



MEMORANDUM

To: Tricia Schimpp
From: Jessica Alba
Date: November 13, 2014
Subject: 400 and 450 Concar Drive Trip Reduction Plan Update

INTRODUCTION AND BACKGROUND

Nelson\Nygaard developed a Trip Reduction Plan (“the Plan”) for the 400 and 450 Concar Drive office development¹ (“the Project”) in the Hayward Park TOD Zone in San Mateo in 2009. This Plan was approved as part of the project that same year. The following Transportation Demand Management (TDM) measures were included in the Plan:

- 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

As stated in the Plan, the Project is expected to achieve a 25% reduction in automobile trips, based on its location, access to transit, and its TDM program. For an office development, there is a fairly strong correlation between trip generation and parking demand, since the majority of trips are made by employees who 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 services, it was estimated that the TDM program for this development would result in a 10% parking demand reduction. This brought the total approved parking supply count to 788 spaces, 245 for the West Building and 543 for the East Building.

¹ Formerly known as the 92 and Delaware Project

UPDATED PARKING PROGRAM

The Applicant has recently completed detailed designs of the two buildings and the associated parking. With this detailed design, the West Building has a deficit of 20 parking spaces that cannot be met on-site. While the East Building will accommodate these additional 20 parking spaces, the walking distance between the two buildings is too far to be permitted for an off-site parking agreement. The maximum walking distance permitted by zoning code is 500 feet and the actual distance is roughly 900 feet. The following sections evaluate whether the West Building will have sufficient parking to accommodate the demand expected for the building.

The Applicant had in the approved 2009 Plan agreed to provide a total of 56 bicycle parking spaces, see Figure 1. All of these spaces were to be provided in secured facilities and were therefore considered long-term parking. No short-term bicycle parking, such as racks, were to be provided. Since the 2009 Plan, the City of San Mateo has adopted new bicycle parking requirements, which would require 16 short-term and 32 long-term bicycle parking spaces for a total of 48 spaces, if the Project were approved today. With the revised designs, the Applicant is proposing to provide a total of 88 bicycle parking spaces, of which 26 spaces are short-term and 62 spaces are long-term, far exceeding City Code. Compared to the 2009 Plan, 14 short-term spaces and an additional 6 long-term spaces have been added at the West Building.

Figure 1 Bicycle Parking Supply

	2009 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

The addition of 20 bicycle parking spaces (from 20 spaces in 2009 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 this 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.

As stated in the 2009 Plan, it should also be noted that the somewhat reduced availability of parking planned for the development compared to City Code for large office developments is a strength that will help ensure the success of the TDM program. Several studies have found that ample parking makes it difficult for commuter programs to be effective and that there is a strong correlation between successful TDM programs and limited parking availability. At sites with reduced parking, building tenants and employees find creative ways to reduce drive alone trips, and show significant reductions in parking demand, regardless of location.