

North Fair Oaks Zoning Workgroup

Fair Oaks Community Center

February 15, 2017



**COUNTY OF
SAN MATEO**



Meeting Purpose and Objectives

PURPOSE:

- Present project timeline and next steps
- Present Proposed Improvements to address Traffic Impacts
- Present Proposed Parking Standards

OBJECTIVES:

- Members understand proposed improvements
- Members understand and provide input on Parking Standards



NFO Zoning Workgroup: Workplan

Zoning Update - Stages:

1. *Allowed Uses (types of residences, businesses, other uses)*
 - DONE (comments still welcome)
2. *Development Standards (height, density, bulk, setbacks, etc)*
 - IN PROGRESS (Revisit at Wrap Up Meeting)
3. *Design Guidelines*
 - FINAL DRAFT (comments still welcome; Revisit at Wrap Up Meeting)
4. *Parking*
 - February 15, 2017
5. *Wrap Up Meeting*
 1. March 22, 2017



Meeting Outline

Intro

Meeting Rules, Agreements

Traffic Impacts and Mitigation

Parking Standards

Purpose,

Existing Conditions, Comparable Projects

Proposed Standards

Proposed Standards vs Comparable Projects

Next Steps

Q & A



Traffic Impacts and Improvements

- Traffic Impacts and Roadway Improvements North Fair Oaks Community Plan Environmental Impact Report (EIR):
 - Impact Assessment
 - Thresholds of Significance
 - Mitigations to Address Impacts
 - Findings of Significant but Unavoidable Impacts



