CHAPTER 3

TRANSPORTATION

This chapter provides a framework for improving the overall transportation network in the Planning Area over time. Specific topics include street types, pedestrian and bicycle facilities, Valley Link station and transit access, parking, and transportation demand management.

3.1 BACKGROUND

The Isabel Neighborhood's land use development pattern established in Chapter 2, Land Use, is supported by a balanced circulation system that integrates transit, pedestrian, bicycle, and vehicular modes. In addition to establishing a street network in the core of the neighborhood to serve new development, the Isabel Neighborhood Specific Plan is an opportunity to address connectivity with the Valley Link station and improve the existing local circulation system.

Public outreach completed for the Isabel Neighborhood Specific Plan revealed a desire for a more connected, walkable transportation network and concerns over increasing traffic congestion and parking supply. Most of the existing streets in the Planning Area have sidewalks and crosswalks, but lack pedestrian-scale elements that encourage walking. For example, the wide streets and distances between land uses hinder walkability, and I-580 and Isabel Avenue are effectively barriers as there are few crossings, especially for pedestrians and bicyclists. According to the community-driven vision for the Isabel Neighborhood, it should be easy to get around by foot or bike. In particular, there should be safe and convenient access from both sides of I-580 to the Valley Link station, Las Positas College, Cayetano Park, and neighborhood amenities. The general desire for abundant parking at the Valley Link station and within new development must be balanced with the resulting traffic-related impacts, land use demands, and aesthetic implications.

In addition to conducting public outreach, the City evaluated the existing capacity of the transportation system and future demands under build-out (year 2040) conditions. The evaluation informed the need for improvements to the transportation network, such as additional turn lanes, traffic signals, and crosswalks. The Draft Supplemental Environmental Impact Report for the Isabel Neighborhood Specific Plan includes the detailed analysis and the results are incorporated into this Plan. As future developments are proposed, the City may require additional operational studies to determine the need for site-specific improvements.

While this Plan aims to provide a forward-thinking, comprehensive approach to transportation planning for the Isabel Neighborhood (and Tri-Valley more broadly), it is difficult to predict travel needs and preferences into the future. Emerging technologies and businesses such as ridesharing services and self-driving cars are already changing the way people get around. Given that the long-term effect of these changes on infrastructure demands is unknown, the Plan remains flexible by design.

3.2 ROADWAY NETWORK

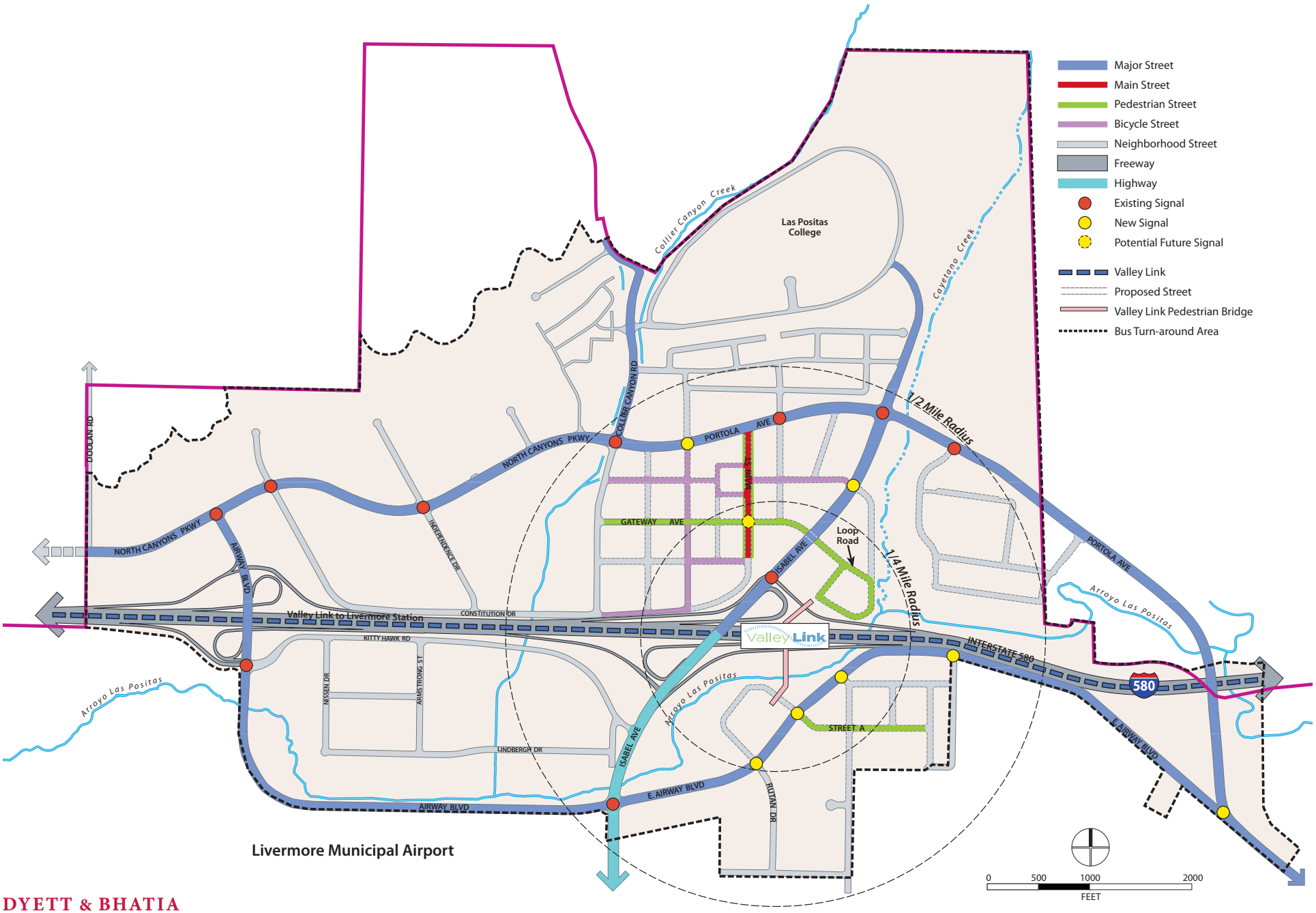
I-580 and State Route 84 provide regional automobile access to and from the Planning Area, with interchanges at Isabel Avenue (Route 84) and Airway Boulevard. In addition to these roadways, Collier Canyon Road provides sub-regional access to the cities of San Ramon and Danville in Contra Costa County. Airway Boulevard and North Canyons Parkway/Portola Avenue provide local access to and from the Planning Area. The Cities of Livermore and Dublin and Alameda County are coordinating the connection of Dublin Boulevard to North Canyons Parkway, which will provide another access point to the Planning Area from the west to connect the Planning Area to and from the City of Dublin.

The Planning Area will have new local streets, connecting to the existing arterial roadways. Given the limited local street network that currently exists, these new connections will be important for distributing traffic and providing access to new development. They will also serve to improve pedestrian, bicycle, and transit circulation. Figure 3-1, Roadway Network, shows this new, finer-grained roadway network for the neighborhood core north of I-580, as well as for the new residential area south of East Airway Boulevard. With typical block sizes between 300 and 600 feet, the roadway network establishes a walkable street grid close to the Valley Link station.

STREET TYPES

The roadway network within the Planning Area is based on five street types: Neighborhood Street, Pedestrian Street, Bicycle Street, Main Street, and Major Street. Typical sections, as well as sections specific to key roadway segments, are illustrated in Figures 3-2 through 3-11. Roadway dimensions are based on the City's standards and Part 9, Thoroughfare Types, described in the Livermore Development Code, with minor adjustments to reflect the unique context of the Isabel Neighborhood.

FIGURE 3-1: ROADWAY NETWORK



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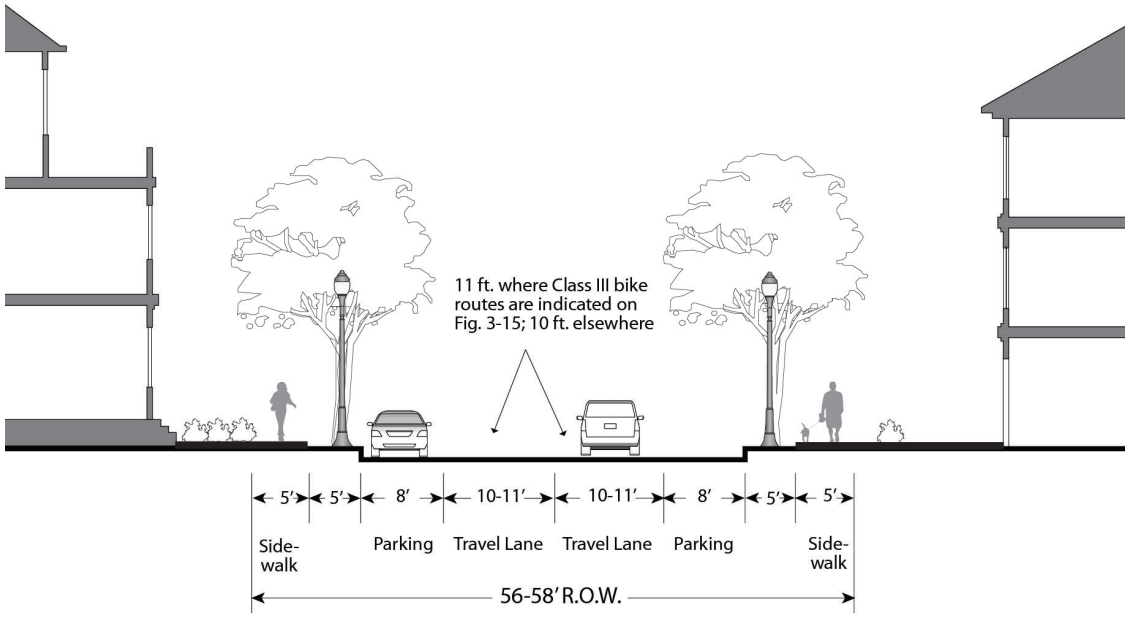
Neighborhood Street

A majority of the new streets in the Planning Area will be Neighborhood Streets. Neighborhood streets have a residential orientation, with cars, pedestrians, and cyclists as the primary users. With one vehicular travel lane in each direction, these roadways serve low volumes of traffic at speeds of 25 miles per hour or less. Mass transit (large buses) and large trucks will generally be prohibited, with exceptions for service and delivery vehicles, paratransit, and similarly sized shuttle buses. The streets will have parallel on-street parking and traffic calming measures such as bulb-outs, where appropriate.[6] The landscape strip between the sidewalk and on-street parallel parking is intended to support a continuous row of street trees. Figure 3-2 shows a typical Neighborhood Street section. Where the right-of-way includes a Class III bike route, 11-foot travel lanes are required, whereas 10-foot travel lanes are adequate on all of the new Neighborhood streets. See Section 3.3 for more detail on bicycle facilities.

6. Refer to the City of Livermore Active Transportation Plan for additional guidance on traffic calming measures.

FIGURE 3-2: NEIGHBORHOOD STREET



Pedestrian Street

This street type applies to the main walking routes through the Neighborhood, connecting to the Valley Link station. Like Neighborhood Streets, Pedestrian Streets are designed to be comfortable for pedestrians, but with wider sidewalks and landscape strips. Traffic calming measures will be incorporated where Pedestrian Streets intersect with other streets. Figure 3-3 shows a typical cross-section for these roadways.

Pedestrian Streets have specialized streetscape improvements to create an attractive walking environment and help establish an identity for the Neighborhood (discussed in Chapter 5, Urban Design). For example, the landscape strip between the sidewalk and street provides space for planter boxes, tree wells, lighting, benches, public art, and special events banners. As these streets serve as entry points into the Isabel Neighborhood from the larger roadways and Valley Link station, visual elements like wayfinding signage for pedestrians, bicyclists, and drivers will be important components. The streets may also have corner bulb-outs and specialty paving at intersections to enhance visibility of pedestrian crossings.

