HEXAGON TRANSPORTATION CONSULTANTS, INC.

May 15, 2020

Mr. Robert Sauvageau
RYS Architects, Inc.
10 Monterey Boulevard #1
San Francisco, CA 94131

Re: Parking Study for the Proposed Hotel at 160 El Camino Real in San Bruno, California

Dear Mr. Sauvageau:

Hexagon Transportation Consultants, Inc. has completed a parking study for the proposed hotel at 160 El Camino Real, California. It is our understanding that the proposed hotel will have 32 rooms. The City parking requirements specify that a hotel should provide one parking space for each guest room. This equates to a minimum City parking requirement of 32 parking spaces for the proposed hotel. The parking study summarized below supports a reduced parking space rate.

Parking Analysis

Hexagon has conducted parking counts at seven hotels in the Bay Area. The hotels ranged in size from 56 to 173 rooms. Table 1 shows the names and locations of the hotels and the results of the parking counts. The results show an average of 108 occupied rooms with 81 occupied parking spaces. Thus, the average parking demand ratio is 0.75 spaces per occupied room.

Applying this ratio to the proposed hotel at 160 El Camino Real yields a parking demand estimate of 24 spaces when all 32 rooms are occupied.

Table 1 also shows the hotel parking rate from the Institute of Transportation Engineers (ITE) Parking Generation Manual. The manual provides average parking demand rates for different land uses based on approved submitted parking count data. Rates taken from the category of Hotel (Land Use 310 in the Parking Generation Manual 5th edition) was used to estimate peak hour parking demand. As seen in Table 2, the 32-room hotel would have a peak hour demand of 27 parking spaces based on the ITE rate.

Turn Radii

Hexagon also completed a parking design analysis. The attached drawings show vehicle turning radii simulations for the garage and at-grade parking for three vehicle types. These turning radii drawings show how a vehicle would likely need to maneuver and whether the vehicle would be able to enter in and out of the garage and maneuver to designated parking spaces.

The site plan indicates that the underground parking garage will be valet parking only. Therefore, the property owner should train valet staff to navigate the parking garage, as well as operate the parking lifts.

The three typical vehicle types were a Chevy Suburban, a Toyota Landcruiser, and a Volvo V40, which represent a large SUV, midsize SUV, and a small compact car, respectively. The drawings indicate that parking spaces P20, 21, and 22 would require multiple maneuvers by any large size family vehicle. Valet staff should park smaller vehicles in spaces P13-25 first, in order to leave room for larger vehicles to park in spaces P5-12. The drawings also indicate that parking spaces P13, 14, 15, 16, and 17 would require more than one turn to access. In addition, the drawings indicate midsize vehicles would be able to access each space but would require multiple maneuvers for some spaces. However, this is a typical design for parking lots and garages: some spaces require more than one turn to access.

The two at-grade spaces also were checked for back-up space. The drawings show that vehicles could back out of the spaces without encroaching into El Camino Real. If a vehicle were exiting the garage at the same time a vehicle was backing out of one of these spaces, they may not be able to see each other. Therefore, the site plan shows a mirror mounted on the garage ramp, which would allow these vehicles to see each other.

Queuing Space

Since the garage is proposed to be valet only, it will be necessary to have space for new guests to arrive to check in. The site plan shows one regular space and one handicapped space at grade for check-in within the site. One curb space in front of the site on El Camino Real would be designated for passenger loading and unloading. This would provide guests a place to park for check-in if the on-site spaces were full.

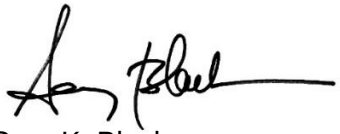
Conclusions

Based on counts at other hotels, Hexagon estimates the hotel will need 24 to 27 parking spaces for the proposed 32 rooms. Thus, the proposed garage design with 28 parking spaces would be sufficient. However, as seen in the attached turning radii drawings, larger vehicles may require multiple movements to park in the parking lifts for spaces P13-25. Since parking will be valet only, it is recommended that valet staff be trained to park in and operate the parking lifts. Additionally, since it is more difficult to park larger vehicles in the parking lifts located on the second aisle, valet staff should park smaller vehicles in spaces P13-25 first.