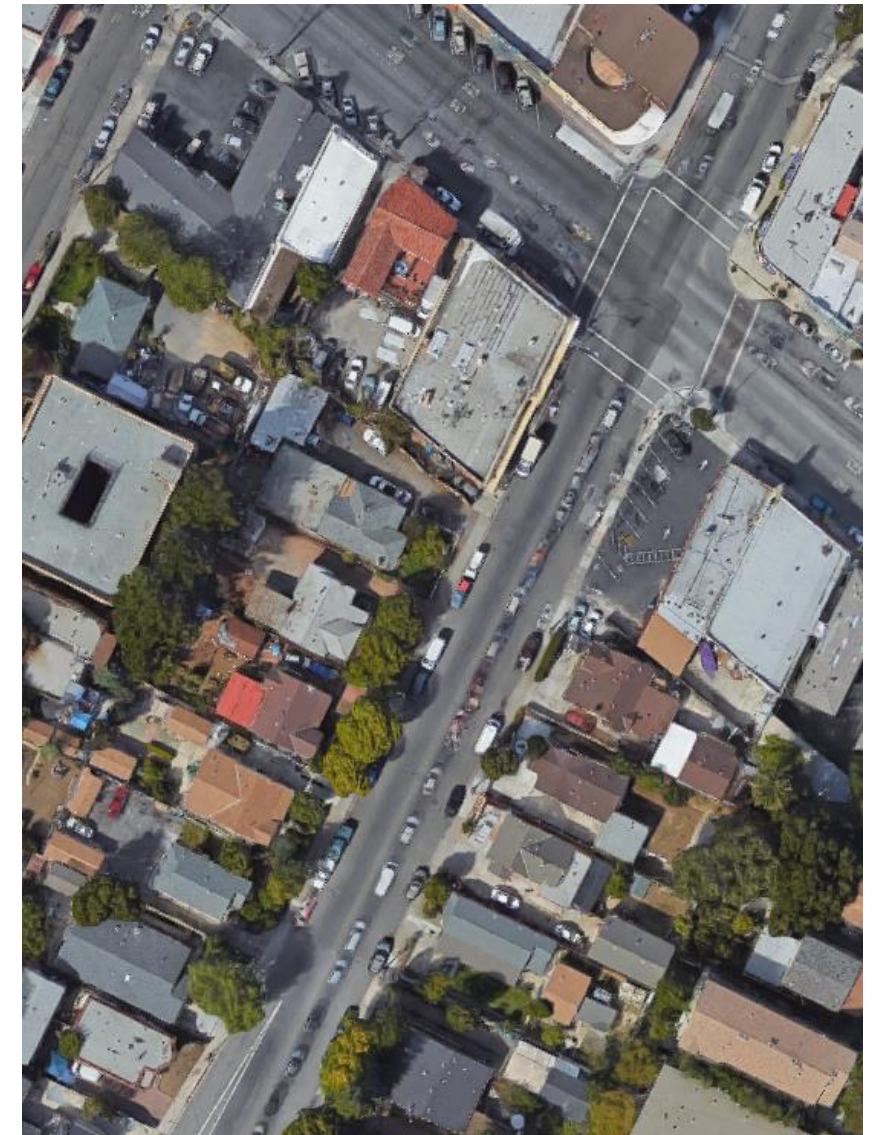
Traffic Impact Assessment

- **Current Traffic Levels Plus Project**
 - Traffic Generation of Proposed Land Uses, Net over Existing Traffic
- **Current Traffic Levels Plus Project + Plus Cumulative**
 - Regional Transportation Models for Assessing Impacts
- **Other Future Projects Assessments**
 - Regional Transportation Models for Assessing Impacts



Traffic Impact Assessment

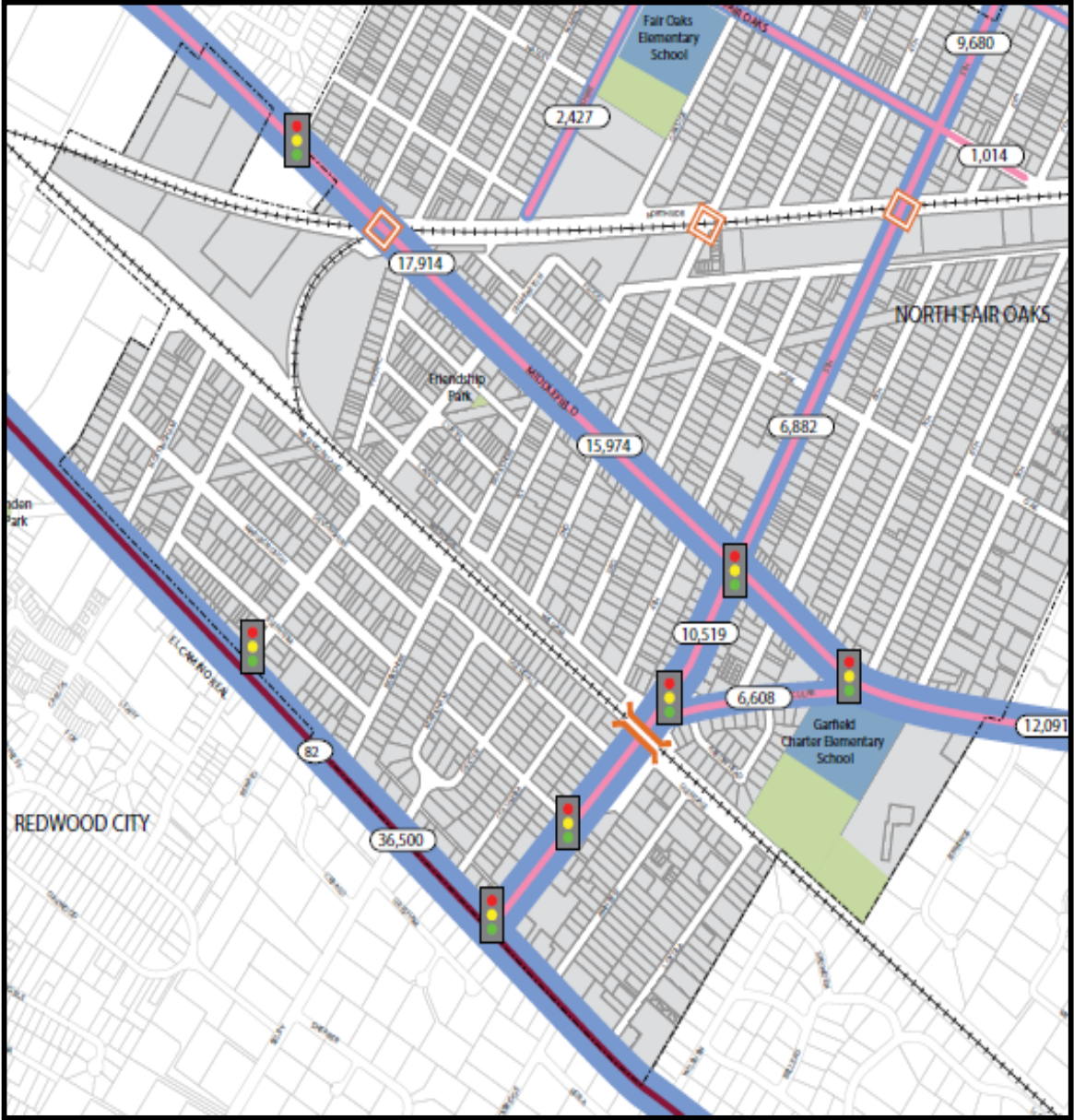
- LOS D at Intersections
- Transit Demand
- Bicycle/Pedestrian Effects





