



**COUNTY OF SAN MATEO - PLANNING AND BUILDING DEPARTMENT**

**ATTACHMENT G**



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## Civil and Transportation Engineering

**206 SEQUOIA AVENUE  
REDWOOD CITY  
UNINCORPORATED SAN MATEO COUNTY**

### **TRAFFIC IMPACT ANALYSIS ASSESSMENT**

MAY 4, 2022

#### **ASSESSMENT PURPOSE**

The purpose of this assessment is to determine whether or not the proposed development to be located at 206 Sequoia Avenue in unincorporated San Mateo County meets the requirements for a traffic impact study and/or a vehicle miles traveled (VMT) assessment as required under the California Environmental Quality Act (CEQA).

#### **PROJECT DESCRIPTION**

The project consists of a single building on an 0.435 acre lot. The building is to be four stories tall with the top three floors containing 23 residential units. Three of the units will be for low income residents. The ground floor will be for parking and building access. The parking area will provide for 33 vehicles. The new building will replace one single family detached housing unit.

#### **TRAFFIC IMPACT STUDY**

The County's Traffic Impact Study Requirements, dated 9/1/2013 state that a TIS is required if the project generates more than 500 vehicle trip ends per day or more than 100 vehicle trip ends during the peak hour. A vehicle trip generation analysis was done using the data in the Institute of Transportation Engineers publication, *Trip Generation*, 11<sup>th</sup> Edition, © 2021. The project will generate an estimated 11 vehicle trip ends during the afternoon peak hour of an average weekday and 140 total vehicle trip ends on an average weekday. That analysis is attached to this assessment.

On the basis of the trip generation analysis the project does not meet the requirements for a full TIS.

## CEQA-VMT ANALYSIS

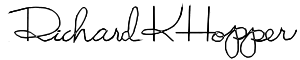
The Governor's Office of Planning and Research (OPR) has established criteria for determining whether a project meets the requirement for a VMT analysis or not. For a residential development the County criteria is shown below.

Baseline	County average for residential development is 13.80 home-based trip VMT per resident
Residential Projects	15% below baseline home-based work trip per capita by residence

The VMT analysis was done using the C/CAG VMT Estimation Tool. This project meets the requirements for exemption under the CEQA-VMT. See attached analysis.

## CONCLUSIONS AND RECOMMENDATIONS

The above described assessments show that the proposed project do not require a TIS or VMT traffic impact analysis.



Richard K. Hopper, PE

Principal

**206 Sequoia Avenue  
Redwood City  
Vehicle Trip Generation  
5/4/22**

LAND USE	LU CODE	SIZE	UNITS	TRIP GENERATION RATE*						TRIP GENERATION VOLUME												
				A.M. PEAK HOUR			P.M. PEAK HOUR			A.M. PEAK HOUR			P.M. PEAK HOUR									
				IN	OUT	TOTAL	IN	OUT	TOTAL	IN	OUT	TOTAL	IN	OUT	TOTAL	AWDT						
Multifamily Housing (Low Rise)	220	20	DU	0.10	0.30	0.40	0.32	0.19	0.51	6.74	2	6	8	6	4	10	135					
Affordable Housing	223	3	DU	0.10	0.26	0.36	0.27	0.19	0.46	4.81	0	1	1	1	1	1	14					
Single Family Detached	210	-1	DU	0.18	0.52	0.70	0.59	0.35	0.94	9.43	0	-1	-1	-1	0	-1	-9					
Total:																2	6	8	7	4	11	140

\* Source: ITE Trip Generation, 11th Edition, © 2021

## Project Details

Timestamp of Analysis: May 04, 2022, 02:53:19 PM

Project Name: 206b Sequoia Avenue

Project Description: A 23 unit residential development replacing one single family detached housing unit

