



Item No: 1
Meeting Date: November 25, 2014

To: Planning Commission

Date: November 10, 2014

Authorized By: Ron Munekawa, Chief of Planning

By: Tricia Schimpp, AICP, Senior Planner

Subject: PA 14-082: 400 and 450 Concar Drive SPAR Modification (APN 035-201-020; 035-202-010)

RECOMMENDATION

That the Planning Commission approve the project by making the following motions:

- A. Approve the Categorical Exemption from environmental guidelines, pursuant to the California Environmental Quality Act Guidelines, Class 5 Section 15305 Minor alterations in land use limitations in areas with an average slope of less than 20%, which do not result in any changes in land use or density, based upon the Findings for Approval in Exhibit A and Conditions of Approval in Exhibit B; and
- B. Approve the Site Plan and Architectural Review Modification to allow for changes in the amount of parking required on the site for the new office buildings that will be located at 400 and 450 Concar Drive.

BACKGROUND

Project plans for two new office buildings (Hines) and the associated Development Agreement were adopted by the City Council on July 12, 2010 and became effective on August 24, 2010, PA 09-009 92 & Delaware Office. The approved project included demolition of existing structures on two adjacent parcels, construction of two high rise office buildings with associated parking on each parcel and landscaping. The approved project plans provided a total of 788 parking spaces which included 245 parking spaces in the garage for the West Building and 543 parking spaces in the garage for the East Building. These parking spaces met the on-site parking

requirement for each building, at a ratio of 2.85 parking spaces per 1,000 square feet of office space (See Table 1).

Table 1 – Parking Requirement: Approved in 2010 and Proposed per 2014 Parking Agreement

Square Footage	Required Parking Spaces (2.85 parking spaces per 1,000 sf)	Approved Parking Spaces (2010)	Proposed Parking Spaces / Parking Agreement(2014)
West Building 86,027 sf	245	245	225
East Building 190,440 sf	543	543	563
Project Total 276,467 sf	788	788	788

The approved parking ratio of 2.85 parking spaces per 1,000 square feet of office space is lower than the City’s citywide standard of 3.0 parking spaces per 1,000 square feet. However, the project is located within the planning area of the City’s Rail Corridor Transit-Oriented Development Plan which specifies that for projects within the planning area, the number of parking spaces should be lower than the City Standard due to the proximity of mass transit. Therefore, the parking reduction was considered appropriate due to the location of the site across the street from the Hayward Park Caltrain Station (see Vicinity Map, Attachment 1). In addition, the TDM program proposed for this development would result in at least a 10 percent parking reduction.

PROJECT DESCRIPTION

The project is currently being marketed as 400 and 450 Concar Drive which reflects the new addresses. The project is currently under plan check review for issuance of building permits. With this current SPAR modification planning application, the applicant has revised the garage plans to add five (5) additional spaces to the West Building below grade parking garage and twenty (20) additional spaces to the East Building below grade parking garage to bring the overall parking supply to 788 spaces. In addition, the revised plans provide an additional 6 long term bicycle parking stalls over the required 56 stalls for a total of 62, and 26 short term stalls over no requirement per the 2010 approved plans (see revised plans, Attachment 2).

As a whole, the project meets the parking requirements, and exceeds the bicycle parking requirements of the approved plans.

RAIL CORRIDOR PLAN COMPLIANCE

The project property is designated Transit Oriented Development in the City's General Plan and is zoned Transit Oriented Development. The 2010 approved project found the development to be in compliance with the objectives and policies of the General Plan, the Rail Corridor Plan and Zoning Ordinance.

400 and 450 Concar Drive are located within ¼ mile of the Hayward Park Station and will provide employment opportunities that are convenient for transit users. The Rail Corridor Plan encourages the utilization of Transportation Demand Management (TDM) programs to minimize vehicle trips.

Policy 7.17 The goal of the TDM program is to achieve an overall reduction in new vehicle trips of at least 25 percent corridor wide. It is recognized that this reduction will occur over time and that the reduction achieved by individual projects will vary based on the specific characteristics of the project, such as location and proposed uses.

Policy 7.19 All development projects within the TOD zone shall be required to submit a trip reduction and parking management plan as part of the development application.