Impact Assessment: Current Levels

Intersection	Traffic Control	Peak Hour	Average Delay	LOS	LOS Standard
ECR / Dumbarton	Signal	AM PM	25.7 17.8	C B	C
ECR / Fifth	Signal	AM PM	30.1 20.6	C C	C
Fifth/Semicircular	Signal	AM PM	10.4 11.1	B B	D
Middlefield / Fifth	Signal	AM PM	32.3 55.9	C E	D
Middlefield / Woodside	Signal	AM PM	36.0 44.9	D D	E
Middlefield / Semicircular	Signal	AM PM	56.3 42.2	E D	D



Source: 2011 EIR



Impact Mitigation Measures

Intersection	Mitigation Measure
ECR / Fifth	Restripe S-Bound 5th
Middlefield / Fifth	Remove on-street parking, shift through/right turn lane add left turn lanes; modify signal operations add eastbound right turn lane
Middlefield / Woodside	Modify traffic signal operations
Fifth / Bay	Install traffic signal (City of Redwood City)



Impact Mitigation Measures

Intersection	Mitigation Measure
Middlefield / Semicircular	Remove on-street parking, shift through/right turn lane add left turn lanes; modify signal operations add eastbound right turn lane
Middlefield / Marsh	Add southbound left turn lane from Middlefield Road on to Marsh Road (Menlo Park)
Bay / Woodside	Add northbound through lane and southbound through lane; construct dedicated westbound right turn lane and add overlap signal phase to coincide with southbound left turn phase, and optimize cycle length. (City of Redwood City, MTC, Caltrans, and San Mateo County Transportation Authority)



Mitigation Measures: Countywide

- County to Monitor Conditions and Implement Mitigation Measures as thresholds indicate
- Consider Traffic Impact Fee with developments to fund monitoring and implementation
- Pursue Transportation Authority Grant Funding, Measure K, and other sources



PARKING: BACKGROUND ANALYSIS

- **Assessment of existing conditions:**
 - Amount, type, and use of on-street and off-street parking
 - Analysis of comparable parking use in Redwood City



PARKING: 2013 Parking Study

Selected areas throughout North Fair Oaks

- 5th Avenue from El Camino Real to Caltrain tracks
- Parts of Selby Park
- Most of Dumbarton Oaks
- Assessed parking use street by street, at various times of day



PARKING: 2013 Parking Study

General Findings

- **5th Avenue:**
 - Use varies greatly over time
 - Chavez Market lot almost always has spaces
 - Other off-street lots fill
 - On-street parking fills at a few times of day, but spaces are usually available



PARKING: 2013 Parking Study

General Findings

- **Dumbarton Oaks:**
 - Heavily impacted
 - Many street segments fill completely at some times of day
 - Typically there are some spots available throughout the day, but these can be scattered



