



COUNTY OF SAN MATEO - PLANNING AND BUILDING DEPARTMENT

ATTACHMENT F



Memorandum

Date: October 12, 2021

To: Mr. Dazhi Chen, Commons Hotels LLC

From: Ollie Zhou, Katie Riutta

Subject: VMT Analysis and Traffic Impact Study for the Proposed Hotel Located at 2567 El Camino Real in San Mateo County, California

Hexagon Transportation Consultants, Inc. has reviewed San Mateo County's VMT and Traffic Impact Study requirements with respect to the proposed business hotel at 2567 El Camino Real in San Mateo County, California. The project site is located on the northwest corner of Northumberland Avenue and El Camino Real (see Figure 1). The proposed project would demolish the existing restaurant and salon on-site and construct 69 hotel rooms. The proposed building would be four stories, with parking in a ground level garage accessible from Northumberland Avenue. This memo provides a discussion on the project's potential VMT impacts and the trip generation criterion to determine the need for a traffic study.

VMT Analysis

On September 23, 2020, San Mateo County adopted VMT interim guidelines to be used with new development projects. The County's VMT interim guidelines are intended to satisfy the California Environmental Quality Act (CEQA) VMT impact analysis requirements. The County's VMT interim guidelines provide VMT thresholds, baselines, and criteria to evaluate VMT impacts for new development projects. The guidelines also provide screening criteria for new developments. The San Mateo County VMT interim guidelines state that significance criteria guidance has not been published for hotel projects. Therefore, the County will review on a case-by-case basis.

Transit Priority Area

San Mateo County's VMT interim guidelines provide screening criteria that exempt developments from further CEQA transportation impact analysis. Per these guidelines, projects that meet all the listed thresholds are in a Transit Priority Area and are not expected to create a significant VMT impact.

- ½ mile from high quality transit stop/rail station, where high quality transit is a fixed route bus service with service intervals no longer than 15 minutes during peak commute hours; and
- Floor area ratio > 0.75; and
- Does not replace affordable residential units with a smaller number of moderate/high income housing units; and
- Does not provide more parking than required; and
- Consistent with Sustainable Communities Strategy