There would be two at-grade spaces within the site and one space along the frontage on El Camino Real designated for short-term parking.

We appreciate the opportunity to provide this parking study. If you have any questions, please do not hesitate to call.

Sincerely,
HEXAGON TRANSPORTATION CONSULTANTS, INC.



Gary K. Black
President

Table 1
Bay Area Hotels Parking Demand

	Holiday Inn Belmont		Fairfield Inn & Suites San Carlos		Hilton Garden Inn Mountain View		Sheraton Inn Sunnyvale		Courtyard Marriott Sunnyvale	
	Wed. 3/30/2016	Sat. 4/2/2016	Thurs. 4/7/2016	Sat. 4/9/2016	Thurs. 4/30/2015	Sat. 5/2/2015	Thurs. 4/30/2015	Sat. 5/2/2015	Thurs. 4/30/2015	Sat. 5/2/2015
Total Rooms	82	82	120	120	160	160	173	173	145	145
Occupied Rooms	65	68	82	69	155	156	125	164	82	144
Total Parking Spaces	77	77	112	112	153	153	283	283	127	127
Occupied Parking Spaces	39	55	66	88	115	125	88	146	55	107
Parking Demand Ratio	0.60	0.81	0.80	1.28	0.74	0.80	0.70	0.89	0.67	0.74

Table 1 (Continued)
Bay Area Hotels Parking Demand

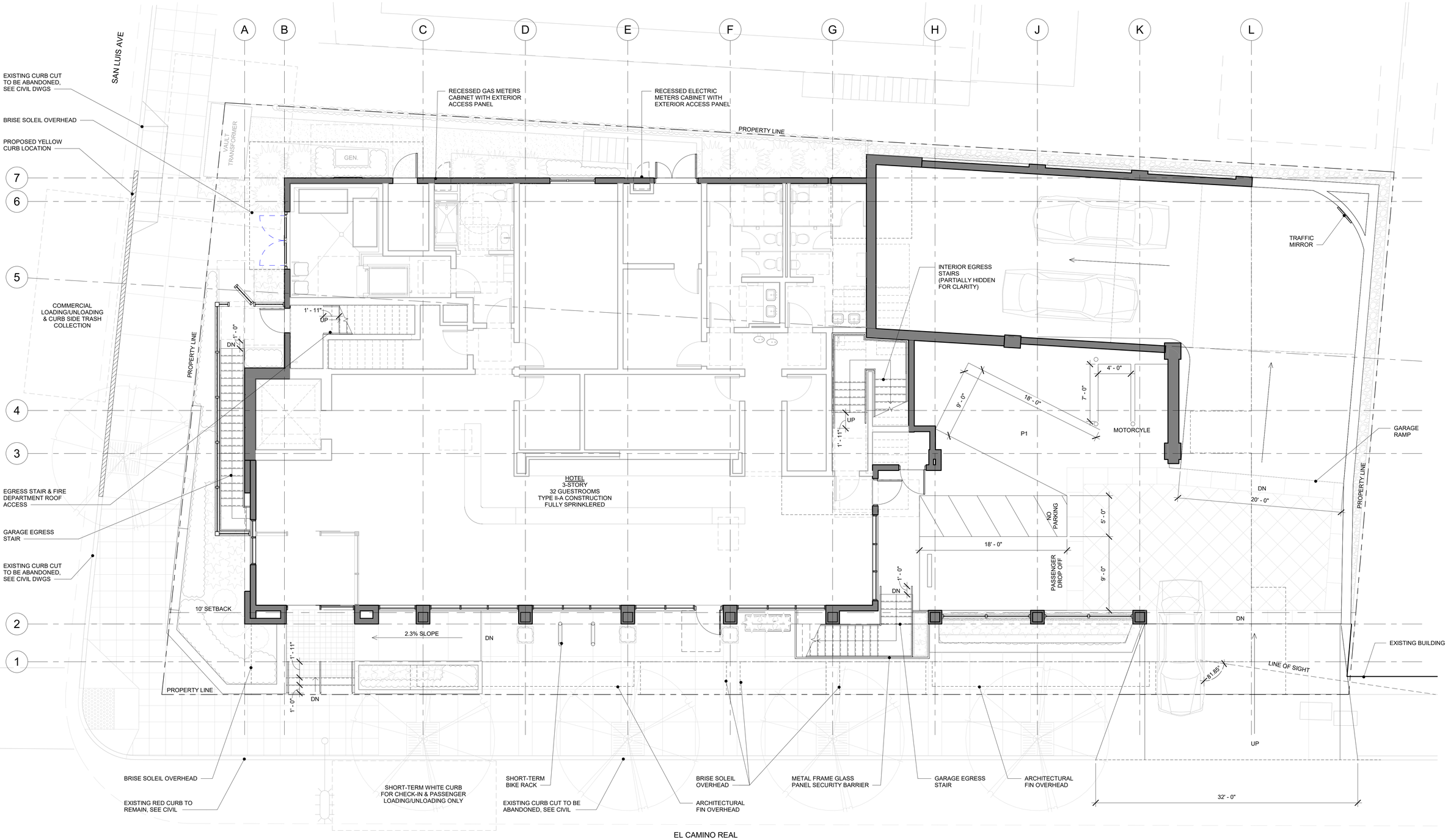
	Aloft Hotel Cupertino		Hotel Vue Mountain View	Average	ITE Average Parking Rate
	Wed. 6/11/2014	Sat. 6/14/2014	Wed. 1/9/2019		
Total Rooms	123	123	56	128	25
Occupied Rooms	123	121	48	108	n/a
Total Parking Spaces	n/a	n/a	56	142	n/a
Occupied Parking Spaces	76	67	20	81	21
Parking Demand Ratio	0.62	0.55	0.42	0.75	0.83

