



HEXAGON TRANSPORTATION CONSULTANTS, INC.



Hillsdale Terraces Mixed-Use Development

Draft Parking Management Plan

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City of San Mateo

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Executive Summary

The Hillsdale Terraces mixed-use development project site is located on the west side of El Camino Real, and spans from 27th Avenue to 28th Avenue. The project would demolish the existing on-site structures and construct a five-story structure with 13,978 square feet of commercial space on the ground floor, 74 condominiums on the upper 4 floors, and a 3-level below grade parking garage. Garage access would be provided by driveways on the 27th Avenue and 28th Avenue.

The proposed Hillsdale Terraces mixed-use development project is located within both the San Mateo Rail Corridor Transit-Oriented Development Plan and the Hillsdale Station Area Plan. As part of these plans, it is stipulated that new development must evaluate the parking supply proposed in a development application and compare it to both zoning code requirements and other published data. To comply with these requirements, the purpose of this document is to (1) identify the parking supply of the proposed project, (2) estimate the peak parking demand to ensure that the parking supply is adequate, and (3) identify parking demand management strategies with the goal of reducing parking needs.

Parking Supply

The proposed project would create a 3-level below grade parking garage that would contain the majority of the parking supply. The below grade garage would have 169 spaces, while the ground level would have two spaces. The garage parking supply would have 100 residential spaces, 54 commercial spaces, and 15 visitor spaces. The parking supply would include 17 fuel efficient vehicle spaces and 13 accessible spaces.

The project proposes 128 bicycle parking spaces (90 long term and 38 short term). The project plans indicate that residential long term bicycle spaces will be provided in an enclosed area on Level B of the parking garage. Also, the project proposes to include a locked employee bicycle area on the ground floor.

Parking Requirements

The City of San Mateo municipal code and the Hillsdale Station Area Plan each specify parking requirements for residential and commercial area. However, the Hillsdale Station Area Plan establishes the precedent that for zones within the plan area, the regulatory framework of the Hillsdale Station Area Plan supersedes the General Plan/Zoning Code. Therefore, the proposed project would need to satisfy the parking requirements listed for the Hillsdale Station Area Plan.

Although the commercial space could be used as restaurant, retail, or office space, the parking requirements for the proposed commercial space were based on a restaurant use because a restaurant would generate a higher parking demand than either a retail or office use.

The Hillsdale Station Area Plan parking requirements are:

- 1.0 resident parking spaces for every one-bedroom unit
- 1.3 resident parking spaces for every two-bedroom unit
- 1.6 resident parking spaces for every three-bedroom unit
- 0.2 visitor parking spaces for every residential unit
- 4.0 parking spaces per 1,000 square feet for restaurant uses

To meet the Hillsdale Station Area Plan requirements, the project would need to provide 107 parking spaces for residential use (92 for tenants and 15 for visitors) and 56 parking spaces for the commercial (restaurant) use for a combined total of 163 spaces. The project proposes 115 parking spaces for the residential use (100 for tenants and 15 for visitors) and 56 spaces for the commercial use for a combined total of 171 spaces. Therefore, the project would satisfy the vehicle parking requirements.

The City's zoning code, Section 27.6.262, requires that new buildings and additions to existing buildings provide short and long term bicycle parking. For bicycle requirements, the commercial space was analyzed as retail use because a retail use would generate a greater bicycle parking demand than either a restaurant or office use. The City of San Mateo Municipal Code bicycle space requirements are:

- 0.05 short term spaces and 1.0 long term spaces for one-bedroom units
- 0.1 short term spaces and 1.25 long term spaces for two-bedroom units
- 0.15 short term spaces and 1.5 long term spaces for three-bedroom units
- 1.0 short term space per 2,000 square feet and 1.0 long term space per 12,000 square feet of retail use

Based on the proposed number of residential units, the project is required to have 6 short term bicycle spaces and 89 long term bicycle spaces. Based on the size of the proposed commercial use, the project would be required to have 7 short term bicycle spaces and 1 long term bicycle space. Thus, to meet the City's requirement the project would need to provide 13 short term spaces and 90 long term spaces.

