



North Fair Oaks Community Council
San Mateo County Coordinated
Departmental Response



DATE: November 17, 2022
NFOCC MEETING DATE: November 17, 2022
VOTE REQUIRED: Majority

TO: Members, North Fair Oaks Community Council

FROM: Planning Staff

SUBJECT: Consideration of a Use Permit for a new 18,715 square-foot hotel with 69 guest rooms and 48 parking spaces located at 2567 El Camino Real in the unincorporated North Fair Oaks area. The project includes a Zoning Amendment to rezone one of 3 project parcels from R-3 to CMU-1, a General Plan Amendment from Medium High Density Residential to Commercial Mixed Use, and a Grading Permit for 251 cubic yards of grading.

County file number: PLN 2021-00081 (Chen)

PROPOSAL

The applicant is seeking a Use Permit to construct a new 18,715 square-foot hotel with 69 guest rooms and 48 parking spaces at 2567 El Camino Real in the unincorporated community of North Fair Oaks. The proposed hotel would span across 3 parcels (APN's 054-261-220, 054-261-230, and 054-261-210). The parcel identified as APN 054-261-210, at 11 Northumberland Avenue, is currently zoned R-3/S-5 (Multiple-Family Residential/S-5 Combining District) and has a General Plan Designation of "Medium High Density Residential". The applicant proposes to rezone this parcel to CMU-1 (Commercial Mixed Use) to be consistent with the 2 other project parcels that front El Camino Real, and amend the General Plan land use designation to Commercial Mixed Use (Medium High Density). Upon the rezone and general plan amendment, the three project parcels will be merged to create one 12,488 sq. ft. corner parcel to support the proposed hotel development. The existing commercial buildings on site will be demolished. A grading permit is necessary as the project will generate 79 cubic yards of cut and 172 cubic yards of fill.

RECOMMENDATION

That the North Fair Oaks Community Council provide a recommendation to the Board of Supervisors on the proposed Use Permit, Rezone, General Plan Amendment, and Grading Permit, PLN2021-00081, as described in the Proposal Section above.

BACKGROUND

Report Prepared By: Kanoa Kelley, Project Planner; Email: kkelley@smcgov.org

Owner: Commons Hotels LLC

Applicant: Dazhi Chen

Location: 2567, 2561 El Camino Real and 11 Northumberland Avenue, North Fair Oaks

APNs: 054-261-220 (2567 El Camino Real), 054-261-230 (2561 El Camino Real), 054-261-210 (11 Northumberland Avenue)

Size: 12,488 square feet combined

Existing Zoning: CMU-1 (Commercial Mixed Use) and R-3/S-5 (Multiple-Family Residential/S-5 Combining District)

General Plan Designation: Commercial Mixed Use and Medium High Density Residential, respectively

Sphere-of-Influence: Redwood City

Existing Land Use: General commercial businesses, salon and restaurant.

Water Supply: Continued water service to be provided by the California Water Service Company; upgrades may be required subject to review of construction plans.

Sewage Disposal: Continued sewer service to be provided by the Fair Oaks Sewer Maintenance District (being a function of the County Department of Public Works).

Flood Zone: Zone X (areas of minimal flood), pursuant to Federal Emergency Management Agency, Flood Insurance Rate Map, Community Panel 06081C0302E, effective October 16, 2012.

Environmental Evaluation: The proposed project was analyzed in the context of the impacts and mitigation measures discussed in the 2011 Program Environmental Impact Report (Program EIR) for the North Fair Oaks Community Plan and it was determined that no new effects could occur and no new mitigation measures are required. Therefore, pursuant to CEQA Guidelines Section 15168(c), no additional environmental review is required as the Program EIR adequately describes the potential impacts and includes sufficient mitigation measures to address foreseeable environmental impacts. In addition to the conditions of approval proposed for this project, the project will implement all applicable mitigation measures adopted in the Program EIR.

Setting: The project location is in the existing urban community of North Fair Oaks at 2567 El Camino Real. The parcels have been developed with commercial buildings with restaurant and beauty services tenants. The parcel at 11 Northumberland Avenue is a

parking lot that serves the two commercial buildings on site.

Chronology:

<u>Date</u>	<u>Action</u>
February 25, 2021 -	Major Development Pre-application Public Workshop (PRE 2020-00054) held for a 69 unit hotel.
March 10, 2021 -	Subject application submitted.
October 19, 2022 -	Application deemed complete.
November 17, 2022 -	North Fair Oaks Community Council. (<u>Recommendation</u>)
TBD -	Planning Commission public hearing. (<u>Recommendation</u>)
TBD -	Board of Supervisors public hearing.

A. KEY ISSUES

1. Compliance with the General Plan/North Fair Oaks Community Plan

Staff has reviewed the project for compliance with all of the applicable General Plan/North Fair Oaks Community Plan Policies, including the following:

a. Soil Resources

Policy 2.17 (*Regulate Development to Minimize Soil Erosion and Sedimentation*) seeks to minimize soil erosion and sedimentation. The project would include 251 cubic yards of grading. Specifically, the grading activities necessary to prepare the site for the hotel will require 79 c.y. of cut and 172 c.y. of fill to accommodate the building's foundation. The required implementation of erosion control measures will ensure that soil erosion is minimized. Per County standards, no grading shall be allowed during the winter season to avoid potential soil erosion unless approved in writing by the Community Development Director.

b. Visual Quality Policies

Policies 4.15 (*Appearance of New Development*) and 4.36 (*Urban Design Area Concept*) seek to improve on the appearance and visual character of development in urban areas. The project will be subject to the design and performance standards for the CMU-1 zone. See Section 2.b for a discussion on design and performance standards compliance.

c. Urban Land Uses Policies

General Plan Policies 8.12 (*General Plan Land Use Designations for Urban Areas*), 8.30 (*Infilling*), and 8.36 (*Uses*) seek to adopt the land use

designations of the North Fair Oaks Community Plan, encourage infilling of urban areas where infrastructure and services are available, and allow uses in zoning districts that are consistent with the overall land use designation.

According to the North Fair Oaks (NFO) Community Plan, the two project parcels along El Camino Real are designated Commercial Mixed-Use (medium-high density) and the parcel at 11 Northumberland Avenue is designated as Multiple-Family Residential.

The primary objective of the Commercial Mixed Use land use category is to promote a mix of multi-family and regionally oriented commercial uses. The Multiple-Family designation is a high density use appropriately located adjacent to commercial uses. The rezoning of the 11 Northumberland Avenue parcel to Commercial Mixed Use will be compatible with adjacent Multi-Family land use designations and will preserve an appropriate buffer between commercial and low density single-family residential uses.

North Fair Oaks Community Plan Goal 2.2: Promote revitalization through redevelopment of underutilized and vacant land in North Fair Oaks. The redevelopment of the three parcels will further this goal by utilizing the site for the intended regional serving uses, encouraging redevelopment of the El Camino commercial corridor, thereby enhancing the North Fair Oaks community.

General Plan Policy 8.40 (*Parking Requirements*) seeks to ensure minimum on-site parking requirements and standards are met in order to, among other things, accommodate the parking needs of the development, provide convenient and safe access, and prevent congestion of public streets. The project will meet all parking requirements of the CMU-1 zoning district, calculated at 1 parking space per 250 square feet, which exceeds the North Fair Oaks Community Plan parking standards of 1 space per 400 square feet for commercial uses.

d. Transportation Policies

General Plan Policy 12.21 (*Local Circulation Policies*) encourage minimal through traffic in residential areas and adequate access for emergency vehicles. The project has been reviewed and conditionally approved by the Menlo Park Fire Protection District with regard to emergency vehicle access. Traffic will primarily be from El Camino Real, a regional connector street.

A traffic and Vehicle Miles Traveled (VMT) analyses was conducted by Hexagon Transportation Consultants (October 12, 2021). The analyses concluded that the project meets all screening criteria that exempts development from further CEQA analyses. The project is within a high quality transit corridor/transit priority area, does not provide more parking than is required of the project, and would not displace affordable housing. Additionally, trip generation would be approximately 277 daily trips which is less than the 500 daily trips that would trigger a traffic analysis. Due to

the estimated daily trips no traffic congestion or traffic spillover into residential areas is anticipated.

e. Water Supply and Wastewater

Water Supply Policies 10.10 (*Water Suppliers in Urban Areas*) and 10.12 (*Coordination of Water Suppliers*) consider water systems as the appropriate water supply for urban areas and seek to ensure water providers have capacity commensurate with the level of development permitted by adopted land use plans. The project property is currently served by California Water Service-Bear Gulch (Cal-Water). The proposed project has been preliminarily reviewed and Cal-Water did not raise any objections to the ability to continue providing service for the proposed commercial project. However, an upgrade to the water mains on Northumberland Avenue and El Camino Real may be required.

Wastewater Policies 11.4 (*Adequate Capacity for Unincorporated Areas*) and 11.5 (*Wastewater Management in Urban Areas*) consider sewerage systems as the appropriate method of wastewater management in urban areas and seek to ensure adequate capacity is available for unincorporated areas. The subject parcels are currently served by Fair Oaks Sewer Maintenance District. The District has conducted a sewer capacity analysis and indicated that there is sufficient sewer capacity to serve the proposed project. To mitigate additional flows, the applicant will be required to replace approximately 400-1,000 linear feet of pipes within the Sewer District.

2. Compliance with the Zoning Regulations

The project parcel APN 054-261-210 is currently zoned R-3/S-5 (Multiple-Family Residential). The proposed zoning change for this parcel to CMU-1 (Commercial Mixed Use) allows the project to utilize this parcel to support the hotel development. Staff has reviewed and determined that the project is in compliance with all of the applicable Zoning Regulations, including the following:

	CMU-1 Development Standards	Proposed
Building Site Area	5,000 sq. ft.	12,488 sq. ft.
Max. Floor Area	1.5 = 18,732 sq. ft.	18,715 sq. ft.
Min. Front Setback	0 to 10 feet	12 feet
Min. Rear Setback	15 ft. (first 40 ft. of building height), then 22 ft. (above 40 ft. of building height)	15 feet (22 feet for the portion of building above 25 ft.)

Min. Side Setbacks	0	0
Max. Building Height	60 feet	48 feet (4 stories)
Min. Parking Spaces	48 (based on net square footage of guest rooms)	48

a. Permitted Land Uses

The applicant is seeking a Use Permit to locate the proposed development in the CMU-1 Zoning District, as the CMU-1 Zoning District allows such hotel use subject to the issuance of a Use Permit.

b. CMU-1 Performance Standards

Section 6567.6 of the CMU-1 Zoning Regulations states that no ongoing or new use may be conducted in a manner that does not meet the performance standards of the Zoning District with regard to limiting noise levels to the stipulated limits of the County Noise Ordinance; prohibiting dust and odor emissions beyond the boundaries of the CMU-1 District; prohibiting vibration perceptible without instruments on adjoining property, except for temporary construction operations; keeping glare and rays from exterior lighting to the confines of the premises; providing screening for trash and debris areas; and keeping all activities associated with the use entirely on-site.

Aside from temporary dust or odor emissions that would be generated by construction activities, the long-term hotel operation will not generate any detectable levels of dust or odor, or vibration. All exterior lighting shall be dark-sky compliant and designed and located so that direct rays and glare are confined to the premises, with the exception of lighting on the front building façade which may light the public sidewalk.

Signs

The project proposes only 2 signs, 1 per street side. The signs will be integrated into the architecture of the building and do not exceed the height of the building.

Design Standards for Private Development

Section 6566.16 of the San Mateo County Zoning Code outlines basic design standards for projects along El Camino Real. The project complies with the following design standards.

6566.16.1.a. - Orient buildings, entries and primary façades toward the primary adjoining street. Primary streets include Middlefield Road, El Camino Real, 5th Avenue, Edison Way, Bay Road, and Fair Oaks Avenue.

The design of the hotel orients the building and minimal signage towards the corner of the parcel facing El Camino Real.

6566.16.1.b. and c. - Along block faces, vary facade articulation, roof heights, and step-backs. Vary fenestration, color, architectural elements, and other elements between multiple adjoining structures or units.

As shown in the project renderings, the project utilizes varying roof heights, window sizes (fenestration), colors and natural material choices to articulate the façade and break up parts of the building to appear less linear. The project utilizes large vertical elements with differing heights and materials to break up the massing of buildings.

6566.16.1.d. - Locate ground-level parking and parking access in the side or rear of the project, or in cases where front parking access is necessary due to site constraints, include pedestrian-friendly design treatments and amenities such as paths, screening and landscaping to mitigate impacts on the pedestrian environment and overall streetscape.

The project locates all parking at ground level, below the first floor of the building and in the rear of the property so that it is not visible from El Camino Real. The area along El Camino Real will utilize landscaping and outdoor space to create a pedestrian-friendly environment.

c. Parking Regulations

Section 6567.8 (*Parking*) outlines the parking requirement for “Specialized Neighborhood Trades and Services” that includes hotels.

The parking ratio for this category is 1 parking space per 250 square feet (of net square footage of guest rooms). The project complies with this requirement and proposes 48 parking spaces.

Screening and Landscaping

Parking areas for more than (10) vehicles shall be screened on each side that adjoins or faces residentially zoned parcels.

All parking will be hidden from direct view under the footprint of the hotel and in the rear of the hotel. A 6-foot high masonry wall will screen the project from the adjacent multi-family residential parcels.

Surface of Parking Area

Parking areas for more than ten (10) vehicles shall be surfaced with a durable and dust-free material. Off-street parking will be provided within a new area paved with asphalt.

d. Compliance with the Use Permit Findings

The applicant is seeking a Use Permit to establish a hotel in the CMU-1 Zoning District. The granting of a Use Permit is subject to the following finding:

That the establishment, maintenance, and/or conducting of the use will not, under the circumstances of the particular case, result in a significant adverse impact to coastal resources, or be detrimental to the public welfare or injurious to property or improvements in said neighborhood.

The establishment of a hotel is wholly consistent with the San Mateo County General Plan and North Fair Oaks Community Plan with regard to compatible land uses. The project will further the area goals by revitalizing an existing developed site, providing better utilization of the property, and creating a commercial use in a planned commercial corridor. The project was analyzed in the context of the 2011 Program EIR for the North Fair Oaks Community Plan and it was determined that the project poses no new impacts requiring new mitigations. Therefore, the project would not be detrimental to the public welfare.

3. Findings for Rezoning and General Plan Map Amendment

In order to change the General Plan land use designation and the zoning for APN 054-261-210, the Board of Supervisors is required to make the following specific findings.

a. **That the proposed rezoning of the subject parcel meets the public necessity, convenience, and the general welfare of the community.**

The project would revitalize the area providing jobs and new amenities for visitors to the community. The rezoning is compatible with adjacent multi-family land uses, which will act as a buffer from lower density single-family development in the area. Therefore, the rezoning of the parcel will serve to enhance the convenience and general welfare of the community.

b. **That the General Plan Land Use Map Amendment is compatible with adjacent land uses and will not be in conflict with the policies of the General Plan.**

The General Plan Land Use Map Amendment would change the land use designation of one parcel from High Density Residential to Commercial Mixed Use. According to the General Plan land use maps, Commercial Mixed Use is a compatible use adjacent to High Density Residential. The General Plan Amendment would therefore not create any adjacent incompatible uses or conflict with the intent of the General Plan land use policies.

4. Compliance with County Grading Regulations

The proposed project requires approximately 251 cubic yards (c.y.) of grading (79 c.y. cut and 172 c.y. fill) to accommodate the proposed hotel development. Planning and Geotechnical staff have reviewed the proposal and submitted documents and determined that the project conforms to the criteria for review contained in the Grading Ordinance. The findings and supporting evidence are outlined below:

a. That the granting of the permit will not have a significant adverse effect on the environment.

The project is not anticipated to have a significant adverse effect on the environment. The grading is the minimum necessary to create a foundation for a new commercial 3 story building in an urban environment. The site is currently developed and grading will not impact any natural landscape or vegetation.

b. That the project conforms to the criteria of the San Mateo County Grading Ordinance.

The project would be required to conform to the criteria for review contained in the Grading Ordinance, including for erosion and sediment control, dust control, fire safety, and timing of grading activities.

c. That the project is consistent with the General Plan.

As outlined in Section A.1 of this report, the project conforms to the General Plan and North Fair Oaks Community Plan.