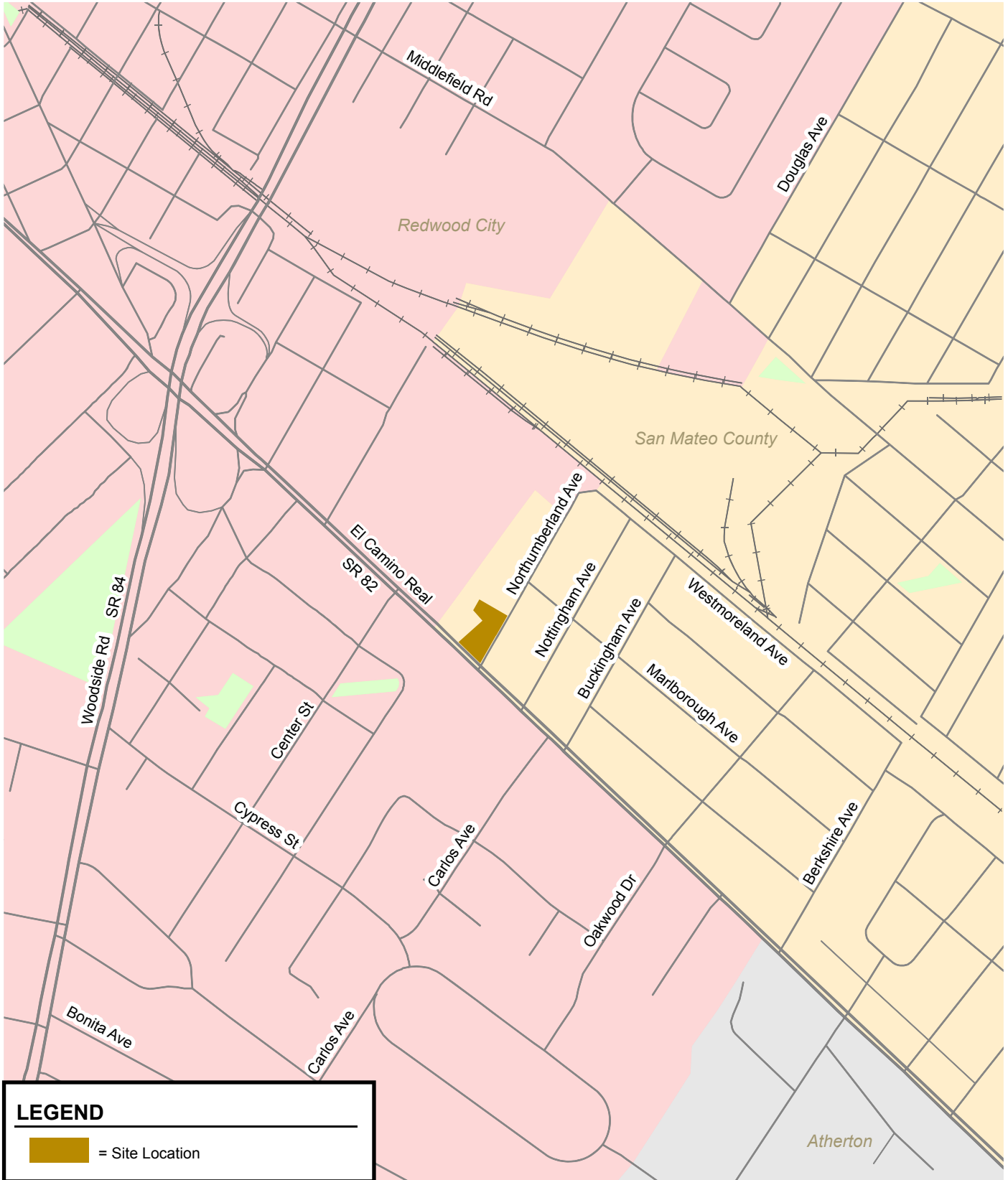


Figure 1
Site Location

Screening Criteria Thresholds

The proposed project would meet all the thresholds for the Transit Priority Area screening criteria set forth in the San Mateo County VMT interim guidelines. Therefore, the project would not require a detailed CEQA transportation analysis.

- **Proximity to High Quality Transit.** The project site is located on El Camino Real, where the SamTrans Route ECR travels between the Daly City BART Station and the Palo Alto Transit Center. Route ECR operates with approximately 15-minute intervals during the peak commute hours, qualifying as “high quality transit”. There are two bus stops that are within 500 feet of the project site: El Camino Real & Northumberland Avenue and El Camino Real & Center Street. Therefore, the project would be located within ½ mile of a high-quality transit stop and would meet this criterion.
- **Floor Area Ratio.** The floor area ratio of the project is 1.5, which is greater than the 0.75 FAR minimum threshold. Therefore, the project would meet this criterion.
- **Replacement of Affordable Residential Units.** There are no affordable residential units on site. Therefore, the project would not replace affordable residential units and would meet this criterion.
- **Parking.** The project proposes 48 parking spaces, which is the amount of parking required for areas in North Fair Oaks which are zoned Commercial Mixed Use-1 (CMU-1), according to San Mateo County’s *Zoning Regulations*. Therefore, the project would not provide more parking than required and would meet this criterion.
- **Consistency with Sustainable Communities Strategy.** Per Section 6567.3 of the *Zoning Regulations*, parcels that are zoned as Commercial Mixed Use-1 (CMU-1) may include hotels. While the *San Mateo County General Plan* does not describe any specific transportation plans for El Camino Real, the project would encourage the use of public transit and ridesharing by the nature of its land use as a business hotel and with its proximity to high quality transit. The project would provide public and private bicycle parking and a pedestrian entrance on El Camino Real. On-street parking is permitted on Northumberland Avenue; thus, rideshare vehicles may be able to park on the street, subject to the availability of spaces. Therefore, the project would be consistent with the *General Plan* and the *Sustainable Communities Strategy* and would meet this criterion.

Traffic Impact Study Requirements

According to San Mateo County’s *Traffic Impact Study Requirements* dated September 1, 2013, projects that would generate over 500 trips per day or over 100 trips during the peak hour would require a traffic impact study. Therefore, estimates of trips to be added to the surrounding roadway network by the proposed hotel were calculated using the trip generation rates recommended by the Institute of Transportation Engineers’ *Trip Generation Manual*, 11th Edition. As shown in Table 1, the gross project trips generated by the proposed hotel would be 277 daily trips, including 25 AM peak hour trips (10 inbound trips and 15 outbound trips), and 21 PM peak hour trips (12 inbound trips and 9 outbound trips). As a result, the project would not be required to perform a traffic impact study.

**Table 1
Project Trip Generation Estimates**

Land Use	Size	Unit	Daily		AM Peak Hour				PM Peak Hour					
			Rate	Trips	Rate	In %	In	Out	Total	Rate	In %	In	Out	Total
Proposed Use														
Hotel ¹	69	rooms	4.02	277	0.36	39%	10	15	25	0.31	55%	12	9	21

Notes:
 Trip rates are from the ITE Trip Generation Manual, 11th Edition, 2021.
 1. Business Hotel (Land Use 312) daily and average rates expressed in trips per room are used.

Conclusion

In summary, the proposed project would meet all the thresholds for the Transit Priority Area screening criteria set forth in the interim guidelines and would therefore not be required to perform a detailed CEQA transportation analysis. In addition, the proposed project would be expected to generate less than 500 trips per day and less than 100 trips during the peak hours and would therefore not be required to perform a traffic impact study.