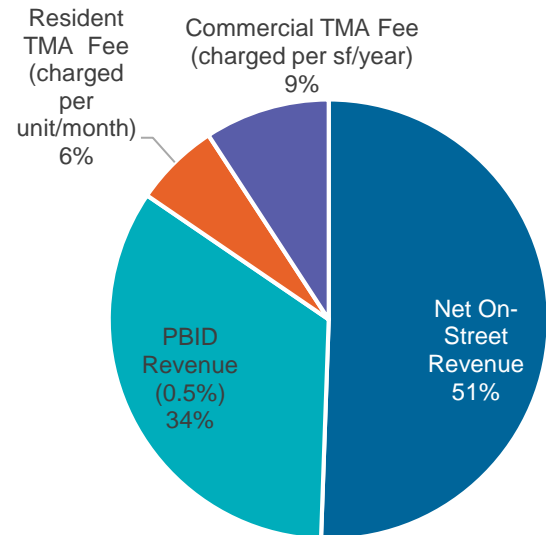
The Parking and Transportation Management Entity could be funded from several potential sources. The revenue projections presented herein are for demonstration only. The City should explore the feasibility of these potential revenue sources and determine the appropriate funding mechanism(s) and the governance structure:

- Community Facilities District (CFD)**  
**Fees:** A CFD is a special district that seeks public financing through the sale of bonds and a special tax for financing public improvements and services. For this preliminary TMA business plan, CFD is not assumed in the TMA revenue estimations.
- Property Based Improvement District (PBID) Fees:** A PBID is a special assessment district that provides for the levy and collection of assessments on properties within a geographically defined area. The entity would receive a portion of the PBID fees to cover programs (transit passes, education and marketing) and the remaining budget would be used for other district improvement initiatives. A sample PBID fee estimate is:
  - Assessed property value: \$50 per sq. ft.
  - Total annual PBID Fee: 1% of assessed property value (\$0.50 per sq. ft.)
  - Parking and Transportation Management Entity allocation: 0.5% of assessed property value (\$0.25 per sq. ft.)

Note: The PBID fee and the assessed property value is an estimate. More detailed analysis is needed to confirm assessed property value and allocation.

- TMA Membership Fees:** All residential and commercial tenants in the District could be required to pay a TMA membership fee. Residential properties will pay \$7 per unit per month and commercial properties will pay \$0.15 per square foot per year.
- Net Parking Revenue:** This preliminary Business Plan assumes 1,642 on-street District parking spaces, charging \$2.50/hour during 250 business days per year between 9am and 6pm. The on-street parking is estimated to have a 75% occupancy rate from 9am-12pm, 85% occupancy rate from 12pm-3pm, and a 60% occupancy rate from 3pm-6pm. One hundred percent of the net on-street parking revenue should be allocated to the entity to support parking operations and TDM programming and monitoring.

Figure 7: Sample Revenue Projections



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Figure 8: BBUV Parking and Transportation Management Entity 14-Year Projected Revenues

Year	Net On-Street Revenue	PBID Revenue (0.5%)	Resident TMA Fee (charged per unit/month)	Commercial TMA Fee (charged per sf/year)	Total Est. TMA Revenue
2020	\$0	\$0	\$0	\$0	\$0
2021	\$0	\$0	\$0	\$0	\$0
2022	\$0	\$0	\$0	\$0	\$0
2023	\$0	\$62,500	\$21,000	\$0	\$83,500
2024	\$0	\$250,000	\$67,200	\$30,000	\$347,200
2025	\$214,381	\$405,000	\$119,280	\$30,000	\$768,661
2026	\$670,869	\$692,500	\$168,420	\$114,750	\$1,646,539
2027	\$1,011,719	\$908,750	\$210,420	\$169,500	\$2,300,389
2028	\$1,240,277	\$1,055,000	\$242,760	\$199,500	\$2,737,537
2029	\$1,546,624	\$1,250,625	\$284,760	\$241,875	\$3,323,884
2030	\$2,133,734	\$1,498,750	\$315,840	\$335,250	\$4,283,574
2031	\$2,516,615	\$1,736,875	\$346,920	\$422,625	\$5,023,035
2032	\$2,899,496	\$1,975,000	\$378,000	\$510,000	\$5,762,496
2033	\$3,142,065	\$2,125,000	\$394,800	\$570,000	\$6,231,865
2034	\$3,459,913	\$2,325,000	\$428,400	\$630,000	\$6,843,313

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***TMA & PBID Funding Case Studies***

**Alameda Point TMA**

The Alameda TMA was established in 2017 to provide a one-stop resource for Alameda employees and residents to find transportation options and help Alameda Point meet its trip reduction and mode split goals.