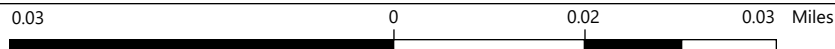
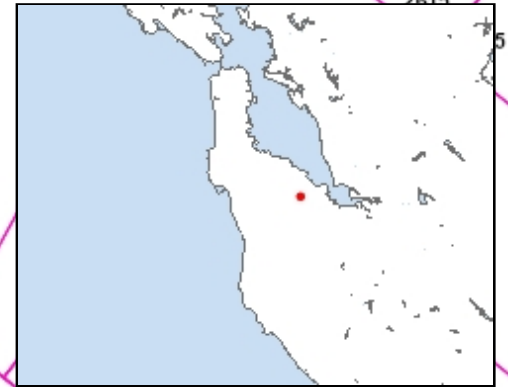
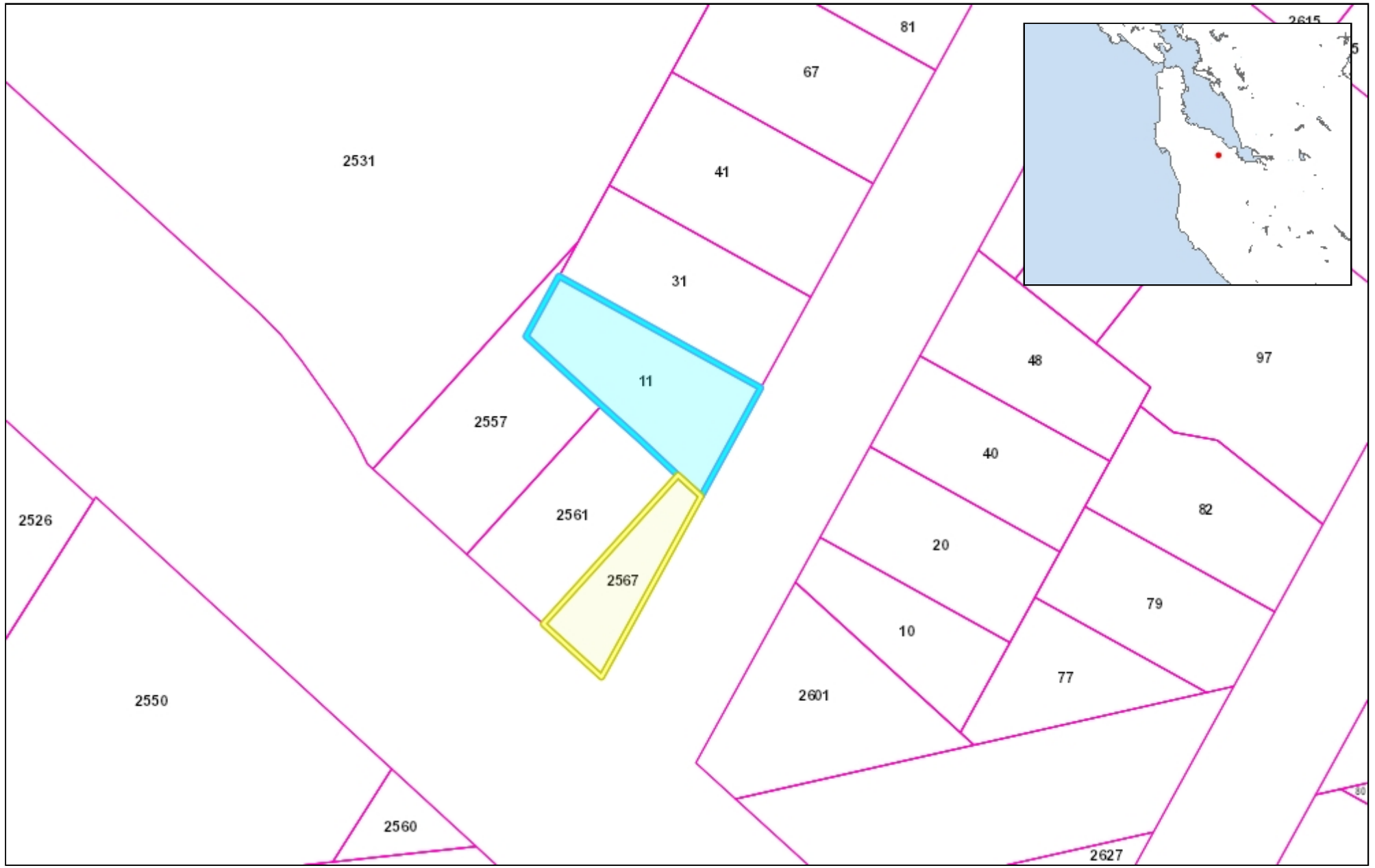
ATTACHMENTS

- A. Project Site Location Map
- B. Project Plans
- C. VMT Analysis Prepared by Hexagon Transportation Consultants
- D. Pre-application approval letter



County of San Mateo - Planning and Building Department

ATTACHMENT A



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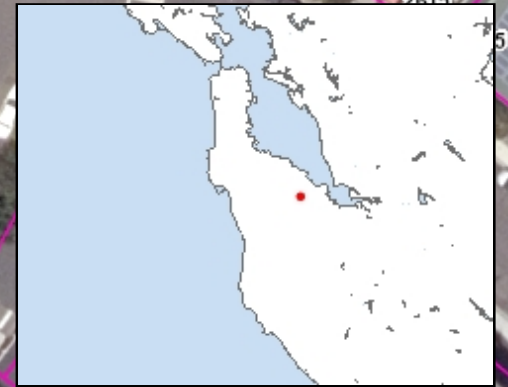
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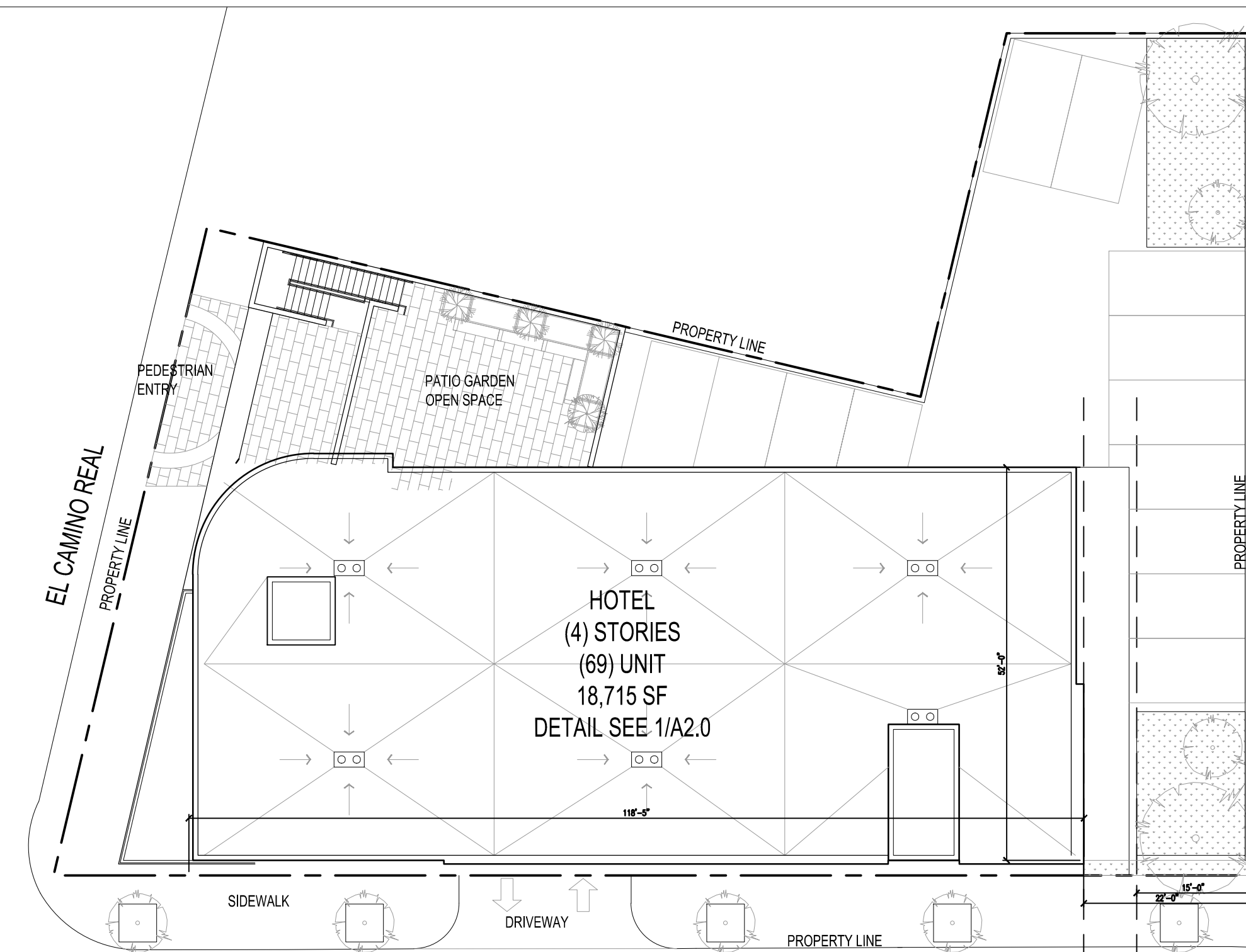


County of San Mateo - Planning and Building Department

ATTACHMENT B

2567 HOTEL PRELIMINARY REVIEW

2567 EL CAMINO REAL, REDWOOD CITY,
CA 94061



1 KEY SITE PLAN
SCALE: 1/16" = 1'-0"

PROJECT DATA

	ALLOWED	PROPOSED	NOTES
MAX. HEIGHT:	60'	48'-0"	
# OF STORIES:	3 MIN.	4	HOTEL
FLOOR AREA RATIO:	1.5	1.5	COMMERCIAL

SETBACK & OPENINGS:	SETBACK	
	ALLOWED	PROPOSED
SOUTH ELEVATION (FRONT)	12'-0"	12'-0"
NORTH ELEVATION (REAR)	15'-22'	15'-22'
WEST ELEVATION (SIDE)	0'-0"	0'-0"
EAST ELEVATION (SIDE)	0'-0"	0'-0"

PARKING

GUESTROOM NET SF (NOT INCLUDE EXT. & PARTY WALL)

STANDARD GUESTROOM (66):	165 SF X 66 =	10,890 SF
ADA GUESTROOM/ 3RD, 4TH FLR (2):	375 SF X 2 =	750 SF
ADA GUESTROOM/ 2ND FLR (1):	280 SF X 1 =	1280 SF

TOTAL GUESTROOM NET SF : 11,920 SF

REQUIRED PARKING: 1 SPACE /250 SF 11,920 SF / 1 PARKING/ 250 SF = 48 PARKING
(46) + (2) HC SPACES = PROVIDED : 48 OK

BICYCLE PARKING

PRIVATE PARKING: (1/ 1,000 SF) 850 SF / 1,000 SF = (1) REQUIRED < (2) PROVIDED

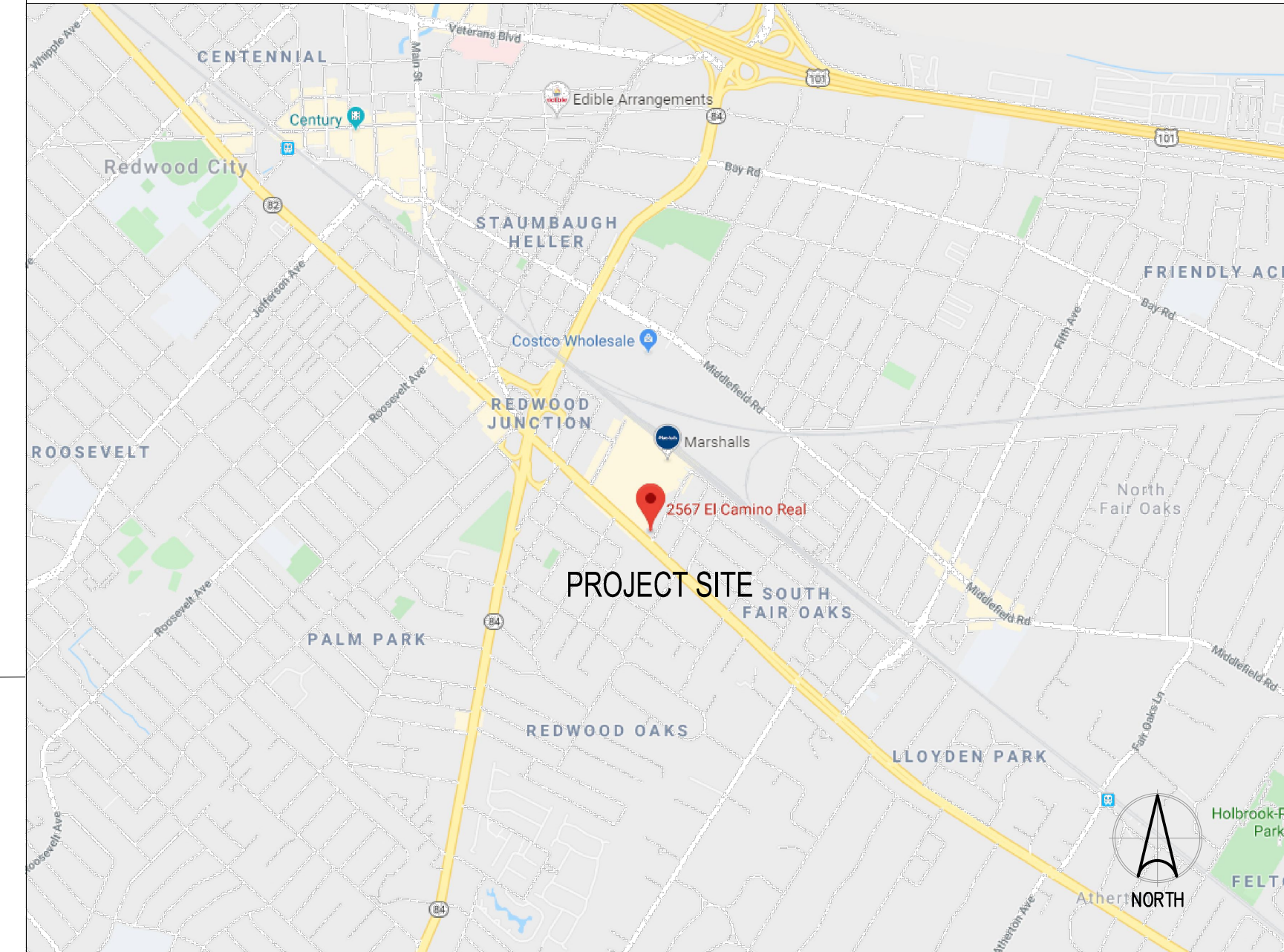
PUBLIC PARKING: (1/ 35' STREET FRONTAGE) 222' /35' = (7) REQUIRED < (8) PROVIDED

TOTAL BICYCLE PARKING : (10)

PROJECT DIRECTORY

ARCHITECT	CIVIL ENGINEER
Tectonic Builders Coporation 10118 Bandlely Dr. #E, Cupertino, CA 95014 1-408-216-0804 Larry Wang larrywang@tectoniccorp.com	LUK ASSOCIATES 738 ALFRED NOVEL DR. HERCULES, CA 94547 1-510-829-2035 CHRIS WOOD CHRIS@LUKASSOCIATES.com

VICINITY MAP



DESCRIPTION

NEW 4 STORIES OF HOTEL INCLUDES 69 GUESTROOMS WITH ONE LEVEL OF PARKING AT GRADE.
TOTAL OF 69 GUESTROOMS AND 48 PARKING SPACES.

PROJECT INFORMATION

PROPERTY ADDRESS :	2561-2567 EL CAMINO REAL, REDWOOD CITY, CA 94061 054-261-230; 054-261-220; 054-261-210
APN :	
ZONING :	CMU-1 DISTRICT COMMERCIAL MIXED USE-1
DENSITY:	FAR 1.5
LOT AREA:	12,487 SF (0.32 ACRES)
PROPOSED GROSS FLOOR AREA:	18,715 SF
OCCUPANCY:	R-2
TYPE OF CONSTRUCTION:	I-A, V-A
AUTOMATIC SPRINKLER SYSTEM:	YES (NFPA 13 OR 13R)
PROJECT FUNDING:	PRIVATE
MAX. HEIGHT	60'-0" ; 48'-0" PROVIDED

FAR / PROPOSED USE SF

1ST FLOOR :	850 SF	LOBBY AREA	PARKING GARAGE
2ND FLOOR:	5,965 SF	23 UNITS	GUESTROOM
3RD FLOOR:	5,950 SF	23 UNITS	GUESTROOM
4TH FLOOR:	5,950 SF	23 UNITS	GUESTROOM
TOTAL :	18,715 SF	69 UNITS	

FAR: 1.5 X 12,487 SF = 18,730 SF > 18,715 SF PROVIDED OK

TYPICAL GUESTROOM NET SF : 11,920 SF

BUILDING AREA CALCULATION

Criteria: R-2 Occupancy, Type V-A Consturction, Sprinklered (CBC506)
Total Building Area @ 1st, 2nd, 3rd, & 4th Floors: 18,720 sq.ft.

AREA MODIFICATION (CBC 506)

$$A_a = [A_t + (N_s \times I_f)] \times S_a$$

$$= [12,000 + (12,000 \times 0.0)] \times 2$$

$$= 24,000 \text{ sqft}$$

Aa x 3 Stories = 72,000 SF

72,000 max. allowed > 18,715 proposed --> OK

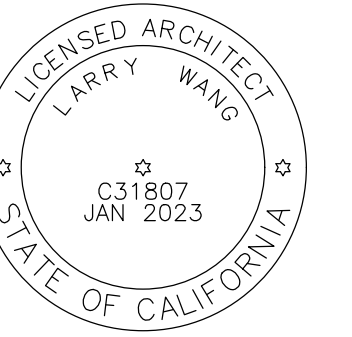
SHEET INDEX

ARCHITECTURAL
A0.0 COVER SHEET
A0.1 DETAIL SCALED VICINITY MAP
S1 SURVEY
A2.0 SITE PLAN / SECOND FLOOR PLAN
A2.1 THIRD / FOURTH & ROOF PLANS
A3.0 ELEVATIONS
A3.2 CONCEPTUAL PERSPECTIVE RENDERINGS
CIVIL
C4.1 GRADING PLAN / ELEVATIONS
C5.1 UTILITY PLAN
C6.1 STORMWATER TREATMENT PLAN
C7.1 EROSION CONTROL PLAN



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CHECKED: LW
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RELEASED BY:

07-09-2021_1ST PLANING SUBMITTAL
01-18-2022_2nd PLANING SUBMITTAL
06-30-2022_3rd PLANING SUBMITTAL

JOB NO:

2567 HOTEL
EL CAMINO
2567 EL CAMINO REAL,
REDWOOD CITY, CA 94061
PRELIMINARY REVIEW

SHEET INFO

COVER SHEET

SHEET NO.