PARKING: 2013 Parking Study

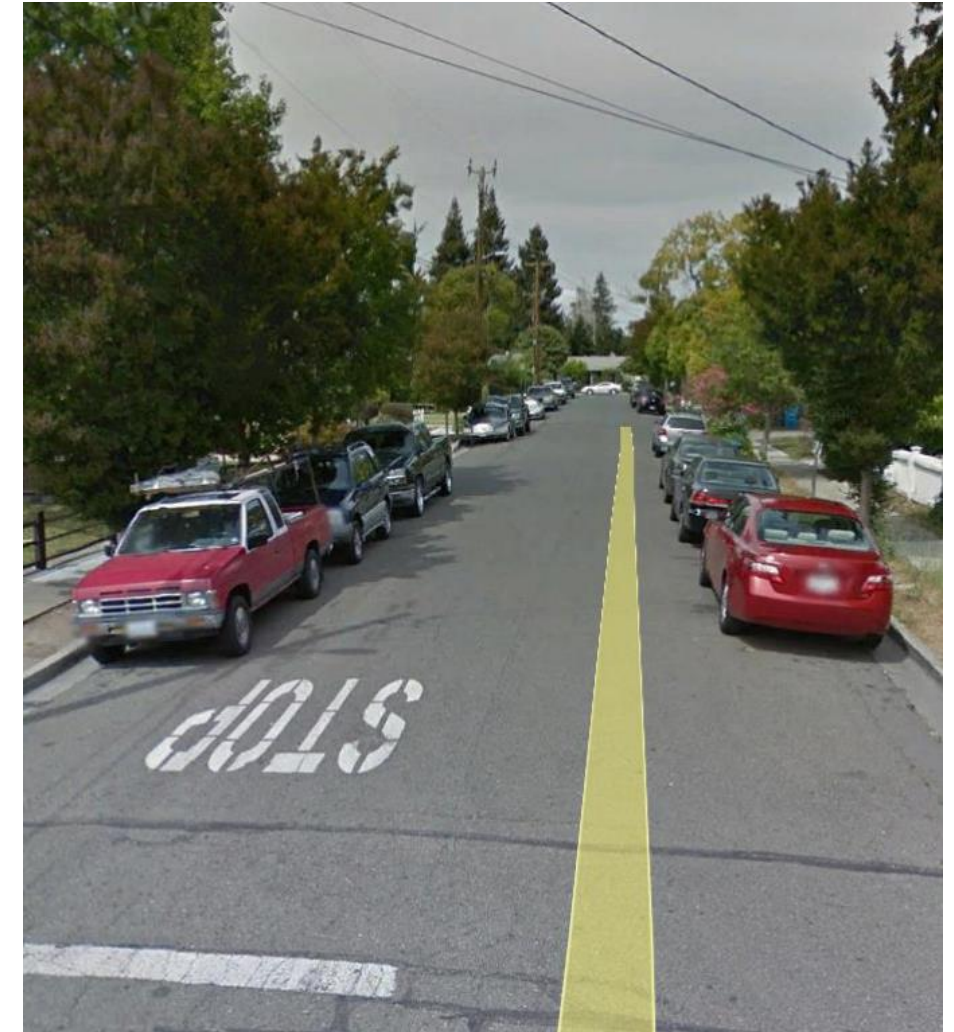
General Findings

- **Selby Park:**
 - Parking use is variable
 - Some street segments fill completely, but rarely
 - There are always some spaces available
 - At most times of day, there are many spaces available
 - Adjacent off-street lots also have space at almost all times