The project proposes 90 long term spaces and 38 short term spaces, therefore, the project would satisfy the bicycle parking requirements.

Parking Management Measures

The *Transportation Management Plan* for the Hillsdale Terraces mixed-use development project describes various Transportation Demand Management (TDM) programs to help reduce the number of single occupant vehicle trips to and from the project site. The project does not propose any specific parking measures, however, some design measures and measures from the *Transportation Management Plan* could also help to decrease on-site parking demand. These measures include:

- **Site Design** – The project proposes entrances to the commercial uses that are directly adjacent to the sidewalk on El Camino Real. The sidewalk entrances, along with new landscaping and accessible ramps, would encourage pedestrian trips.
- **Vehicle Parking Supply** – The project proposes the minimum amount of parking that is required by the Hillsdale Station Area Plan. The parking supply would not be excessive nor result in greater walking distances for pedestrians.
- **Bicycle Parking** – By providing bicycle spaces for the residents, this would encourage residents to choose cycling as their mode of travel.
- **Site Location** – The project site is directly served by SamTrans routes 294, 295, 397, and ECR. In addition, the project is within walking distance of bus and transit stops at the Hillsdale Shopping Center and Caltrain Hillsdale Station. This minimal distance to bus and transit stops promotes walking and transit use.
- **Unbundling of Residential Parking** – Residential parking will be unbundled from each living unit. This will allow residents without cars to rent a unit without having to pay for a parking spot. Parking spaces will be added to leases only for tenants who desire parking.

1.

Introduction

The proposed Hillsdale Terraces mixed-use development project is located at 2700 El Camino Real in San Mateo, California. The project location falls within the boundary of both the San Mateo Rail Corridor Transit-Oriented Development Plan and the Hillsdale Station Area Plan. As part of these plans, it is stipulated that new development must prepare a parking management plan. To comply with these requirements, the purpose of this document is to (1) identify the parking supply of the proposed project, (2) estimate the peak parking demand to ensure that the parking supply is adequate, and (3) identify parking demand management strategies with the goal of reducing parking needs.

Project Description

The proposed project site is located on the west side of El Camino Real, and spans from 27th Avenue to 28th Avenue. The project would demolish the existing on-site structures and construct a five-story structure with 13,978 square feet of commercial space on the ground floor, 74 condominiums on the upper 4 floors, and a 3-level below grade parking garage. Garage access would be provided by driveways on the 27th Avenue and 28th Avenue.

The location of the proposed project relative to the San Mateo Rail Corridor Transit-Oriented Development Plan is shown on Figure 1. The location of the proposed project relative to the Hillsdale Station Area Plan is shown on Figure 2.

