

City of San José, California

COUNCIL POLICY

TITLE GUIDELINES FOR EVALUATION OF PARKING LOTS IN THE VICINITY OF THE SAN JOSE ARENA	PAGE 1 of 4	POLICY NUMBER 6-26
EFFECTIVE DATE June 8, 1993	REVISED DATE June 21, 1994	
APPROVED BY COUNCIL ACTION		6-8-93, Item 9f; 6-21-94, 7f

BACKGROUND

The San José Arena will be a major entertainment facility which will serve the needs of residents throughout the South Bay Area. Much of the parking will be provided at off-street locations, immediately adjacent to the Arena and in the Downtown Core. However, it is also intended that the residential neighborhoods, particularly those west of the Southern Pacific Railroad and in the residential neighborhoods north and south of the Arena, be protected from the intrusion of Arena patrons who might wish to park in these neighborhood areas. The intent of this policy is to discourage the development of any parking lots or the conversion of existing lots in these residential areas. It is also intended that parking facilities are encouraged east of the Southern Pacific right-of-way outside of these neighborhoods consistent with the Transportation and Parking Management Plan.

DEFINITIONS

Off-street parking facilities accommodate parking demand from businesses or public facilities at another location. Any parking facility which provides off-street parking for anything other than the designated use on the premises of the property requires a Conditional Use Permit in the C-1, C-2, C-3, M-1 and M-4 Zoning Districts. The policy distinguishes between off-street parking facilities which are the primary use on the site (either new or existing) and those which are secondary to an existing business.

PURPOSE

The City allows off-street parking facilities through the discretionary use permit process to ensure that the development conforms to the Municipal Code, adheres to adopted City and Agency Guidelines, and is compatible with the surrounding land uses. Proposals are examined on a case-by-case basis to facilitate the evaluation process for individual permit applications. This policy applies both to new parking lots and to existing lots which are changed to allow public or private parking. In making recommendations to the Planning Commission, City and Redevelopment Agency and Arena Authority staff will review proposals on the basis of the following guidelines.

POLICY

1. Location Criteria

- a. **Area Use Compatibility.** Off-street parking should not be approved unless the facility does not interfere with the peaceful use of nearby residential neighborhoods and provides an adequate buffer from those neighborhoods. The use should not result in any adverse impacts on the surrounding neighborhood.
 - (1) *Area West of the Southern Pacific Right-of-Way.* For the area bounded on the east by the Southern Pacific Railroad right-of-way, on the south by San Carlos Street, on the west by Race Street and The Alameda, and on the north by Lenzen Avenue and the Southern Pacific right-of-way, off-street parking lots for Arena patrons are strongly discouraged.

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(2) *Area East of the Southern Pacific Right-of-Way.* For the area bounded on the west by the Southern Pacific right-of-way, on the north by the Southern Pacific right-of-way, on the east by 4th Street, and on the south by State Route 280, off-street parking facilities which serve the Arena may be approved. However, the residential neighborhoods in this area where off-site Arena related parking is strongly discouraged are:

- (a) *Autumn/Montgomery Neighborhood.* This is the residential area bounded by Julian Street on the north, State Route 87 on the east, St. John Street on the south, and Montgomery Street on the west. Properties abutting St. John Street may only be approved for parking lots if the parcel is completely converted to parking.
- (b) *Parkside Neighborhood.* This is the residential area bounded by San Fernando Street on the north, State Route 87 on the east, State Route 280 on the south, and Los Gatos Street and Bird Avenue on the west.
- (c) *Other Neighborhoods.* This includes any other residential neighborhood or predominately residential area in the Downtown Core.

b. **Arena Traffic Operations Compatibility.** Vehicular traffic to and from the off-street parking facilities should not significantly affect public street circulation during Arena operations as set forth in the San José Arena Transportation and Parking Management Plan as may be amended from time to time nor unduly compromise the integrity of surrounding neighborhoods. Off-street parking facilities should be strongly discouraged if exclusive access to the facility is taken from the following two streets:

- Autumn Street between Santa Clara Street and San Fernando Street.
- Julian Street between Stockton Avenue and State Route 87.