Residential:  
 Single Family DU: 23  
 Multifamily DU: 23  
 Total DUs: 23

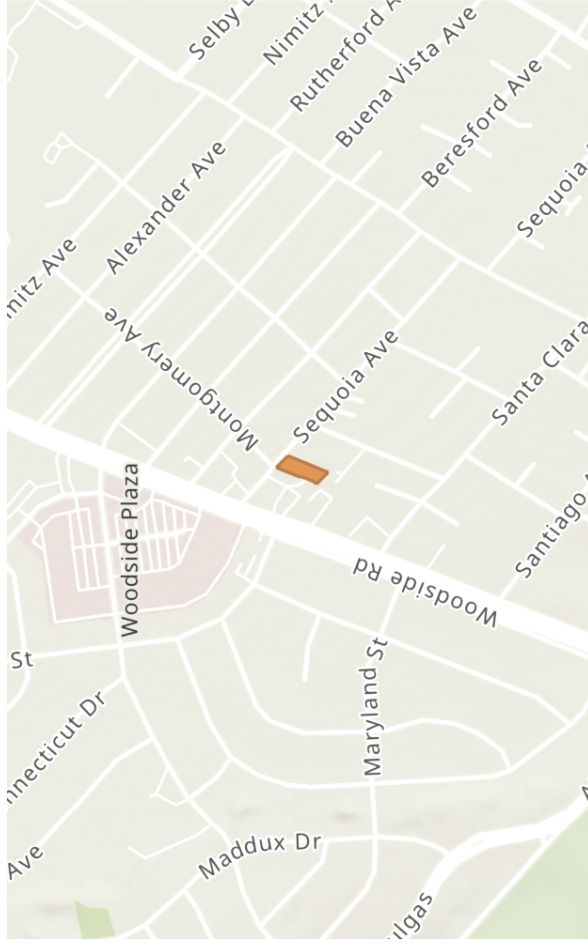
## Project Location

apn	TAZ
069341050	2022

Jurisdiction: Unincorporated San Mateo

Inside a TPA?

**No (Fail)**



## Residential Affordability (percent of all units):

Extremely Low Income: 0 %  
 Very Low Income: 13 %  
 Low Income: 0 %

## Parking:

Motor Vehicle Parking: 33  
 Bicycle Parking: 8

## Analysis Details

Data Version: C/CAG Travel Model

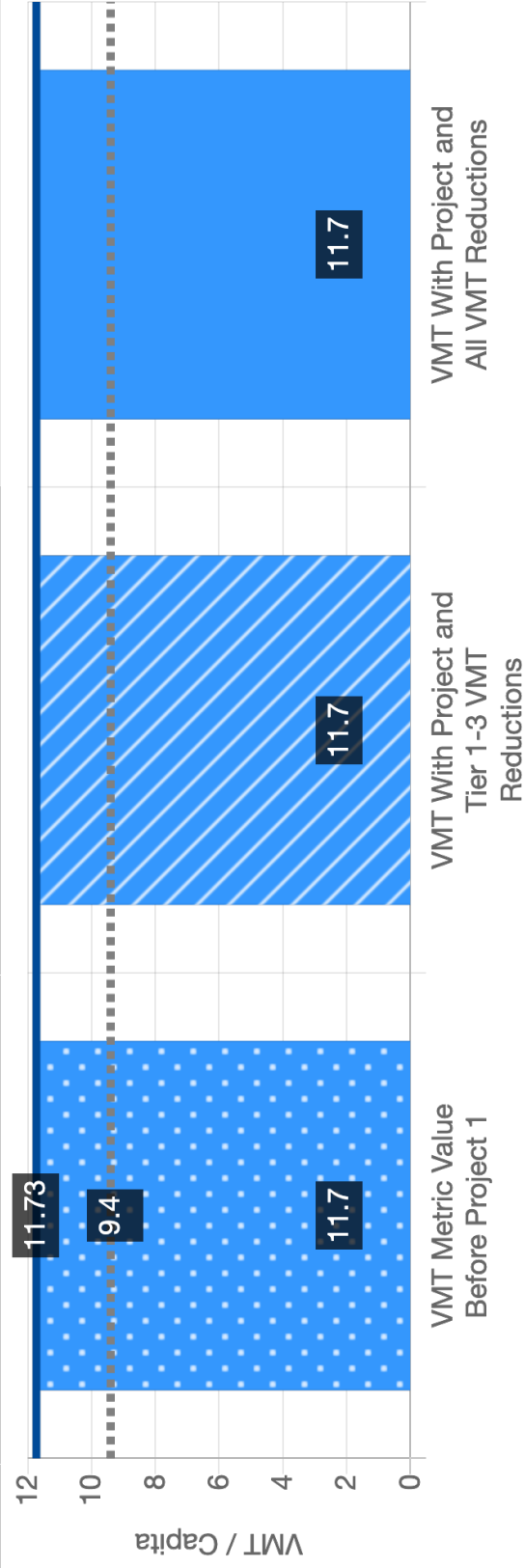
Analysis Methodology: TAZ

Baseline Year: 2015

## Residential Vehicle Miles Traveled (VMT) Screening Results

Land Use Type 1:	Residential
VMT Without Project 1:	Home-Based VMT per Resident
VMT Baseline Description 1:	County Average
VMT Baseline Value 1:	13.8
VMT Threshold Description 1:	-15%
Land Use 1 has been Pre-Screened by the Local Jurisdiction:	N/A

	Without Project	With Project & Tier 1-3 VMT Reductions	With Project & All VMT Reductions
Project Generated Vehicle Miles Traveled (VMT) Rate	11.7	11.7	11.7
Low VMT Screening Analysis	Yes (Pass)	Yes (Pass)	Yes (Pass)



— Land Use 1 Threshold VMT: 11.73    ····· Land Use 1 Max Reduction Possible: 9.4    ■ VMT Values

## Tier 1 Project Characteristics

### PC01 Increase Residential Density

Existing Residential Density:	15.28
With Project Residential Density:	15.37