PARKING: COMMUNITY OBSERVATIONS

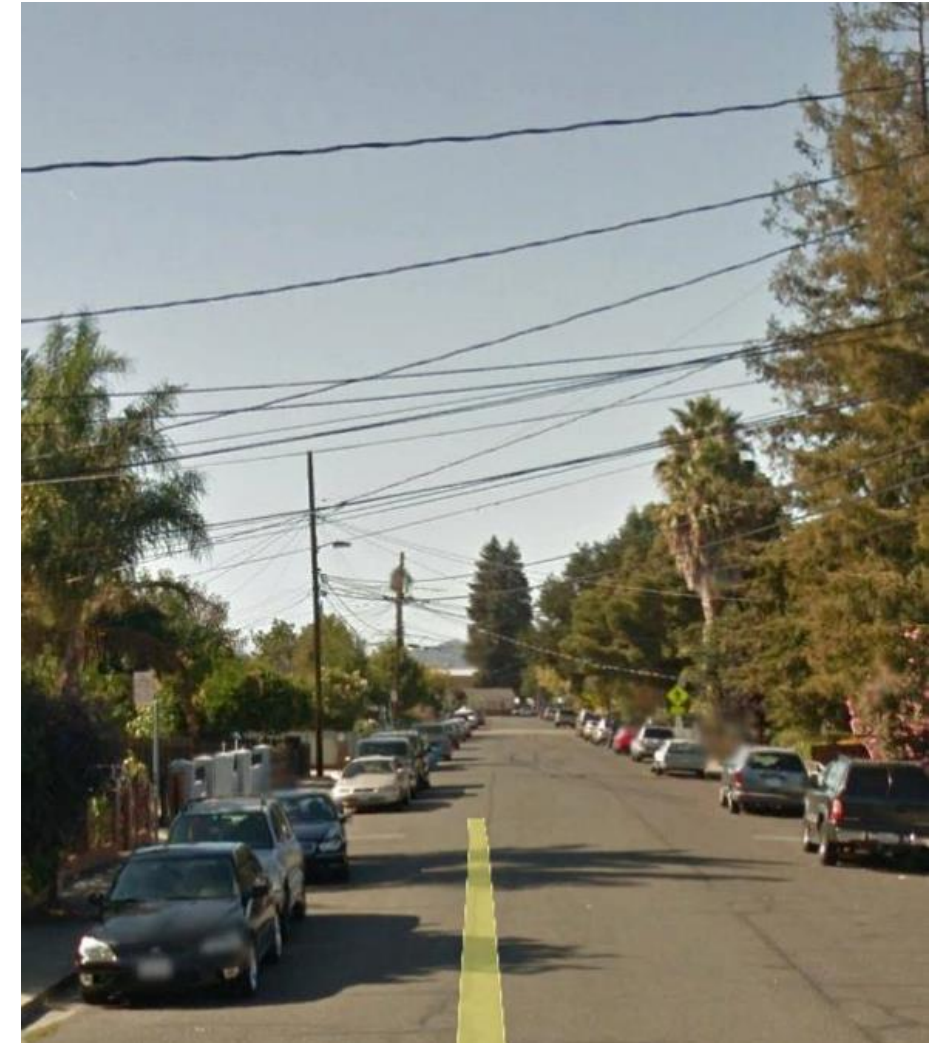
- **Selby Park:**
 - On-street parking is largely full throughout the day
 - Parking is difficult for both residents and guests
 - Spillover parking from local businesses on 5th Avenue and El Camino Real heavily impacts entire area
 - Conditions worse since 2013