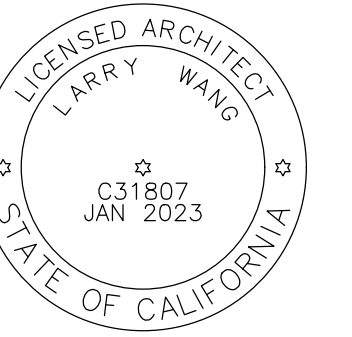
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JOB NO:

2567 HOTEL
EL CAMINO
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REDWOOD CITY, CA 94061
PRELIMINARY REVIEW

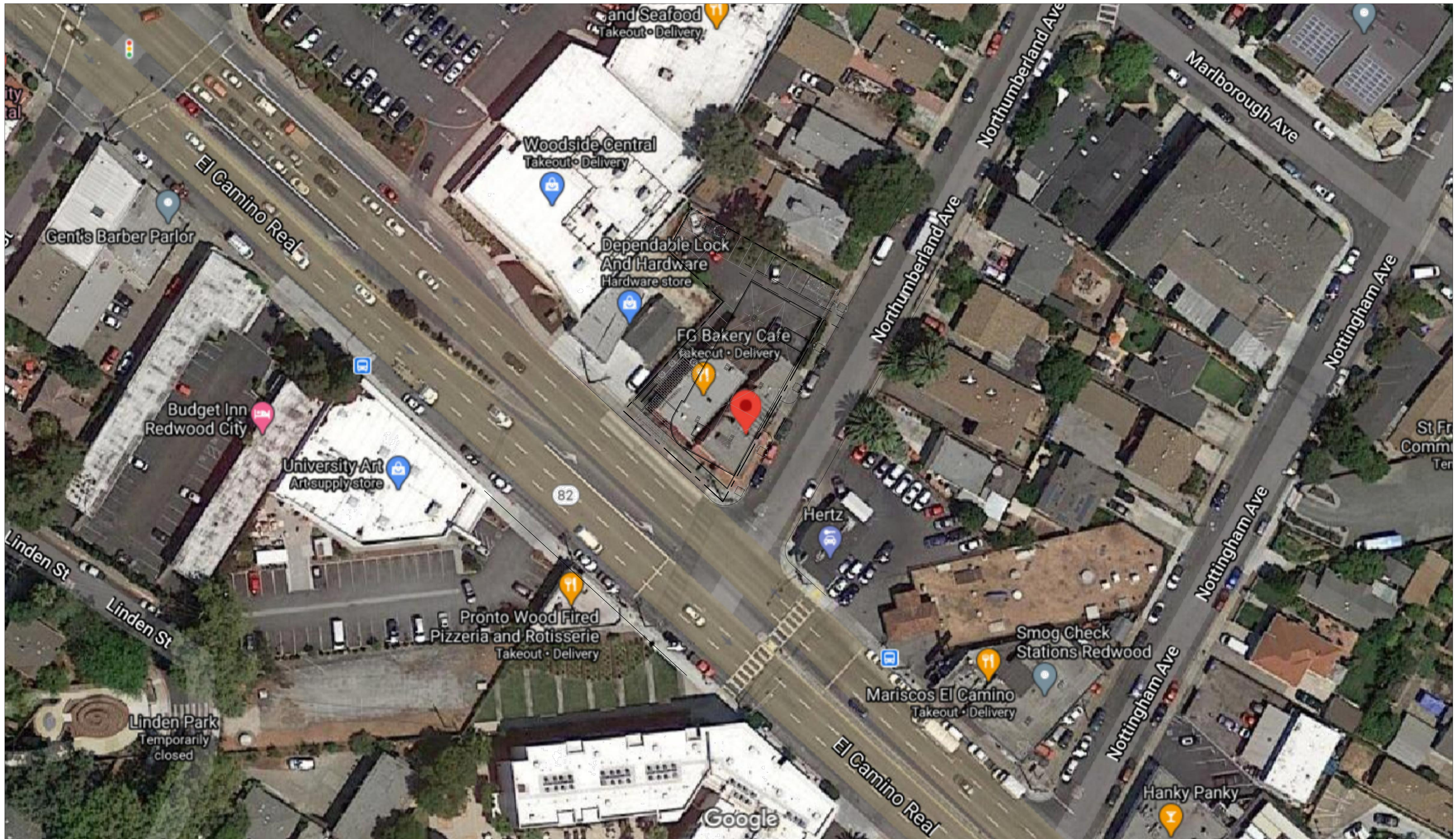
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VICINITY MAP

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OF -- SHEETS



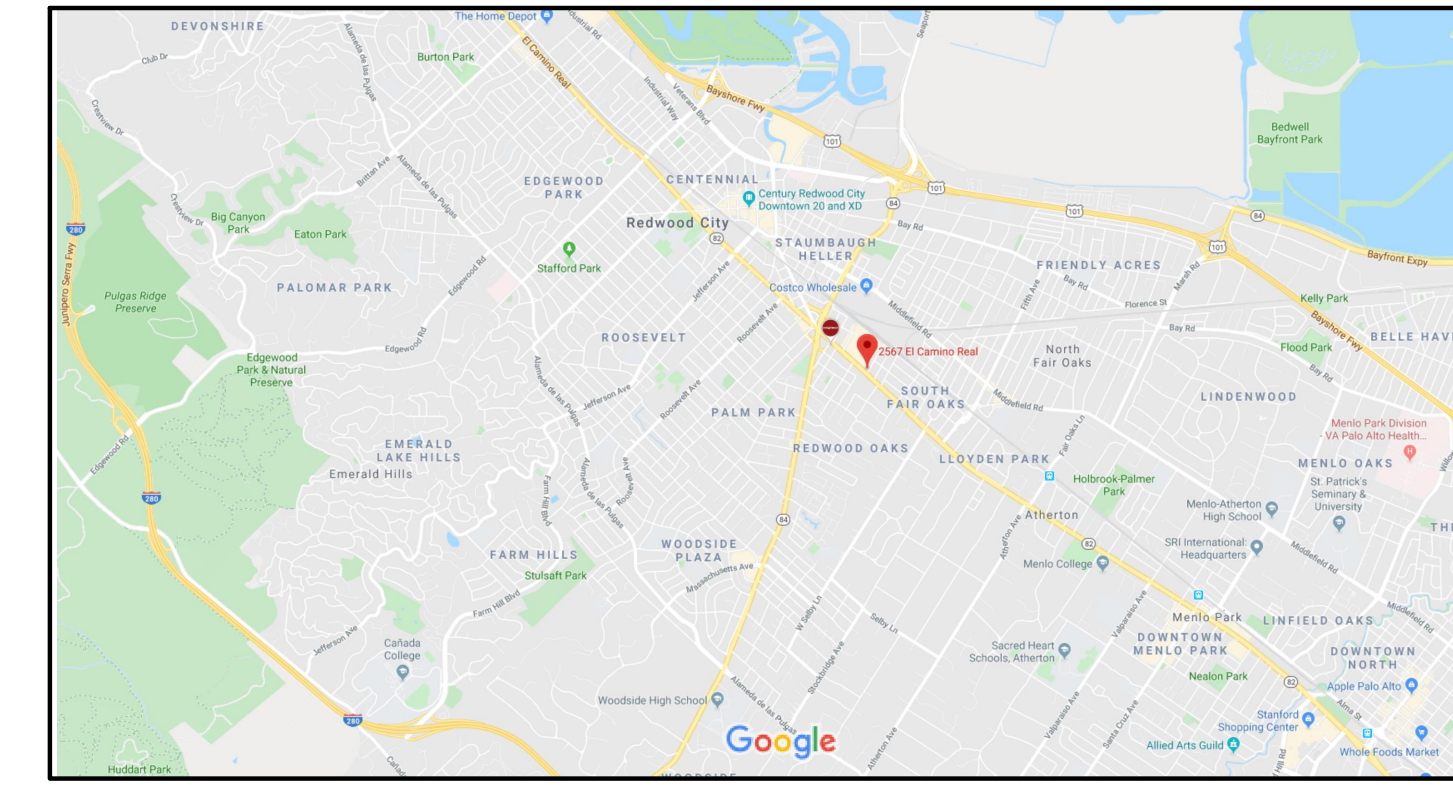
1 DETAIL SCALED VICINITY MAP
SCALE: 1/32" = 1'-0"





TOPOGRAPHIC SURVEY

2567 EL CAMINO REAL, REDWOOD CITY, CA
APN'S 054-261-210, 054-261-220, 054-261-230



VICINITY MAP
N.T.S.

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NO.	DATE	BY	DESCRIPTION

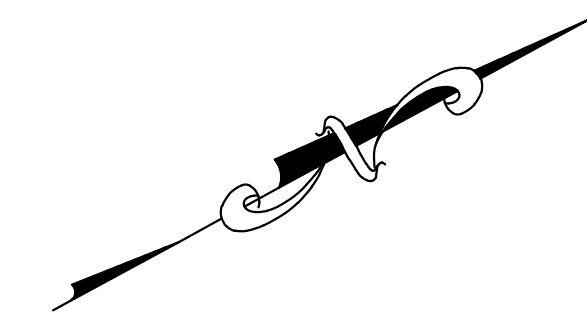
PREPARED FOR:
DAZHI CHEN
SAN JOSE, CA

SITE NOTES

OWNER: NEW RIVER DEVELOPMENT LLC
APN: 054-261-210, 220, 230
ADDRESS: 2567 EL CAMINO REAL, REDWOOD CITY CA
SITE AREA: 12,488 SF, 0.29 ACRES

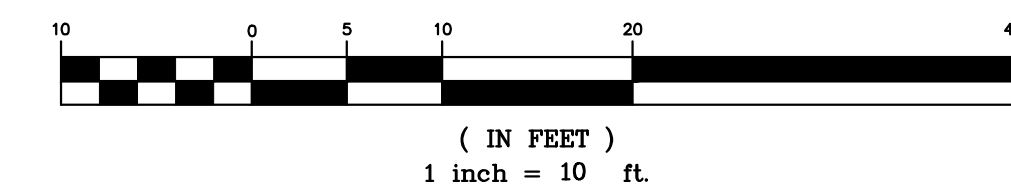
BENCHMARK

2" BRASS DISC, CITY OF REDWOOD CITY BENCHMARK # 23,
LOCATED APPROXIMATELY 900' NORTHWESTERLY IN EL CAMINO REAL.
ELEVATION=27.74'



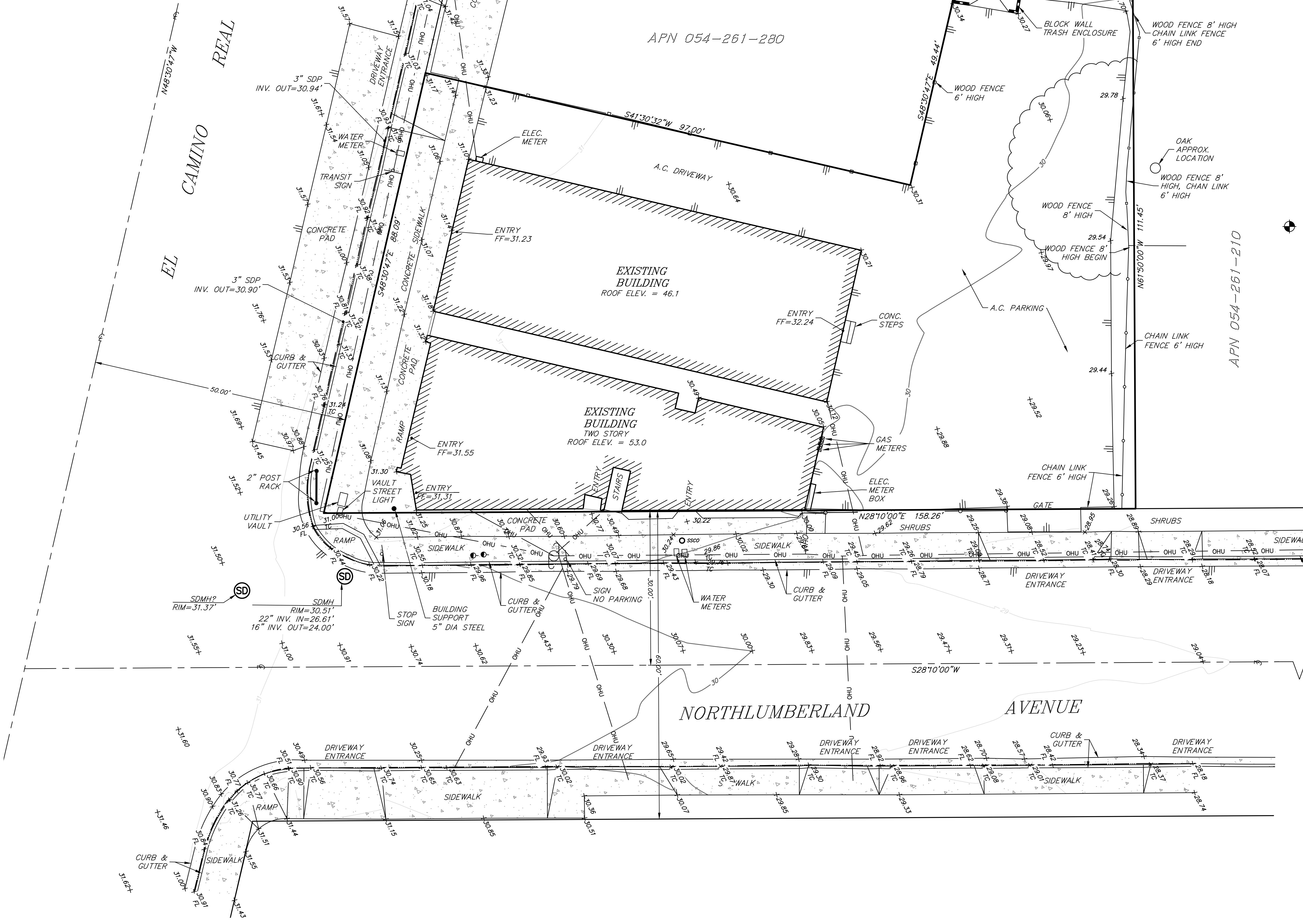
SCALE: 1"=10'
CONTOUR INTERVAL: 1'

GRAPHIC SCALE



LEGEND

	PROPERTY LINE		GAS METER
	CENTERLINE		STORM DRAIN MANHOLE
	FLOWLINE		UTILITY POLE
	EDGE OF PAVEMENT		GUY ANCHOR
	BUILDING LINE		SANITARY SEWER CLEAN-OUT
	EXISTING GROUND CONTOUR & ELEVATION		
X 30.32	SPOT ELEVATION		
X 30.32 FL	FLOW LINE ELEVATION		
X 30.32 TC	TOP OF CURB ELEVATION		



I HEREBY STATE THAT I AM A LICENSED LAND SURVEYOR OF THE STATE OF CALIFORNIA, THAT THIS MAP CORRECTLY REPRESENTS A SURVEY MADE UNDER MY SUPERVISION IN OCTOBER 2019, THAT PROPERTY LINES SHOWN HEREON ARE COMPILED FROM RECORD DATA AND DO NOT REFLECT A BOUNDARY SURVEY UNLESS SPECIFICALLY NOTED HEREON, AND THAT THIS MAP DOES NOT INCLUDE EASEMENTS EXCEPT THOSE SPECIFICALLY DELINEATED HEREON.

IF UNDERGROUND UTILITIES, ZONE, SETBACK AND STREET WIDENING DATA ARE SHOWN HEREON, IT IS FOR INFORMATION ONLY, HAVING BEEN OBTAINED FROM AVAILABLE SOURCES NOT CONNECTED WITH THIS CORPORATION THEREFORE, NO GUARANTEE IS MADE AS TO THE ACCURACY OR COMPLETENESS OF SAID INFORMATION.

2567 EL CAMINO REAL, REDWOOD CITY
TOPOGRAPHIC SURVEY
COUNTY OF SAN MATEO, STATE OF CALIFORNIA

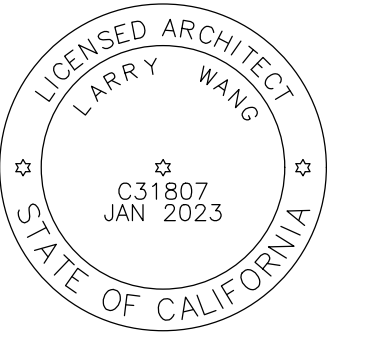
DATE: 10/29/19
SCALE: 1"=10'
DRAWN: JSP
JOB NO: 09.2039
SHEET 1 OF 1

Z:\09_RWC\9-2039 2567 El Camino Real-SM co\Acad\from RWC\9-2039 Topo.dwg, May 24, 2021 - 11:47am, triad



TECTONIC BUILDERS CORPORATION

10118 Bandley Dr. #E, Cupertino, CA 95014



PLAN CHECK SET

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DATE:
DRAWN: KC
CHECKED: LW
REVISIONS BY:

RELEASED BY:
07-09-2021, 1st PLANING SUBMITTAL
01-18-2022, 2nd PLANING SUBMITTAL
06-30-2022, 3rd PLANING SUBMITTAL

JOB NO:

2567 HOTEL
EL CAMINO
2567 EL CAMINO REAL,
REDWOOD CITY, CA 94061
PRELIMINARY REVIEW

SHEET INFO
SECOND FLOOR PLAN
GROUND FLOOR PLAN

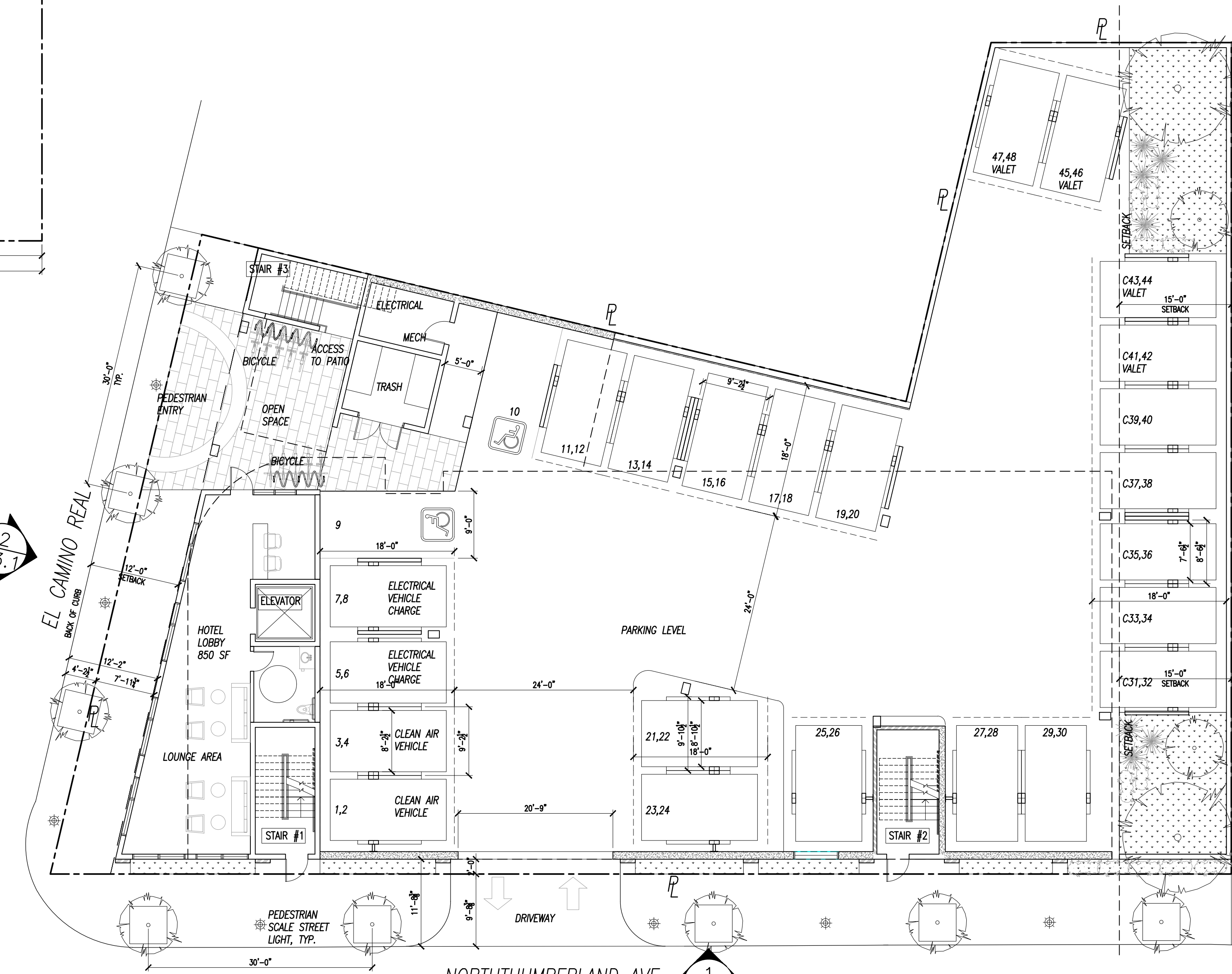
SHEET NO.

