



DATE: September 29, 2021

AGENDA ITEM # 3

AGENDA REPORT

TO: Complete Streets Commission

FROM: Steve Golden, Senior Planner

SUBJECT: Design Review (D20-0008) for proposed carport and parking lot modifications at 374 Second Street (Packard Foundation)

RECOMMENDATION:

Recommend to the City Council approval of the Design Review application (D20-0008).

ATTACHMENTS

- A. Packard Foundation Trip Generation Analysis (Hexagon Transportation Consultants, 2008)
- B. Packard Foundation Letter Dated September 22, 2021 (Current ATMP Practices)
- C. Design Plans

PROJECT DESCRIPTION

This is a request for a design review for modifications to the existing parking lots at 374 Second Street which is associated with the David and Lucile Packard Foundation Building (Packard Foundation) at 343 Second Street. The existing parking lot area consists of five separate lots, three of which are surface parking lots with a total of 58 parking spaces that are accessed from Second Street and the public alley, and two of which are currently vacant with landscaping. The applicant proposes to merge all of the lots together¹ and to use the merged lot as one larger parking area consisting of a two-way drive aisle with access from Second Street only that will accommodate 86 parking stalls. Carport structures are proposed that will cover 32 parking spaces in the interior portion of the lot. Forty-one electric vehicle parking spaces are proposed. New landscaping, tree replacement, lighting, and other surface improvements associated with the parking lot area are proposed.

BACKGROUND

Site Description

The existing surface parking lot area is located on an 35,508 square foot site which consists of five separate lots between Second Street and the public alley in a Commercial Downtown Zoning District. Three of the five lots have paved surface parking and other associated parking lot features including landscaping. Each of the three lots include one, one-way drive aisle (differing in direction) between Second Street and the public alley and has angled oriented parking depending upon the direction of the one-way drive aisle. The two remaining lots are vacant and separate two

¹ A lot line adjustment application has been submitted and is subject to an administrative review which is being reviewed concurrently with this application.

of the paved lot areas. The parking lot areas have been in existence in their general current configuration to serve the building that existed prior to the current Packard Foundation building at 343 Second Street and has continued to serve as parking for the newer building. Some minor improvements to the parking area have been completed overtime, but the accessible parking spaces do not comply with current standards.

Site History

When the Packard Building at 343 Second Street was approved in 2010, it was considered an in-fill project that qualified for a Categorical Exemption from the California Environmental Quality Act (CEQA). The project reduced the net building area by approximately 16,000 square feet and was found to reduce approximately 450 fewer daily vehicle trips over the existing development it replaced² (see Attachment A). The existing development had approximately 112 on-site parking spaces (plus the 58 across the street at the subject site). The proposed redeveloped site provided 67 parking spaces (including the 58 parking spaces in the lots fronting Second Street) whereas 152 parking spaces would have been required to comply with the standard parking ratio for office buildings in the Zoning Code based on the size of the building.² In lieu of providing the required parking, the City agreed to an Alternative Transportation Management Program (ATMP) to offset the demand for the parking. The ATMP which was memorialized in a recorded Development Agreement and Deed Restriction recorded on the property required the Packard Foundation to commit to strategies to reduce single occupancy vehicles (SOVs) including providing shuttling from CalTrain and VTA stations, providing CalTrain and VTA passes, Eco and Go passes, carpooling, emergency ride home guarantees, telecommuting, biking incentives, and other strategies and incentives as developed overtime to reduce SOVs. The Packard Foundation was required to submit monitoring reports to the City for review for a five year period and if determined that the ATMP was achieving its objective, the City could then eliminate the requirement to continue the monitoring thereafter, but the ATMP would need to continue in perpetuity or until the building itself is demolished. The Packard Foundation provided ATMP monitoring reports conducted by Hexagon Transportation Consultants, Inc for at least a five-year period and in 2018, the City sent a letter to the Packard Foundation that discontinued the requirement for providing continued ATMP monitoring; however, as stated above and per the Development Agreement, the ATMP will continue in perpetuity.

Complete Streets Commission Roles and Responsibilities

This design review application was determined to require City Council approval pursuant to Zoning Code Section 14.78.020 Requirement for Design Review. Under Section 14.78.090 of the Zoning Code, an application for City Council design review, shall be subject to a multimodal transportation review and recommendation to the Planning Commission and City Council. Typically, the Complete Street Commission's (CSC) review of the project occurs prior to the Planning Commission (PC); however, in this case, the Planning Commission has already reviewed the project and at their September 2, 2021, the PC recommended City Council approval of the project.

² Per the Planning Commission staff report dated April 15, 2010, which is part of the administrative record.