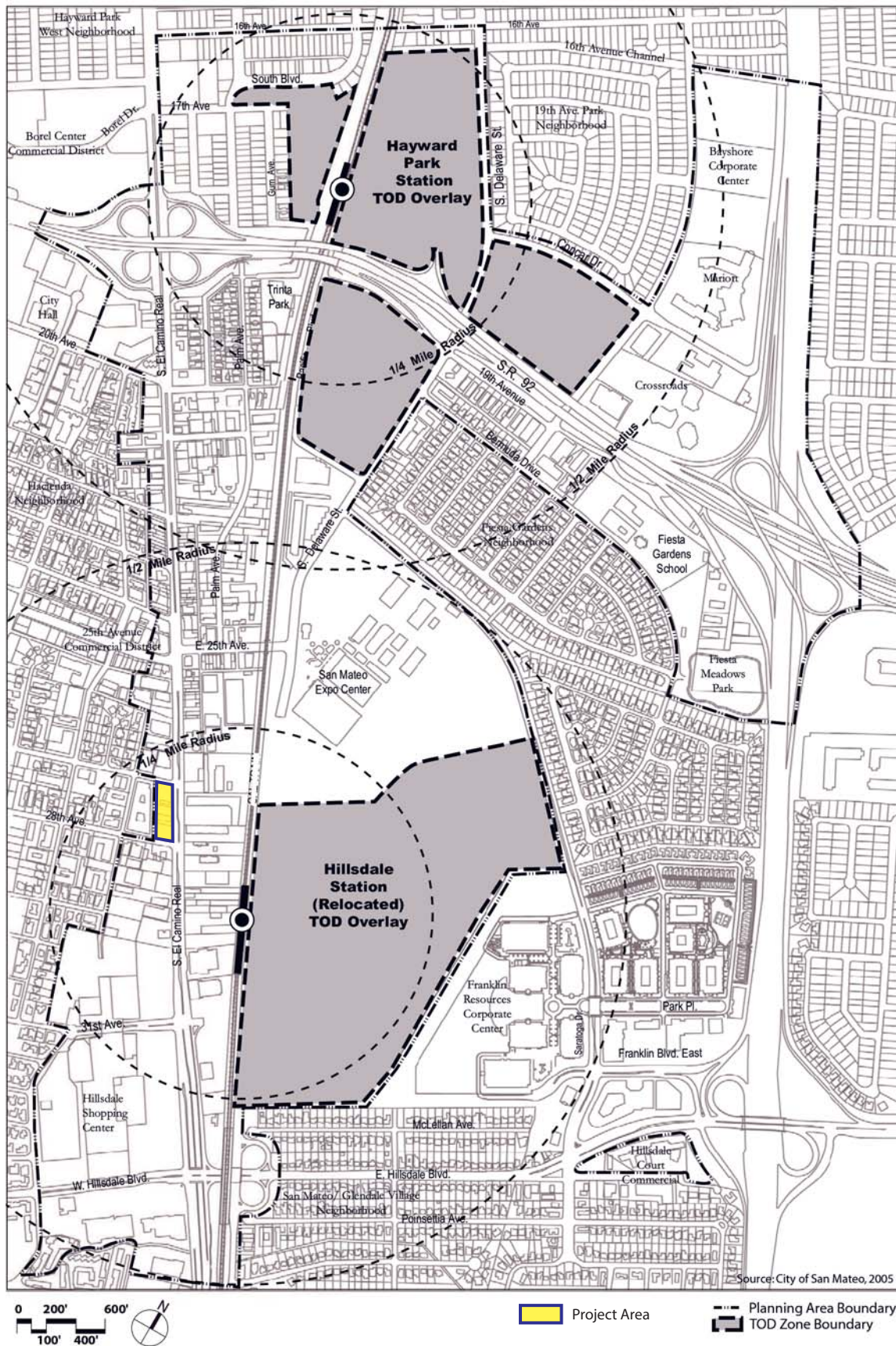
