

## Transit Improvements

The Rail Corridor Plan “aims to achieve an overall reduction in new vehicle trips of at least 25 percent corridor wide.”

In order to implement the goal of an overall reduction in vehicle trips, the project proposes TDM (Time Division Multiplexing) measures that could include the following: first-class telecommuting opportunities for residents of the development; carsharing; shuttle service; inclusion of neighborhood-serving retail; bicycle storage for the convenience of bicycle riders; unbundled parking; shared parking (between office, residential and commercial uses); a transportation kiosk with up-to-date information on transit, ridesharing, carsharing, bicycling and other alternative transportation; and a transportation coordinator who will be responsible for coordinating and maintaining the TDM Program.

The City of San Mateo and the Peninsula Traffic Congestion Relief Alliance (Alliance) are currently in the process of forming a Transportation Management Association (TMA) for the Corridor Plan area. Station Park Green will be required to participate in the TMA, once it is formed. TMA participation will help to verify if the 25% trip reduction target is met. A representative for the Plan Area will also be required to serve on the TMA Board of Directors.

## Parking and Loading

Station Park Green is intended as a pedestrian-friendly, mixed-use, transit-oriented development, which offers the opportunity to share parking stalls between uses with different parking demand periods. The Residential, Office, and Retail/Services/Restaurant uses permitted under this Plan generate unique levels and patterns of parking demand. Parking facilities within the Plan Area will be able to accommodate these demand fluctuations more efficiently than segregated supplies, by accommodating peaking uses with stalls left vacant by other uses.

The Corridor Plan provides that conditions of approval for all developments within the Corridor Plan Area will establish minimum and maximum parking standards for the development with a goal of achieving an overall reduction in new vehicle trips of at least 25-percent corridor-wide. Accordingly, trip reduction strategies for Station Park Green have been evaluated as part of the environmental review process. Shared parking is one key strategy.

A shared parking analysis was performed by Nelson Nygaard Consulting Associates and Hexagon Transportation Consultants as part of the environmental review of this Plan (Station Park Green Shared Parking Analysis, May 12, 2010). The analysis considered three maximized build-out scenarios possible under the Plan – maximum permitted retail, maximum permitted office, and maximized mix of retail and office – and accounted for how parking demand can be expected to vary by time of day, for both weekdays and Saturdays.

It was assumed that the Plan Area would include 839 parking stalls designated for the exclusive use of up to 599 residential units (assuming half 1BR and half 2BR) and another 311 stalls to be shared between residential visitors, office use and retail/services/restaurant uses, for a total of 1,150 stalls. This supply exceeded estimated exclusive demand under all three scenarios analyzed. Thus, notwithstanding the provisions of Chapter 27.64 of

the San Mateo Municipal Code, the uses permitted under this Plan shall require off-street motor vehicle parking according to the schedule shown in **Table 4.16**.

Off-street parking facilities, for different buildings, structures or uses, or for mixed uses, may be provided collectively in the Plan Area, provided that the total number of stalls so located together shall not be less than the sum of the separate requirements for each use, and that at least one parking stall accessory to dwelling units shall be located on the same parcel as the use served.

Loading facilities shall comply with Sections 27.64.310 through 27.64.390 of the San Mateo Municipal Code. Some of these facilities are planned to be on-street, and shall be approved during Site Plan and Architectural Review for the uses served.

Underground parking facilities may be located anywhere within the Plan Area, including beneath streets.

The required off-street parking shall be as follows:

Land Use	Parking Requirements (stalls per or unit or 1,000 sq. ft.)
Studio Dwelling Unit	1.0
1-BR Dwelling Unit	1.3
2-BR Dwelling Unit	1.5
3-BR Dwelling Unit	1.8
Visitors to Dwelling Unit	None
Office	0.32*
Retail / Restaurant /Services	2.06*

**\*Includes visitor parking**

TABLE 4.16 Parking Ratios