

Memorandum

Date: March 14, 2024

To: Billy Gross, City of South San Francisco and Bridget Metz, US 131 Terminal Court Owner, LLC, c/o Steelwave, LLC

From: Daniel Jacobson and Samantha Ellman, Fehr & Peers

Subject: Infinite 131 Parking Management Plan

SF23-1281

This memorandum presents a parking management plan for the Infinite 131 Project ("Project") consistent with Chapter 20.330.004 of the City's Zoning Code. The Project (summarized in Table 1) would include approximately 1,632,000 square feet of R&D space along with amenities including 21,000 square feet of conference space, a 20,000 square foot fitness center, 27,000 square feet of restaurant space, and a 4,050 square foot daycare facility. The Project includes 2,976 proposed stalls, including 50 accessible spaces and 1,339 electric vehicle capable spaces. Of the total onsite parking, 2,434 spaces would be used primarily for R&D uses (compliant with the City's maximum allowable parking supply of 1.5 spaces per 1,000 square feet) and 542 spaces would be used for other amenity uses (see Table 1). This Parking Management Plan documents the Project's approach to utilizing these spaces.

Table 1: Project Summary

Land Use	Quantity (Square Feet)	Expected Peak Occupancy	City Requirement	Parking Spaces	Max % Occupants Served with Parking
R&D	1,632,000	3,928	1.5 spaces per 1,000 square feet maximum	2,434	62%
Conference Center	21,000	1,399	1 space per 50 square feet seating	280	20%
Fitness Center	20,000	400	1 space per 150 square feet seating	80	20%
Restaurant/Bar	27,000	1,394	1 space per 150 square feet seating	173	12%
Daycare	4,050	9	1 per employee	9	100%
Total	1,704,050	7,130		2,976	42%



Parking Supply and Demand

The Project's amenity parking spaces would serve a conference center, fitness center, restaurant, bar, and daycare. As illustrated in Table 1, parking would be provided to serve a portion of the capacity of each use:

- The conference centers would have a combined expected peak occupancy of 1,399 occupants; 280 parking spaces would serve about 20 percent of the total expected peak occupancy.
- The gym would have a peak occupancy of 400 occupants; 80 parking spaces would serve about 20 percent of the total expected peak occupancy.
- The restaurant/bar would have a combined expected peak occupancy of 1,394 occupants; 173 parking spaces would serve about 13 percent of the total expected peak occupancy.
- The daycare would serve 50 students with nine employees and be served by nine parking spaces.

It is not necessary to provide parking to serve the full capacity of each use. Amenity uses are expected to primarily serve Project tenants, so this parking is intended only for off-site visitors. Some walking, bicycling, carpooling, and shuttle use is also expected for visitors to access these amenities. Moreover, not all uses would reach capacity at the same time, so there would be some sharing between spaces.

Overall, the Project's proposed amenity parking would serve less than half of the total capacity of each use, which is consistent with the intent of the Project's TDM Plan. Nonetheless, active management of these spaces is necessary to comply with the Project's maximum parking requirements for office/R&D uses, as described in the following section.

Parking Management Approach

The Project's approach to parking management should focus on two topics: limiting the use of amenity parking spaces by tenant employees and coordinating parking needs for conferences and special events.

Limit Use of Amenity Parking Spaces by Tenant Employees.

The Project should limit the use of amenity parking spaces by employees through signage, wayfinding, and active management of parking spaces. Use of amenity parking spaces by tenant employees poses two issues: it is inconsistent with the Project's TDM requirements to limit auto commuting and impedes visitor access to amenities. To avoid this, the Project should designate surface parking spaces and lower-floor garage parking for amenity uses, while identifying mid- and upper-floor garage spaces for employee use. Amenity spaces should include a time



restriction for ease of enforcement by onsite security (e.g. three or four hours) with license plate registration for all-day visitors. Clear signage and wayfinding should be provided to ensure that various users understand where they're expected to park. A similar parking management approach would be enacted for the neighboring Infinite 101 site.

Coordinate Parking Needs for Conferences and Special Events

Conferences and special events that draw large groups may cause surges in parking demand that exceeds supply, particularly for larger events during workdays when the office/R&D portions of the site are being fully utilized. In order to manage parking supply and demand, the conference center spaces would be subject to the following management practices:

- **Event Planning & Scheduling:** Event sponsors shall work with the property manager to develop a parking management approach tailored to the scale and market of each event. In general, events expecting larger offsite attendance that may exceed the available parking supply would either occur during off-peak hours or require additional measures as noted below.
- **Trip Planning Assistance:** For all events, the event sponsor should work with the site's TDM coordinator to provide trip planning assistance that prominently features wayfinding instructions for transit, carpooling, active transportation, and ride-hailing access (as well as instructions for valet or offsite parking if applicable). Non-auto modes of access should be promoted to reduce overall vehicle trips to the site, especially for events targeted to employers in the nearby area.
- **Valet Parking, Remote Parking, and Parking Reservations:** Large events that may exceed available parking supply should include some combination of valet parking, remote parking, and/or parking reservations to appropriately manage supply and demand.
- **Shuttle Charters or Ride-Hailing Promotions:** Large events, especially those oriented toward specific nearby employers, may consider shuttle charters or ride-hailing credit promotions. Some events may also consider allowing guests to use the proposed Project shuttle to access BART and/or Caltrain.
- **Event Monitoring:** The property manager shall be responsible for monitoring parking demand for special events and adjust its management practices as needed, by pursuing certain strategies above more or less actively, depending on effectiveness.

By implementing these practices, the Project should be able to appropriately manage the conference center parking supply while accommodating a range of event types and sizes. A similar parking management approach would be enacted for the neighboring Infinite 101 site.



Condition of Approval: Parking Management Plan

Prior to issuance of a certificate of occupancy, the applicant shall submit a Final Parking Management Plan for review and approval by the Chief Planner. If the Final Parking Management Plan identifies non-office/research and development building square footage that is no longer accessible to the general public, the total amount of parking provided on the site will be reduced proportionally and replaced with open space and/or landscaping in keeping with adjacent areas.

Commented [DJ1]: Inserted per Billy's comment