FIGURE 3-3: PEDESTRIAN STREET

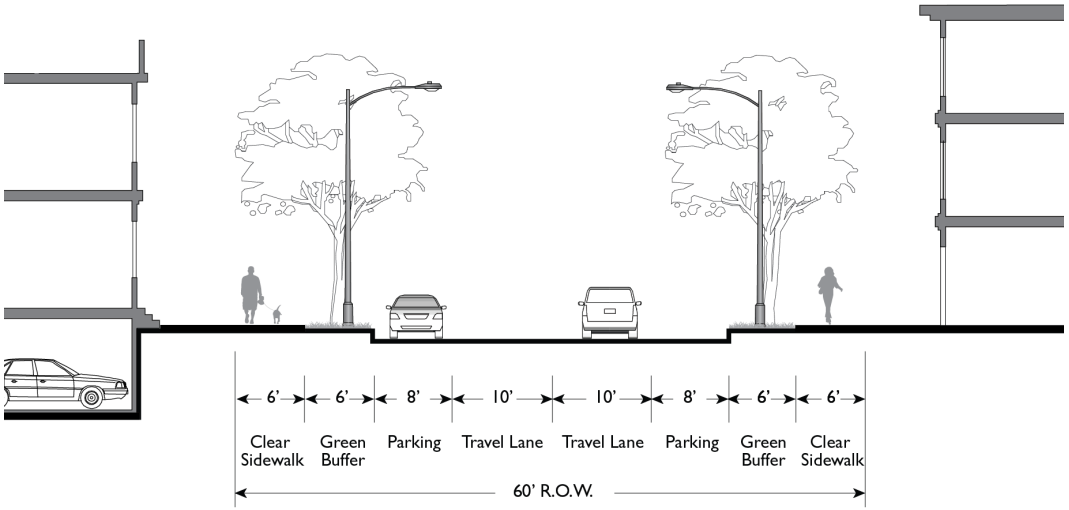
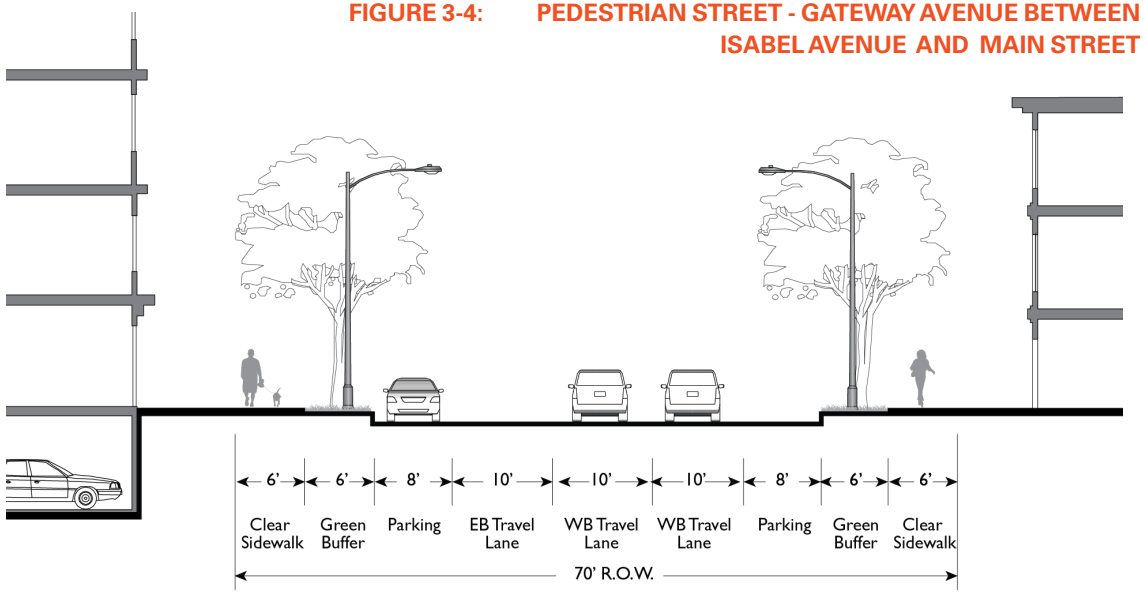


FIGURE 3-4: PEDESTRIAN STREET - GATEWAY AVENUE BETWEEN ISABEL AVENUE AND MAIN STREET



While Pedestrian Streets typically include two travel lanes, the segment of Gateway Avenue between Isabel Avenue and Main Street warrants an additional westbound travel lane, to accommodate traffic entering the Neighborhood (see Figure 3-4).

In addition, on the circular portion of the "loop road" north of the Valley Link station, on-street parking will be prohibited, with the excess right-of-way instead used for pick-up/drop-off, transit, shuttles, paratransit, taxis, and ride-hailing. The sidewalk in this loop road area will also have extra seating areas, signage, lighting, canopies, and other amenities to create an attractive pedestrian-oriented environment and a welcoming entry to the Neighborhood. The City will coordinate with Valley Link to develop cross-sections for the circular portion of the loop road during a subsequent design phase of the Valley Link project.

Bicycle Street

This street type applies to the primary Class II bicycle routes within the neighborhood, connecting to the existing bicycle and trail network. Like Pedestrian Streets, Bicycle Streets have wider sidewalks and planter strips than Neighborhood Streets, but also incorporate narrower travel lanes and painted Class II bike lanes. The landscape strips will support a consistent canopy of street trees, providing shade and enhancing comfort for cyclists and pedestrians.

Figure 3-5 shows a typical cross-section for the Bicycle Street roadway, with the bicycle lanes between the on-street parking and travel lanes. An alternative Bicycle Street configuration may locate the bicycle lanes between the curb and on-street parking lanes, with the painted bike lane buffer separating the bike lane from the on-street parking lane.

Figure 3-6 shows the cross-section of a one-way segment of Bicycle Street, located adjacent to a park.

FIGURE 3-5: BICYCLE STREET

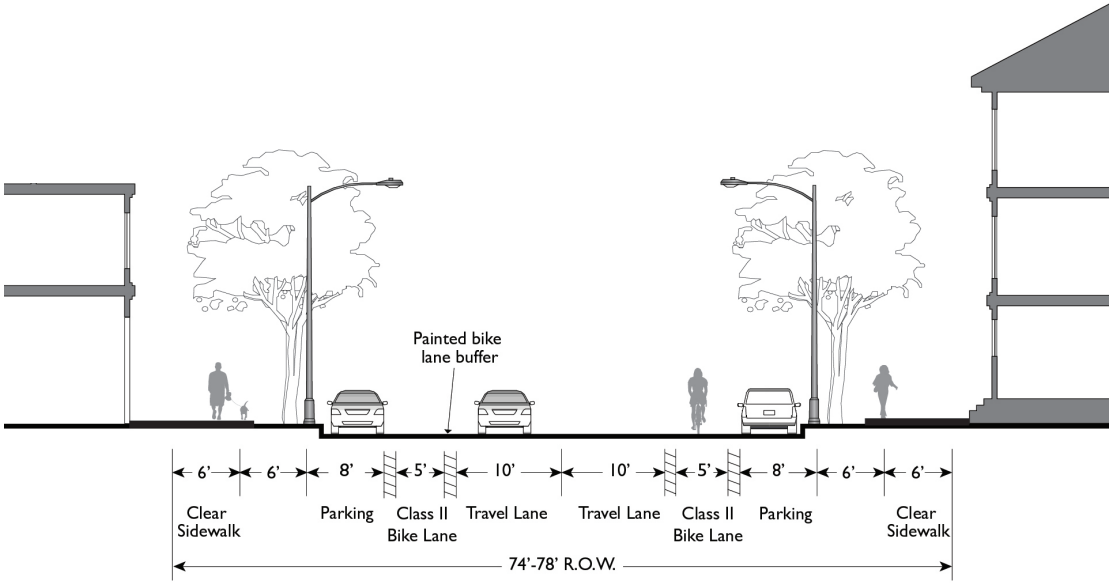


FIGURE 3-6: ONE-WAY BICYCLE STREET ALONG PARK

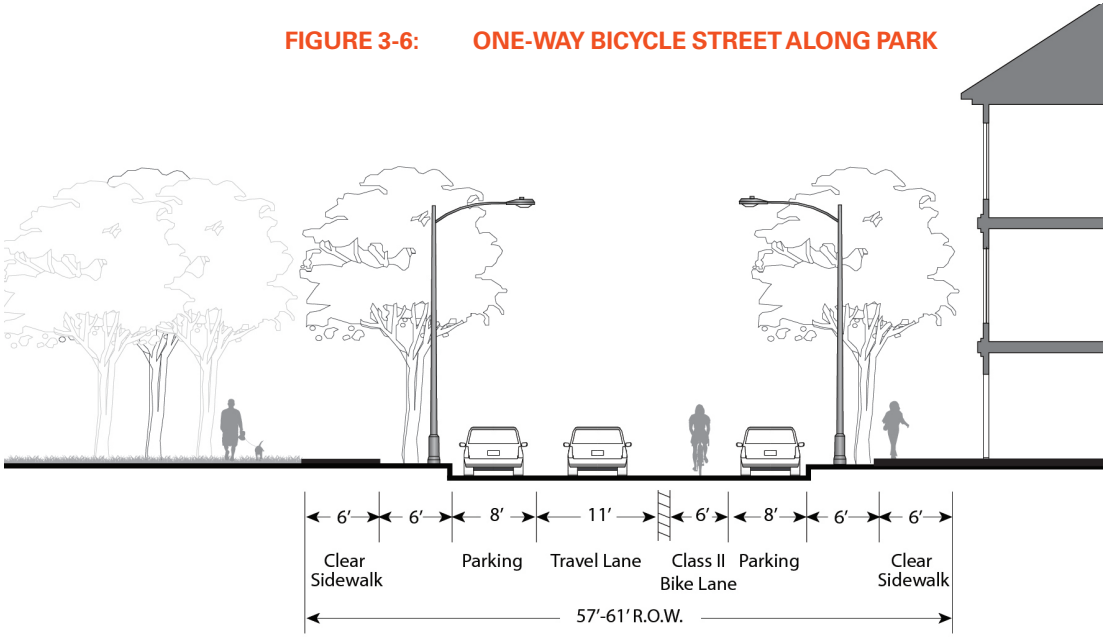
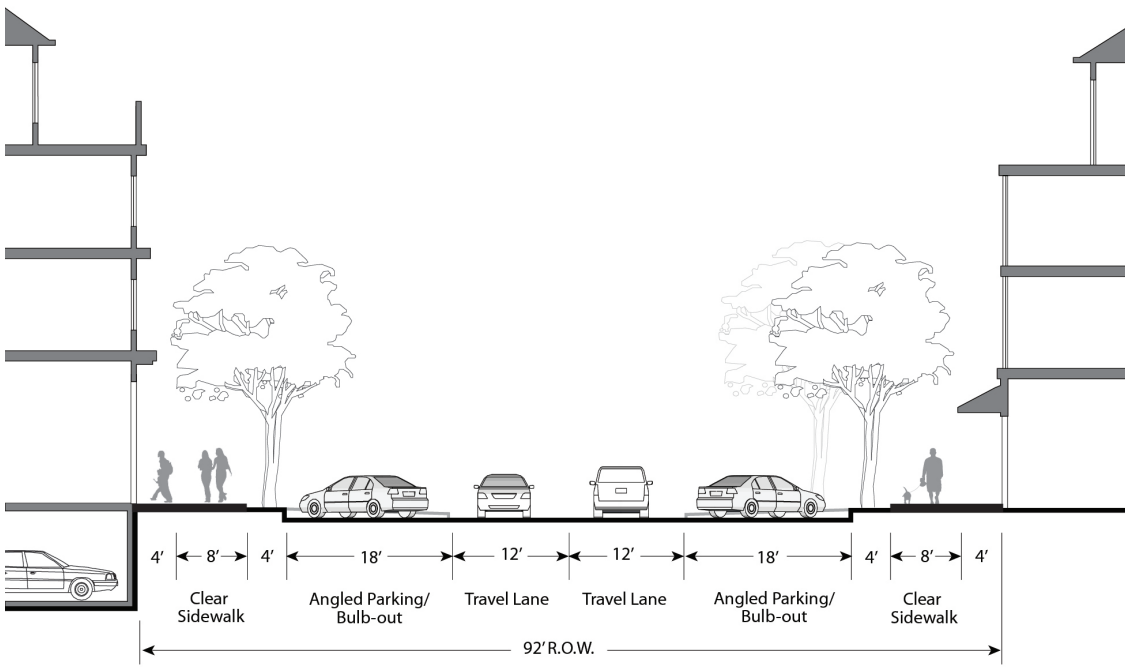


FIGURE 3-7: MAIN STREET



Main Street will have two aisles of angled parking.