A2.0

OF -- SHEETS



2 SECOND FLOOR PLAN
SCALE: 3/32" = 1'-0"



1 GROUND FLOOR PLAN / SITE PLAN
SCALE: 3/32" = 1'-0"



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01-18-2022_2nd PLANING SUBMITTAL

JOB NO:

2567 HOTEL
EL CAMINO

2567 EL CAMINO REAL
REDWOOD CITY, CA 94061

PRELIMINARY REVIEW

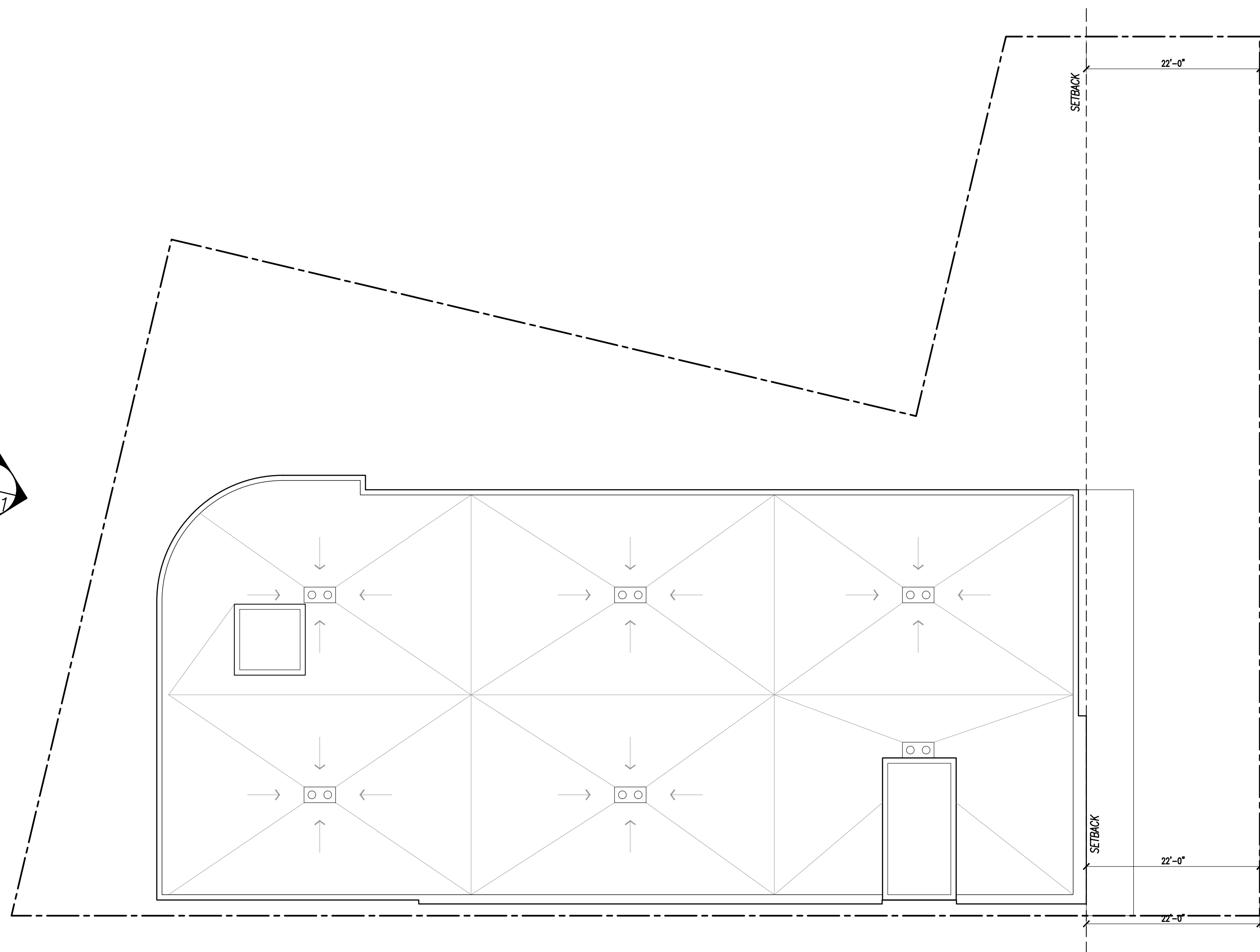
SHEET INFO

THIRD/ FOURTH
ROOF
FLOOR PLAN

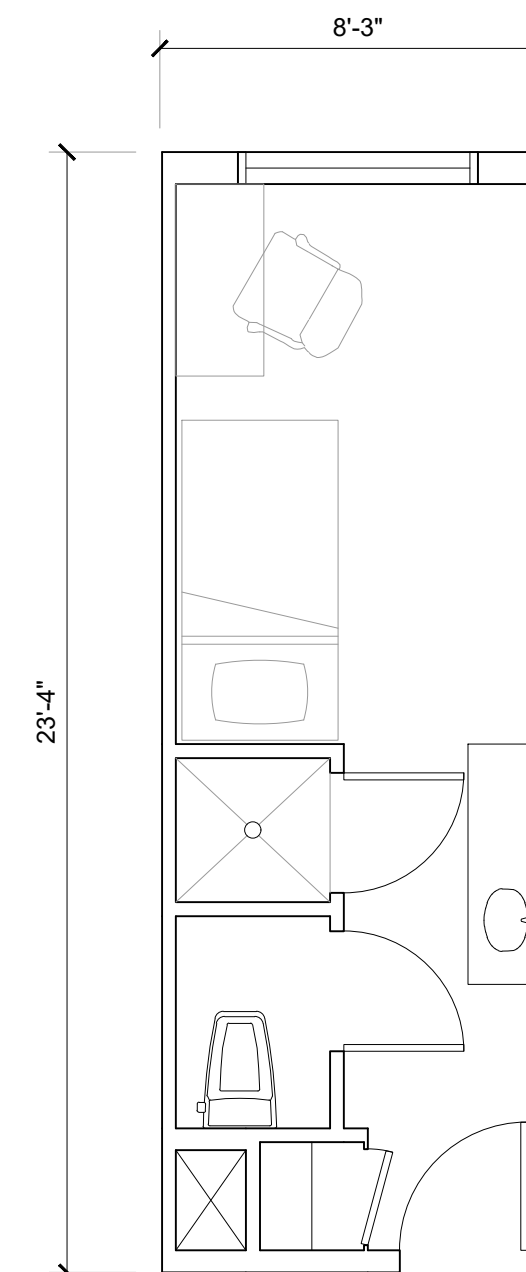
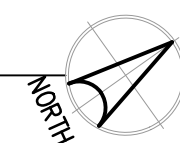
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A2.1

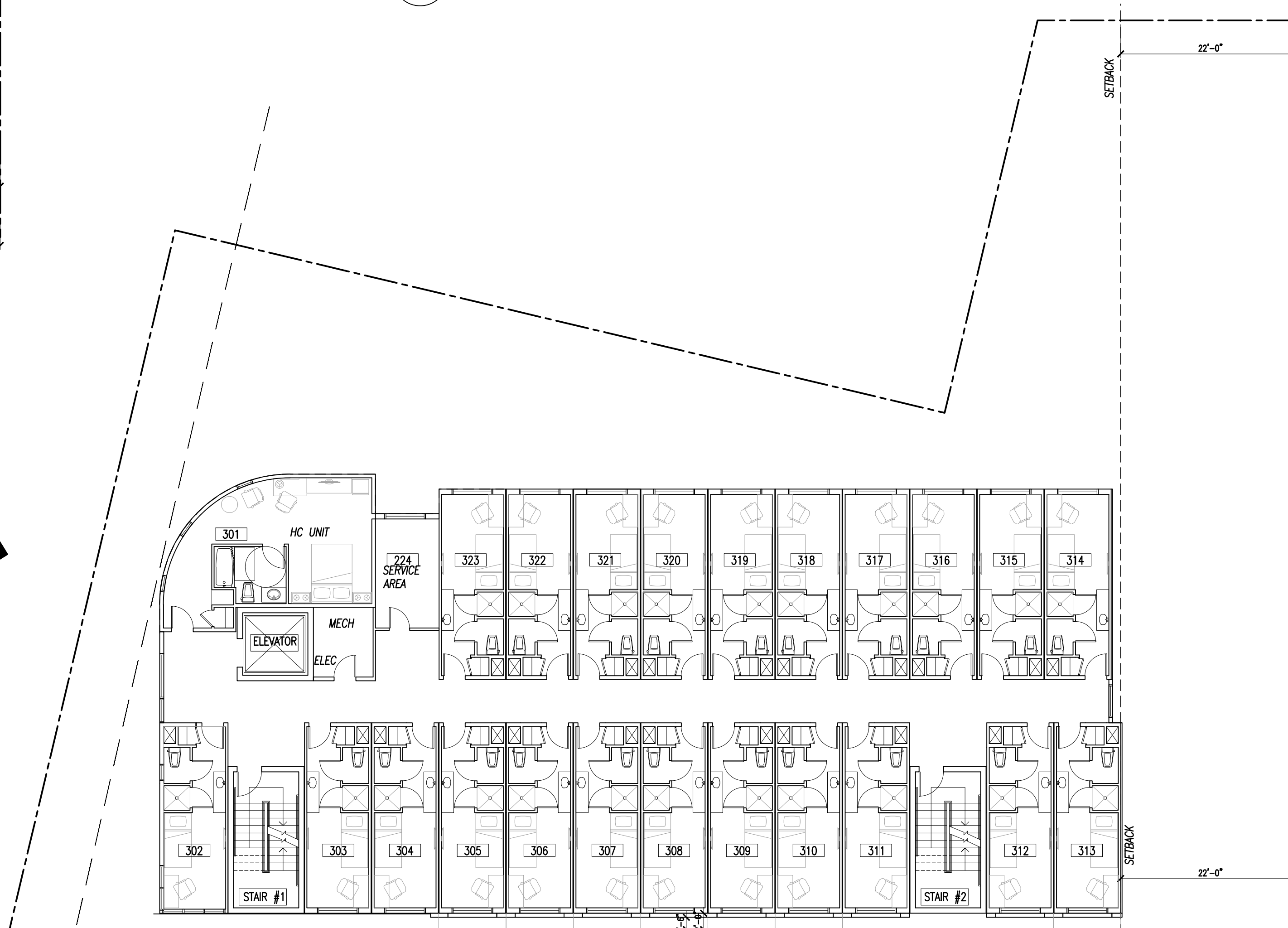
OF -- SHEETS



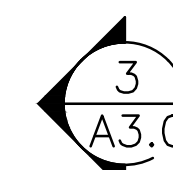
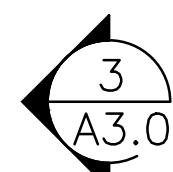
2 ROOF PLAN
SCALE: 3/32" = 1'-0"



3 TYPICAL GUESTROOM PLAN
SCALE: 1/4" = 1'-0"



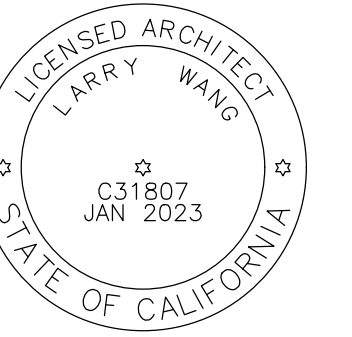
1 THIRD/ FOURTH FLOOR PLAN
SCALE: 3/32" = 1'-0"





TECTONIC BUILDERS CORPORATION

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06-30-2022_3rd PLANNING SUBMITTAL

JOB NO:

2567 HOTEL
EL CAMINO
2567 EL CAMINO REAL,
REDWOOD CITY, CA 94061
PRELIMINARY REVIEW

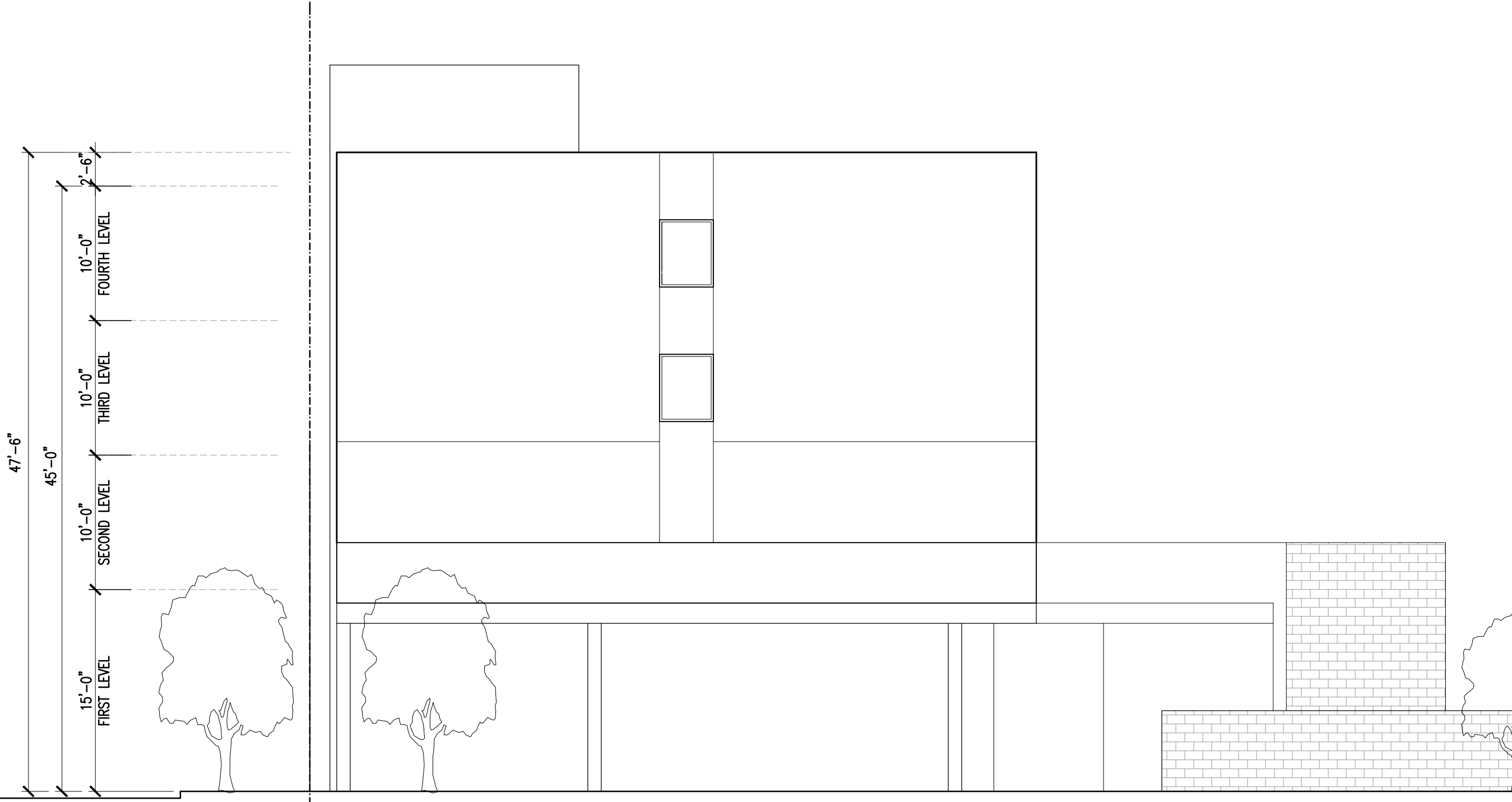
SHEET INFO

FRONT STREET (SOUTH)
NORTHUMBERLAND AVE
ELEVATIONS

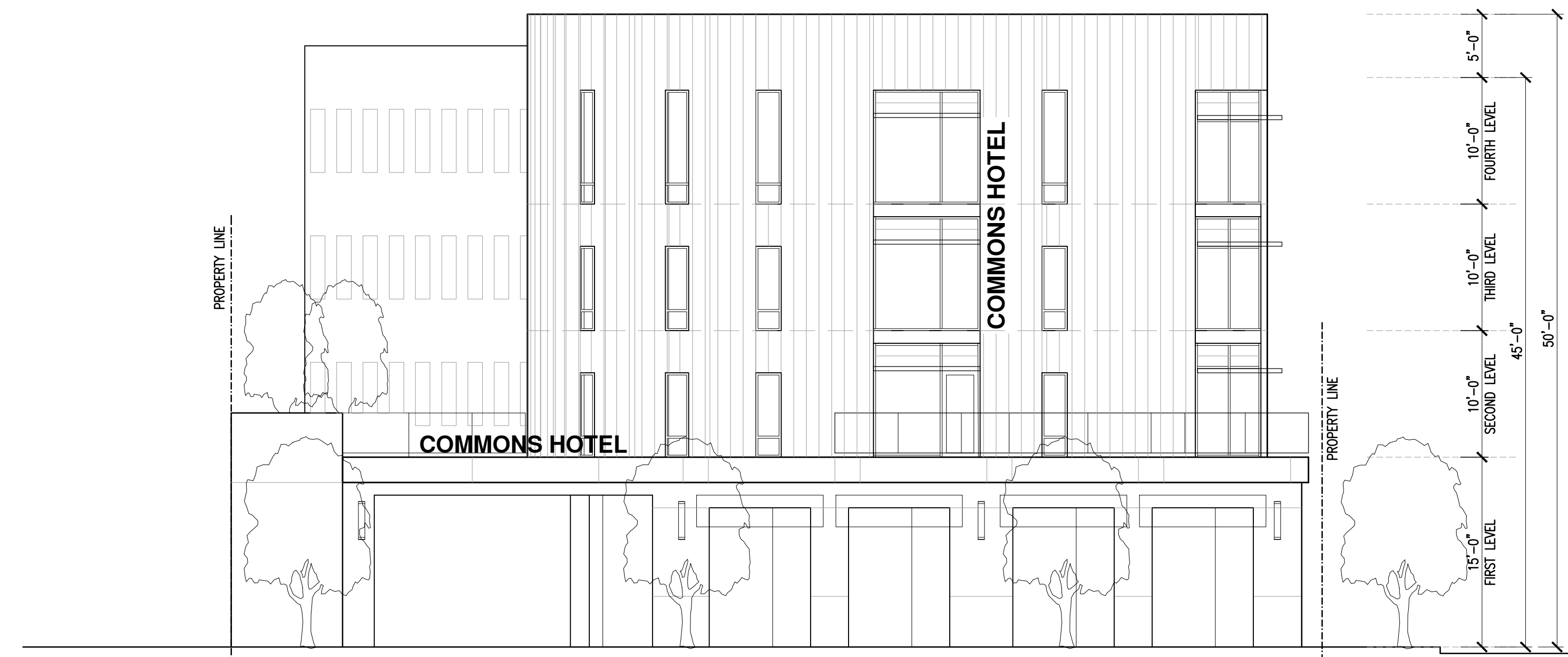
SHEET NO.