Table 2
ITE Hotel Parking Demand

Land Use	Size		Weekday Peak Parking Demand Rate	Weekday Peak Parking Demand Total
Proposed Use				
Hotel[1]	32	rooms	0.83	27

Notes:

[1] Hotel (Land Use 310) average rates published in ITE's Parking Generation Manual, 5th Edition.



3/16" = 1'-0"

0 5' 1 0' 2 0'

TRUE NORTH

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SITE PLAN

A1

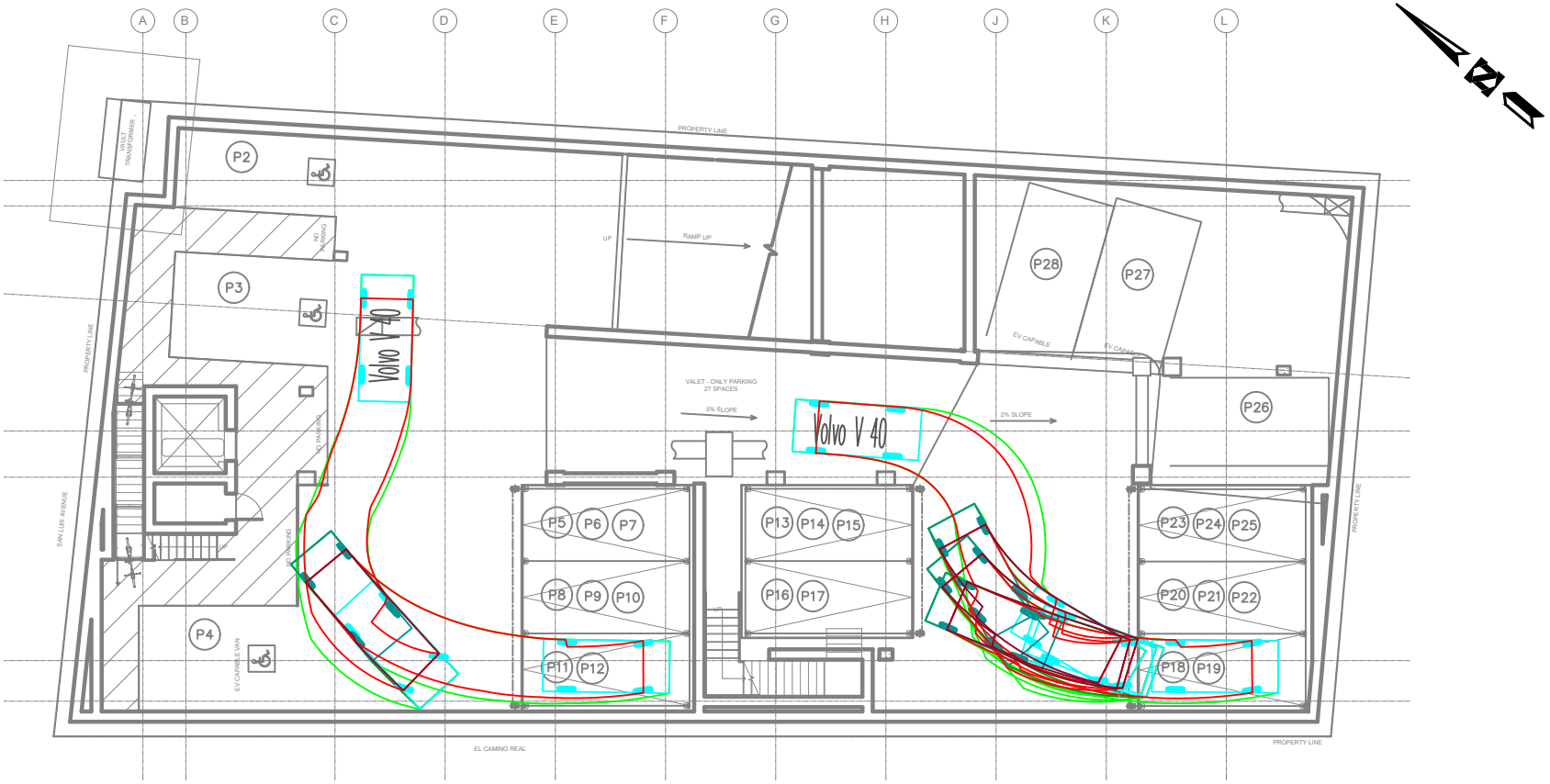
DOWELL

DOWELL GROUP INVESTMENT COMPANY

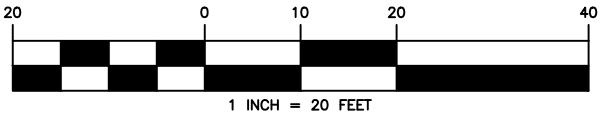
160 EL CAMINO REAL HOTEL SAN BRUNO, CALIFORNIA