Bulb-outs shorten the walking distance across intersections, improving pedestrian safety.

Main Street

Main Street will be lined with commercial activity, supporting the central spine of the Isabel Neighborhood. This quarter-mile roadway segment is intended to comfortably accommodate pedestrian and vehicular traffic. Travel speeds are intended to be at or less than 25 miles per hour. Bicycle and bus use of this street is not recommended due to anticipated pedestrian traffic. However, streets parallel to Main Street and those leading to and crossing it are anticipated to safely accommodate bicyclists. Vehicular and truck traffic will be directed to parking and loading areas below or in the rear of buildings via side streets, rather than driveways on Main Street, to minimize conflicts between drivers and pedestrians.

Figure 3-7 shows a potential configuration for Main Street with two aisles of angled parking. The sidewalk area of Main Street will have pedestrian streetscape features that contribute to an active street life and a sense of identity for the neighborhood (see Chapter 5, Urban Design). Bulb-outs will be installed at intersections, and parking stalls may be interspersed with planters.

Major Street

For the purposes of the Isabel Neighborhood Specific Plan, Major Streets are those that carry the highest traffic volumes and have the highest travel speeds. All modes of transportation are accommodated, with sidewalks, bus stops, and bicycle lanes. The Plan does not establish a standard street width or travel lane configuration for Major Streets to allow flexible context-sensitive design for each roadway.

The Major Streets in the Planning Area include Isabel Avenue, North Canyons Parkway, Portola Avenue, Airway Boulevard, and Collier Canyon Road north of North Canyons Parkway. Recent roadway improvements have increased capacity of these major streets, such as the I-580/Isabel Avenue interchange. According to the transportation analysis, all intersections and interchanges are currently operating at acceptable standards for traffic flow, meaning there are no significant constraints. Drivers, however, may currently experience some delay during peak commute times at certain intersections.

Major Streets will continue to serve as the primary access routes for vehicle travel to the Planning Area, connecting to the new streets serving planned development under the Neighborhood Plan. When the Isabel Valley Link station opens, East Airway Boulevard between Isabel Avenue and Portola Avenue (see Figures 3-8 and 3-9) will also become an even more significant roadway,

FIGURE 3-8: EAST AIRWAY BOULEVARD EAST OF STREET A

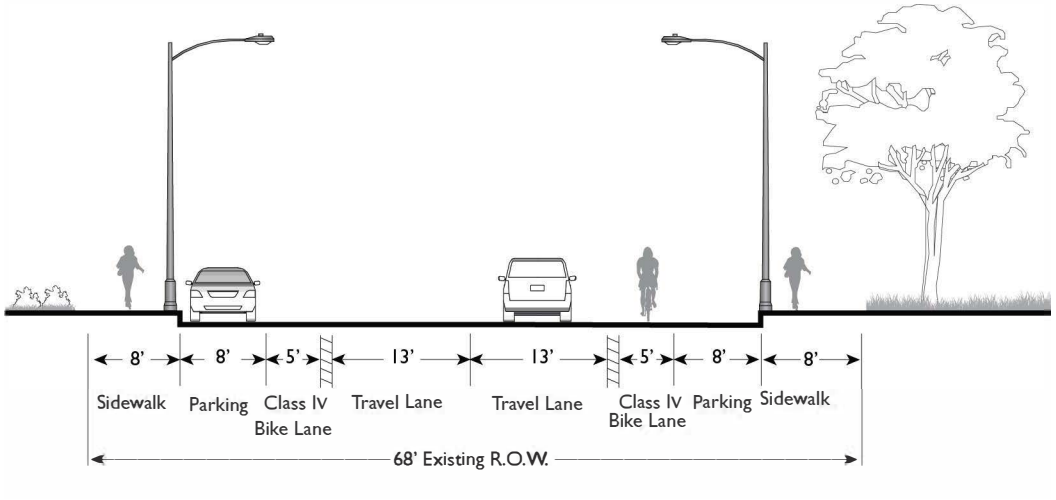


FIGURE 3-9: EAST AIRWAY BOULEVARD BETWEEN ISABEL AVENUE AND STREET A (LOOKING NORTHEAST)

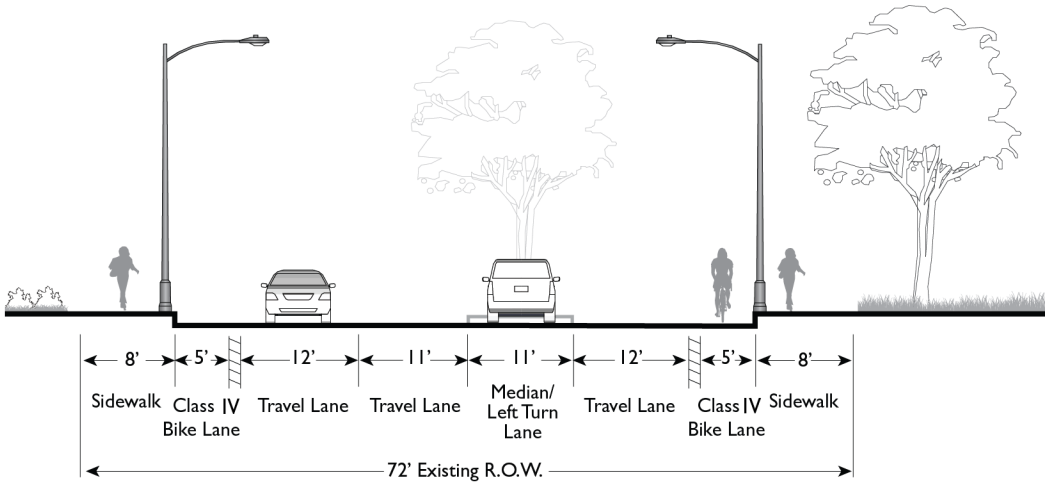


FIGURE 3-10: ISABEL AVENUE BETWEEN PORTOLA AVENUE AND GATEWAY AVENUE (LOOKING NORTH)

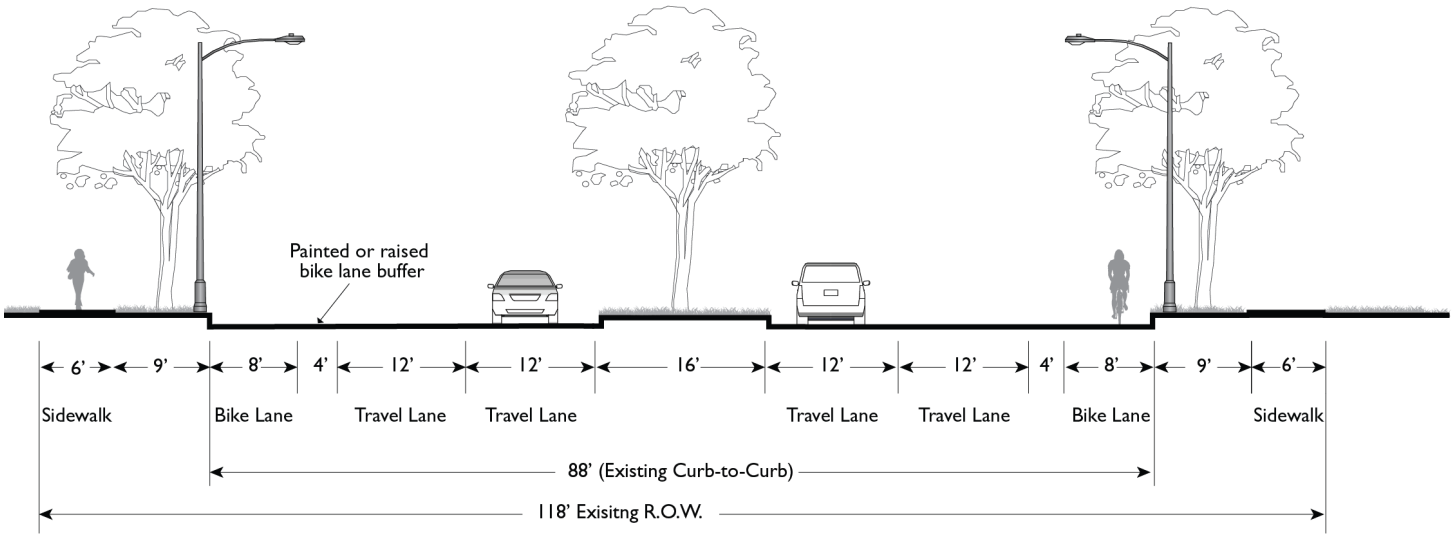
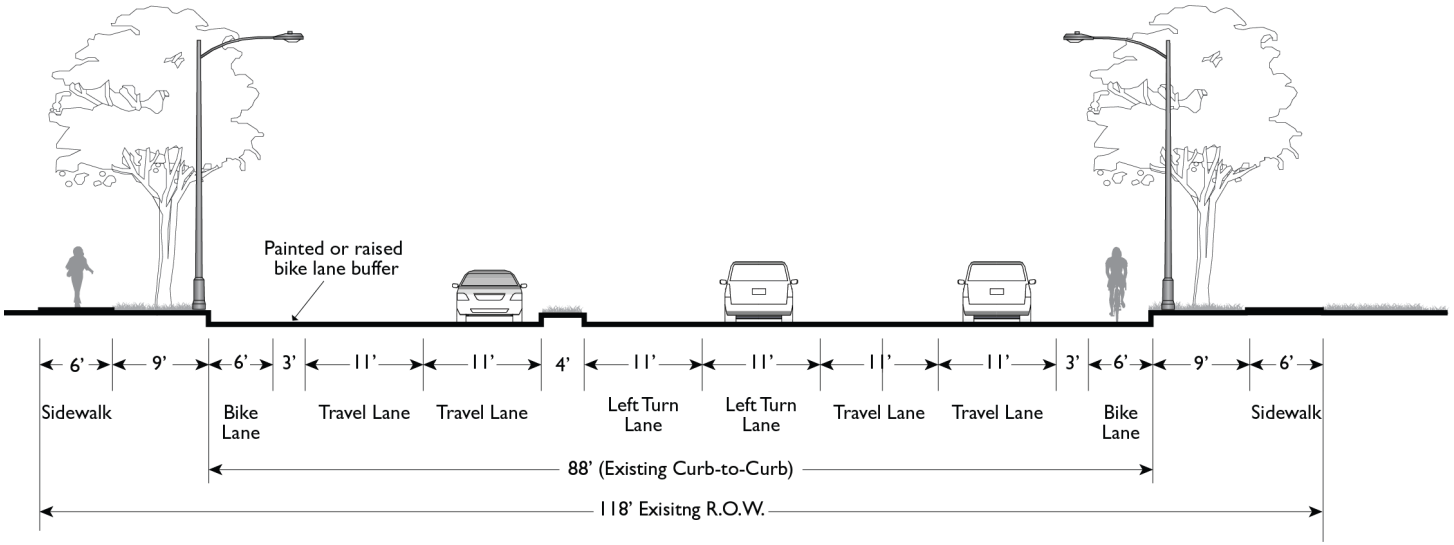


FIGURE 3-11: ISABEL AVENUE BETWEEN GATEWAY AVENUE AND I-580 (LOOKING NORTH)



as it will provide direct access to the Valley Link station parking structure south of I-580 and will have increased traffic volumes. In addition, this street will support bicycle lanes and sidewalks along both sides of the roadway.