Trip Reduction Plan and Parking Demand

Nelson\Nygaard prepared a Trip Reduction Plan for the original 2010 project approval (Attachment 3). That Plan incorporated the following TDM measures:

- Bicycle storage/parking
- Shower/changing facilities
- Guaranteed Ride Home program
- Information on transportation alternatives
- Carpool matching program
- Preferential parking for carpools/vanpools
- Employee transportation coordinator
- Transportation Management Association (TMA) participation
- Parking reduction
- Carsharing
- Shuttle participation
- Flexible work hours/telecommuting
- Option to participate in the Caltrain GO Pass program

The Trip Reduction Plan concluded that the incorporation of the TDM measures would achieve a trip reduction goal of 25% which would also result in a reduction in parking demand, as follows:

“For an office development, there is a fairly strong correlation between trip generation and parking demand, since the employees either drive, carpool or access the site by other means than in a car. Assuming that there are on average 1.2 employees per vehicle (accounting for some carpooling), a 25% trip reduction results in more than 20% parking demand reduction. However, to be conservative, and to include parking demand for visitors and service, it is estimated that the TDM program for this development will result in at least a 10% parking reduction.”

The 10% parking reduction brought the total approved parking supply count to 788 spaces, 245 for the West Building and 543 for the East Building.

Bicycle Parking

The 2010 approved plans provided 56 bicycle long-term spaces and no short-term spaces. Current zoning bicycle parking standards would require 16 short-term and 32 long-term bicycle spaces for a total of 48 spaces. With the revisions to the current garage plans, the applicant has added more long-term and short-term bicycle spaces, beyond that required by the zoning code. The modified plans would provide 26 short-term and 62 long-term spaces, for a total of 88 bicycle parking spaces, far exceeding the zoning code standards.

Table 2 – Bicycle Parking Supply

	2010 Approval		2014 City Code		2014 Proposal	
	Short-Term	Long-Term	Short-Term	Long-Term	Short-Term	Long-Term
East Building	0	36	11	22	12	36
West Building	0	20	5	10	14	26
Total	0	56	16	32	26	62

On November 13, 2014, Nelson\Nygaard updated the Trip Reduction Plan (Attachment 4) to analyze the effect the additional bicycle spaces and more current knowledge of transit ridership data might have to further reduce the parking demand. While keeping the additional 20 vehicle parking spaces at the East Building, the report justified the reduction of 20 vehicle parking spaces at the West Building, as follows:

“The addition of 20 bicycle parking spaces (from 20 spaces in 2010 to 40 spaces in 2014) and more than twice as many parking spaces than required by Code (15 spaces are

required and 40 are provided) at the West Building are two significant factors to consider in justifying the reduced parking supply at the West building. Overall, the project will add 32 bicycle parking spaces, from 56 spaces to 88 spaces, and have an 80% higher bicycle parking provision than Code. A third factor is that the 10% parking supply reduction in the 2009 Plan was very conservative when compared to the expected and approved 25% trip reduction. Based on these three factors, and the robustness of the TDM program in general, Nelson\Nygaard recommends an approval to reduce the parking requirement from 245 to 225 spaces at the West Building.”

The approval of the project does not require modification of the approved 2010 Conditions of Approval (Exhibit B) or terms of the 2010 Development Agreement (Exhibit C).

ENVIRONMENTAL REVIEW

The project is categorically exempt from environmental review pursuant to the California Environmental Quality Act Guidelines, Class 5 Section 15305 Minor alterations in land use limitations in areas with an average slope of less than 20%, which do not result in any changes in land use or density.

NOTICING

In accordance with Government Code section 65090, notice of this hearing was published in the Examiner newspaper 10 days before the hearing. In accordance with Government Code section 65091 and the City’s Municipal Code noticing requirements, this hearing was noticed to the following parties ten days in advance of the November 10, 2014 Planning Commission meeting:

- Property owners, residential tenants and business tenants on and within 500 feet of the project site;
- The City’s “900 List” which contains nearly 100 Homeowner Associations, Neighborhood Associations, local utilities, media, and other organizations interested in citywide planning projects; and,
- The City’s Notify Me Email list.

No public comments were submitted on the project.

EXHIBITS

- A. Findings for Approval
- B. Conditions of Approval
- C. Development Agreement

ATTACHMENTS

1. Vicinity Map
2. Revised Plans

3. 2009 Nelson\Nygaard Trip Reduction Plan
4. 2014 Nelson\Nygaard Trip Reduction Plan Update

cc: Shawn Mason, City Attorney
George White, Community Development Director
Brad Underwood, Public Works Director
Gary Heap, Engineering Manager
Cameron Falconer, Hines

CC (Website link to AR and attachments via Email)

Interested Parties (if email address was provided)