PARKING: COMMUNITY OBSERVATIONS

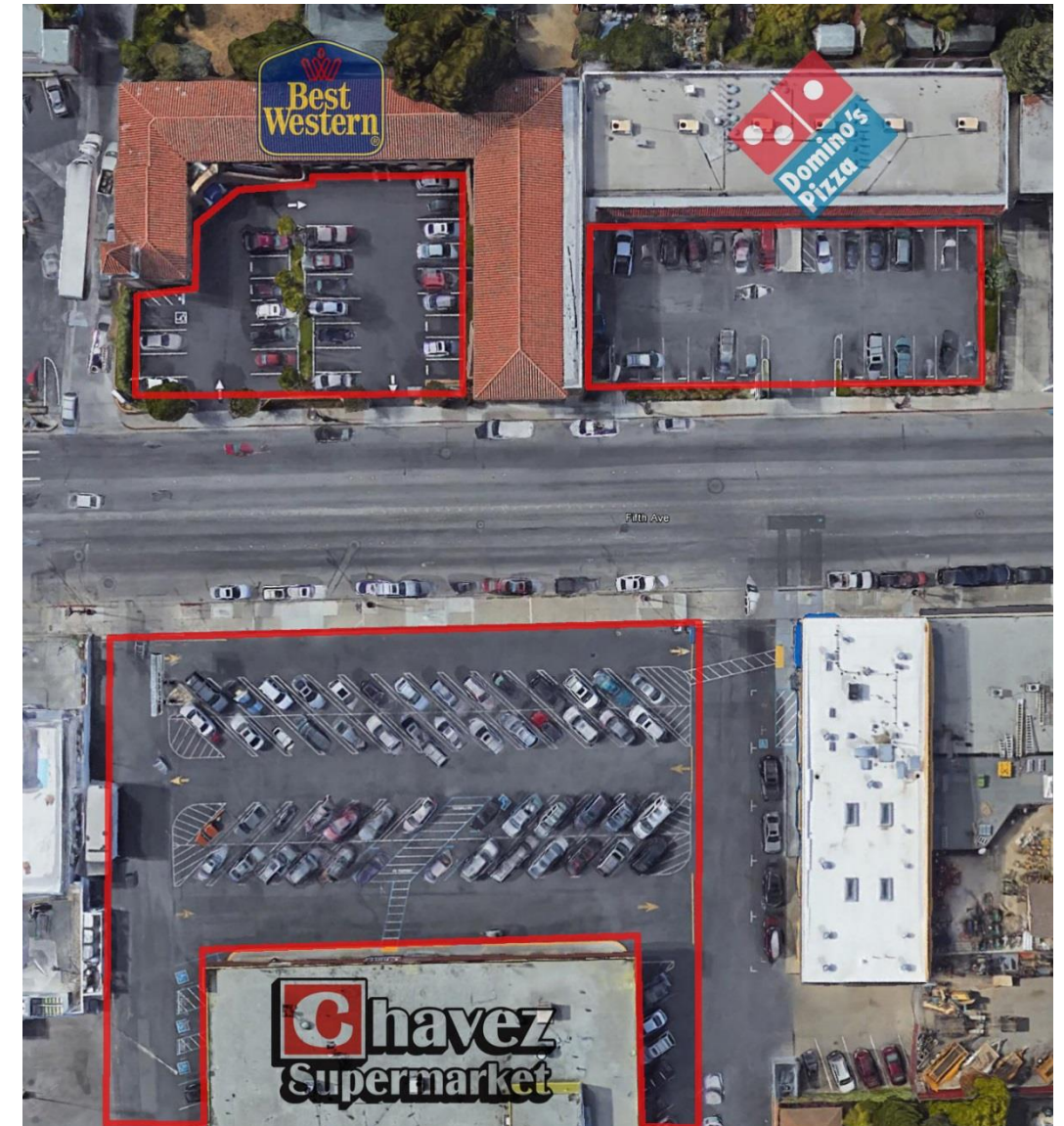
- **Dumbarton Oaks**
 - Local and spillover parking rapidly fill available on-street spaces
 - Residents and visitors have significant difficulty parking
 - Conditions worse since 2013





PARKING: COMMUNITY OBSERVATIONS

- **5th Avenue**
 - Conditions are challenging
 - On-street parking is largely full





PARKING: STAFF OBSERVATIONS

- Conditions appear largely consistent with Parking Study
- Dumbarton Oaks may experience more severe parking conditions
- Selby Park and adjacent off-street lots seems identical to Study's findings
- 5th Avenue also appears to experience the same conditions as 2013



PARKING: BACKGROUND ANALYSIS

- Analysis of comparable parking use in Redwood City
- Examined 7 recent buildings in Redwood City
- Assessed parking supply and parking use
- Total parking, per unit parking, visitor parking, other parking
- RWC comps vs proposed parking standards



PARKING: BACKGROUND ANALYSIS

- Range of required parking: 1.2 to 1.9 spaces per unit
- Typically:
 - 1 space per studio and 1 bedroom
 - 1 to 2 spaces for 2 bedrooms
 - 2 spaces per 3 bedroom
- Most parking sold/rented separately from unit ("unbundled")
- Visitor parking, bike parking, tandem parking vary greatly by project; some projects have none



PARKING: Redwood City Comparison

	Low	High	Average
Spaces/Unit	1	1.9	1.25
Parking Occupancy	80%	100%	92%
Visitor Parking/Unit	0	0.15	0.05
Bike Parking	0	0.5	N/A
Tandem Spaces (x2)	0	0.17	0.08



PARKING: CONCLUSIONS

- Tandem spaces vary in popularity, but help meet needs of larger units
- Bike parking is popular, and typically inadequate
- EV charging stations are popular
- Visitor parking is essential
- Some projects with low parking ratios are less full, some with high parking ratios are full: no direct correlation
 - *Aim for the higher end*