Isabel Avenue will also provide access to the Valley Link Station via the loop road. Isabel Avenue currently has four vehicle travel lanes north of I-580, as well as bike lanes on either side of the roadway. With high traffic volumes that will increase with the Valley Link station opening, this street discourages walking to the station from much of the Neighborhood, under its current configuration. Its size and travel speeds merit changes to the right-of-way to make it more comfortable for pedestrians. The two proposed cross-sections of Isabel Avenue north of I-580 are shown in Figures 3-10 and 3-11. The planned changes to the entire right-of-way include adding street trees, street lighting, a landscaped median, sidewalks on both sides of the street, and wider buffers between the bicycle lanes and the vehicular travel lanes. Portola Avenue between Collier Canyon Road and Isabel Avenue will be reduced from 6 vehicle travel lanes to 4 vehicle travel lanes to accommodate a Class IV protected bicycle lane. The Class IV bike lane will continue west, on North Canyons Parkway between Collier Canyon Road and Doolan Road (see Figure 3-15).

These improvements to existing Major Streets are necessary to support the transportation goals of the Isabel Neighborhood Specific Plan. The following section describes additional intersection modifications on existing Major Streets to facilitate vehicle and pedestrian circulation.

SIGNALIZATION

Some of the intersections along Major Streets will require additional traffic signals to allow for safe, efficient turn movements (see Figure 3-1). These signalized intersections will include crosswalks to provide visible pedestrian connections. As part of the Valley Link project, traffic signals would be provided on East Airway Boulevard at Rutan Drive and at the east driveway to the Valley Link station. The Valley Link would also provide a traffic signal at the Isabel Avenue/Loop Road intersection. This Plan requires two additional signals on East Airway Boulevard between Isabel Avenue and Portola Avenue; one new signal on Isabel Avenue between I-580 and Portola Avenue; one new signal on Portola Avenue/North Canyons Parkway between Isabel Avenue and Independence Drive, and potentially one new signal at the intersection of Gateway Avenue and Main Street. In addition to ensuring comfortable pedestrian and bicycle crossings, signalization would be coordinated with Transit Service providers (Section 3.4,

Transit) to facilitate bus service to the Valley Link Station Area and Isabel Neighborhood.

The proposed trail system will provide residents with opportunities to enjoy natural areas.

3.3 PEDESTRIAN AND BICYCLE CONNECTIVITY

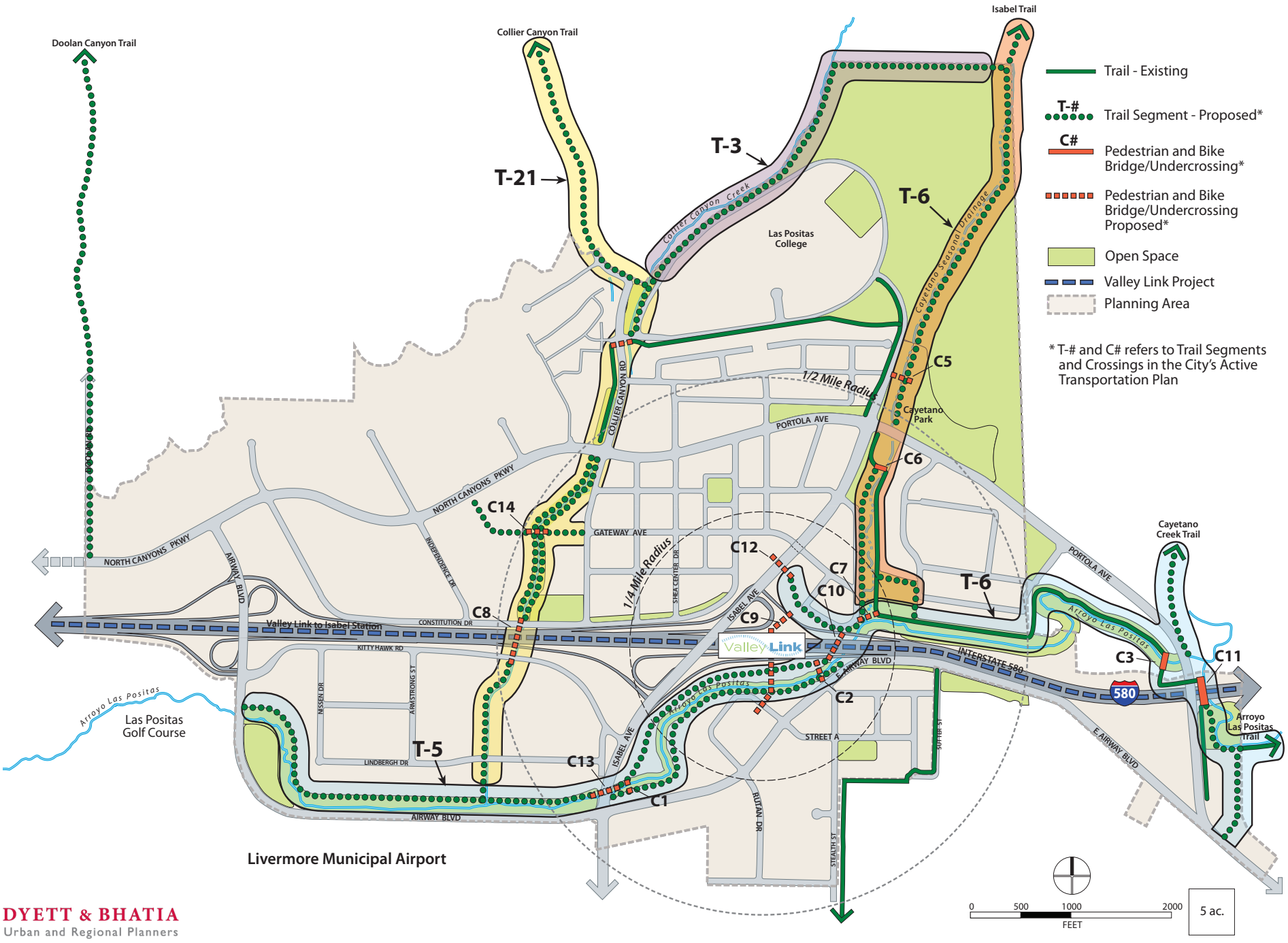
As described in the previous section, the street network will have new streets oriented specifically to pedestrians and bicyclists, and additional signalized intersections and crosswalks on existing streets that will improve pedestrian accessibility. In addition, the Neighborhood will have trails, bike lanes, pedestrian crossings, and other facilities to further enhance the safety and connectivity of the transportation network for people traveling by foot or bike. This section describes the proposed trail network, crosswalks, and bicycle facilities.

TRAIL NETWORK

Figure 3-12, Trail Network, shows an extensive network of pedestrian and bicycle trails throughout the Isabel Neighborhood. All trails will be completely separated from the vehicular right-of-way for the exclusive use of bicycles and pedestrians.

Within the Isabel Neighborhood, the trails will provide continuous creekside access, increasing opportunities to enjoy natural areas. The trail network will also provide direct routes to the Valley Link station that are separated from both fast-moving traffic and expanses of parking. Ultimately, the trail network will create a loop around the Neighborhood core that may be used for

FIGURE 3-12: TRAIL NETWORK



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transportation and/or recreational purposes. In some locations, parallel trails on opposite sides of the creek will create mini-loops. The trail network within the Planning Area will link to the regional trail network, including segments leading eastward along the Arroyo Las Positas Trail, northward into the hillsides (Doolan Trail, Collier Canyon Trail, Isabel Trail, and Cayetano Creek Trail), and westward towards Dublin along the future North canyons Parkway/Dublin Boulevard extension.

Many of the trail segments are already identified in local and regional trail plans such as the City's Active Transportation Plan. The trail network within the Planning Area will implement the citywide network, including segments of the Arroyo Las Positas Trail (east-west), Collier Canyon Creek Trail (north-south), and a trail along the Cayetano Seasonal Drainage, which runs south past Cayetano Park into Arroyo Las Positas (north-south). These trail segments are labeled with a "T" on Figure 3-12 and include:

- Isabel Trail (T5)
- Arroyo Las Positas Trail (T6)
- Collier Canyon Creek Trail (T21)

Completion of these segments would add approximately 5.1 linear miles of new trails within the Isabel Neighborhood.

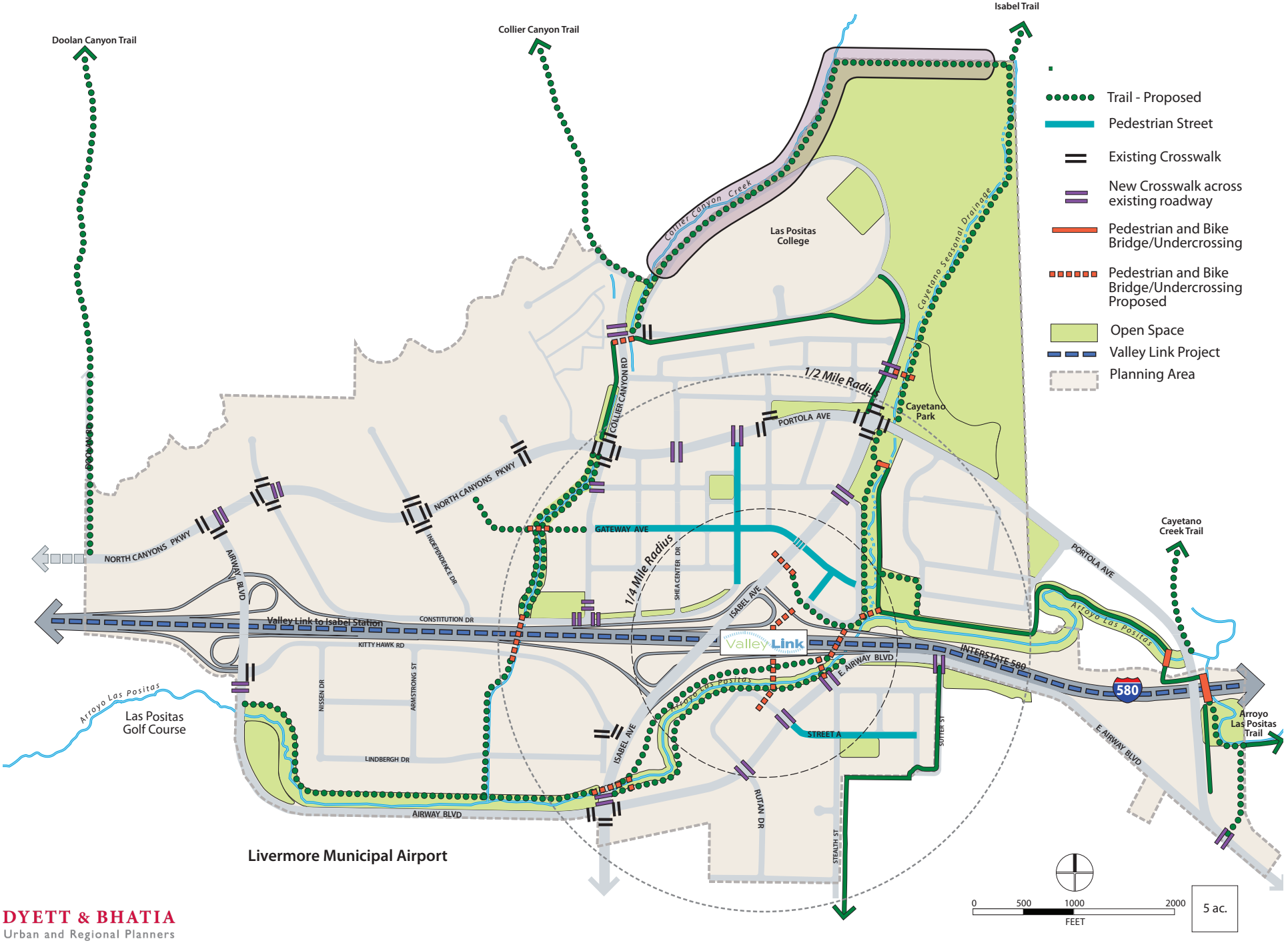
Crossings

The trail network also includes pedestrian bridges and under-crossings to enhance connectivity throughout the Neighborhood, providing crossings over roadways and waterways that would otherwise serve as barriers to pedestrian and bicycle circulation. These crossings, labeled with a "C" on Figure 3-12, include:

- Pedestrian bridges over Arroyo Las Positas:
  - Just east of the Isabel Avenue and East Airway Boulevard intersection (C1)
  - Near East Airway Boulevard at Stealth Street (C2)
  - Below the Portola Avenue overpass (C3)
- Three pedestrian bridges over the Cayetano Seasonal Drainage:
  - At Cayetano Park, connecting a planned trail to Campus Hill Road at Heligan Lane (C5)
  - South of the Portola Avenue and Isabel Avenue intersection (C6) (completed)
  - Just north of I-580, connecting the Valley Link station area to Shea Homes' Sage development (C7)
- I-580:
  - Pedestrian bridge over I-580 along Collier Canyon Creek (C8). Pedestrian crossing (C8) will be constructed in last phase of infrastructure improvements. This crossing will be studied further through a detailed infrastructure cost and phasing plan.
  - Valley Link pedestrian bridge (C9)
  - Undercrossing of I-580 at Arroyo Las Positas east of Valley Link station (C10)
  - Undercrossing of I-580 at Arroyo Las Positas east of Portola Overpass (C11)
- Isabel Avenue:
  - Isabel Path (C12)
  - Improvements to existing undercrossing of Isabel Avenue at the Airway Boulevard intersection (C13)

Currently, people on foot or bike must utilize Isabel Avenue, Portola Avenue, and Airway Boulevard to cross I-580. Public outreach has revealed a strong desire for more and safer pedestrian/bicycle crossings of the freeway. The undercrossing of I-580 east of the Portola Overpass has recently been completed. The City will work with Valley Link to make the pedestrian bridges leading to the Valley Link station from either side of I-580 open to non-Valley Link patrons when the station is open. The pedestrian bridge over I-580 along Collier Canyon Creek and the undercrossing of I-580 east of Valley Link station will also connect the two sides of the freeway.

FIGURE 3-13: PEDESTRIAN CIRCULATION



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The Isabel Path, described in further detail in Chapter 5, Urban Design, will also be critical for Neighborhood connectivity and Valley Link station access. Since Isabel Avenue will continue to be a four-lane major street, a grade-separated crossing would be the safest and most convenient option, although at-grade crosswalks at the nearby signalized intersections would still be provided. Given the topography of the site, which gently slopes up to the north, an under-crossing would require minimal grading and would keep the pathway relatively level, compared to a pedestrian-bridge option. The specific crossing method will be determined as part of the development process for the BART-owned property and/or retail site.

Crosswalks and Sidewalks

Crosswalks and sidewalks are essential to walkability throughout the Neighborhood. All new rights-of-way include sidewalks as described in Section 3.2, with crosswalks across and along all new signalized or stop-controlled all intersections.

Most of the existing streets in the Planning Area already have continuous sidewalks and at least one crosswalk at intersections. The Plan calls for many new crosswalks along or across existing rights-of-way, as indicated in Figure 3-13. Adding crosswalks to existing streets is a relatively low-cost way to improve the comfort and connectivity of the pedestrian network in the short-term, while complementing the trail network that will be completed over the long-term. These crosswalks provide visible pedestrian connections at intersections that will experience higher pedestrian activity over time. The crosswalks will also improve connectivity to the Valley Link station by shortening the walking trip length.

The City's Active Transportation Plan identifies locations that need additional sidewalks to close gaps in the network, such as the Airway Boulevard overpass. The Active Transportation Plan also provides detailed policies and design guidance on pedestrian lighting and crossing improvements, including mid-block crosswalks, bike lane treatments at intersections, and trail crossings. Any pedestrian or trail improvements completed under the Isabel Neighborhood Specific Plan will be coordinated with the Active Transportation Plan for specific design considerations.

WALKING DISTANCES

Figure 3-14, 5 and 10 Minute Walksheds[7] from Isabel Valley Link Station, shows the five- and ten-minute walking distances from the Valley Link pedestrian bridges along all roadways, trails, and pedestrian crossings. This diagram demonstrates that almost the entire area between Portola Avenue, Isabel Avenue, I-580, and Collier Canyon Creek is within a ten-minute walking distance

7. A walkshed is defined as land area within a defined walking range of a specified location.

FIGURE 3-14: 5 AND 10 MINUTE WALKSHEDS FROM ISABEL VALLEY LINK STATION

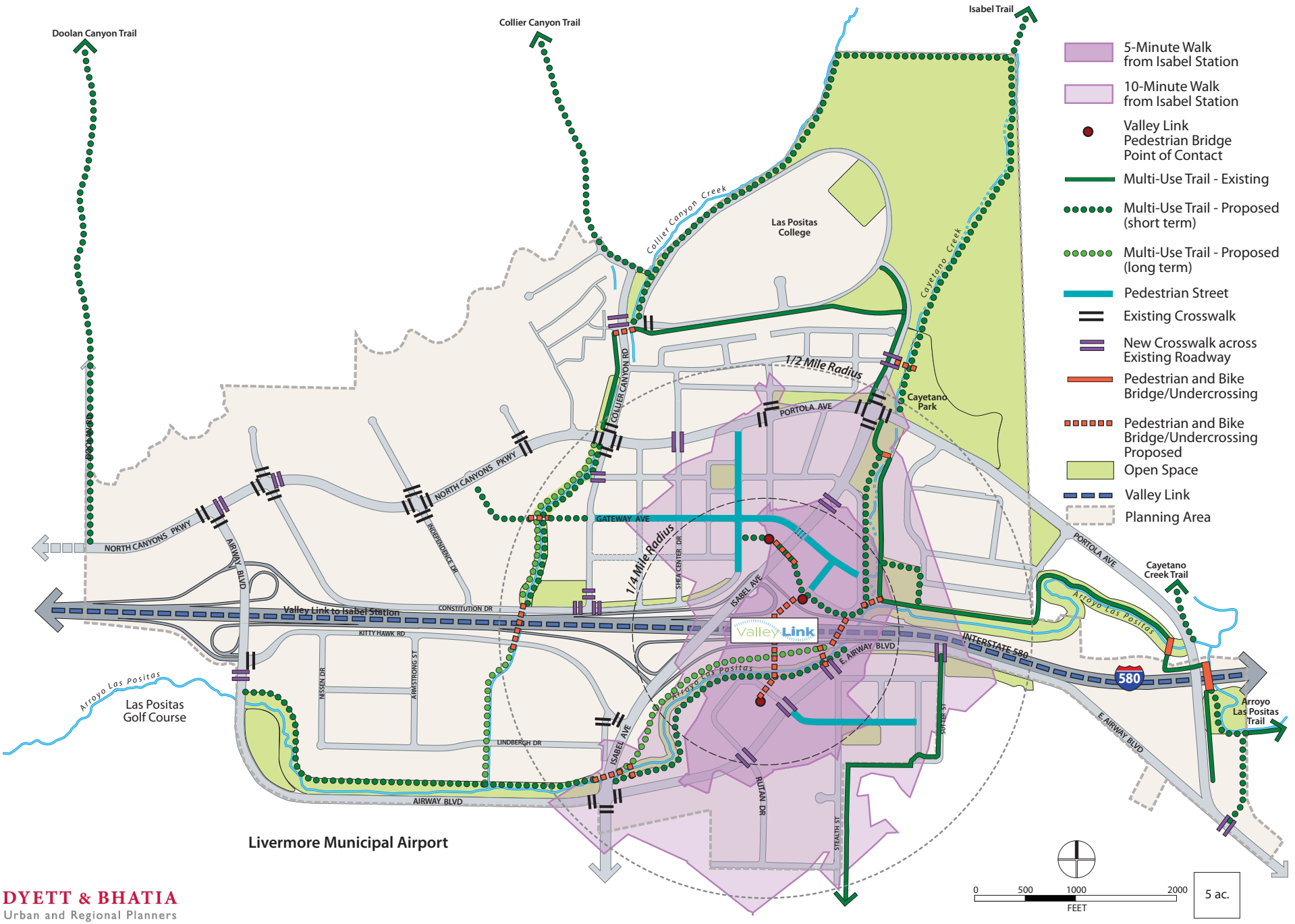

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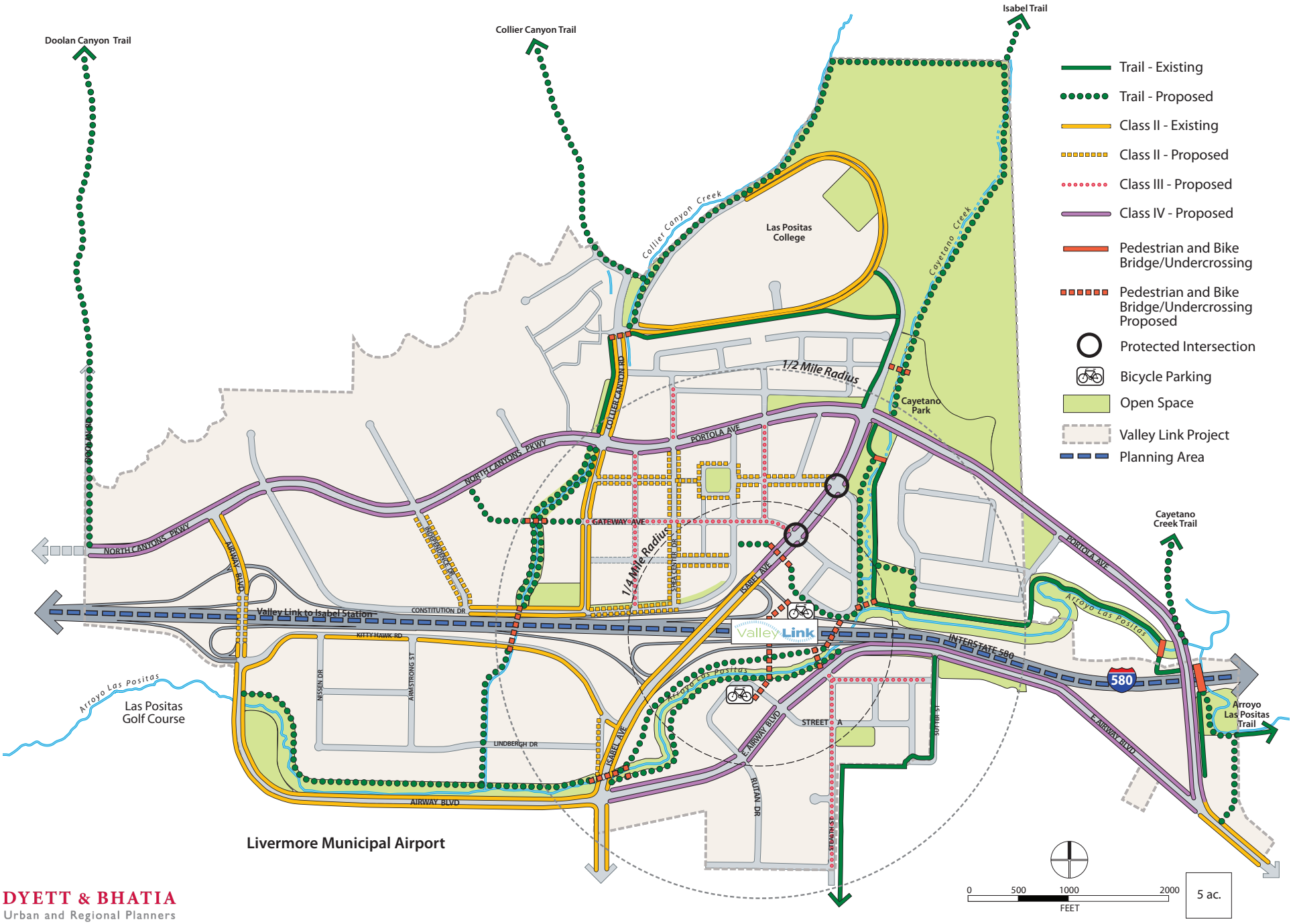
FIGURE 3-15: BICYCLE CIRCULATION



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from the Valley Link bridge, as is the proposed residential area south of I-580. The loop road, the Innovation Hub, the new neighborhood parks, and the proposed Main Street are all within the five-minute walkshed.

