

June 21, 2022

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Submitted to: rbustos@cityofsanmateo.org

Subject: San Mateo Block 21 and 435 E. 3rd Avenue Parking Requirements – Addendum

This letter serves as an addendum to the “San Mateo Block 21 and 435 E. 3rd Avenue Parking Requirements” memorandum prepared by Fehr & Peers for the City of San Mateo on April 20, 2022. On May 16, 2022, the applicant’s transportation consultant, Hexagon Transportation Consultants, Inc., provided a letter of response detailing reasoning for a lower parking ratio. Fehr & Peers finds Hexagon’s lower parking ratio reasonable and methodology approach appropriate. The remainder of this letter recaps Fehr & Peers’ and Hexagon’s methodology and assumptions as context for why a lower parking ratio is justifiable.

Summary of Fehr & Peers’ Methodology

This study used the Environmental Protection Agency’s (EPA’s) Mixed-Use Development (MXD) travel demand methodology to determine the automobile mode share and the correlated reduction in parking demand compared to industry standard rates. The results are compared to available local parking and mode share data and vehicle trip counts. Based on this approach, the office parking requirement would be calculated on a rate of 2.06 stalls per 1,000 gross square feet. This rate includes 0.14 spaces per 1,000 gross square feet for visitor parking and 1.92 spaces per 1,000 gross square feet for employee parking. Due to the COVID-19 pandemic, Fehr & Peers was unable to collect current parking counts and thus used the MXD approach, which relies on built environment variables to measure the degree of interactivity within the site and the accessibility of the site location for non-automobile trips, then adjusts the conventional Institute of Transportation Engineers (ITE) data outputs to produce more accurate trip generation forecast.

Summary of Hexagon’s Methodology

This applicant’s study estimated parking demand based on parking count data collected in 2016 at three different office buildings in San Mateo, comparable in size and location to Block 21 and 435 E. 3rd Avenue. The parking demand ratios ranged from 1.56 to 2.28 occupied spaces per 1,000 square feet of building area, with an average of 1.82 occupied spaces. These demand surveys included both employees and visitors.



Conclusion

The two studies produced similar estimates of parking demand within 10 percent of each other. The Hexagon study relies on actual 2016 parking counts from comparable project sites, while the Fehr & Peers study relies on the MXD methodology along with parking and mode share data along the Peninsula. Both studies are ultimately estimates with different assumptions and appropriate, data-driven methodologies; their differences are within a typical range of outcomes that are seen on a project-by-project basis. Given the trend of reduced office commuting due to remote and hybrid work schedules and the expectations for more frequent Caltrain service after its electrification project, a lower parking ratio appears reasonable for Block 21 and 435 E. 3rd Avenue. On June 20, 2022, the San Mateo City Council recommended a lower parking ratio of 1.87 spaces per 1,000 square feet, which we find reasonable based on the available data. The Council recommendation falls within the reasonable range of expected parking demand values, especially when considering that Travel Demand Management measures are shown to reduce vehicles miles traveled and parking demand for office uses but are not accounted for in the higher parking demand estimates.

Sincerely,

FEHR & PEERS

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Transportation Planner

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SF21-1188.00

Attachments:

Attachment A: Fehr & Peers' "San Mateo Block 21 and 435 E. 3rd Avenue Parking Requirements" Memorandum

Attachment B: Hexagon Transportation Consultant's Inc., "San Mateo Office Parking Counts" Memorandum