PARKING: NEW PARKING STANDARDS

- PURPOSE:
 - Ensure that all new development “parks itself”
 - Require sufficient parking for new residences and businesses, ensuring that parking conditions in surrounding areas are not impacted
- BASIS:
 - Standards incorporated in NFO Plan
 - Analysis of existing conditions, comparable projects



Draft Parking Standards: Residential

Dwelling Unit Parking:	
0-1 bedrooms	1 covered
2 bedrooms	1.5 covered
3+ bedrooms	2 covered
Dwelling Unit Parking in a Mixed-Use Development:	
0-2 bedrooms	1 covered
3+ bedrooms	1.5 - 2 covered
Affordable Housing Parking: (Units w/ long-term affordability)	
Each affordable dwelling unit	1 covered or uncovered
Visitor Parking:	
Each Dwelling Unit	0.25 covered or uncovered
Bicycle Parking:	
Each Dwelling Unit	0.25



Draft Parking Standards: Non-Residential

2. Commercial/Office by Use

Office and Professional Services	Up to 400 sq. ft. and each 400 sq. ft. thereafter	1 covered or uncovered
Specialized Neighborhood Trades and Services	Up to 250 sq. ft. and each 250 sq. ft. thereafter	1 covered or uncovered
Retail Sales, Rental or Repair Establishments	Up to 250 sq. ft. and each 250 sq. ft. thereafter	1 covered or uncovered
Indoor Recreation Facilities	Up to 400 sq. ft. and each 400 sq. ft. thereafter	1 covered or uncovered
“Food Services” (Restaurants, Bars, Food Establishments Specializing in Take-out Service)	Up to 200 sq. ft. and each 200 sq. ft. thereafter	1 covered or uncovered



Draft Parking Standards: Non-Residential Uses

3. Industrial by Use

Industrial Use Classification	Up to 300 sq. ft. and each 300 sq. ft. thereafter	1 covered or uncovered
Any Industrial or Other Use in Mixed-Use Development	Up to 1,000 sq. ft. and each 1,000 sq. ft. thereafter	1 covered or uncovered

4. Institutional and Other by Use

Institutional Use Classification	Up to 400 sq. ft. and each 400 sq. ft. thereafter	1 covered or uncovered
Any Institutional or Other Use in Mixed-Use Development	Up to 1,000 sq. ft. and each 1,000 sq. ft. thereafter	1 covered or uncovered



PARKING

Redwood City Parking vs Proposed Standards

	Existing Parking	Parking Required by Standards	Existing Visitor Parking	Visitor Parking Required by Standards	Total Required
Project 1	361 total	353	Unknown	76	429
Project 2	600 total	540	Unknown	116	656
Project 3	330 total	238	Unknown	49	287
Project 4	156	138	6	29	167
Project 5	161	155	0	33	188
Project 6	112	90	0	15	104
Project 7	185	166	20	33	199
TOTAL	1905	1680	26	351	2030



PARKING

Redwood City Parking vs Proposed Standards

	Existing Parking (All)	Spaces/ Unit (All)	Parking Required (All)	Spaces/Unit Required (All)	City vs County Requirements	City vs County Spaces/Unit
Project 1	361	1.18	429	1.41	-68	-0.22
Project 2	600	1.30	656	1.42	-56	-0.12
Project 3	330	1.68	287	1.46	43	0.22
Project 4	162	1.40	167	1.44	-5	-0.04
Project 5	161	1.21	188	1.41	-27	-0.20
Project 6	112	1.93	105	1.81	7	0.12
Project 7	205	1.55	199	1.51	6	0.05
TOTAL	1931		2030		-100	-.03



PARKING: NEW PARKING STANDARDS

- Allow Tandem Spaces if tied to one unit
- Allow Lift Parking
- Require Bike and EV Parking
- Allow Shared/Off-site Parking Subject to Criteria and Findings
- Design Parking Entries to Avoid Queuing on El Camino Real