A3.0

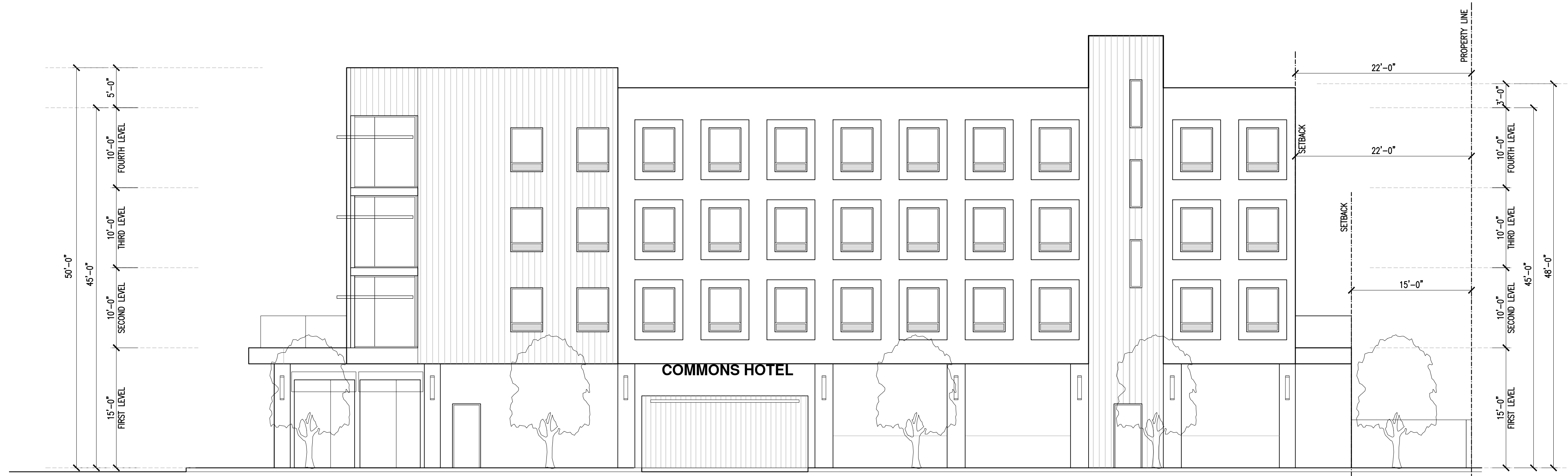
OF -- SHEETS



3 BACK ELEVATION
NORTH ELEVATION
SCALE: 1/8" = 1'-0"



2 EL CAMINO REAL ELEVATION
SOUTH ELEVATION
SCALE: 1/8" = 1'-0"



1 NORTHUMBERLAND ELEVATION
EAST ELEVATION
SCALE: 1/8" = 1'-0"



2 EL CAMINO REAL PERSPECTIVE SOUTH ELEVATION
SCALE: NTS

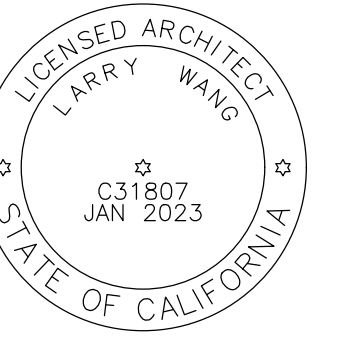


1 NORTHUMBERLAND PERSPECTIVE EAST ELEVATION
SCALE: NTS



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Cupertino, CA 95014



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01-18-2022_2nd PLANING SUBMITTAL

06-30-2022_3rd PLANING SUBMITTAL

JOB NO:

**2567 HOTEL
EL CAMINO**
2567 EL CAMINO REAL
REDWOOD CITY, CA 94061
PRELIMINARY REVIEW

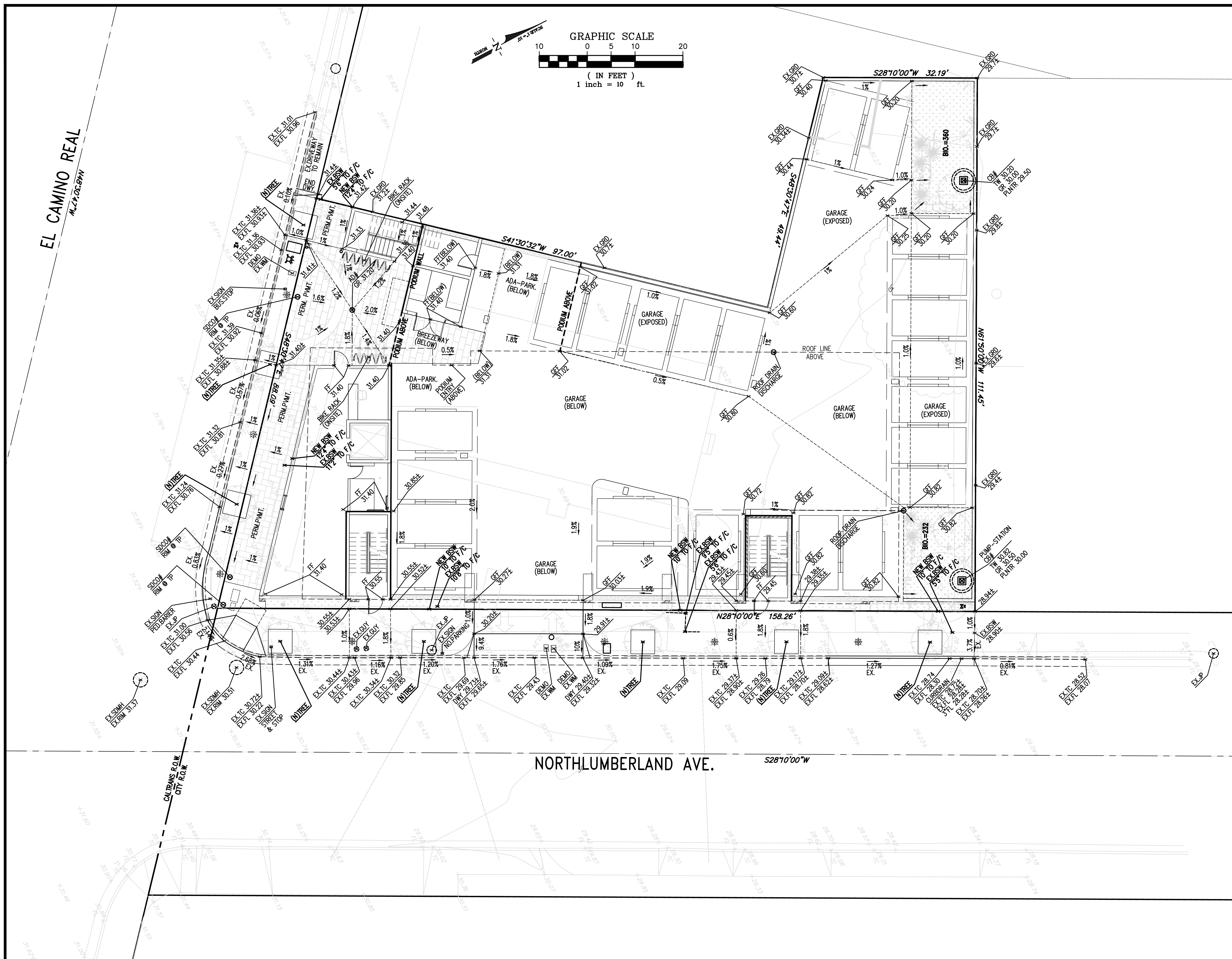
SHEET INFO

CONCEPTUAL
PERSPECTIVE
RENDERINGS

SHEET NO.

A3.2

OF -- SHEETS



EARTHWORK NOTES:

ANALYSIS PERFORMED:
DATE: 03/28/2022

EARTHWORK QUANTITIES:
GROSS CUT = 79 CY
GROSS FILL = 172 CY
NET (FILL) = 92 CY

1. CONTRACTOR SHALL BE RESPONSIBLE FOR PERFORMING INDEPENDENT QUANTITY ANALYSIS PRIOR TO BIDDING
2. ANALYSIS DOES NOT ACCOUNT FOR TRENCH SPOILS, FOOTINGS, OR SOIL-MITIGATION/OVER-EXCAVATION WORK.
3. ANALYSIS INCLUDES IMPORT FILL FOR FOUNDATION SLABS, SIDEWALKS, AND PAVEMENTS (IE: TO FINISH PAVEMENT ELEVATIONS)

Luk and Associates

Civil Engineering
Land Planning
Land Surveying
738 Alfred Nobel Drive
Hercules, CA 94547
Phone (510) 724-3388
Fax (510) 724-3383



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DATE: OCT 30, 2020

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- 08-26-2020_2ND-PRELIMINARY PLANNING SUBMITTAL
- 10-30-2020_3RD-PRELIMINARY PLANNING SUBMITTAL

Date: JULY 2021
Scale: 1" = 10'
Job No.: 20193A10
Drawing No.: MASTER-20193A10
Plot Date: 2022-06-29

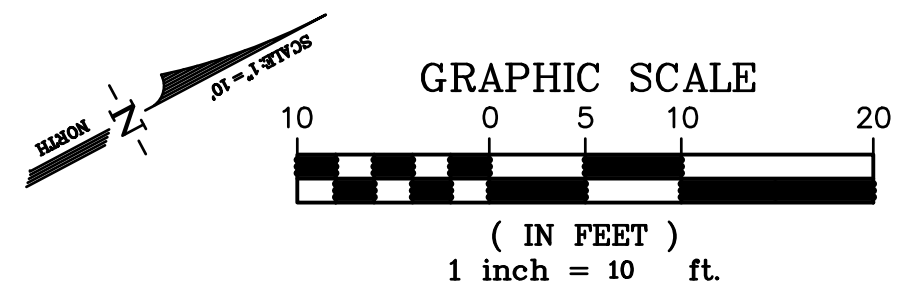
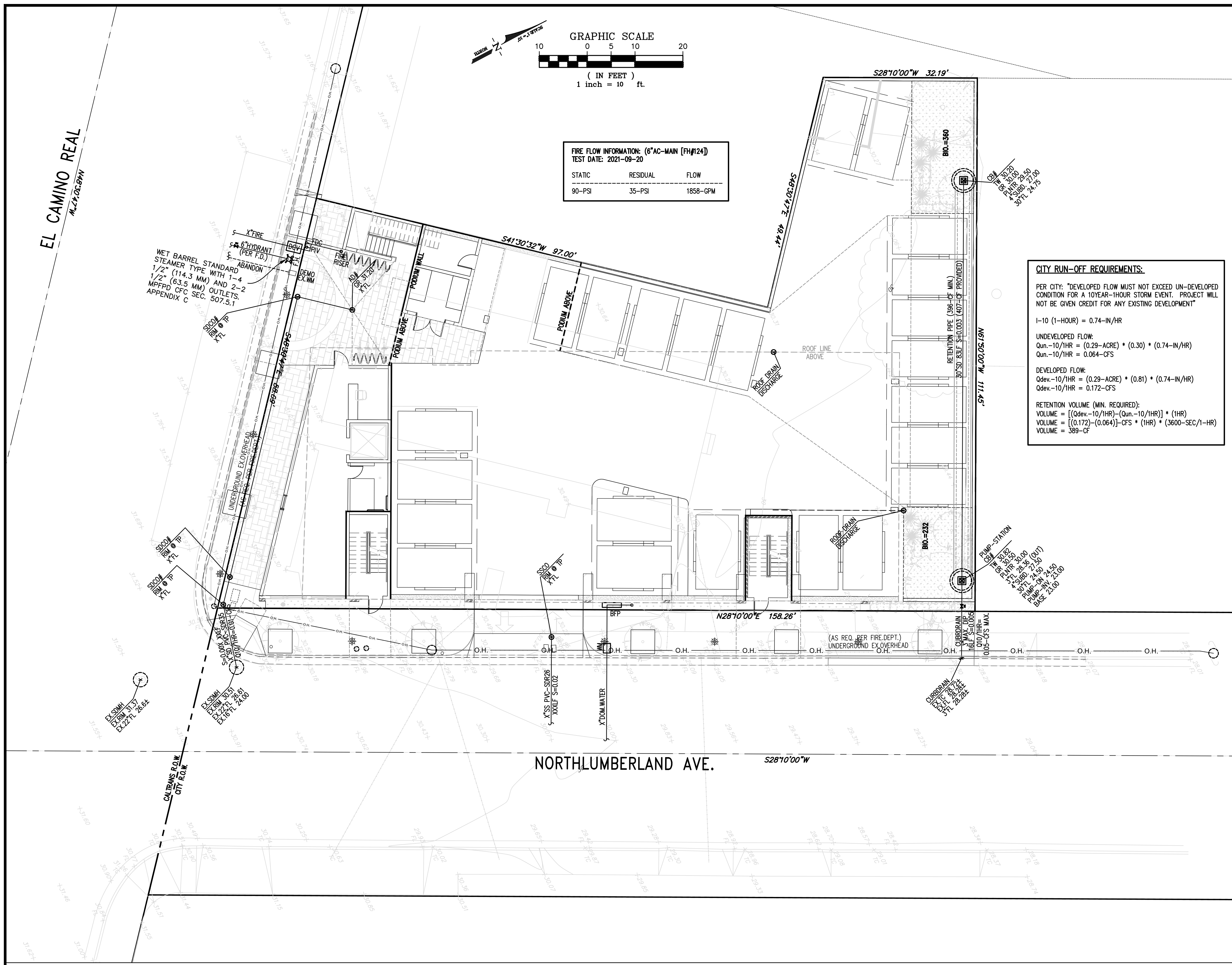
2567 HOTEL
EL CAMINO
2567 EL CAMINO REAL
REDWOOD CITY, CA 94061
PRELIMINARY REVIEW

SHEET INFO

GRADING PLAN:
ELEVATIONS

SHEET NO.

C-4.1



FIRE FLOW INFORMATION: (6"AC-MAIN [FH#124])
 TEST DATE: 2021-09-20

STATIC	RESIDUAL	FLOW
90-PSI	35-PSI	1858-GPM

CITY RUN-OFF REQUIREMENTS:

PER CITY: "DEVELOPED FLOW MUST NOT EXCEED UN-DEVELOPED CONDITION FOR A 10-YEAR-1-HOUR STORM EVENT. PROJECT WILL NOT BE GIVEN CREDIT FOR ANY EXISTING DEVELOPMENT"

1-10 (1-HOUR) = 0.74-IN/HR

UNDEVELOPED FLOW:
 $Q_{un-10/1HR} = (0.29-ACRE) * (0.30) * (0.74-IN/HR)$
 $Q_{un-10/1HR} = 0.064-CFS$

DEVELOPED FLOW:
 $Q_{dev-10/1HR} = (0.29-ACRE) * (0.81) * (0.74-IN/HR)$
 $Q_{dev-10/1HR} = 0.172-CFS$

RETENTION VOLUME (MIN. REQUIRED):
 $VOLUME = [(Q_{dev-10/1HR}) - (Q_{un-10/1HR})] * (1HR)$
 $VOLUME = [(0.172) - (0.064)] - CFS * (1HR) * (3600-SEC/1-HR)$
 $VOLUME = 389-CF$

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Date: JULY 2021
 Scale: 1" = 10'
 Job No.: 20193A10
 Drawing No.: MASTER-20193A10
 Plot Date: 2022-06-29

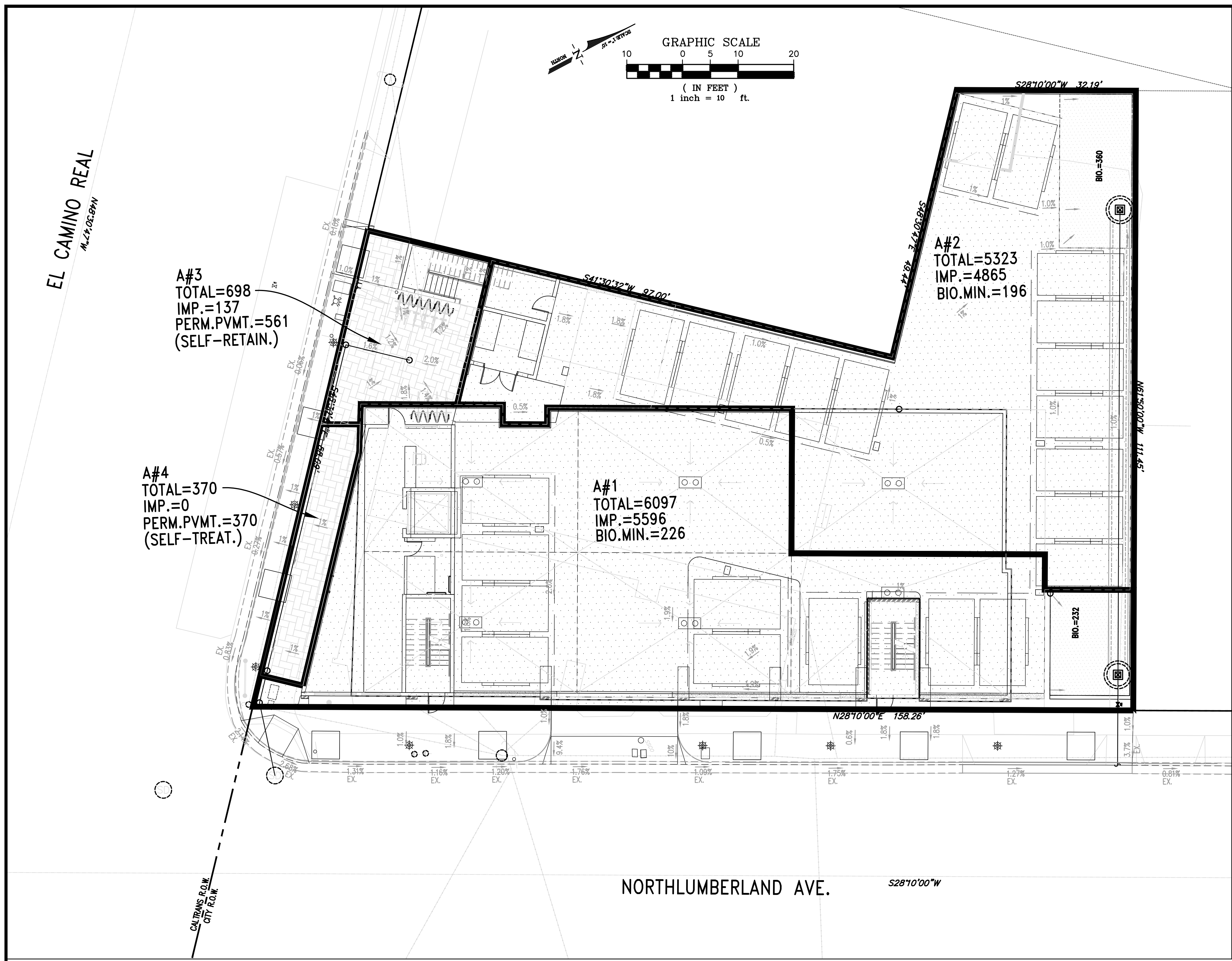
2567 HOTEL
 EL CAMINO
 2567 EL CAMINO REAL
 REDWOOD CITY, CA 94061
 PRELIMINARY REVIEW

SHEET INFO

UTILITY PLAN:

SHEET NO.