Section 30-4.24 of the City of Alameda's Code of Ordinances sets the framework stating that development in Alameda Point must follow the TDM Plan Recommendations. The TDM Plan notes that all property owners join the TMA and are dues-paying members.

**Old Pasadena Property-Based Improvement District (PBID)**

The Old Pasadena PBID was established in 2000 and later renewed in 2005 and 2010. It is a self-governed assessment on property that raises funds to provide enhanced maintenance, safety and marketing services within the District boundaries. This approach provides a stable funding source for transportation-related strategies, such as:

- Public Safety: Foot Patrol act as ambassadors helping visitors find their dining, shopping and parking destinations.
- Maintenance: Uniformed, radio-equipped personnel sweep litter and debris from sidewalks and gutters of the District, and clean all sidewalk hardscape such as trash receptacles, benches, and parking meters. Sidewalks are pressure washed no less than twice a month, and areas requiring spot-cleaning are addressed nightly.
- Marketing: Materials are provided to help attract and retain tenants, including maps and other transportation-related resources.

The PBID is managed by the Old Pasadena Management District. A Board of Directors made up of Old Pasadena property owners, business owners, and other stakeholders helps determine the PBID uses and budget each year. The method used to determine proportional special benefits are measured by each parcel's lot square footage, ground floor building square footage, plus the non-ground floor building square footage.

## 7 PERFORMANCE MEASURES AND MONITORING

The Parking and Transportation Management Entity is a self-funding entity that would be responsible for monitoring and measuring success and effectiveness of the TDM programs and on-street parking. The City is responsible for managing on-street parking, whereas the TMA is responsible for implementing TDM programs and services for developments in the four Districts. Under the Parking and Transportation Management Entity, the City and the TMA would work with residents, employers and employees, and visitors to ensure the entity's goals are met. The City and the TMA would create a monitoring framework and system to conduct ongoing evaluation of the goals and programming. This framework would help create consistency in monitoring and a systems approach that can be utilized year over year.

Each goal of the Parking and Transportation Management Entity would be monitored and measured based on specific metrics, using a variety of tools. The City and the TMA would be responsible for all performance metrics tracking with support from employers and property managers. Examples of the metrics and tools are laid out in the table below.

Figure 9: Parking and Transportation Management Entity Performance Measure Tracking and Tools

Goal	Metrics	Tools
Achieve target mode split goals	<ul style="list-style-type: none"> <li>Employee and resident drive-alone rates</li> </ul>	<ul style="list-style-type: none"> <li>Employee, resident and visitor survey</li> <li>Trip logging</li> </ul>
Deliver effective TDM programs	<ul style="list-style-type: none"> <li>Program participation rates</li> <li>Percent of trips switched from drive-alone to an alternative</li> <li>On-street parking demand rate</li> </ul>	<ul style="list-style-type: none"> <li>Employee, resident and visitor survey</li> <li>Parking usage and price audit</li> </ul>
Enhance the tenant and visitor experience by expanding awareness and use of travel options	<ul style="list-style-type: none"> <li>Program participation rates</li> <li>Website and communication views and popular pages/messages</li> </ul>	<ul style="list-style-type: none"> <li>Employee, resident and visitor survey</li> <li>Resident and employee focus groups</li> <li>Website and email analytics</li> </ul>
Support property owners/managers and the local community by being a liaison in communication with the City and local transit providers	<ul style="list-style-type: none"> <li>Program participation rates</li> <li>Number of annual meetings between stakeholder groups</li> </ul>	<ul style="list-style-type: none"> <li>Employee, resident and visitor survey</li> <li>Track TMA and community member interactions with other stakeholder groups</li> </ul>