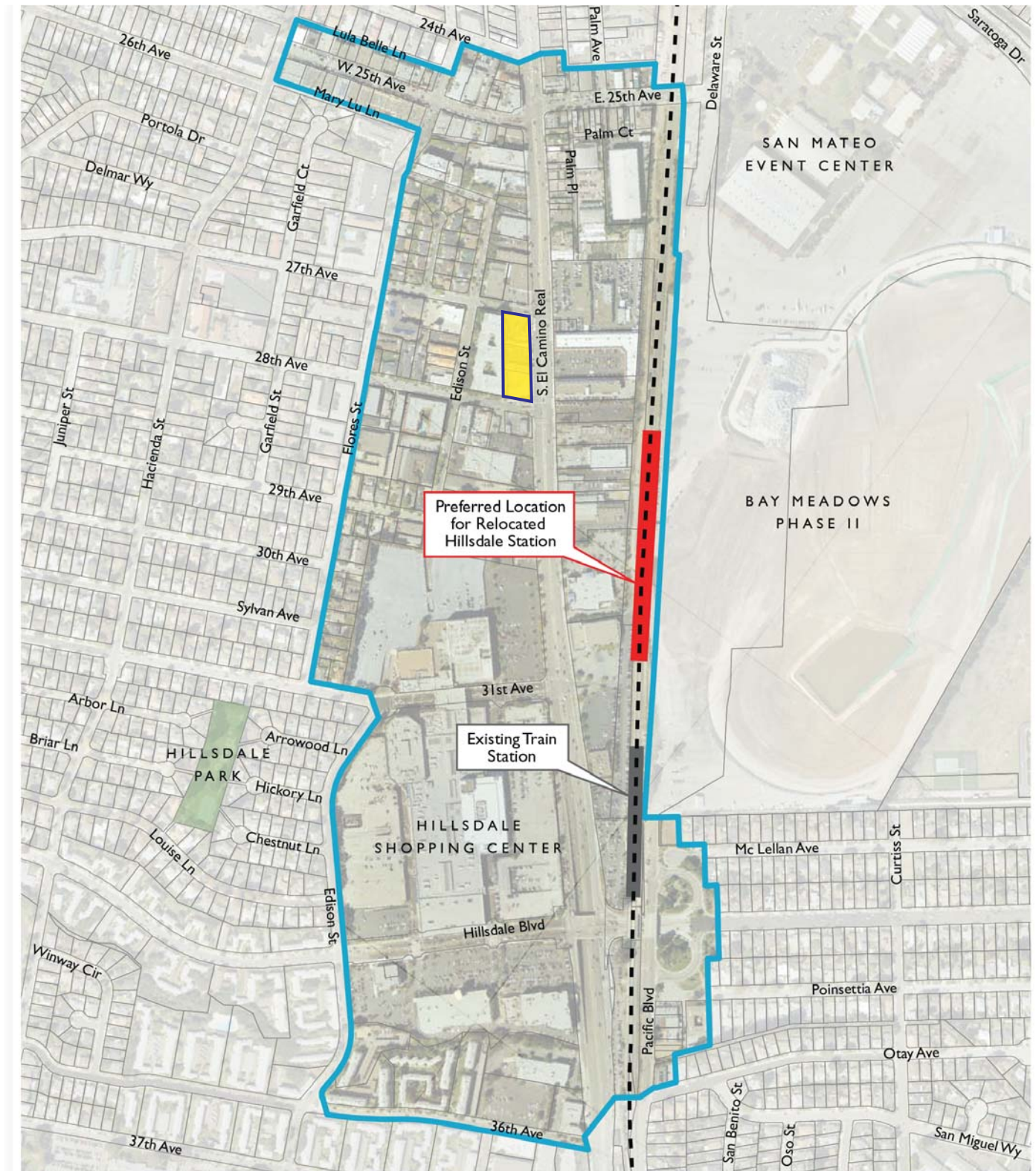