Bicycle Circulation

The Planning Area currently benefits from an existing network of Class II bicycle lanes, which are defined as a striped lane for one-way bike travel. The Isabel Neighborhood Specific Plan enhances this network as shown in Figure 3-15, Bicycle Circulation. The diagram shows that bicycle lanes encircle the Neighborhood along Isabel Avenue, North Canyons Parkway, Portola Avenue, and Airway Boulevard. Many of these lanes are existing; proposed lanes fill in "gaps" where connectivity is currently incomplete.

In addition, Figure 3-15 shows bicycle lanes within the Neighborhood along Independence Drive, Collier Canyon Road, Constitution Drive (east of Independence Drive), and several new roadways designated as Bicycle Streets in the center of the Planning Area: Shea Center Drive (both the new and existing portions), the new east-west roadway between Portola Avenue and Gateway Avenue, and the new roadway segment that connects Shea Center Drive with the Neighborhood Commercial block. These bicycle lanes provide direct access to parks, waterways, shopping areas, the Valley Link station, and Las Positas College.

The City's Active Transportation Plan proposes upgrading some existing facilities to a Class II or Class IV bicycle lane, which would add a striped buffer or separation (using a curb, median, or bollard) between the bicycle lane and vehicle travel lanes, respectively. These upgrades would improve safety for bicyclists by increasing the distance between vehicles. Any bicycle improvements completed under the Isabel Neighborhood Specific Plan will reflect the Active Transportation Plan for specific design considerations.

While Figure 3-15 identifies the location of existing and proposed Class II bicycle lanes within the Isabel Neighborhood, Class III bicycle routes are planned to support the bicycle network on new and existing Neighborhood Streets. Class III routes are defined as bicycle facilities located along local streets that have low traffic volumes

and signage and pavement markings such as "sharrows" to indicate that bicyclists may share the road with drivers. Neighborhood Streets throughout the Isabel Neighborhood may be designated as Class III routes to enhance the bicycle network. The designation of Class III routes will occur as the Neighborhood develops.

PHASING

Consistent with City policy and practice, future development will be responsible for constructing and/or contributing funds to the proposed improvements. The City may also seek grant funding and draw from other citywide sources to implement the trail network.

The final financing strategy for the Isabel Neighborhood Specific Plan outlines the timing, costs, and responsible parties for trail, bicycle, and pedestrian improvements (see Chapter 7, Implementation and Financing Strategies, for additional information on infrastructure cost estimates and preliminary funding tools). The Active Transportation Plan provides guidance on phasing of pedestrian and bicycle improvements when appropriate and applicable to ensure a safe and comfortable network.

3.4 TRANSIT

Valley Link is conceived as a rail-based transit solution to bridge the gap between BART and ACE and improve connections between the greater San Francisco Bay Area and San Joaquin County. The rail connection will include six new and three "infill" stations, including Isabel Avenue, Greenville Road and Southfront Road in Livermore, and a transfer station near the East Dublin/ Pleasanton BART station, all part of Phase 1.The second phase of the project will extend rail service from the North Lathrop ACE Station to the existing Stockton ACE/San Joaquin Stations. Planned frequency would include train service every 12 minutes in the peak periods and 24 minutes in the off-peak periods. The Valley Link system will consist of multiple unit (MU) trains featuring hybrid technology, with the ability to convert to fully-electric operations in the future. It will consider technology advances such as full electric battery operation and potential use of hydrogen fuel cells to power train motors.

Based on current travel patterns, most of the commuters will prefer to drive and park at the Isabel station as shown in Table 3-1. People living within a half-mile of the station will be most likely to walk, while residents outside of this radius will likely bike. Bus, drop-offs, taxi, and rideshare services will offer other options for getting to the station for Livermore residents. The following Table 3-1 shows the expected distribution of riders by transportation mode, according to the travel model used for the EIR analysis. Figure 3-16 shows the station area transit access diagram.

Based on the Valley Link Project Feasibility Report (released October 2019), about 3,740 riders will board at the Isabel Station on the average weekday in 2040. The Feasibility Report estimates that Valley Link trains will complete 25 daily round trips and accommodate 28,000 riders per day in 2040. Valley Link trains will run throughout the day in both directions with the goal of matching

TABLE 3-1: EXPECTED RIDER DISTRIBUTION BY TRANSPORTATION MODE

Park-and-Ride	Other[1]	Total
46%	54%	100%

Note:
1. "Other" includes walk, transfer from bus, and drop-off.

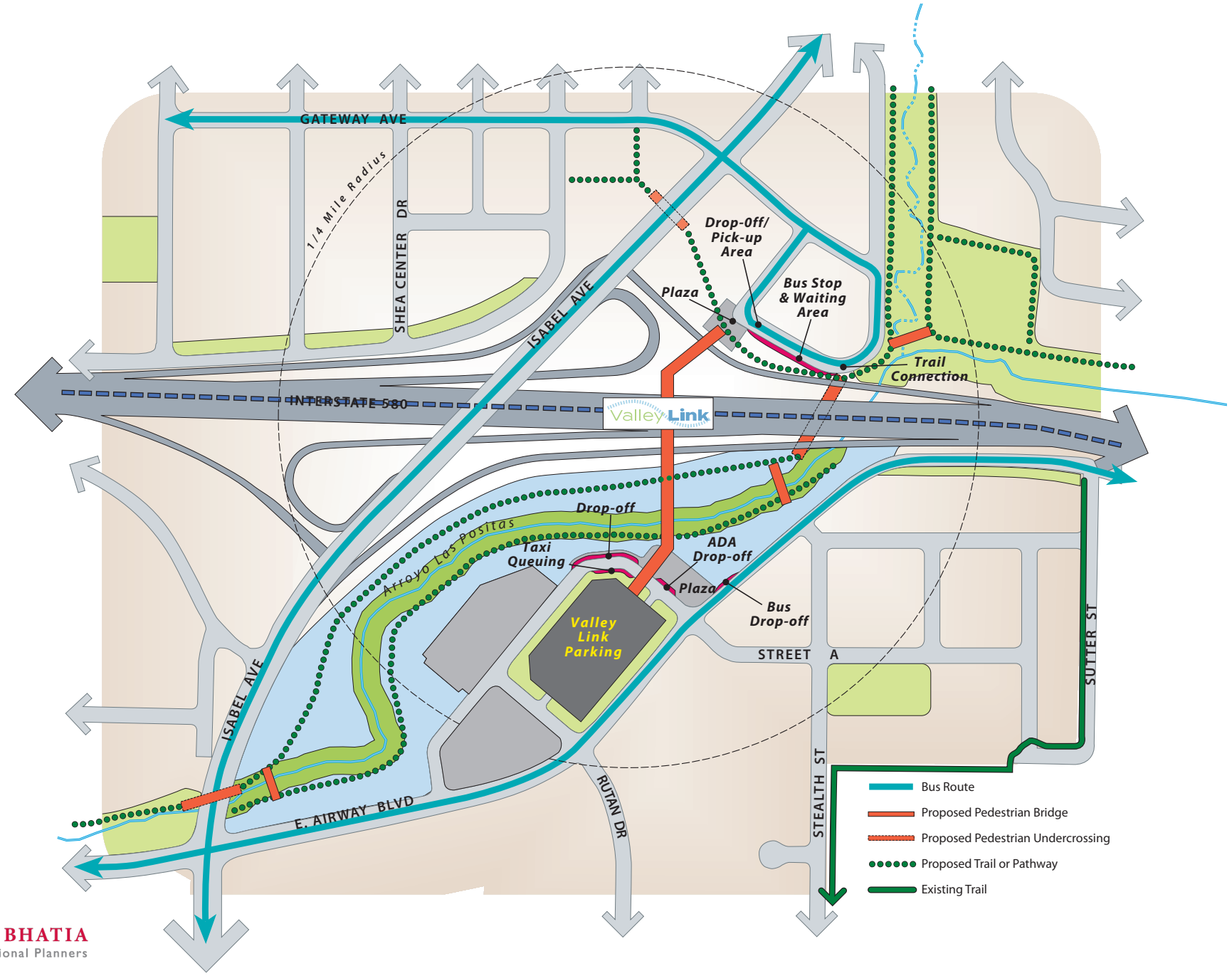
BART frequency and hours of operation. Valley Link will offer service between 5:00 a.m. and 8:00 p.m. daily with 12-minute headways peak hours and 24-minute headways during off-peak hours. A draft program schedule has been developed for planning and managing the overall program delivery, and forecasts completion of the Valley Link project as taking place between the second quarter of 2027 and the fourth quarter of 2028.

Valley Link will connect to BART at the Dublin/Pleasanton Station. The BART system consists of six train lines operating out of 46 stations over 112 route miles; the system connects the Bay Area counties of Alameda, Contra Costa, San Francisco, and San Mateo. In 2019, 411,000 passengers entered the BART system each weekday. On weekdays, BART trains complete 76 trips along the Dublin Pleasanton-Daly City line in each direction, offering service from 4:00 a.m. to 1:00 a.m. the following morning. Weekday trains operate at 15 minute headways until about 7:30 p.m., and at 20 minute headways after 7:30 p.m. In 2019, an average of 8,142 BART riders per weekday exited the Dublin/Pleasanton Station.

The Livermore-Amador Valley Transit Authority (LAVTA) is the primary bus service provider in the Tri Valley Area (including the cities of Dublin, Pleasanton, and Livermore). LAVTA currently operates five routes in the study area, all of which connect to the Dublin/Pleasanton Station. Rapid Route 30R currently serves the Isabel Neighborhood, with stops every 15 minutes during weekdays. LAVTA also operates bus shuttles connecting BART to the ACE Pleasanton Station, including Route 53 to the West Dublin/Pleasanton Station and Route 10 to the Dublin/Pleasanton Station.

In addition to LAVTA, San Joaquin Regional Transit District (RTD), Stanislaus Regional Transit, County Connection, and Modesto Area Express (MAX) operate public bus services in the

FIGURE 3-16: STATION AREA TRANSIT ACCESS DIAGRAM



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study area. The San Joaquin Regional Rail Commission (SJRRC) is the owner and operator of the commuter rail service in the study area known as the Altamont Corridor Express (ACE), which Valley Link will connect to in Livermore, North Lathrop, and Stockton. The SJRRC operates four ACE trains in the peak direction between Stockton and San Jose via downtown Livermore and Pleasanton. The SJRRC is currently in the process of expanding service to Ceres, Merced, and Sacramento. Additionally, the SJRRC is coordinating with Union Pacific Railroad on a platform extension project at multiple stations, including Livermore, that will accommodate 10-car trains. The SJRRC also started providing Saturday service in mid-2019 with two daily round trips between Stockton and San Jose.

