



Downtown San Mateo Opportunity Sites Parking Study

480 E 4th Ave and 400 E 5th Ave, San Mateo, CA 94402

June 15, 2020

In 2017, MidPen Housing responded to a City of San Mateo RFQ for two city-owned surface parking lots, proposing 164 units of affordable and workforce housing and a 699-space public parking garage, with 164 of those spaces dedicated to resident parking. In 2019, Governor Newsom signed AB 1763, an amendment to the state density bonus law that allows increased height for qualifying affordable housing projects near major transit stops as well as a parking ratio as low as 0.5, if requested. In light of the new state law, the San Mateo City Council directed MidPen to explore a redesign of the proposed development, which resulted in a taller building design, with 225-units of permanent affordable housing for low- and moderate-income families. An intended consequence of AB 1763, which places priority on housing production at a time of statewide affordable housing shortages and emphasizes development around transit, is a reduced parking ratio. ***For the Downtown San Mateo Opportunity Sites, the resulting parking ratio is .73 to 1.*** This lower parking ratio is in line with trends in Transit Oriented Development (TOD) statewide as well as other TOD projects in the MidPen pipeline, including Firehouse Square in Belmont and in 414 Petaluma Blvd. in Downtown Petaluma.

Section 1: Project Overview

Unit Type	Studio	1BR	2BR	3BR	Total Units
#	65	48	53	59	225

Residential Parking Stalls					
Garage Level	Standard	Compact	Accessible	EV Ready	Total
5	9	79	4	25	117
4	24	23			47
3					
2					
1					
Total	33	102	4	25	164

Residential Parking Considerations		
Location	Transit-Oriented Development	<u>Transit</u> : Less than $\frac{1}{2}$ mile from the San Mateo Caltrain Station and Bus Lines 295 and 250
	Near Amenities and Jobs	<p>Adjacent to downtown San Mateo, including:</p> <p><u>Groceries</u>: Draeger's Market (within $\frac{1}{4}$ mile), Dean's Produce (within $\frac{1}{2}$ mile), and Mi Rancho Supermarket (within $\frac{1}{2}$ mile).</p> <p><u>Health and Social Services/Schools</u>: Mills Health Center, Walgreens Pharmacy and Sunnybrae Elementary School (within $\frac{1}{2}$ mile).</p> <p><u>Recreation</u>: San Mateo Central Park (within $\frac{1}{4}$ mile), which includes the Central Recreation Center.</p>
Preferences	Live-Work	All non-Project Based Voucher (PBV) units have a City of San Mateo live-work preference.
	Public Employees	25% of total units have a public employee preference layered with a City of San Mateo live-work preference.
Special Populations	Homeless / Disabled	Project includes 30 units reserved for homeless and/or disabled households, populations with lower vehicle ownership rates than the general population.
	PBV Units	Project includes 80 PBV Units (of which 21 are set aside for homeless / disabled households counted in the category above). 38% of individuals on the PBV waitlist in San Mateo county are seniors or claim a disability, populations with lower vehicle ownership rates than the general population.

Section II: Demand Analysis

A review of Bay Area affordable housing developments found four comparable family projects with parking ratios between .68 and 1. Analysis by GreenTRIP of these transit-oriented developments found an excess of parking of between 8% and 54%, as illustrated in the following table¹:

Building	Type	Units	Parking Spaces	Unused Spaces	Spaces per Unit	Spaces Used per Unit	Traffic Reduction Strategies
Fox Courts 550 18 th St. Oakland	Family, Diverse Abilities	80	64	8%	.80	.74	Bike Parking, Transit Info
Mosaica 680 Florida San Francisco	Family, Senior	117	79	46%	.68	.37	Carshare, Bike Parking
SOMA Apts. 1180 Howard San Francisco	Family	74	58	10%	.78	.70	Carshare, Bike Parking
Station Center 34888 11 th Union City	Family	157	157	54%	1.00	.46	Bike Parking

Section III: Parking Policies and Management

Resident parking spaces will be allocated to each unit type (studios, 1BR, 2BR, and 3BR units) proportionate to each unit type's pro rata makeup of the total number of units.

