



HEXAGON TRANSPORTATION CONSULTANTS, INC.

November 3, 2020

Mr. Phillip Brennan
City of San Mateo
330 W. 20th Ave.
San Mateo, CA 94403

Re: Traffic Analysis for the Driveway Relocation of the MidPen Project in San Mateo, CA

Dear Mr. Brennan:

Hexagon Transportation Consultants, Inc. has completed this traffic analysis for the proposed driveway relocation of the MidPen project located at 400 E. 5th Avenue in San Mateo, California. Hexagon previously prepared the traffic analyses for this project for the purposes of CEQA and General Plan Conformance. The analyses studied Vehicle Miles Traveled (VMT), Intersection Level of Service (LOS), freeway conditions, freeway ramp capacity, vehicle queuing, and parking requirements. Since the conclusion of those studies, the project has proposed to shift the proposed driveway southwest by approximately 7 feet (away from Claremont Street) compared to the original driveway location. The project has also proposed to set back the building location approximately 8 feet away from the property line along E. 5th Avenue.

VMT and LOS

VMT and LOS are calculated based on project location and proposed land uses. The proposed relocation of the project driveway would not affect the project location or proposed land uses. Therefore, the results for VMT and LOS remain the same.

Vehicle Queuing

In the previous traffic analysis, Hexagon identified a queuing deficiency at the eastbound lane of the Claremont Street and 5th Avenue intersection. The project driveway would be blocked by the queues under background conditions during the PM peak hour. We recommended that the project widen eastbound 5th Avenue to two lanes from the proposed project driveway east to Delaware Street to address potential queuing issues. Shifting the driveway to the west by 7 feet would only lengthen the queue storage space. Since the project is still proposing to widen eastbound 5th Avenue to two lanes from the relocated project driveway, the recommended queuing improvement would continue to resolve the anticipated queuing issues.

Parking

The project originally proposed approximately 696 spaces, of which 164 would be gated for residential use and 532 would be public parking spaces. The revised project plan proposes 693 parking spaces, with 164 residential spaces and 529 public spaces, however, this analysis acknowledges that an additional eight public spaces may be removed at the building permit stage. Since the amount of residential parking would not change, the conclusions and recommendations regarding project parking remain the same.



Parking Space Classification

The original plans proposed a total of 459 compact spaces (357 spaces for public use and 102 spaces for residential use) and a total of 174 standard spaces (133 spaces for public use and 41 for residential use), with the remaining parking spaces allocated for ADA or EV use. The revised plan proposes 571 universal stalls (438 spaces for public use and 133 for residential use), with the remaining parking spaces allocated for ADA or EV use. The City of San Mateo code does not provide guidance on universal parking spaces. Therefore, the universal spaces need to be approved by City staff.

ADA Parking Spaces

In the previous traffic analysis, Hexagon identified a deficiency in the amount of ADA parking spaces provided for the residential component of the project. The project would be required to provide 6 accessible parking spaces among the 164 residential parking spaces. The original plans proposed 4 accessible parking spaces for the residential component. The revised plans propose 7 accessible residential parking spaces and would meet the California Building Code (CBC) requirements. In addition, there would be one more van accessible parking space for the non-residential component, which already met the CBC requirements.

Conclusion

The proposed driveway relocation would not have an adverse effect on VMT or LOS. The recommended queuing improvements on eastbound 5th Avenue would continue to resolve the anticipated queuing issues. The revised project proposes to remove three public spaces (and potentially up to 11 public parking stalls in total), which would not affect parking recommendations. The revised plans also propose more ADA parking spaces compared to the original plans and would meet the CBC requirements. The classification of parking spaces as universal needs to be approved by City staff.

Sincerely,

HEXAGON TRANSPORTATION CONSULTANTS, INC.

Ollie Zhou, T.E.
Senior Associate

Katie Riutta
Planner