C-5.1



PROPOSED SITE

- LEGEND**
- IMPERVIOUS SURFACE
 - PERMEABLE SURFACE
 - BIORETENTION AREA
 - DRAINAGE MANAGEMENT AREA LIMIT
 - A#** DRAINAGE MANAGEMENT AREA NUMBER
 - TOTAL=** TOTAL DRAINAGE AREA
 - IMP.=** IMPERVIOUS AREA
 - PERM.PVMT.=** PERMEABLE PAVEMENT
 - BIO.MIN.=** MINIMUM REQUIRED BIORETENTION AREA

CITY NOTES

- LABEL ALL STORM DRAIN INLETS WITH "NO DUMPING! FLOWS TO BAY" METAL DISK MEDALLION, PAINTED STENCIL, OR EQUAL.

* TREATMENT ONLY (LESS THAN 1-ACRE OF IMPERVIOUS SURFACE)

STORM TREATMENT DESIGN (PER SAN MATEO COUNTY)*							
DMA & IMP NAME	TYPE	A SIZING FACTOR	D.M. AREA (S.F.)	RUNOFF SURFACE TYPE	C-FACTOR VALUE*	MIN. SIZE (S.F.)	PLANNED SIZE (S.F.)
A1	BIO-RETENTION AREA	4% *	5596	IMPERVIOUS	1.0	226	232
			501	PERVIOUS	0.1		
A2	BIO-RETENTION AREA	4% *	4865	IMPERVIOUS	1.0	196	360
			458	PERVIOUS	0.1		
			0	PERM.-PAVERS	0.1		
A3	SELF-RETAINING AREA	1"CAP. MIN. 2-1 MAX.	137	IMPERVIOUS	N/A	1"CAP. =58-CF MIN. 2-1 MAX. 0.24-1 (OK)	561-SF 3.1"RESERVOIR =58-CF
			0	PERVIOUS	N/A		
			561	PERM.-PAVERS	N/A		
A4	SELF-TREATING AREA	N/A	0	IMPERVIOUS	N/A	N/A	N/A
			0	PERVIOUS	N/A		
			370	PERM.-PAVERS	N/A		

PROPOSED SURFACE-AREA TABLE

PROPOSED SITE			
IMPERVIOUS [TO REMAIN] (SF)	IMPERVIOUS [TO INSTALL] (SF)	PERVIOUS AREA (SF)	TOTAL
0	10,598	1,890	12,488

EXISTING SURFACE-AREA TABLE

EXISTING SITE			
IMPERVIOUS [TO REMAIN] (SF)	IMPERVIOUS [TO REMOVE] (SF)	PERVIOUS AREA (SF)	TOTAL
0	11,850	638	12,488



EXISTING SITE

- LEGEND**
- EXISTING IMPERVIOUS SURFACE
 - PROPERTY BOUNDARY LIMIT
 - TOTAL =** TOTAL DRAINAGE AREA
 - IMP. =** IMPERVIOUS AREA

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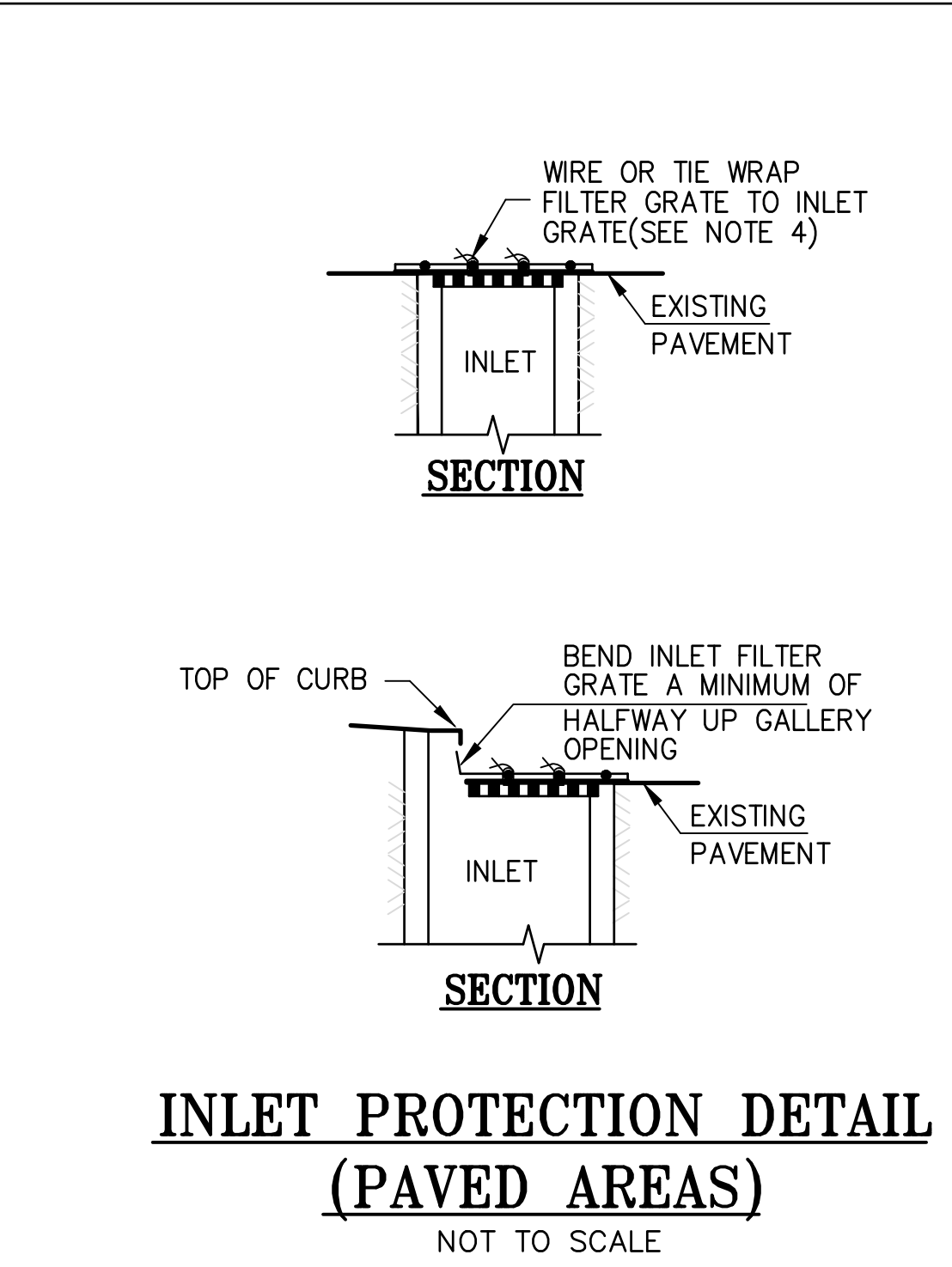
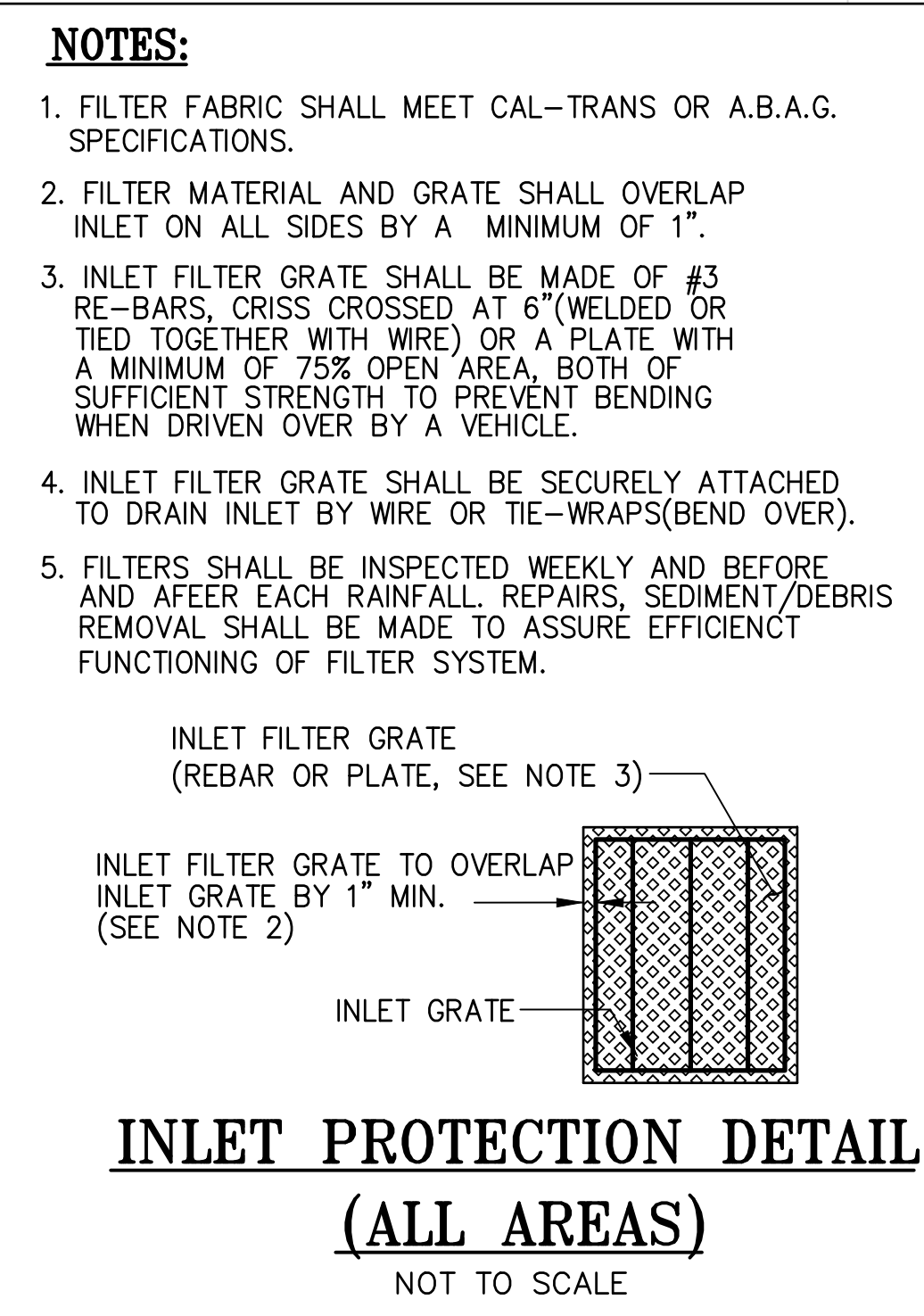
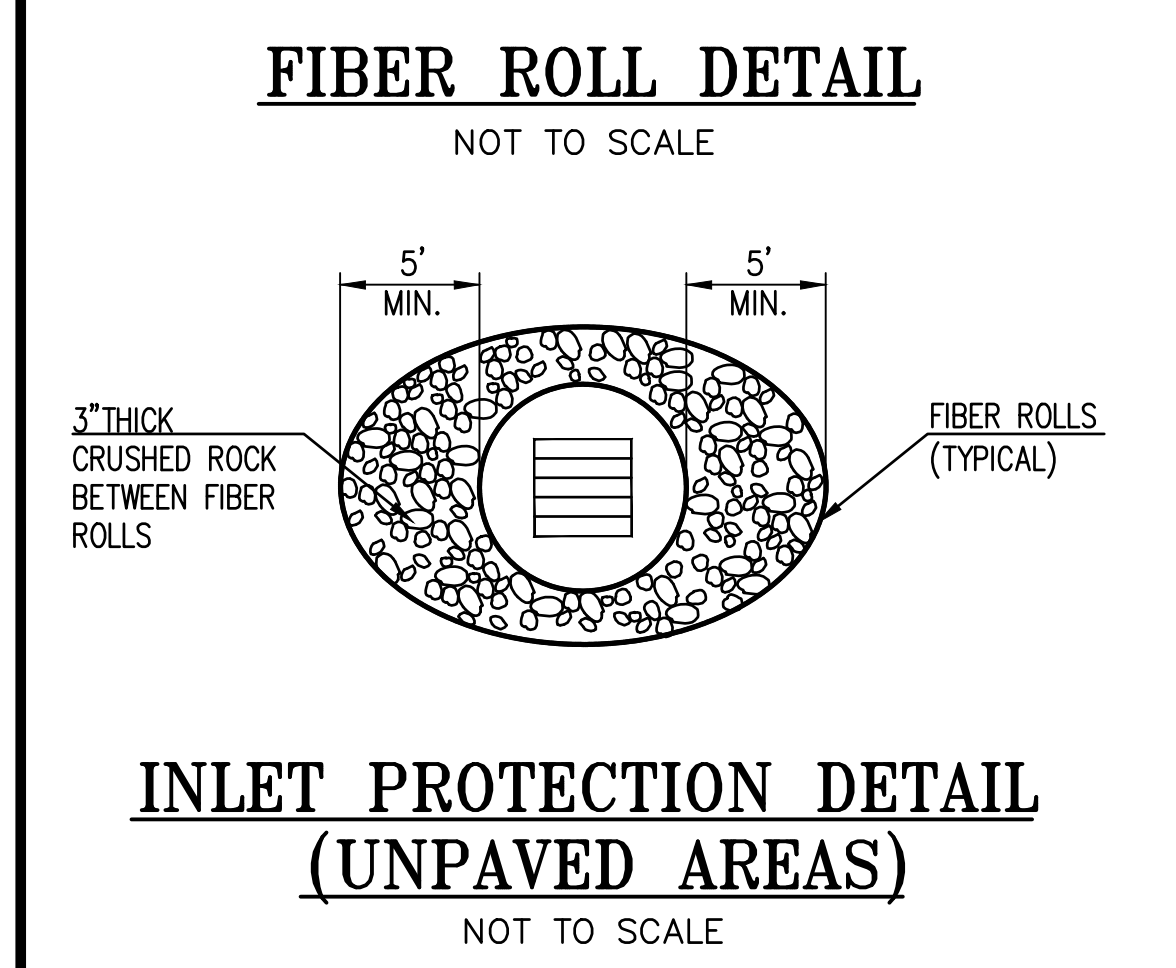
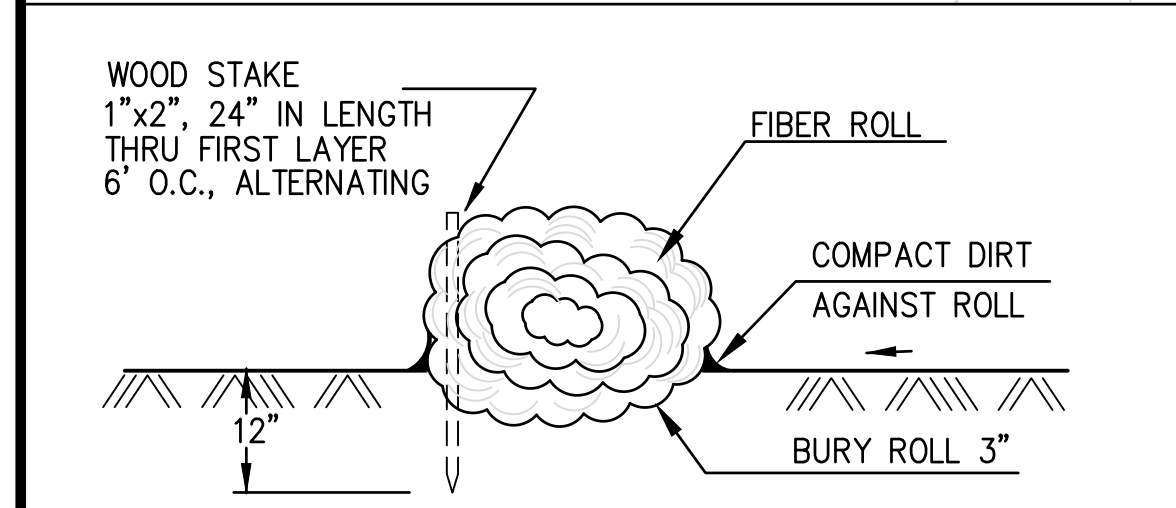
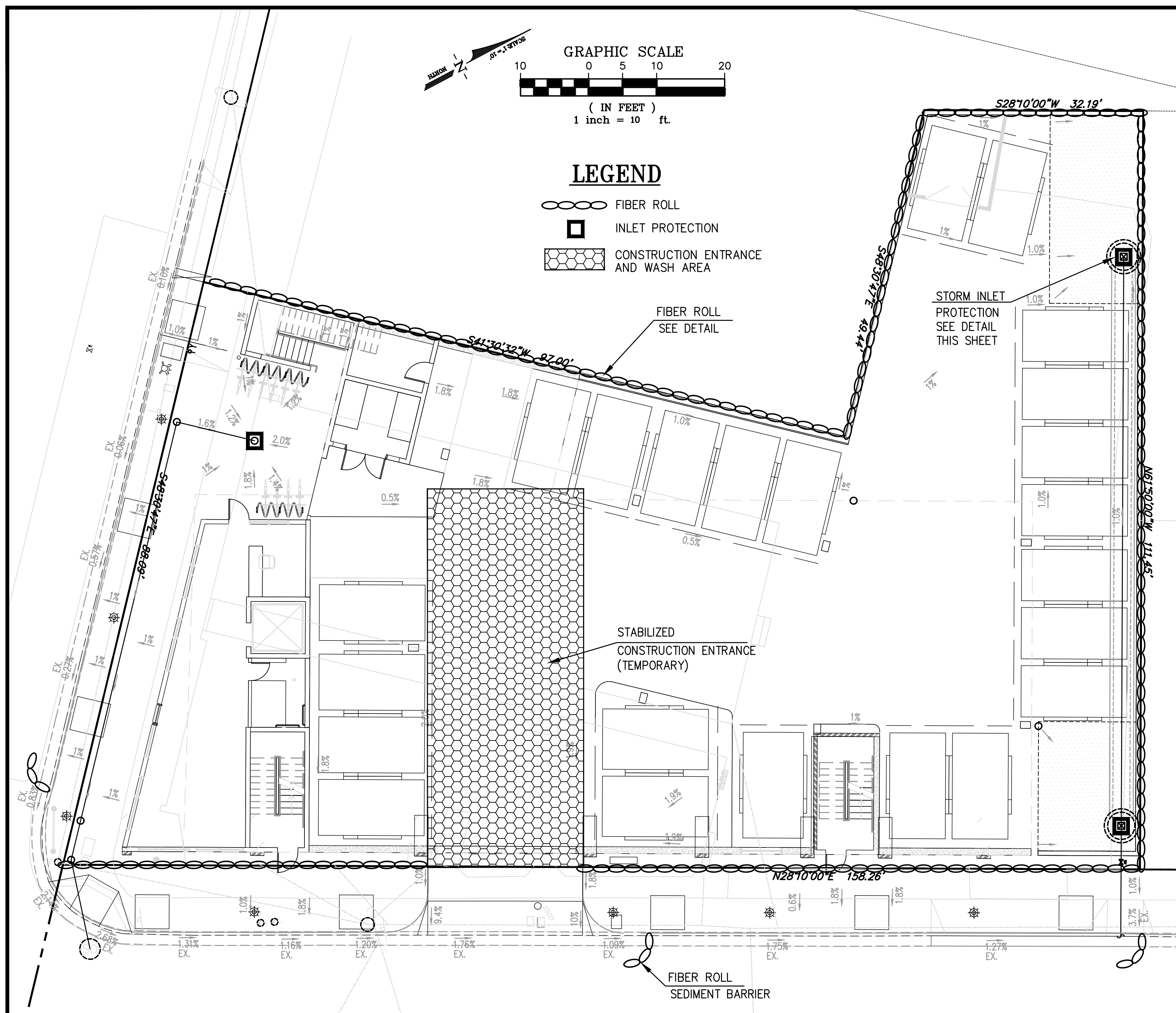
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Date: JULY 2021
 Scale: 1" = 10'
 Job No.: 20193A10
 Drawing No.: MASTER-20193A10
 Plot Date: 2022-06-29