Unit Mix	Unit Count	Assigned Residential Parking Spaces	First-Come First Serve Disabled Parking	Staff Parking
Studios	65	44		
1BR	48	33		
2BR	53	36		
3BR	59	40		
Total	225	153	4	7

¹ <http://database.greentrip.org/>



Application and marketing materials, including flyers and FAQs, will emphasize limited resident parking availability at Downtown San Mateo Opportunity Sites. Applicants who choose to apply will be asked to sign a formal acknowledgement that *parking will not be guaranteed* as part of the pre-application process. Additionally, the pre-application for housing will include a question regarding vehicle ownership, and if so, whether the prospective tenant will request an assigned parking space in the residential parking area and/or shared public parking space via a permit, which will enable MidPen and the City to anticipate demand for shared spaces (described below). Residents who indicate that they own a vehicle(s) will be entered into a lottery for assigned parking; residents who are not assigned parking through the lottery will be placed on the property's parking space waiting list.

MidPen Proposed Parking Management:

- a. Before residents move-in and residents sign their leases, residents must agree to follow the property's parking management policies by signing a Resident Parking Agreement acknowledging the property's Parking Policy.
- b. Non-operational vehicles are not allowed. Parking spaces are for the sole purpose of parking and are not to be used for repairs, washing of vehicles, storage of industrial vehicles; parking of boats, campers, RVs, or trailers is not permitted.
- c. Management reserves the right to remove or dispose of any vehicle that is in the resident parking area and not registered with Management or is otherwise deemed abandoned. Vehicles will be tagged with a notice of intent to tow and will be subsequently removed from the Property at the owner's expense.
- d. Any vehicle that has been left unattended in the resident parking area for more than 48 hours on the property, which has not been officially identified by Management, will be considered abandoned and will be subject to towing at the owner's expense.

Reasonable Accommodation Policy: The property will include a reasonable accommodation policy which would allow an applicant the ability to request a parking space if their household is dependent on a vehicle due to a disability.

Shared Public Parking with the City of San Mateo: A portion of the public parking spaces will be available to residents in the evenings on weekdays and all-day on weekends when public demand for public spaces is low. Households who do not have an assigned parking space but have a vehicle, or households who need a second parking space, will be identified during the property's lease up process. These households will be able to apply for a monthly overnight parking permit from the City.



Section IV: Mode-Shifting Initiatives

MidPen will take additional steps to encourage a mode-shift away from cars. These initiatives include:

Secure Bicycle Parking: 268 long-term Class 1 bicycle parking spaces will be provided to residents. These will be indoor, locked storage units in a 2,585 SF first-floor bike room, located on the corner of 4th and South Railroad Avenues. A minimum of 20 additional bicycles can be accommodated in short-term Class 2 bicycle parking spaces located on-site. These are outdoor spaces available on a first-come, first-serve basis.

Underwriting Transit Passes: At nearly a dozen MidPen Properties we have incorporated a successful transit pass program for residents through SamTrans, VTA, and AC Transit that enables residents to ride any bus line at no cost to them. The program continues to prove successful in providing opportunities to access transit and reduce dependence on cars throughout the Bay Area. The project budget includes SamTrans passes for residents.

Timetable Screen: To further encourage residents to take advantage of public transportation options, MidPen is exploring the possibility of providing a real-time transit screen in the lobby of the residential building, a tool to inform residents of buses, trains and ride share services approaching stops located near the development. A transit screen has successfully encouraged mode-shifting at another MidPen community in San Mateo, Delaware Pacific, near S. Delaware Street and 19th Avenue. We will also provide printed copies of public transit route schedules on-site.

Car Sharing: If demand for car-sharing exists, the City and MidPen would consider car-sharing space(s) in the public parking area of the garage for use by residents and the public.