DISCUSSION/ANALYSIS

The Applicant proposes to merge the five existing lots together and use the merged lot as one larger parking area consisting of a two-way drive aisle with two entrances accessing the reconfigured parking lot from Second Street. The reconfigured parking area replaces the 58 existing parking spaces that currently exist across three of the lots and will incorporate the other two vacant parcels. The new parking lot reconfiguration is designed to have 90-degree parking stalls that is a more conventional design with a total of 86 parking spaces replacing the angled parking stalls that currently exists. Two parking stalls will be accessible, one of which will be van accessible consistent with current Building Code. A carport structure, which includes a photovoltaic system array mounted to the roof is proposed to be constructed to cover the interior 32 parking stalls. The additional energy from the new PV system will off-set power for the 41 electric vehicle parking spaces proposed, whereas five stalls are required to be EV stalls per the California Green Building Code requirements.

Circulation Efficiency

The new parking lot design will improve overall internal circulation efficiency for the parking lot itself since it replaces the one-way drive aisles with two-way drive aisles. It improves circulation efficiency of Second Street by eliminating vehicles entering, exiting, and reentering to and from public right-of-way to access other portions of parking lot areas as the current configuration requires. Redirecting traffic away from the narrow public alley and requiring ingress and egress into the parking lot from Second Street will also improve circulation efficiency for vehicular traffic for the buildings fronting on First Street, but with driveways and parking areas only accessible from the public alley with no other vehicle access alternative.

Public Right-of-Way Improvements

Consistent with other recent developments along the public alley between First and Second Streets, the City is requesting the property owner provide a dedication for right-of-way or a public access easement to increase the width of the alley by two feet. A public access easement is proposed which is included in the civil plans (see Attachment C) and will be conditioned to be recorded concurrently with the lot line adjustment to merge the lots. As mentioned above, the project will be eliminating vehicle access to the public alley and reducing the curb cuts on Second Street. The project will be required to replace the public sidewalk, curb and gutters and the plans propose to replace the street tree removed on Second Street with a new replacement tree.

Pedestrian Improvements

As mentioned above, the reconfigured design will eliminate curb cuts resulting in an improved pedestrian experience and improving safety by eliminating potential vehicle/pedestrian conflicts at the parking lot entrances at Second Street. A midblock crosswalk with yield signs and pavement treatment previously installed by the Packard Foundation exists on Second Street adjacent to the parking lot and no changes are proposed to modify the crosswalk.

Public Transit

The closet public transit is VTA bus route 40 which provides service between Foothill College in Los Altos Hills and the Mountain View Transit Center via North Bayshore. The closest bus stop is a bus shelter located on South San Antonio at the corner of Second Street.

Bicycle Facilities and Parking

The nearest bicycle facility is the Class II lane on South San Antonio Road adjacent to the Packard Foundation building. According to a letter submitted by the Applicant (Attachment B), the Packard Foundation facilities includes exterior racks to accommodate 24 bicycles at 343 Second Street which is considered Class II parking and a rack installed inside the garage at the building at 300 Second St also owned by the Packard Foundation (on the diagonal corner from 343 Second Street) that accommodates 14 bicycles which is considered Class I parking. Shower and locker room facilities are located at both facilities.

Continued Alternative Transportation Management Program (ATMP)

As described above, the existing recorded Development Agreement and Deed Restriction requires the Packard Foundation to implement its Alternative Transportation Management Program (ATMP) consisting of many activities to reduce single occupancy vehicles. The program was monitored for at least five years as required by the Agreement and determined to be effective at reducing vehicle trips. The Agreement states the ATMP shall continue in perpetuity or until the building is demolished. The Packard Foundation has submitted a letter outlining its recent ATMP activities (Attachment A) and acknowledges the continuance of the ATMP. The existing development agreement and deed restriction was reviewed by the City Attorney's office and they recommended that new documents should be recorded (i.e. deed restriction) releasing the Packard Foundation from further monitoring requirements, but will require the ATMP to continue into perpetuity and in agreement with the Packard Foundation. This was included as a condition of approval in the draft approval resolution that was reviewed and approved by the Planning Commission to be completed commensurate with the parking lot improvements.

ENVIRONMENTAL REVIEW

The design review application is categorically exempt from environmental review pursuant to Section 15301 (Class 1), Existing Facilities and 15303 New Construction or Conversion of Small Structures (Class 3) of the California Environmental Quality Act (CEQA) Guidelines, as amended, and none of the circumstances listed in CEQA Guidelines Section 15300.2 applies. Class 1 categorical exemptions consists of the operation, repair, maintenance, permitting, leasing, licensing or minor alteration of existing public or private structures, facilities, etc. involving negligible or no expansion of existing or former use. Class 3 categorical exemptions consists of construction and location of limited numbers of new, small facilities or structures and the installation of small new equipment and facilities in small structures, which lists accessory (appurtenant) structures including garages and carports. The applicant requests to modify the existing surface parking lot to include carports and an additional 28 parking spaces. The proposed changes to the existing parking lot do not expand the use of the building (Packard Foundation) that it is associated with, and the proposed carports are specifically listed as a Class 3 categorical exemption.

STAFF RECOMMENDATION

Recommend to the City Council approval of the Design Review application (D20-0008).