Figure 1
Site Location within the San Mateo Rail Corridor
Transit-Oriented Development



Project Area

Figure 2
Site Location within the
Hillsdale Station Area Plan

Definitions

Parking Supply – The number of on-site parking spaces proposed by the project. The parking supply described for this project does not include any on street parking spaces.

Parking Demand – The number of parked vehicles generated by a specific land use. Parking demand for future land uses is typically estimated from published sources using an independent variable, such as square footage, seats, or number of employees.

Parking Ratios – Through a variety of studies, independent variables have been correlated to a number of parked vehicles. For example, a parking requirement ratio of 5 spaces per 1,000 square feet means that, for 10,000 square feet of space, 50 parking spaces are required. Parking ratios may be used to estimate future parking demand using published rates or estimate the required parking supply using City parking standards.

Shared Parking – Different land uses experience peak parking demand at different periods of the day. When multiple land uses share the same parking supply, it can often result in a required parking supply that is lower than if each use had separate parking. For example, retail uses often peak during the early afternoon periods, while movie theater uses peak during the evening periods. Thus, the peak periods of parking demand do not occur at the same time, which results in a lower total parking demand than when the uses were evaluated separately.

Project Area – The area between 27th Avenue and 28th Avenue, along El Camino Real, that would be the location of the proposed Hillsdale Terraces mixed-use development project.

Report Organization

The remainder of this report is divided into three chapters. Chapter 2 describes the proposed project parking supply and the City of San Mateo and Hillsdale Station Area Plan parking requirements. Chapter 3 describes the parking management measures for the Hillsdale Terraces mixed-use development.