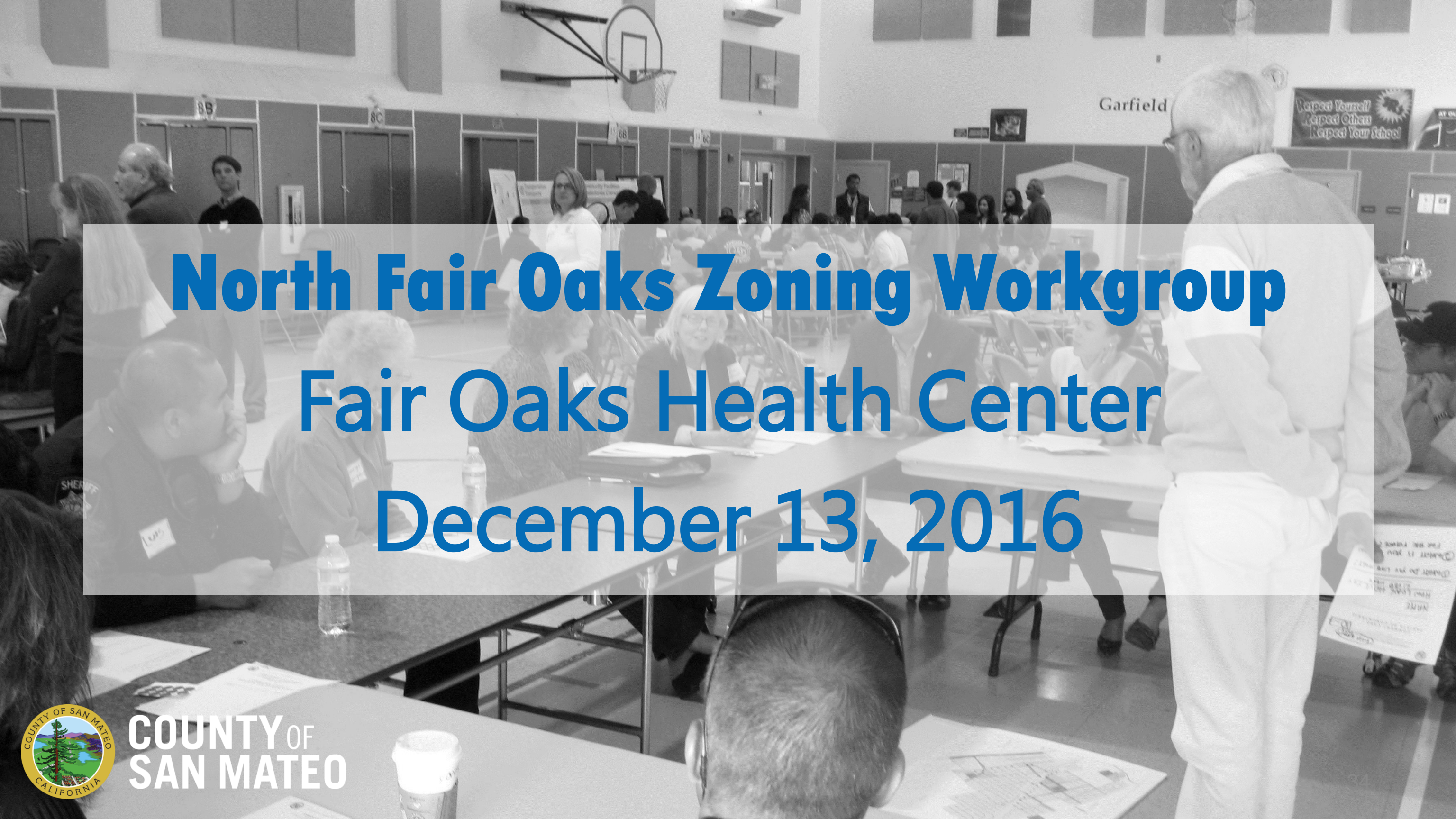


NFO Zoning Workgroup: Next Steps

- Design Standards: December 13
- Parking Standards: January 10
- Public Workshop
- North Fair Oaks Community Council
- Planning Commission
- Board of Supervisors



NFO Zoning Workgroup: Next Steps



North Fair Oaks Zoning Workgroup

Fair Oaks Health Center

December 13, 2016



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