

**PLANNING COMMISSION MEETING
THURSDAY, OCTOBER 26, 2023**

**DOCUMENTS RECEIVED AFTER
PUBLISHED AGENDA**

ITEM #1 PH-23-041

**Hayward Residential Design Study:
Consideration of Proposed Text Amendments to
Hayward Municipal Code Chapter 10, Article 1
(Zoning Ordinance), Article 2 (Off Street Parking
Regulations), Article 24 (Mission Boulevard
Code), and Article 28 (Downtown Development
Code); Zoning Map Amendments; and finding
that no further environmental review is required
pursuant to the California Environmental Quality
Act**

Documents and Public Comments



October 23, 2023

Hayward Planning Division and City Council
777 B Street, First Floor
Hayward, CA 94541

To Whom it May Concern,

TransForm is a regional non-profit focused on creating connected and healthy communities that can meet climate goals, reduce traffic, and includes housing affordable to everyone. On August 2, 2022 we commented on the proposed parking policies.

We are glad to see that the unbundling provisions of AB 1317 are included in the proposed regulations. Unbundling is probably the single, highest impact parking strategy. We believe it should be widely available as a strategy, including for existing structures and those that don't qualify for AB 1317. We also believe that buildings that are in the design phase should be given an automatic reduction in the parking minimum if unbundled parking is proposed (and it can be included in the conditions of approval). Since, due to AB 2097, there are no longer required parking minimums near frequent transit, these reductions would be for the area outside of AB 2097 zones. As can be seen from the explanation below, those reductions should be 5% or more.

In a Bay Area parking study that TransForm conducted, funded by the US Department of Housing and Urban Development, we found 13 of the 80 buildings unbundled parking from rent. These can be viewed in the GreenTRIP Parking Database (<http://database.greentrip.org/>) by selecting on the transportation tab and then clicking the unbundled parking box. Below are some findings and examples from the database.

In the largest three cities unbundled buildings often meant every spot in each building were unbundled. But in several of the more suburban areas, it was used in a more selective way. For example, at Connelly Station in Dublin, all apartments receive one space, but the best way to ration the remaining spaces is through unbundling. Hence, the remaining spaces are priced at \$50 per spot (the database parking report for the building can be found at <http://database.greentrip.org/building-report.php?id=302>).

At Plaza del Flores, a senior living home in Sunnyvale, they put in 34 spaces for 100 units (given the proximity to transit and the access to services to allow the seniors to live car-free). In this case too, unbundling resulted in a smarter way to ration the spaces than a lottery or first-come first-serve (the parking report for the building can be found at <http://database.greentrip.org/building-report.php?id=119>).

In such instances, unbundling can be an important way for building managers to efficiently ration parking spaces and do so in a way that can reduce demand. While some spillover onto the street is possible, the opposite is also true -- inefficient parking caused by bundled parking sometimes pushes more cars onto the street. That can happen under various circumstances, including when a household holds onto a second or even third vehicle since there is free parking, forcing other

families in the building that actually need that many vehicles to park on the streets.

In our previous letter we included a scenario of a Hayward building near public transit and, using our GreenTRIP Connect tool, the model predicted that unbundled parking would be expected to provide a 17% reduction in parking demand at that building. In the model, the impact of unbundling depends on the building's proximity to transit and services as well as the price of the unbundled parking. This is based on data from our HUD survey. (As a note, the GreenTRIP Connect tool, one of the tools recommended by the California Department of Housing and Community Development for use in developing Housing Elements.)

To show how the impact of unbundling may vary, we've put in a new Connect Scenario (attached). In this case, this building on Alice Street is proposed to charge \$39 per month for each spot. As can be seen the predicted reduction in demand for parking is just under 6%. This is why we believe that unbundled buildings should, at a minimum, get a 5% reduction in parking demand (in addition to the reduction that is proposed based on other TDMs).

Finally, we would like to note that two older studies in San Francisco housing found that units with off-street parking bundled with the unit sell for 11-12% more than comparable units without included parking. (See: Wenyu Jia and Martin Wachs, "Parking Requirements and Housing Affordability: a Case Study of San Francisco", University of California Transportation Center Paper No. 380, 1998, and Amy Herman, "Study Findings regarding Condominium Parking Ratios", Sedway Group, 2001.) We can expect the same pattern to hold true for rental rates: housing units with parking included rent for more than units without parking.

Finally, it would be great if provision of transit passes to all residents, or to at least 1 resident per household, would qualify for some TDM points. Transit passes are included as a TDM that reduces parking demand in [GreenTRIP Connect](#) because the evidence was so robust. And it is such a great way to support AC Transit. If there is concern that the provision of passes is not "permanent" like a bus stop, it can also be put into the conditions of approval for new developments.

Thank you so much and let me know if you have any questions.