2. Parking Supply & Requirements

This chapter describes the parking supply proposed by the project as well as the City of San Mateo and Hillsdale Station Area Plan parking code requirements. This chapter includes an analysis of the proposed residential, commercial, and visitor vehicular and bicycle parking.

Project Area Parking

The proposed project would create a 3-level below grade parking garage that would contain the majority of the parking supply. The below grade garage would have 169 spaces, while the ground level would have two spaces. The garage parking supply would have 100 residential spaces, 54 commercial spaces, and 15 visitor spaces. The parking supply would include 17 fuel efficient vehicle spaces and 13 accessible spaces. The proposed parking by type and location is shown in Table 1. The proposed parking layout for Level A (top floor) and Level B (middle floor) are shown on Figure 3 and Level C (bottom floor) is shown on Figure 4.

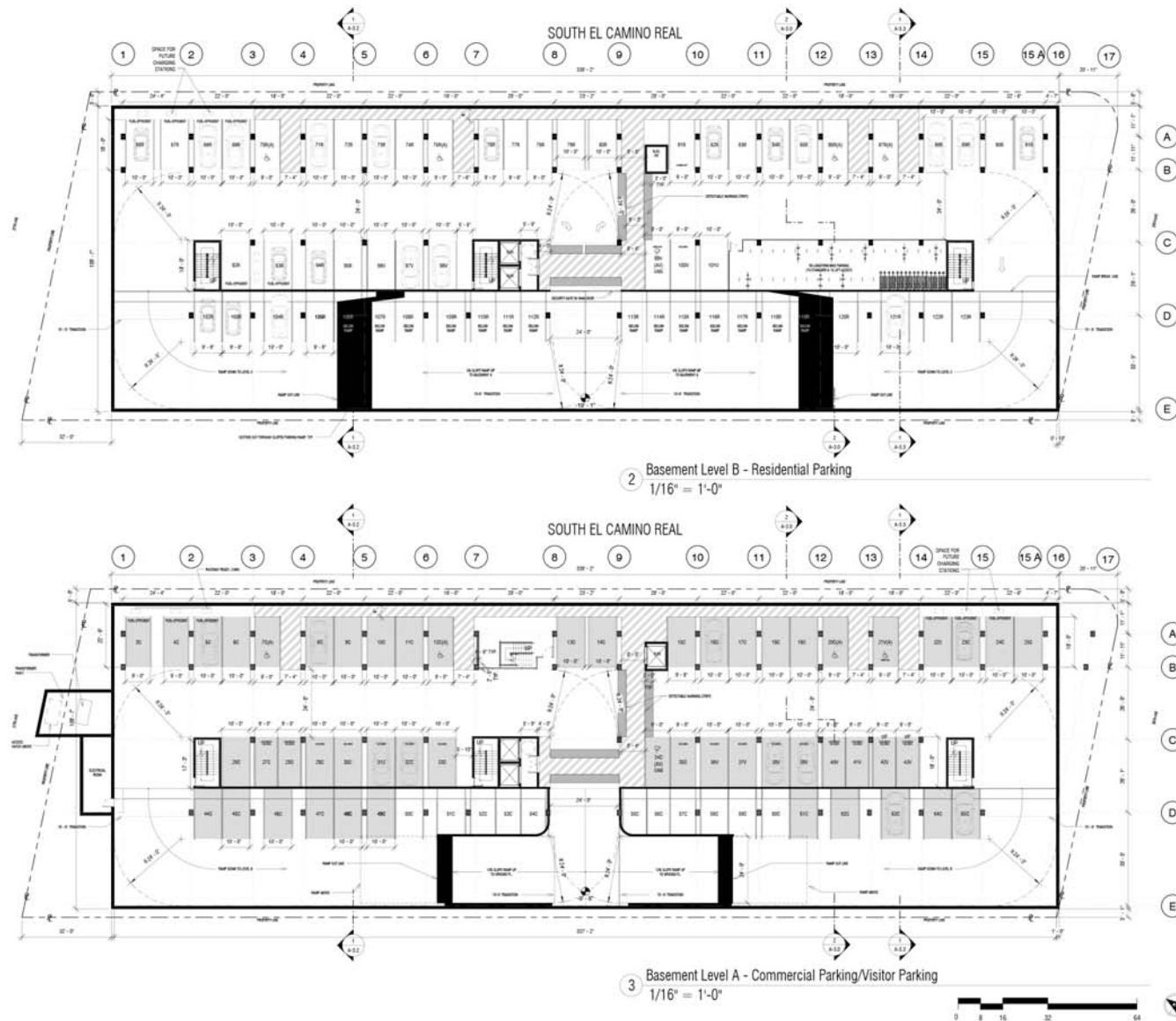
The project proposes 128 bicycle parking spaces (90 long term and 38 short term). The project plans indicated that residential long term bicycle spaces will be provided in a gated area on Level B of the parking garage. Also, the project proposes to include a locked employee bicycle area on the ground floor.