The RTD is the regional transit provider for San Joaquin County, with one express route that connects the Stockton Downtown Transit Center to the Dublin/Pleasanton Station. Stanislaus Regional Transit provides bus service in Stanislaus County. The operator runs one commuter route to the existing Dublin/Pleasanton Station, starting from Turlock, via Patterson. The MAX operates one route between the Modesto Downtown Transportation Center and the Dublin/Pleasanton Station. County Connection provides fixed route and paratransit service in Contra Costa County and runs three routes to the Dublin/Pleasanton Station.

3.5 PARKING AND TRANSPORTATION DEMAND MANAGEMENT

Responding to travel needs requires a comprehensive approach to transportation demand management and parking supply. Managing transportation demand means monitoring travel patterns and developing strategies for making alternative modes of transportation as safe, convenient, and affordable as solo driving. Managing parking supply means tracking the demand for vehicle parking and sizing parking to match demand, while not providing too much; it also involves considering the price, location, and design of parking facilities.

TRANSPORTATION DEMAND MANAGEMENT

Transportation Demand Management (TDM) is intended to reduce dependency on vehicle travel by improving the ability for people to get around efficiently and safely by other modes, such as transit (Valley Link and bus), walking, biking, carpooling, and ridesharing. Fundamentally, the Isabel Neighborhood Specific Plan establishes a walkable street grid and well-connected network of pedestrian, bicycle, and trail facilities. TDM strategies complement the land use plan and improvements to the transportation network. An

Parking management policies will help ensure a sufficient supply of parking in the Planning Area.

example of a TDM strategy is car-sharing, which would allow transit commuters working in the station area to use a car for meetings or errands during the day. Students and residents with limited access to their own car would also benefit from this strategy. Bike-sharing programs offer similar opportunities.

Parking management is also a key component of TDM. As development occurs within the Planning Area, sufficient parking will be needed to meet the parking demands of the various land uses and Valley Link riders. However, requiring excessive parking could result in negative side effects such as increases in: the cost of new development, financial burdens on the City (if publicly owned and/or maintained), the urban heat island effect,[8] impacts on the storm drain system and creeks from increased runoff and car-generated pollution, and the amount of "dead" space in what is envisioned as a vibrant Neighborhood. Excessive parking could also result in a reduction in transit usage. Large parking lots and structures can also adversely affect the visual quality of the Planning Area.

Another important element of TDM is the formation of a Transportation Management Association (TMA), which is an organization that provides transportation services to a particular area. A TMA can be instrumental in developing, implementing and monitoring neighborhood-wide trip reduction and parking management strategies. Their efforts complement public improvements, emphasize programmatic efforts, and may substitute for individual employer-based programs.

The exact structure of the TMA and role of the City and TMA participants will be determined after Plan adoption, prior to or during review of the first major development project under the Plan. For example, the City may establish travel mode targets and require the TMA to submit a TDM program that would achieve those targets to the City for review and approval, followed by occasional monitoring reports. When determining appropriate TDM measures for implementation, the City and TMA should consider the challenges associated with relying on Homeowner Associations to implement TMD measures, such as parking enforcement on private streets.

TDM is important for achieving goals related to reducing traffic congestion and the noise, pollution, and hazards that come with over-dependency on vehicle travel. Reducing congestion on local streets during peak periods contributes to a safer, cleaner neighborhood environment. Reducing demand for parking also means being able to dedicate more space to green space and other land uses that contribute to an attractive, pedestrian-oriented neighborhood. Comprehensive TDM policies implemented in the Pleasant Hill, North Berkeley, and Richmond BART station areas have increased ridership and alternative modes of transit over time.

The TDM program for the Isabel Neighborhood will address travel demand associated with the Valley Link station, new development, and existing uses in the Planning Area. The parking ratios required for new development, along with the policies listed, are intended to meet the need for sufficient parking while discouraging excess parking. For example, utilizing shared parking between users with different peak demands is one way to meet needs, while reducing the amount of land devoted to parking.

VALLEY LINK PARKING

The conceptual plans for the Valley Link station include approximately 850 parking spaces and five busbays, which could be converted to TOD in the future, on the southern BART-owned site off East Airway Boulevard.[9] The block bound by Gateway Avenue, Isabel Avenue, and Main Street, designated as Neighborhood Commercial, will include a surface, rooftop or underground lot to service the retail center.

Valley Link Station Spillover Parking

Residents currently living close to the proposed station have expressed concerns about Valley Link commuters using on-street parking in their neighborhoods, referred to as "spillover parking." This can be particularly problematic in areas where

8. Occurs when an urban or metropolitan area that is built up results in a significantly warmer area than its surrounding rural areas.

9. Valley Link Feasibility Report, 2019. Pg. 9-7.

on-street parking is in high demand during the weekday and/or evenings. Similarly, commuters may use parking areas designated for businesses if the station's surface lot or structure is full and/or to avoid paying for parking.

The Isabel Neighborhood Specific Plan supports several strategies for reducing parking conflicts between new developments, the Valley Link station, and existing residential areas, including paid parking, time-limited parking, parking permit programs, and dedicated parking for residential and commercial development near the Valley Link station. Implementation of such measures should be sensitive to trends in peak demand times and employee parking trends, parking turnover, and violations/fines. A typical threshold for parking management strategies is an 85 percent occupancy rate: when on-street parking spaces on any blockface routinely exceed an 85 percent occupancy rate, paid parking, time limited parking, parking prices, or parking permits should be considered to create a 15 percent vacancy rate. Paid parking on Main Street, the retail center frontage, and Gateway Avenue may be implemented to serve the surrounding residents, employees, and visitors. Fees will be dedicated to public improvements and public services that benefit the specific blocks from which the revenue is generated. To ensure their parking need is met, existing residents may be provided parking permits to be used in their residential neighborhood. Future residents in the Planning Area will have the option to purchase a parking permit at a fee that will be determined during buildout of the Planning Area.

NEW DEVELOPMENT

Residents of walkable neighborhoods with access to high frequency transit service typically own fewer cars, drive less, and make more trips by alternative modes.[10] Together with its proximity to Valley Link, the land use plan and circulation networks for the Isabel Neighborhood will reduce parking demand generated by new development in the area. However, even within transit-oriented areas such as the Isabel Neighborhood, many people will still own cars (for the foreseeable future).

10. Metropolitan Transportation Commission, 2010. Choosing Where We Live: Attracting Residents to Transit-Oriented Neighborhoods in the San Francisco Bay Area.

TABLE 3-2: VEHICULAR PARKING RATIOS FOR THE ISABEL NEIGHBORHOOD[1]

Land Use		On-site Vehicle Parking	
		Minimum	Maximum
Residential			
Transition and Village	Studio/1 Bedroom	1 space/unit	1.25 spaces/unit
	2 Bedroom	1.5 spaces/unit	2.0 spaces/unit
	3+ Bedrooms	2 spaces/unit	2.5 spaces/unit
	Visitor Parking	1 space/8 units	1 space/4 units
Center and Core	Studio/Single Room Occupancy unit	0.75 space/unit	1 space/unit
	1 Bedroom	1 space/unit	1.5 spaces/unit
	2+ Bedroom	1.25 spaces/unit	2.0 spaces/unit
	Visitor Parking	1 space/8 units	1 space/4 units
Accessory Dwelling Units		Subject to Livermore Development Code Section 6.03.120, as it exists today or amended in the future.	
Senior Housing and Units for the Disabled		No minimum	0.5 spaces/unit
Subject to Livermore Development Code Section 6.03.120, as it exists today or amended in the future.			
Live/Work Unit		2 spaces on-site for resident/employees Refer to Ground Floor Retail/Flex Space Overlay for customer parking ratio	3 spaces on-site for resident/ employees
Non-Residential			
Neighborhood Commercial and Ground Floor Retail/Flex Space Overlay		1 space per 600 square feet	1 space per 300 square feet
General Commercial		1 space per 400 square feet	1 space per 250 square feet
Office-Core		1 space per 400 square feet	1 space per 300 square feet
Office		1 space per 300 square feet	1 space per 250 square feet
Business Park		1 space per 1,200 square feet of manufacturing, plus 1 space per 300 square feet office	None

Note:
1. Refer to G-TRA-5 and policies that follow for additional requirements.

TABLE 3-3: BICYCLE PARKING RATIOS FOR THE ISABEL NEIGHBORHOOD[1]

Land Use	Bicycle Parking Minimum	Format/Location
Residential		
Transition and Village (includes ADUs)	1 space per unit for resident parking 1 visitor parking space per 4 units for guest parking	Resident parking must be secured and covered, such as within garages for individual units (minimum dimension of 2x6 ft.) or in a common area Visitor parking must be in a publicly accessible location
Center and Core	1 space per 4 bedrooms for resident parking; 1 visitor parking space per 20 units for guest parking	Resident parking must be secured and covered, such as within garages for individual units (minimum dimension of 2x6 ft.) or in a common area; Visitor parking must be in a publicly accessible location
Live/Work Units	1 space per unit; Refer to Ground Floor Retail/Flex Space Overlay for customer parking ratio	Resident/employee space must be secured and covered; Customer parking must be provided in a publicly accessible location, within one block of the unit
Non-Residential		
Neighborhood Commercial and Ground Floor Retail/Flex Space Overlay	1 space per 1,400 square feet	Provided within 30 feet of the main building entrance. If the main building entrance is relocated, then bicycle parking shall be relocated to be consistent with this standard.
General Commercial	1 space per 2,800 square feet	At least 25% of the bicycle parking shall be secured for employee use and at least 25% shall be open for public use
Office-Core	1 space per 1,600 square feet	
Office and Business Park	1 space per 3,200 square feet	

Note:
1. Refer to G-TRA-5 and policies that follow for additional requirements.

The vehicle parking standards, listed in Table 3-2, apply to all new development within the Isabel Neighborhood. Unlike the citywide standards, this table establishes minimum as well as maximum parking ratios for some of the land uses. In addition to dedicated on-site parking for new development, the Planning Area will have on-street parking along most new streets (see Street Types in Section 3.2, Roadway Network).

Consistent with requirements for Downtown Livermore and adjacent neighborhoods, new residential projects are encouraged to provide parking configurations that efficiently use the space, such as tandem parking for townhouse units. In addition, the City may allow deviations from parking minimums or alternatives to required on-site parking to accommodate - or site-specific circumstances (see Policies P-TRA-30, P-TRA-31, P-TRA-32, and P-TRA-33). Tables 3-2 and 3-3 list vehicle and bicycle parking ratios for the Isabel Neighborhood. Refer to Chapter 4.04 of the Livermore Development Code for the following regulations:

- General Parking Standards (non-ratio standards)
- Residential Parking Dimensions
- Parking Lot Layout and Configuration
- Development and Maintenance of Parking Lots

GOALS AND POLICIES

G-TRA-1: Develop a street network that implements the land use diagram and is sized to meet projected demands for vehicle travel.

P-TRA-1: Create a walkable street grid within a half-mile radius of the Valley Link station.

- Block sizes within this area should range from 300-400 feet, with a maximum length of 600 feet. Where block lengths exceed 400 feet, mid-block crossings shall be installed.

P-TRA-2: For the purposes of development associated traffic studies, road improvement design, and capital improvement priorities, the upper limit of acceptable service at signalized intersections shall be mid-level D, except at the following intersections near the freeway, which shall be LOS E:

- Airway Boulevard/North Canyons Parkway
- Airway Boulevard/I-580 westbound ramps
- Airway Boulevard/I-580 eastbound ramp-Kitty Hawk Road
- Isabel Avenue/Portola Avenue
- Isabel Avenue/I-580 westbound ramps

- Isabel Avenue/I-580 eastbound ramps
- Isabel Avenue/Airway Boulevard

G-TRA-2: Establish a comfortable, safe, and efficient network for pedestrians and bicyclists.

P-TRA-3: Connect existing uses, new development, the Main Street, Valley Link station, bus stops, parks, natural areas, Las Positas College, and other key destinations with sidewalks, pedestrian and bicycle trails, and bicycle facilities.