Sincerely,

Grecia Mannah-Ayon, Housing Policy Manager, TransForm
Stuart Cohen, Founder & Senior Policy Advisor, TransForm



Connect project report



22721 to 22747 Alice Street

URL: [Generate link](https://connect.greentrip.org/map-tool.php?p=547531) https://connect.greentrip.org/map-tool.php?p=547531

Prepared by:

Project status: Not specified

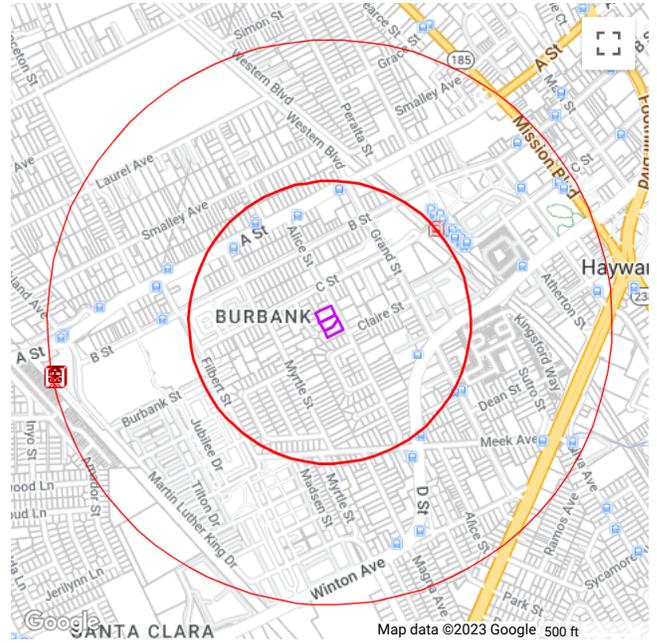
Additional project info:

GreenTRIP Connect (Connect.GreenTRIP.org) is a free, online tool that models traffic and greenhouse gas impacts of a residential project in California. Based on the project's location, unit count, unit mix, rent, parking supply, and traffic reduction strategies, this project will result in:

- **592 fewer** miles driven every **day** compared to the **Alameda County** average.
- **15% fewer** GHG impacts every **day** compared to the **Alameda County** average.
- **13% less** parking use every **day** compared to the **Alameda County** average.
- **\$0** in transportation savings for future residents.

Parking when compared to Municipal requirements:

- **Saving \$3,300,000** in parking construction cost if built with **0.98** instead of the municipal requirement of **1.5 spaces/unit**.
- **Saving 5,670 sq.ft.** in parking spaces **which could be allocated to 8 housing units of 750 sq.ft.**



Transit Markers

- Bus
- Carshare
- Bus rapid transit
- Subway, metro
- Rail
- Tram, streetcar, light rail
- Cable car, funicular
- Ferry

Connect project report (page 2)

GreenTRIP Connect dashboard for your project

Project characteristics

Building: **126 units**
 Parking proposed: **123 spaces**
 Density: **129.63 units/acre**
 Parking ratio: **0.98 spaces/unit**

GreenTRIP certification ready?



Get started
[See requirements](#)

Comparison snapshot

showing: per unit, per day

	Driving miles/day	Greenhouse gases kg CO ₂ /day	Parking spaces predicted use
if built in an average location* in:			
Alameda County	30.78	16.07	1.13
if built on selected parcel	29.9	15.61	1.04
with affordable housing	--	--	--
with GreenTRIP strategies	26.08	13.61	0.98
Your project	26.08	13.61	0.98

\$0 Resident savings from selected GreenTRIP strategies per year/household

\$3,300,000 Saved on parking compared to municipal parking requirement of **1.5** spaces/unit, or **189** spaces total.

 15% Less driving 4.7 Fewer miles per year	 15% Less climate impact 2.45 Fewer CO ₂ per year	 13% Less parking used 0.15 Fewer parking spaces used
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Total driving and climate impacts compared to **Alameda County** average.

Note: Certifications are currently only offered in the San Francisco Bay Area (defined by the boundaries of MTC).

*All "average location" buildings are given 1.2 spaces per unit. (This ratio is the lower end of the Institute for Transportation Engineers guidance for parking in multiunit buildings.) To learn more about the Connect tool methodology please [click here](#).

Connect project report (page 3)

 **Building**

Units	Avg. sq. ft.	Avg. rent (\$/mo)
7 Studio	470	\$2,062
63 1 BR	660	\$2,062
48 2 BR	850	\$2,650
8 3+ BR	1,100	\$2,650
126 Total	750	\$2,323

Total acres: 0.97
 Dwelling units per acre: 129.63
 Bedrooms per acre: 195.47

 **Parking**

Spaces	Construction cost per space	Maintenance cost per space (\$/mo)
0 Surface	--	--
123 Garage/structure	\$50,000	\$175
0 Underground garage	--	--
0 Lifts	--	--
0 Tandem	--	--
0 Bike	--	--

123 Total
 Used spaces per dwelling unit: 0.98
 Used spaces per bedroom: 0.65
 Charge for parking per month: \$39

 **GreenTRIP strategies**

	Household value per year
 Resident transit passes <i>none</i>	\$0
 Car sharing memberships <i>none</i>	\$0
 Bike sharing memberships <i>none</i>	\$0
 Unbundled parking \$39 per month for residents or for public use	\$0

Average cost of owning and operating a vehicle \$8,698/yr according to AAA

 **Affordable housing**

none

Connect project report (page 4)

Nearby transportation

Transit within a 1/4 mile:

AC Transit

93, 83, 86, 22, 386, 37, 85

Transit within a 1/2 mile:

AC Transit

48, 99, 60, 93, 32, 94, m, 83, 86, 22, 386, 37, 95, 801, 85

Amtrak

capitol corridor

Bay Area Rapid Transit

fremont - daly city, fremont - richmond

Capitol Corridor Joint Powers Authority

sacramento/san jose, san jose/auburn, san jose/sacramento

NOTE: This report does not imply that this project has received a GreenTRIP Certification.
For more resources related to traffic reduction strategies, smart growth, and parking, please visit our [additional resources page](#).
To explain terms or see tool tip text, [go to the glossary](#).