Table 1
Proposed Project Parking Supply

Location ¹	Residential			Commercial			Visitor		Total
	Standard	Accessible	Fuel Efficient	Standard	Accessible	Fuel Efficient	Standard	Accessible	
Ground Level ²	0	0	0	2	0	0	0	0	2
Parking Level A	0	0	0	44	4	6	8	1	63
Parking Level B	29	4	6	0	0	0	5	1	45
Parking Level C	53	3	5	0	0	0	0	0	61
Total	82	7	11	46	4	6	13	2	171

¹ Based on plans from Costa Brown Architecture dated for April 14, 2016, Level A is the top floor of the parking garage, Level B is the middle, and Level C is the bottom.

² Parking for Ground Level does not include the two loading zone areas.



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Job Number: 13090

No.	Issue	CRB
1	Planning Pre-Application	11/02/2013
2	Planning Study Session	01/16/2014
3	Planning Formal Application	04/02/2015
4	Response To Plan Check	12/17/2015
5	Response To Plan Check	04/14/2016

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Date: 04/14/2016

Scale: 1/16" = 1'-0"

Description:

**FLOOR PLANS -
PARKING LEVEL
A AND B**

Sheet Number:

A-1.2

Figure 3
Proposed Parking Layout of Level A & B

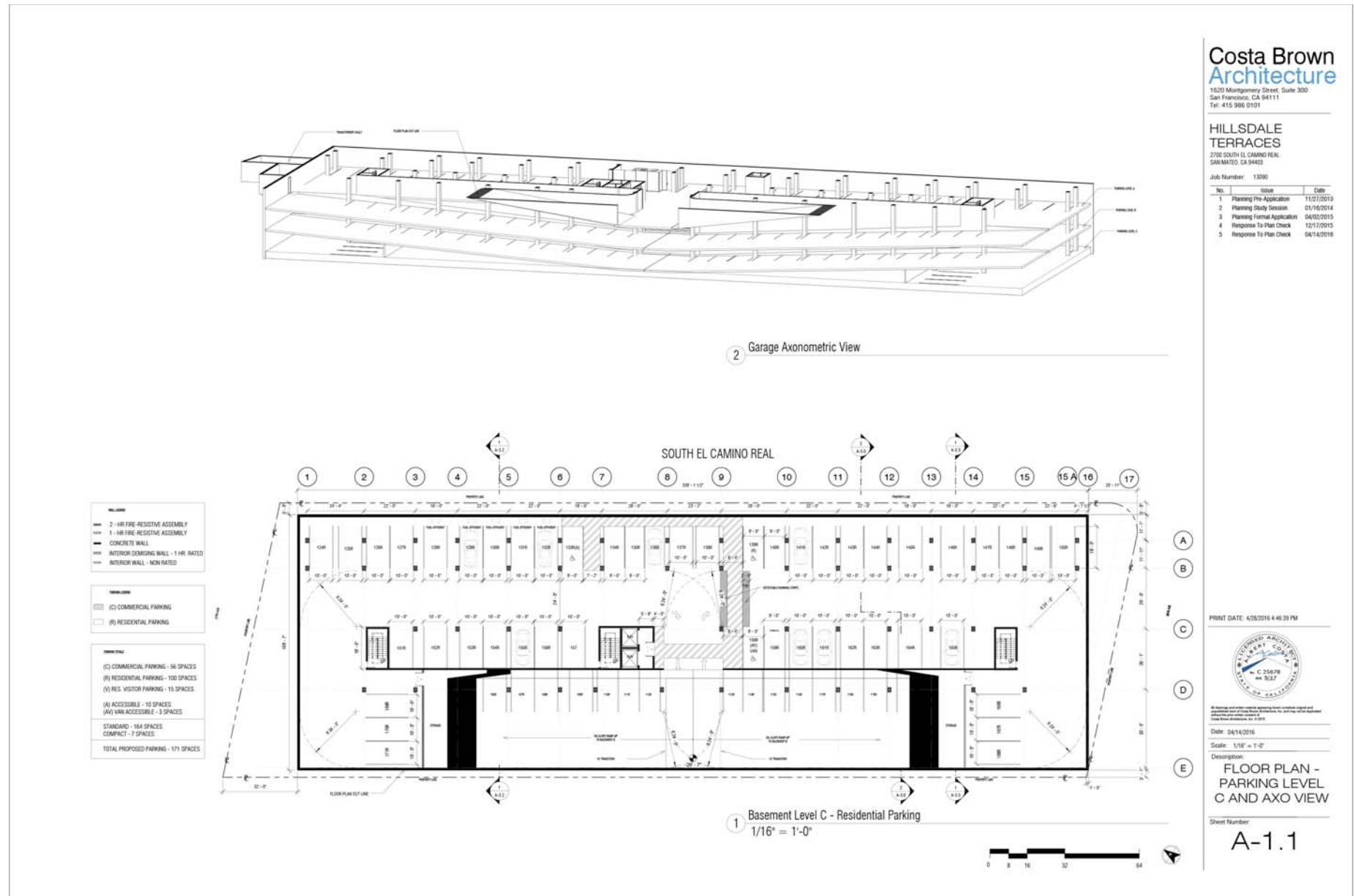


Figure 4
Proposed Parking Layout of Level C

Requirements for Vehicle Parking

The City of San Mateo municipal code and the Hillsdale Station Area Plan each specify parking requirements for residential and commercial area. However, the Hillsdale Station Area Plan establishes the precedent that for zones within the plan area, the regulatory framework of the Hillsdale Station Area Plan supersedes the General Plan/Zoning Code. Therefore, the proposed project would need to satisfy the parking requirements listed for the Hillsdale Station Area Plan.

Although the commercial space could be used as restaurant, retail, or office space, the parking requirements for the proposed commercial space were based on a restaurant use because a restaurant would generate a higher parking demand than either a retail or office use.

The Hillsdale Station Area Plan, parking requirements are:

- 1.0 resident parking spaces for every one-bedroom unit
- 1.3 resident parking spaces for every two-bedroom unit
- 1.6 resident parking spaces for every three-bedroom unit
- 0.2 visitor parking spaces for every residential unit
- 4.0 parking spaces per 1,000 square feet for restaurant uses

The project plan drawings from Costa Brown Architecture, dated for April 14, 2016, show 22 one-bedroom units, 41 two-bedroom units, 3 two-plus-bedroom units, 3 three-bedroom units, 5 three-plus-bedroom units, and 13,978 square feet of commercial space. To meet the Hillsdale Station Area Plan requirements, the project would need to provide 107 parking spaces for residential use (92 for tenants and 15 for visitors) and 56 parking spaces for the commercial (restaurant) use. The project proposes 115 parking spaces for the residential use (100 for tenants and 15 for visitors) and 56 spaces for the commercial use, therefore, the project would satisfy the vehicle parking requirements. The vehicle parking supply and requirements are summarized in Table 2.

Table 2
Vehicle Parking Supply and Requirements

Vehicle Parking Supply and Requirements				
	Parking Type			Total
	Residential	Visitor	Commercial	
Supply				
Proposed Project ¹	100	15	56	171
Required ²				
Residential Plus Restaurant	92	15	56	163
¹ Parking supply values for proposed project include accessible and fuel efficient spaces.				
² Parking required based on Hillsdale Station Area Plan requirements from Table 6-1.				