2567 HOTEL
 EL CAMINO
 2567 EL CAMINO REAL
 REDWOOD CITY, CA 94061
 PRELIMINARY REVIEW

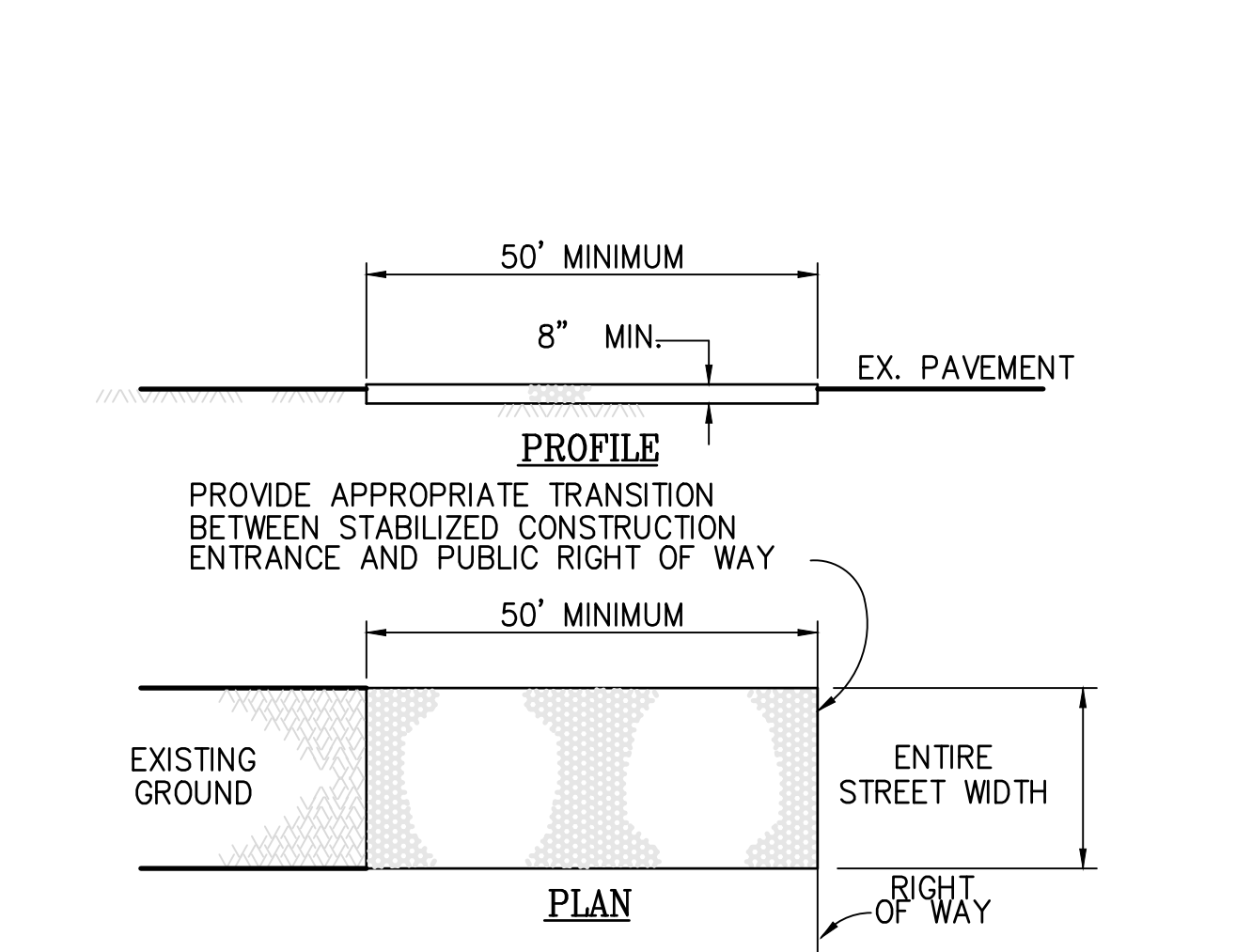
SHEET INFO
 STORMWATER TREATMENT PLAN

SHEET NO.
C-6.1



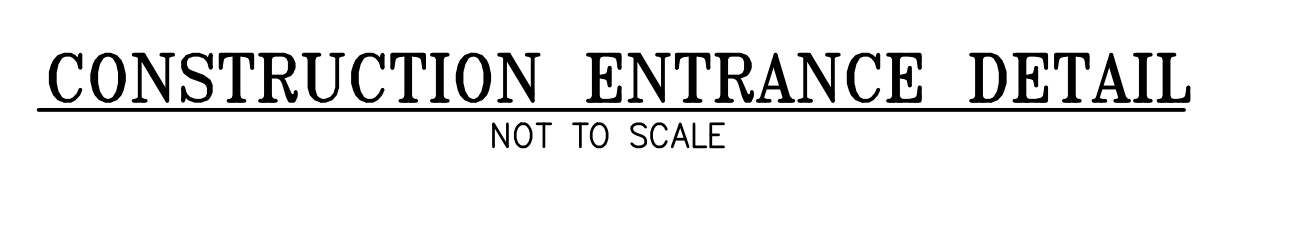
CITY EROSION NOTES:

- EROSION CONTROL POINT OF CONTACT: (THE E.C. POINT OF CONTACT WILL BE THE COUNTY'S MAIN POINT OF CONTACT IF EROSION CONTROL OR TREE PROTECTION CORRECTIONS ARE REQUIRED.)
NAME: _____
TITLE/QUALIFICATION: _____
EMAIL: _____
PHONE: _____
- PERFORM CLEARING AND EARTH-MOVING ACTIVITIES ONLY DURING DRY WEATHER. MEASURES TO ENSURE ADEQUATE EROSION AND SEDIMENT CONTROL SHALL BE INSTALLED PRIOR TO EARTH-MOVING ACTIVITIES AND CONSTRUCTION
- MEASURES TO ENSURE ADEQUATE EROSION AND SEDIMENT CONTROL ARE REQUIRED YEAR-ROUND. STABILIZE ALL DENUDE AREAS AND MAINTAIN EROSION CONTROL MEASURES CONTINUOUSLY BETWEEN OCTOBER 1 AND APRIL 30.
- STORE, HANDLE, AND DISPOSE OF CONSTRUCTION MATERIALS AND WASTES PROPERLY, SO AS TO PREVENT THEIR CONTACT WITH STORMWATER
- CONTROL AND PREVENT THE DISCHARGE OF ALL POTENTIAL POLLUTANTS, INCLUDING PAVEMENT CUTTING WASTES, PAINTS, CONCRETE, PETROLEUM PRODUCTS, CHEMICALS, WASH WATER OR SEDIMENTS, AND NON-STORMWATER DISCHARGES TO STORM DRAINS AND WATERCOURSES
- USE SEDIMENT CONTROLS OR FILTRATION TO REMOVE SEDIMENT WHEN DEWATERING SITE AND OBTAIN REGIONAL WATER QUALITY CONTROL BOARD (RWQCB) PERMIT(S) AS NECESSARY.
- AVOID CLEANING, FUELING, OR MAINTAINING VEHICLES ON-SITE, EXCEPT IN A DESIGNATED AREA WHERE WASH WATER IS CONTAINED AND TREATED
- LIMIT AND TIME APPLICATIONS OF PESTICIDES AND FERTILIZERS TO PREVENT POLLUTED RUNOFF.
- LIMIT CONSTRUCTION ACCESS ROUTES TO STABILIZED, DESIGNATED ACCESS POINTS.
- AVOID TRACKING DIRT OR OTHER MATERIALS OFF-SITE; CLEAN OFF-SITE PAVED AREAS AND SIDEWALKS USING DRY SWEEPING METHODS.
- TRAIN AND PROVIDE INSTRUCTION TO ALL EMPLOYEES AND SUBCONTRACTORS REGARDING THE WATERSHED PROTECTION MAINTENANCE STANDARDS AND CONSTRUCTION BEST MANAGEMENT PRACTICES.
- PLACEMENT OF EROSION MATERIALS AT THESE LOCATIONS ARE REQUIRED ON WEEKENDS AND DURING RAIN EVENTS (SEE PLAN).
- THE AREAS DELINEATED ON THE PLANS FOR PARKING, GRUBBING, STORAGE, ETC., SHALL NOT BE ENLARGED OR "RUN OVER."
- CONSTRUCTION SITES ARE REQUIRED TO HAVE EROSION CONTROL MATERIALS ON-SITE DURING THE "OFF-SEAS BOW."
- DUST CONTROL IS REQUIRED YEAR-ROUND.
- EROSION CONTROL MATERIALS SHALL BE STORED ON-SITE.
- USE OF PLASTIC SHEETING BETWEEN OCTOBER 1 AND APRIL 30 IS NOT ACCEPTABLE, UNLESS FOR USE ON STOCKPILES WHERE THE STOCKPILE IS ALSO PROTECTED WITH FIBER ROLLS CONTAINING THE BASE OF THE STOCKPILE.
- TREE PROTECTION SHALL BE IN PLACE BEFORE ANY DEMOLITION, GRADING, EXCAVATING OR GRUBBING IS STARTED.



CONSTRUCTION SPECIFICATIONS

- THE MATERIAL FOR CONSTRUCTION SHALL BE 2 TO 3 INCH ROCK
- LENGTH - AS EFFECTIVE, BUT NOT LESS THAN 50 FEET.
- THICKNESS - NOT LESS THAN EIGHT (8) INCHES.
- WIDTH - NOT LESS THAN FULL WIDTH OF ALL POINTS OF INGRESS OR EGRESS.
- WASHING - WHEN NECESSARY, WHEELS SHALL BE CLEANED TO REMOVE SEDIMENT PRIOR TO ENTRANCE ONTO PUBLIC RIGHT OF WAY. WHEN WASHING IS REQUIRED, IT SHALL BE DONE ON AN AREA STABILIZED WITH CRUSHED STONE WHICH DRAINS INTO AN APPROVED SEDIMENT TRAP OR SEDIMENT BASIN. ALL SEDIMENT SHALL BE PREVENTED FROM ENTERING ANY STORM DRAIN, DITCH, OR WATERCOURSE THROUGH USE OF SAND BAGS, GRAVEL BOARDS OR OTHER APPROVED METHODS.
- MAINTENANCE - THE ENTRANCE SHALL BE MAINTAINED IN A CONDITION WHICH WILL PREVENT TRACKING OR FLOWING OF SEDIMENT ONTO PUBLIC RIGHT OF WAY. THIS MAY REQUIRE PERIODIC TOP DRESSING WITH ADDITIONAL STONE AS CONDITIONS DEMAND AND REPAIR AND/OR CLEANOUT OF ANY MEASURES USED TO TRAP SEDIMENT. ALL SEDIMENT SPILLED, DROPPED, WASHED OR TRACKED ONTO PUBLIC RIGHT OF WAY MUST BE REMOVED IMMEDIATELY.



EROSION CONTROL NOTES:

- CONTRACTOR IS RESPONSIBLE FOR ALL ASPECTS OF "EROSION CONTROL" AND SHALL INSTALL AND MAINTAIN ANY DEVICES AND MEASURES NECESSARY TO THE SATISFACTION OF THE CITY ENGINEER, DURING THE ENTIRE CONSTRUCTION PERIOD.
- TO MINIMIZE EROSION OF GRADED BANKS, ALL GRADED BANKS SHALL BE HYDROSEED, LANDSCAPED OR SEALED BEFORE OCTOBER 1. ANY CONCRETE LINED "V" DITCHES DESIGNED TO PROTECT THE BANKS SHALL BE CONSTRUCTED WHEN THE GRADING OF THE BANKS IS COMPLETED. IF THE PERMANENT STORM DRAIN SYSTEM IS NOT CONSTRUCTED TO ACCEPT DISCHARGE FROM THESE DITCHES BY OCTOBER 1, TEMPORARY DITCHES SHALL BE CONSTRUCTED TO CONTAIN THE STORM WATER AND DIRECT IT, IN A MANNER THAT AVOIDS EROSION OF THE BANKS, TO THE EROSION AND SEDIMENT CONTROL FACILITIES.
- THE CONTRACTOR SHALL PLACE COARSE DRAIN ROCK AS A GRAVEL ROADWAY (8" MIN. THICK FOR THE FULL WIDTH AND 50' LONG) AT EACH ENTRANCE TO THE SITE (SEE DETAIL ON THIS SHEET). ANY MUD THAT IS TRACKED ONTO PUBLIC STREETS SHALL BE REMOVED THAT SAME DAY AND AS REQUIRED BY THE CITY INSPECTOR.
- ALL EROSION CONTROL MEASURES SHALL BE MAINTAINED UNTIL DISTURBED AREAS ARE STABILIZED AND CHANGES TO THIS EROSION AND SEDIMENT CONTROL PLAN SHALL BE MADE TO MEET FIELD CONDITIONS ONLY WITH THE APPROVAL OF OR AT THE DIRECTION OF THE DIRECTOR OF PUBLIC WORKS.
- DURING THE ENTIRE CONSTRUCTION PERIOD, ALL PAVED AREAS SHALL BE KEPT CLEAR OF EARTH MATERIAL AND DEBRIS. THE SITE SHALL BE MAINTAINED TO MINIMIZE SEDIMENT-LADEN RUNOFF TO ANY STORM DRAINAGE SYSTEM.
- THIS PLAN COVERS ONLY THE FIRST WINTER FOLLOWING GRADING. PLANS ARE TO BE RE-SUBMITTED FOR CITY APPROVAL PRIOR TO THE SEPTEMBER 1 OF EACH SUBSEQUENT YEAR UNTIL THE SITE IMPROVEMENTS ARE ACCEPTED BY THE CITY.
- ALL EROSION CONTROL FACILITIES MUST BE INSPECTED AND REPAIRED AT THE END OF EACH WORKING DAY OR DAILY DURING THE ENTIRE CONSTRUCTION PERIOD.
- ANY SEDIMENT BASINS SHALL BE CLEARED OUT WHENEVER SEDIMENT REACHES THE SEDIMENT CLEANOUT LEVEL INDICATED ON THE PLANS.
- BORROW AREAS AND TEMPORARY STOCKPILES SHALL BE PROTECTED WITH APPROPRIATE EROSION CONTROL MEASURES TO THE SATISFACTION OF THE DIRECTOR OF PUBLIC WORKS.
- ALL CUT AND FILL SLOPES ARE TO BE PROTECTED TO PREVENT OVERBACK FLOW.
- THIS PLAN MAY NOT COVER ALL THE SITUATION THAT ARISE DURING CONSTRUCTION DUE TO ANTICIPATED FIELD CONDITIONS. VARIATIONS MAY BE MADE TO THE PLAN IN THE FIELD, SUBJECT TO THE APPROVAL OF THE CITY.
- HYDROSEED ALL CUT AND FILL SLOPES WHICH ARE STEEPER THAN 5% WITH A NON-INVASIVE SPECIES HYDROSEED MIX.
- TO CONTROL EROSION WITHIN THE STREET RIGHT-OF-WAY, FIBER ROLLS, SANDBAGS, EARTH BERMS OR OTHER SUITABLE MATERIALS SHALL BE PLACED WITHIN ALL UNPAVED STREETS DURING THE ENTIRE CONSTRUCTION PERIOD. THESE ROLLS OF FIBER SHALL BE PALCED AT 300-FOOT MAXIMUM INTERVALS OR AS REQUIRED BY THE CITY ENGINEER (SEE FIBER ROLL DETAIL, THIS SHEET). THE ROLLS SHALL BE SECURELY ANCHORED IN PLACED BY STAKES OR REBARS DRIVEN THROUGH THE ROLLS WITH THE FIRST STAKE IN EACH ROLL ANGLED TOWARD THE PREVIOUSLY LAID ROLL TO FORCE THEM TOGETHER. THE ROLLS SHALL BE MAINTAINED IN GOOD CONDITION FOR THE ENTIRE CONSTRUCTION PERIOD UNTIL THE STREET IS PAVED. ROLLS OF FIBER OR OTHER SUITABLE MATERIALS SHALL BE USED TO PREVENT SEDIMENT LADEN RUNOFF FROM ENTERING ANY PARTIALLY COMPLETED STORM DRAIN SYSTEM.