P-TRA-4: Create a continuous trail loop within the Isabel Neighborhood and links to the regional trail network outside of the Planning Area.

- Partner with LARPD, East Bay Regional Parks District, and Alameda County to identify funding opportunities.
- Advocate for a pedestrian and bicycle trail as the top priority for the bicycle connection along the future North Canyons Parkway/ Dublin Boulevard extension, followed by a buffered bike lane as a second priority (as opposed to a traditional Class II facility).

P-TRA-5: Design pedestrian and bicycle trails to be highly visible and accessible from adjacent development.

- Any fencing along trails should be as low and visually permeable as possible, such as three-foot high split rail fencing.
- Allow and encourage property owners to provide direct access to trails that abut their properties through the installation of access gates where fencing currently exists.
- Work with property owners and Zone 7 to address safety, security, and maintenance in selecting access points and designing fencing.

P-TRA-6: Provide pedestrian bridges and undercrossings to enhance the connectivity of the trail network and provide direct access to the Valley Link station.

- Orient pedestrian bridges to be as short, direct, and publicly visible as possible.

P-TRA-7: Provide multiple safe bicycle and pedestrian crossings of I-580 within the Isabel Neighborhood.

- Encourage Valley Link station pedestrian bridges to be available for non-Valley Link patron use when the station is open.

P-TRA-8: Provide four-legged crosswalks at new signalized or stop-controlled intersections.

P-TRA-9: Implement on-street improvements such as new crosswalks and bike lanes to enhance the safety and convenience of walking and biking in the outer portions of the Planning Area and to provide interim connections along the proposed trail loop before major off-street improvements are in place. Consider adding

This Plan provides for bicycle and pedestrian crossings of I-580.

on-street markings to more clearly show the path of bicycle travel on and near freeway interchanges.

P-TRA-10: Provide bicycle parking areas at trailheads and major destinations at major intersections.

P-TRA-11: Incorporate traffic calming measures to slow vehicle speeds and increase the visibility of pedestrian crossings.

P-TRA-12: Coordinate implementation of the planned trail, pedestrian, and bicycle improvements with the City's adopted Bicycle, Pedestrian, & Trails Active Transportation Plan.

- Improvements to existing major streets in the Planning Area shall refer to the adopted Bicycle, Pedestrian, & Trails Active Transportation Plan for specific bicycle facility type, sidewalk improvements, and crossing improvements.
- The design of new streets should refer to the Bicycle, Pedestrian, & Trails Active Transportation Plan for specific design considerations related to the bicycle, pedestrian, and trail network and street crossings.

P-TRA-13: Require development to meet the on-site bicycle parking requirements listed in Table 3-3. Development applications shall show bicycle parking on site plans, including spaces to be provided within garages of individual dwelling units. Bicycle stalls shall meet the following requirements:

- Stalls shall be capable of supporting a bicycle in an upright or hanging position and enable a user to lock his or her bicycle to such a device.
- The areas containing stalls shall be surfaced with hardscape or paving.
- When located within a parking area, stalls shall be protected by curbs, fences, planter areas, bumpers, or similar barriers for the mutual protection of bikes, automobiles and pedestrians, unless deemed by the City to be unnecessary.
- Where required, "secured, covered" bicycle parking may include garages, lockers, storage rooms, or fenced areas with restricted access.
- Publicly accessible bicycle parking may include uncovered racks.

G-TRA-3: Provide safe, convenient access to and from the Valley Link station by all transportation modes.

P-TRA-14: Encourage Valley Link station infrastructure to be integrated into the Neighborhood's circulation and land use networks.

P-TRA-15: Prioritize pedestrian safety when designing roadways serving the Valley Link station.

P-TRA-16: Support direct, comfortable, shaded, safe, visible, and well-lit walking paths between the Valley Link platform and surrounding development.

P-TRA-17: Support the research, piloting, and deployment of emerging technologies and new services such as real-time parking availability signage, real-time bus arrival updates, and rideshare matching.

P-TRA-18: Work with Valley Link to ensure adequate bicycle parking at the Isabel Valley Link station and to consider bicycle needs when designing elevators.

G-TRA-4: Reduce dependency on vehicle travel and congestion on neighborhood streets to create a safer, cleaner neighborhood environment.

P-TRA-19: Employ a range of Transportation Demand Management (TDM) strategies to help make alternative modes of transportation as convenient, affordable, and safe as solo driving. Strategies include sponsored transit passes, parking cash-out programs, sponsored rideshare programs, bicycle commuter tax reimbursement,

and bikeshare programs.

P-TRA-20: Design the street network to minimize cut-through vehicle traffic in residential areas.

P-TRA-21: Continue working with transit operators, developers, technology providers, corporate shuttles, Transportation Network Companies, bike share operators, and other entities to minimize neighborhood impacts, and reduce private car ownership need and parking demand.

P-TRA-22: With the exception of business park and general commercial users outside of the Neighborhood Core Area (generally bound by I-580, Collier Canyon Road, Portola Avenue, and the seasonal drainage running south from Cayetano Park), require property owners, residents, and tenants, to form a Transportation Management Association (TMA) for the Isabel Neighborhood. Required actions shall be determined by the TMA and may include but are not limited to the following:

- Monitor and manage the vehicular and bicycle parking supply for all retail uses north of I-580, rather than on a project or site basis.
- Work with LAVTA and Valley Link to alter or add bus routes and/or provide free shuttle service between the Valley Link station and major destinations such as Las Positas College.
- Establish neighborhood-wide car-sharing and/or bike sharing programs.
- Implement programs for streetscape maintenance and beautification projects along Main Street, Pedestrian Streets, and Bicycle Streets.
- Implement informational campaigns using brochures, boards/kiosks, or other communication outlets.
- Provide technical support to businesses and homeowner associations in the implementation of TDM measures.
- Implement a wayfinding signage program for motorists, bicyclists and pedestrians.

P-TRA-23: Require Office and Business Park projects exceeding 15,000 square feet within a half-mile of the Valley Link station to implement the following site design measures:

- Integration of passenger loading zones near the main building entrance on large sites;
- Access to electrical vehicle charging stations for 10 percent of residential parking spaces and two percent of commercial or industrial parking spaces;
- On-site showers and lockers for employees; and
- Preferential parking for carpools, vanpools, and low emission vehicles.

Office and business park projects exceeding 15,000 square feet within a half-mile of the Valley Link station are required to have access to electrical vehicle charging stations.

A surface parking lot or parking structure near the Valley Link station will provide ample parking for Valley Link riders and help minimize conflicts with resident parking.

P-TRA-24: Following station opening, require businesses within a half-mile of the Valley Link station to participate in the TMA and implement at least two of the following TDM programs (to be implemented through the initial Site Plan Design Review process for new development or through the Zoning Clearance process after construction):

- Parking cash-out for employees that do not drive to work.
- Transit passes (such as the Clipper Card) for employees.
- Car-sharing or bike-sharing program.
- Carpool and vanpool ride-matching services.
- Guaranteed ride home for transit users and car/vanpoolers.
- Flexible work schedules, shortened work weeks, or options to telecommute.

G-TRA-5: Proactively manage the supply of on- and off-street parking to match demand, while minimizing the land dedicated to and the costs associated with parking.

P-TRA-25: Monitor Valley Link parking supply and demand. In the event of parking shortages:

- Work with property owners to provide surface or shared parking arrangements.
- Work with LAVTA, Valley Link, and other partners to implement additional TDM strategies such as enhanced shuttle/bus service.

P-TRA-26: Monitor and manage parking supply and demand, spillover in neighborhoods, available technologies, programmatic parking management options, and cost implications of providing parking structures. Potential mechanisms for reducing conflicts include:

- Add paid parking on all public streets throughout the Planning Area
- Implement a residential parking permit system.
- Add time-limited parking to residential streets.

P-TRA-27: Consider charging for on-street parking and/or enforcing time limits along Main Street and additional areas as needed to encourage turnover in front of businesses and to encourage use of longer-term parking in off-street lots.

- Install Smart pay stations that accept coins, credit/debit cards and pay-by-phone.

P-TRA-28: Implement the parking minimum and maximum on-site vehicle parking requirements for development listed in Table 3-2.

- When calculating the minimum parking requirement, any fraction greater than or equal to 0.50 shall be rounded up to nearest whole number; no additional space shall be required for a fractional unit of less than 0.50.
- Parking requirements based on floor area in square feet (for example: 1 space for each 1,000 sf) shall be based upon the square feet of gross interior floor area, excluding mechanical equipment areas and stairwells, unless stated otherwise (e.g., ground area).
- A single use with accessory components may be required to provide parking for each component, at the Director's discretion. For example, a hotel with a restaurant shall provide space for both program elements.
- On-site parking requirements for unlisted uses may be determined by the Director based on available data, consistent with the intent of the Development Code.
- On-street parking spaces located on Main Street shall count toward the required non-residential parking requirement for development on adjacent blocks.
- When uses change, and additional parking is required, an in-lieu fee may be applied if construction of additional parking is infeasible.

P-TRA-29: Developers shall install required paid parking infrastructure.

P-TRA-30: For projects with demonstrable lower parking needs allow reductions in the minimum parking requirements by up to 20 percent, subject to Community Development Director approval.

- Requests for parking reductions will be based on factors such as: parking demand (including time of day/week), provision of bicycle parking, share of affordable (below market rate) units, specific user needs, proximity to the Valley Link station and other transit services, proximity and capacity of public parking lots, and proposed TDM strategies.
- Applicants shall provide sufficient documentation to support the proposed reduction.
- The City shall grant a reduction only upon finding that the proposed parking plan would not have an adverse effect on the surrounding properties.
- When a use that was granted a parking reduction is discontinued, the required parking shall be provided on-site, off-site within a quarter mile of the site, or through payment of the in-lieu fee. The new use, however, may request a parking reduction under this policy.

P-TRA-31: Establish an in-lieu parking fee for retail-commercial uses in the Neighborhood's core area.

- Developers of Ground floor Retail/Flex space may satisfy up to 30 percent of the minimum parking requirement through payment of the in-lieu fee.
- Developers of Neighborhood Commercial uses on the Retail Center block may satisfy up to 10 percent of the minimum parking requirement through payment of the in-lieu fee.
- The City will use the fees generated to pay for the cost of providing public parking, including on-street parking intended to serve retail users along Main Street.

P-TRA-32: If a property owner/developer is unable to provide some or all of the required parking on-site, the minimum parking requirement may be satisfied by one or more alternatives:

- Off-site. The owner may provide the required parking on other property within 600 feet of the site proposed for development. The owner shall provide a recorded parking agreement reflecting the arrangement with the other site. The form of agreement must first be approved by the City.
- Shared Parking. Up to 50 percent of the minimum on-site parking requirement may be provided through a shared parking arrangement, contingent upon a parking study and subject to approval by the Community Development Director. The shared parking facility must be located within 600 feet of the site, if located on private property, or within a quarter mile if located on public property. Distances shall be based on the shortest feasible walking route.

Underground parking will reduce the amount of surface parking in the Planning Area.

P-TRA-33: Encourage shared parking between users with different hours of peak demand.

P-TRA-34: Require parking lots along Main Street and Gateway Avenue (between Isabel Avenue and Shea Center Drive) to be available for public use as secured through an agreement with the City (e.g., as part of a Development Agreement) or a land use entitlement condition of approval. Where an existing private lot is converted to a shared lot that is open for non-exclusive use, spaces that are provided in excess of the amount required may be leased to other establishments.

P-TRA-35: Encourage vehicle parking configurations that provide for efficient use of land such as tandem, underground, and structured parking.

P-TRA-36: Vehicle parking in residential projects, with the exception of Transition housing units, shall be "unbundled," such that residents pay for parking separately from the sales price or rent for the housing unit.

P-TRA-37: Encourage resident parking in new residential developments to be secured and accessed separately from commercial parking.