2. Design and Operational Criteria

a. **Primary Use Parking Lots.** Property owners in the vicinity of the Arena may utilize their property for the purpose of providing parking for Arena events. The following standards should apply to these primary use parking facilities.

- (1) *Lighting.* All lighting should be low-pressure sodium west of State Route 87 and high-pressure sodium east of State Route 87 in the Downtown Core. Fixtures should be a modified cut-off or a full cut-off to shield surrounding property from the light source. Lighting levels should be an average of four footcandles throughout the site, with no location being less than one and one-half footcandles.
- (2) *Parking Layout.* Parking shall meet City design standards. Special exceptions may be made through the Conditional Use Permit process for alternative parking layout designs to accommodate special needs for Arena parking. This could include tandem parking, bus and shuttle parking and other specialized parking layouts.
- (3) *Design Features.* Features may include the use of perimeter walls, interior and perimeter landscaping, and should meet applicable City and Redevelopment Agency standards for design and maintenance. In addition, on-site circulation, parking booths, and other structures will be reviewed for design acceptability and functionality.
- (4) *Conditional Use Permit Requirements.* A Conditional Use Permit must be approved prior to operation and should include standard conditions, including provisions for public improvements and hours of operation to assure appropriate operational standards. The Planning Commission shall determine the affect on and compliance of the application with the Transportation and Parking Management Plan.

b. **Secondary Use Parking Lots.** Existing business establishments in the vicinity of the Arena may utilize their property for the purpose of providing parking for Arena events. The following

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standards should apply to these secondary parking facilities which are clearly incidental to an existing business on the property. Existing businesses which expand their parking areas for the purpose of providing arena parking shall not be considered as an secondary use parking lot.

- (1) *Lighting.* All lighting should be low-pressure sodium west of State Route 87 and high-pressure sodium east of State Route 87 in the Downtown Core. Fixtures should be a modified cut-off or a full cut-off to shield surrounding property from the light source. Lighting levels should be an average of four footcandles throughout the site, with no location being less than one and one-half footcandles.
- (2) *Parking Layout.* Existing parking stalls, isles, and driveways should be in conformance with City design standards.
- (3) *Design Features.* Fencing and/or landscaping must exist or be provided to prevent vehicles from parking or driving on City sidewalks. Requirements for on-site landscaping should be limited given the secondary nature of the use.
- (4) *Conditional Use Permit Requirements.* A Conditional Use Permit must be obtained prior to operation and should include standard conditions, including restrictions on hours of operation to ensure adequate parking for primary on-site business. Requirements for public improvements should be limited given the secondary nature of the use. The Planning Commission shall determine the affect on and compliance of the application with the Transportation and Parking Management Plan.

3. **Garbage and Litter**

- a. **Daily Cleaning.** Parking lot operators should provide daily cleaning of the facility.
- b. **Cleaning Hours.** Mechanical equipment used for outside maintenance, including blowers and street sweepers, should not be used between 10:00 p.m. and 6:00 a.m. if the facility is located within 500 feet of any existing residential use.

4. **Other Requirements**

- a. **Notification.** In addition to normal notification procedures for Conditional Use Permits, neighborhood groups affected by a proposal should be notified.
- b. **Other Conditions.** The Planning Commission, or City Council on appeal, may impose other conditions as appropriate on a project-by-project basis and as required to ensure land use compatibility. The guidelines in this policy represent minimum criteria for parking facilities.
- c. **Tailgate Parties/Picnicking.** Provisions for tailgate parties or picnicking within proposed parking facilities is strongly discouraged.
- d. **Review.** The City Council, in consultation with the Planning Commission and the Arena Authority, may review this Policy as needed to determine its adequacy in meeting the changing needs of the City and the Arena.