- TO MINIMIZE STORM WATER RUNOFF FROM THE SITE, EARTH BERMS SHALL BE CONSTRUCTED ON EACH PAD AS IT IS GRADED. THE EARTH BERMS SHALL BE 1-FOOT MINIMUM IN HEIGHT AND PLACED SO THE STORM WATER FALLING ONTO THE PAD AREA AND THE SURROUNDING UPHILL BANKS WILL BE TRAPPED ON THE PAD (SEE EARTH BERM DETAIL, THIS SHEET). THE CONTRACTOR IS RESPONSIBLE FOR INSPECTING AND REPAIRING THE BERMS ON EACH PAD DURING THE ENTIRE CONSTRUCTION PERIOD AND MAINTAINING THEM IN GOOD CONDITION UNTIL THE BUILDING CONSTRUCTION IS COMPLETED. THE CONTRACTOR SHALL ENSURE COMPLIANCE WITH THE REQUIREMENTS REGARDING PAD MOISTURE CONTENT, COMPACTION, AND ALL OTHER CONDITIONS SET FORTH BY THE GEOTECHNICAL ENGINEER.
- WHEN TEMPORARY STRUCTURES HAVE SERVED THEIR INTENDED PURPOSE AND THE CONTRIBUTING DRAINAGE AREA HAS BEEN PROPERLY STABILIZED, THE ENBANKMENT AND RESULTING SEDIMENT DEPOSITS ARE TO BE LEVELED OR OTHERWISE DISPOSED OF AS RECOMMENDED BY THE GEOTECHNICAL ENGINEER.

Luk and Associates
Civil Engineering
Land Planning
Land Surveying
738 Alfred Nobel Drive
Hercules, CA 94547
Phone (510) 724-3388
Fax (510) 724-3383



PLAN CHECK SET
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08-26-2020_2ND-PRELIMINARY PLANNING SUBMITTAL
10-30-2020_3RD-PRELIMINARY PLANNING SUBMITTAL

Date: JULY 2021
Scale: 1" = 10'
Job No.: 20193A10
Drawing No.: MASTER-20193A10
Plot Date: 2022-06-29

2567 HOTEL
EL CAMINO
2567 EL CAMINO REAL
REDWOOD CITY, CA 94061
PRELIMINARY REVIEW

SHEET INFO
EROSION CONTROL PLAN
SHEET NO.
C-7.1



County of San Mateo - Planning and Building Department

ATTACHMENT C



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

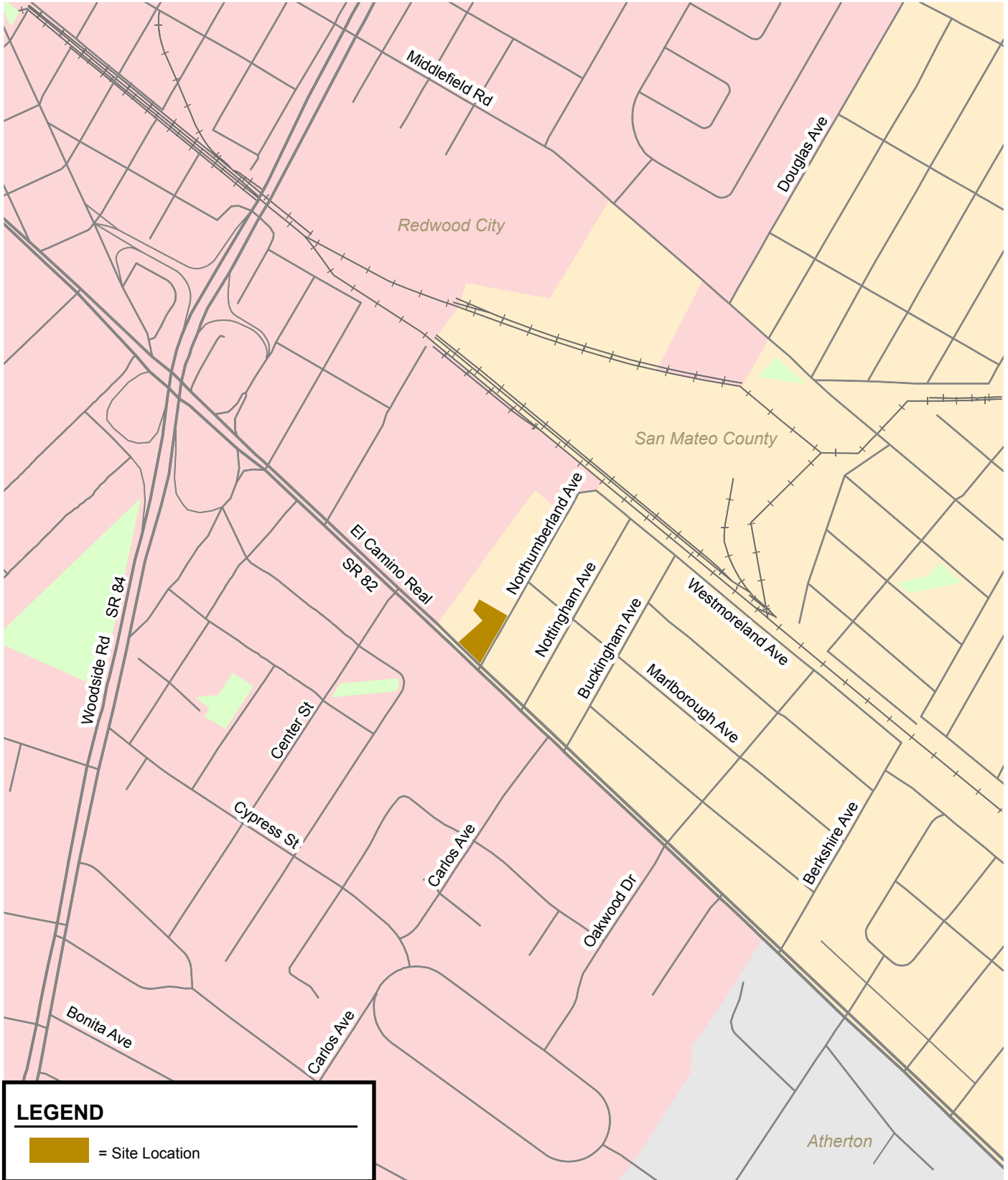


Figure 1
Site Location

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.



County of San Mateo - Planning and Building Department

ATTACHMENT D

March 24, 2021

Dazhi Chen
1561 Blaney Avenue
San Jose, CA 95129

Dear Mr. Chen:

SUBJECT: Summary of County Comments and Comments/Questions Received at a Major Development Pre-Application Public Workshop on February 25, 2021 County File Number: PRE 2020-00054

Thank you for your participation in the virtual public workshop held on February 25, 2021 via Microsoft Teams, regarding the proposed hotel development spanning 3 parcels (APN's 054-261-220, 054-261-230, 054-261-210) in the unincorporated North Fair Oaks area of San Mateo County. APN 054-261-210 will require a General Plan Amendment and Zoning Amendment. APN 054-261-210, currently zoned R-3/S-5 (Multiple-family Residential; S-5 Combining District), is proposed to be re-zoned to CMU-1 (Commercial Mixed Use-1 District, North Fair Oaks) to allow for commercial development. The General Plan Land Use Designation would change from Medium High Density Residential to Commercial Mixed Use. The proposal would yield a hotel development with approximately 69 hotel units and 51 parking spaces.

The information and comments exchanged are invaluable in fostering an understanding of the surrounding community's concerns and comments about the project. The purpose of this letter is to summarize the comments received at the workshop and include comments from the County Planning, other reviewing departments and additional comments from interested parties.

Besides the applicant, there were about 10 members of the public in attendance at the meeting. Staff did not receive any correspondence from the public prior to the meeting.

SUMMARY OF PUBLIC COMMENTS REGARDING THE PROJECT

Generally, interested members of the public in attendance at the meeting expressed concerns regarding traffic and impacts to residential development adjacent to the parcel proposed for rezone. Concerns were expressed that the project would negatively impact the community and neighborhood as supported by the comments listed below:



1. **Traffic Impacts:** The project will increase traffic in the area.

Staff Input: The applicant is required to evaluate traffic impacts related to a hotel development use. The evaluation must show anticipated trips generated and any increase in Vehicle Miles Traveled (VMT) or decrease in Level of Service (LOS) and key intersections. A traffic study and mitigation of any impacts is required if the project will negatively impact LOS or VMT as determined by the County Public Works Department.

2. **Impacts to Adjacent Development:** The new development will impact adjacent residential development.

Staff Input: The parcel APN 054-261-210 will be maintained as a parking lot with car lifts to accommodate parking requirements. The adjacent parcel is developed with an existing single-family residence. The project is required to comply with the county noise ordinance and may not exceed maximum levels as outlined in county ordinance code 4.88.330 through 4.88.350. Staff recommends the project consider installing additional sound barriers such as a masonry wall to minimize any noise pollution into the adjacent residential property.

One neighboring property/business owner in attendance expressed support for the project as the proposed development would help improve and revitalize the property and immediate vicinity which has been a place where neighborhood trash would collect. The business owner would welcome the additional traffic that would generate new business for his restaurant.

WRITTEN COMMENTS

In summary, prior to and after the meeting planning staff did not receive any comments from the public on this project.

COMMENTS FROM OTHER REVIEWING AGENCIES

To date, Planning Staff has received preliminary comments from the following agencies:

County Current Planning Section

1. The proposed zoning, Commercial Mixed Use-1 (CMU-1), and General Plan Land Use designation, Commercial Mixed Use, would potentially allow for a 69-unit hotel.
2. Should the applicant move forward with an application for the project as proposed, the required application would include a Use Permit, General Plan Amendment and Zoning Amendment.

3. Should the applicant move forward with an application for the project as proposed, the application and all supporting documents and materials would be subject to review and approval by several departments, companies and agencies, including but not limited to: California Department of Transportation - District 4, County Department of Public Works, California Water Service – Bear Gulch District, Fair Oaks Sewer Maintenance District, and Menlo Park Fire Protection District. Agencies may request additional information if needed.
4. At the time of application, the project will be reviewed under the California Environmental Quality Act. A determination will be made as to the level of review required. A Negative Declaration, Mitigated Negative Declaration, or Environmental Impact Report (EIR) certified by the Board of Supervisors is required for the approval of this project.

Building Inspection Section - Geotechnical

5. The site is located within a State-Mandated liquefaction hazard investigation zone. A geotechnical report shall be submitted for review at the planning permit application stage.

Department of Public Works (DPW)

6. A traffic assessment is required at the time of a planning project submittal to determine if the project is below LOS and VMT thresholds in accordance with traffic impact analysis requirements and VMT analysis criteria. More information can be found at: <https://publicworks.smcgov.org/documents/traffic-impact-analysis-requirements>
7. El Camino Real is Caltrans right-of-way, please coordinate with Caltrans for access off of El Camino Real.
8. The owner shall enter into agreement with the County for the owner to maintain improvements in the right-of-way along Northumberland Avenue at no cost to the County.
9. For driveway detail, use the County's standard for driveways; see DPW's website for additional information.
10. Check sight distance for proper access.
11. This project will require a civil site plan. Runoff from this project may not exceed the pre-development condition. Please coordinate with the stormwater reviewer for specific details and Nation Pollution Discharge Elimination System (NPDES) requirements.

Building Inspection Section - Drainage

12. The following will be required at the time of Planning permit submittal:
 - a. A Preliminary drainage report demonstrating compliance with C.3 Treatment Requirements and the County's drainage policy.
 - b. Preliminary grading and drainage plans.
 - c. An updated C.3 and C.6 Checklist.

California Department of Transportation – District 4

13. If the project meets the screening criteria established in the County's adopted VMT policy to have a less-than-significant VMT impact and exempt from a detailed VMT analysis, please provide justification to support the exempt status in alignment with the County's VMT policy. Projects that do not meet the screening criteria should include a detailed VMT analysis in the Initial Study/Mitigated Negative Declaration or EIR, which should include the following:
 - a. VMT analysis pursuant to the County's guidelines. Projects that result in automobile VMT per capita above the threshold of significance for existing (i.e. baseline) city or county-wide or regional values for similar land use types may indicate a significant impact. If necessary, mitigation for increasing VMT should be identified. Mitigation should support the use of transit and active transportation modes. Potential mitigation measures that include the requirements of other agencies such as Caltrans are fully enforceable through permit conditions, agreements, or other legally-binding instruments under the control of the County.
 - b. A schematic illustration of walking, biking and auto conditions at the project site and study area roadways. Potential safety issues for all road users should be identified and fully mitigated.
 - c. The project's primary and secondary effects on pedestrians, bicycles, travelers with disabilities and transit performance should be evaluated, including countermeasures and trade-offs resulting from mitigating VMT increases. Access to pedestrians, bicycle, and transit facilities must be maintained.
 - d. Clarification of the intensity of events/receptions to be held at the location and how the associated travel demand and VMT will be mitigated.
14. Because this project is on the state transportation network (El Camino Real), the project shall obtain encroachment permits from Caltrans when applicable.

15. Please be advised that any permanent work or temporary traffic control that encroaches onto the ROW requires a Caltrans-issued encroachment permit. If any Caltrans facilities are impacted by the project, those facilities must meet American Disabilities Act (ADA) Standards after project completion. As part of the encroachment permit submittal process, you may be asked by the Office of Encroachment Permits to submit a completed encroachment permit application package, digital set of plans clearly delineating the State ROW, digital copy of signed, dated and stamped (include stamp expiration date) traffic control plans, this comment letter, your response to the comment letter, and where applicable, the following items: new or amended Maintenance Agreement (MA), approved Design Standard Decision Document (DSDD), approved encroachment exception request, and/or airspace lease agreement. Your application package may be emailed to D4Permits@dot.ca.gov. To download the permit application and to obtain more information on all required documentation, visit <https://dot.ca.gov/programs/traffic-operations/ep/applications>.

Menlo Park Fire Protection District.

16. See Attachment A.

Fair Oaks Sewer Maintenance District (Sewer District)

17. Sewer District staff time spent working on this project will be billed to the applicant. For this reason, please provide contact information of the person who will be processing the Sewer District's invoices.
18. The applicant shall submit building plans to the Sewer District for review when the building permit application is submitted to County Building Department. The plans shall indicate the location of the existing and proposed sewer laterals to the Sewer District main. The County Sanitary Sewer and Streetlight Requirements Checklist can be found on our website at <http://publicworks.smcgov.org/sewer-services>. All appropriate information and notes shall be included on the plans.
19. A Sewer Inspection Permit (SIP) must be obtained to cap the existing sewer lateral prior to demolition of the existing building. SIP may be obtained from the Sewer District office at 555 County Center, 5th Floor, Redwood City. The applicant shall pay a plan review fee in the amount of \$300. Payment shall be made to the County of San Mateo.
20. The Sewer District needs to perform a capacity analysis of the additional sewage anticipated to be generated by the new development and delivered into the Sewer district facilities to determine whether the Sewer District facilities have sufficient capacity to accommodate the increased flow. The applicant will be responsible for the capacity analysis cost incurred by the Sewer District as it is a direct cost associated with the proposed development. This evaluation and the design of any resulting upgrades to the Sewer District facilities must be completed and approved by the District prior to final approval of the building plans. The applicant shall mitigate the additional sewage to be generated by the site's change in use with a sanitary sewer project within the Sewer District to reduce the amount of inflow and infiltration (I/I) in its collection system. This type of mitigation would be considered for offsetting the project's effect on downstream

Sewer District and City of Redwood City pipes by reducing or eliminating wet weather inflow and infiltration from the Sewer District that would otherwise be conveyed to the downstream agencies' sewer systems. The applicant would be responsible for the cost of designing, constructing, and managing such improvement project.

California Water Service – Bear Gulch District

21. Any improvements to the water system will be at the owner(s) expense, including additional services or fire protection.
21. All storm and sewer lines must have separation from water of 10-foot horizontal separation and 1-foot vertical separation below the water main or service line.
22. Service lines which go through one property to another property must have legal easements granted with documentation submitted to California Water Service before installation.

The formal application, including all plans and materials cited earlier in this letter, should consider the comments discussed above. If you have any questions regarding this summary or need assistance with application requirements, please feel free to contact me by email at: kkelley@smcgov.org.

Sincerely,



Kanoa Kelley, Project Planner

KAK:agv – KAKFF0578_WAN.DOCX

ATTACHMENT A: Menlo Park Fire Protection District Comment Letter, dated September 14, 2020

cc: Board of Supervisors
Planning Commission
Steve Monowitz, Community Development Director
Lisa Aozasa, Deputy Director
Joe LaClair, Planning Services Manager
County Department of Public Works
County Building Inspection Section - Drainage
County Building Inspection Section – Geotechnical
Planning Manager, City of Redwood City
Menlo Park Fire Protection District
California Water Service – Bear Gulch District
Fair Oaks Sewer Maintenance District
California Department of Transportation, District 4
Property Owners within a 500-foot Radius of the Proposed Project