Requirements for Bicycle Parking

The City's zoning code, Section 27.64.262, requires that new buildings and additions to existing buildings provide bike parking. There are two types of bike parking described in the City code, long term and short term. Long term parking consists of a locker or locked enclosure, providing protection from theft, vandalism, and weather. Long term parking is meant to accommodate employees and residents. Short term parking consists of a bicycle rack (or racks) and is meant to accommodate customers and other visitors. A short term bike space must be at least 2.5 feet wide by 6 feet long, and kept clear of pedestrian and vehicular circulation zones. Bike parking should be located in highly visible, well-lit areas from the street or the buildings that they serve. Long term parking should be located within 200 feet of the main building entrance. Short term parking should be located within 50 feet (or 100 feet if restrictive conditions exist) feet of a main building entrance. The design and placement of bike parking is described in further detail in the City's zoning code.

For bicycle space requirements, the commercial space was analyzed as retail use because a retail use would generate a greater bicycle parking demand than either a restaurant or office use. The City of San Mateo Municipal Code bicycle space requirements are:

- 0.05 short term spaces and 1.0 long term spaces for one-bedroom units
- 0.1 short term spaces and 1.25 long term spaces for two-bedroom units
- 0.15 short term spaces and 1.5 long term spaces for three-bedroom units
- 1.0 short term space per 2,000 square feet and 1.0 long term space per 12,000 square feet of retail use

Based on the proposed number of residential units, the project is required to have 6 short term bicycle spaces and 89 long term bicycle spaces. Based on the size of the proposed commercial use, the project would be required to have 7 short term bicycle spaces and 1 long term bicycle space. Thus, to meet the City's requirement the project would need to provide 13 short term spaces and 90 long term spaces.

The project proposes 90 long term spaces and 38 short term spaces, therefore, the project would satisfy the bicycle parking requirements

The bicycle parking supply and requirements are summarized in Table 3.

Table 3
Bicycle Parking Supply and Requirements

		Short Term Spaces	Long Term Spaces	Total
Supply				
	Proposed Project	38	90	128
Required				
	Residential Use	6	89	95
	Commercial Use ¹	7	1	8
	<i>Total Required</i>	13	90	103
¹ Commercial space analyzed as a retail use.				

3.

Parking Management Measures

The *Transportation Management Plan* for the Hillsdale Terraces mixed-use development project describes various Transportation Demand Management (TDM) programs to help reduce the number of single occupant vehicle trips to and from the project site. The goal of the project's *Transportation Management Plan* is to achieve a trip reduction of 25%. This trip reduction would also result in a reduction in on-site parking demand. Developments in the Hillsdale Station Area Plan zone are required to implement trip reduction measures. Partly because of this requirement, the parking requirements in the Plan area are lower than in the rest of the city. Therefore, the parking ratios already implicitly include TDM reductions.

Project design measures and TDM measures from the *Transportation Management Plan* that would encourage pedestrian and transit trips and allow the project to achieve its 25% trip reduction goal would also decrease on-site parking demand. These measures include:

- **Site Design** – The project proposes entrances to the commercial uses that are directly adjacent to the sidewalk on El Camino Real. The sidewalk entrances, along with new landscaping and accessible ramps, would encourage pedestrian trips.
- **Vehicle Parking Supply** – The project proposes the minimum amount of parking that is required by the Hillsdale Station Area Plan. The parking supply would not be excessive nor result in greater walking distances for pedestrians.
- **Bicycle Parking** – By providing bicycle spaces for the residents, this would encourage residents to choose cycling as their mode of travel.
- **Site Location** – The project site is directly served by SamTrans routes 294, 295, 397, and ECR. In addition, the project is within walking distance of bus and transit stops at the Hillsdale Shopping Center and Hillsdale Caltrain Station. This minimum distance to bus and transit stops promotes walking and transit use.
- **Unbundling of Residential Parking** – Residential parking will be unbundled from each living unit. This will allow residents without cars to rent a unit without having to pay for a parking spot. Parking spaces will be added to leases only for tenants who desire parking.