PLANNING SUBMITTAL 03-09-18
REVISION 09-21-18
REVISION #2 03-26-20
17101

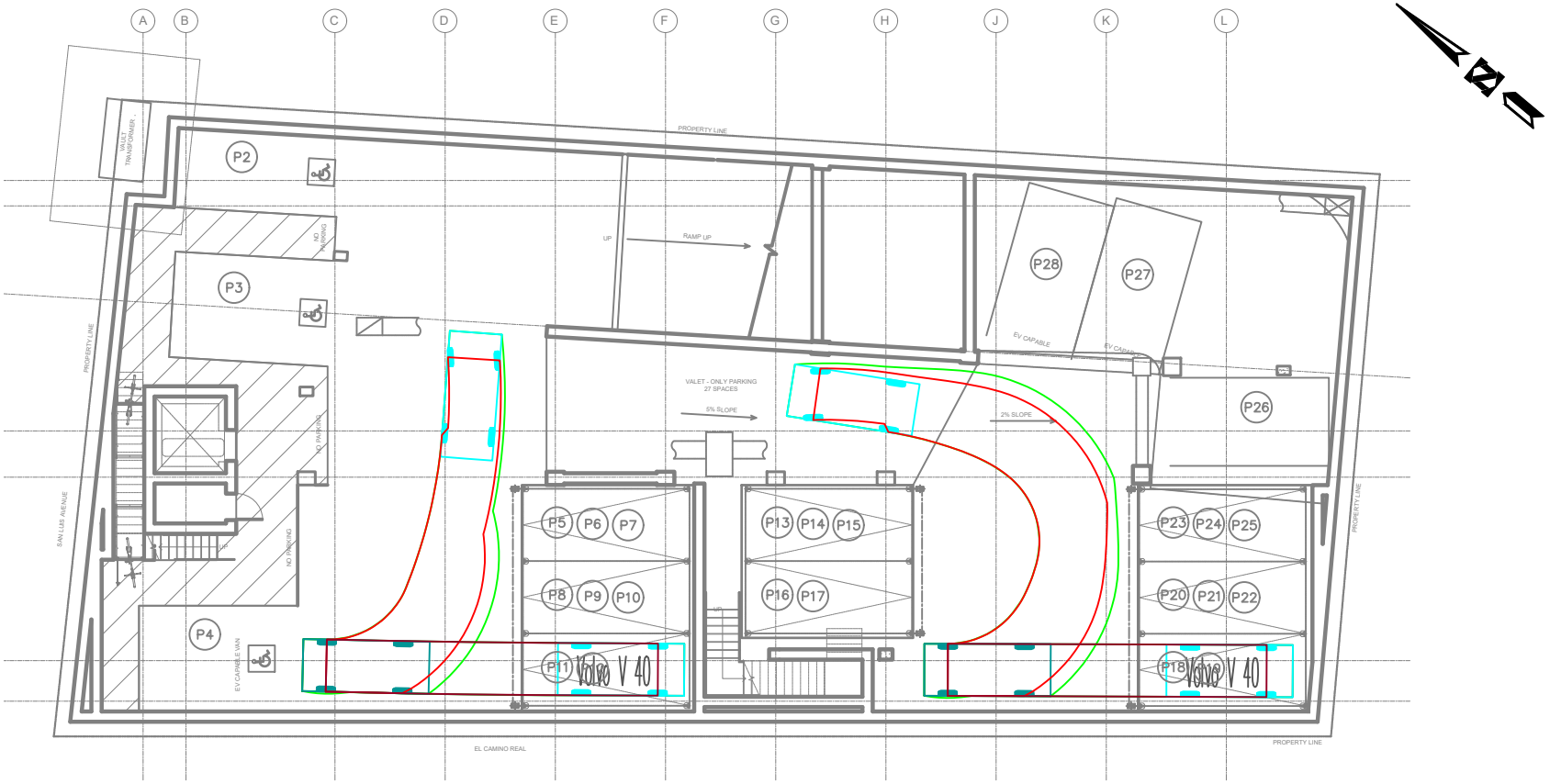
RYS ARCHITECTS



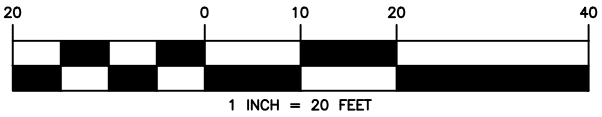
INBOUND SMALL VEHICLE



DRAWN T. CHANG	SCALE 1" = 20'	HEXAGON TRANSPORTATION CONSULTANTS, INC. 4 North Second Street, Suite 400 San Jose, California 95113 Ph: (408) 971-6100 www.hextrans.com	**CITY OF SAN BRUNO**	DRAWING NO.
CHECKED ----	DATE 5/15/2020		160 EL CAMINO REAL TURNING TEMPLATE FOR GARAGE	



OUTBOUND SMALL VEHICLE



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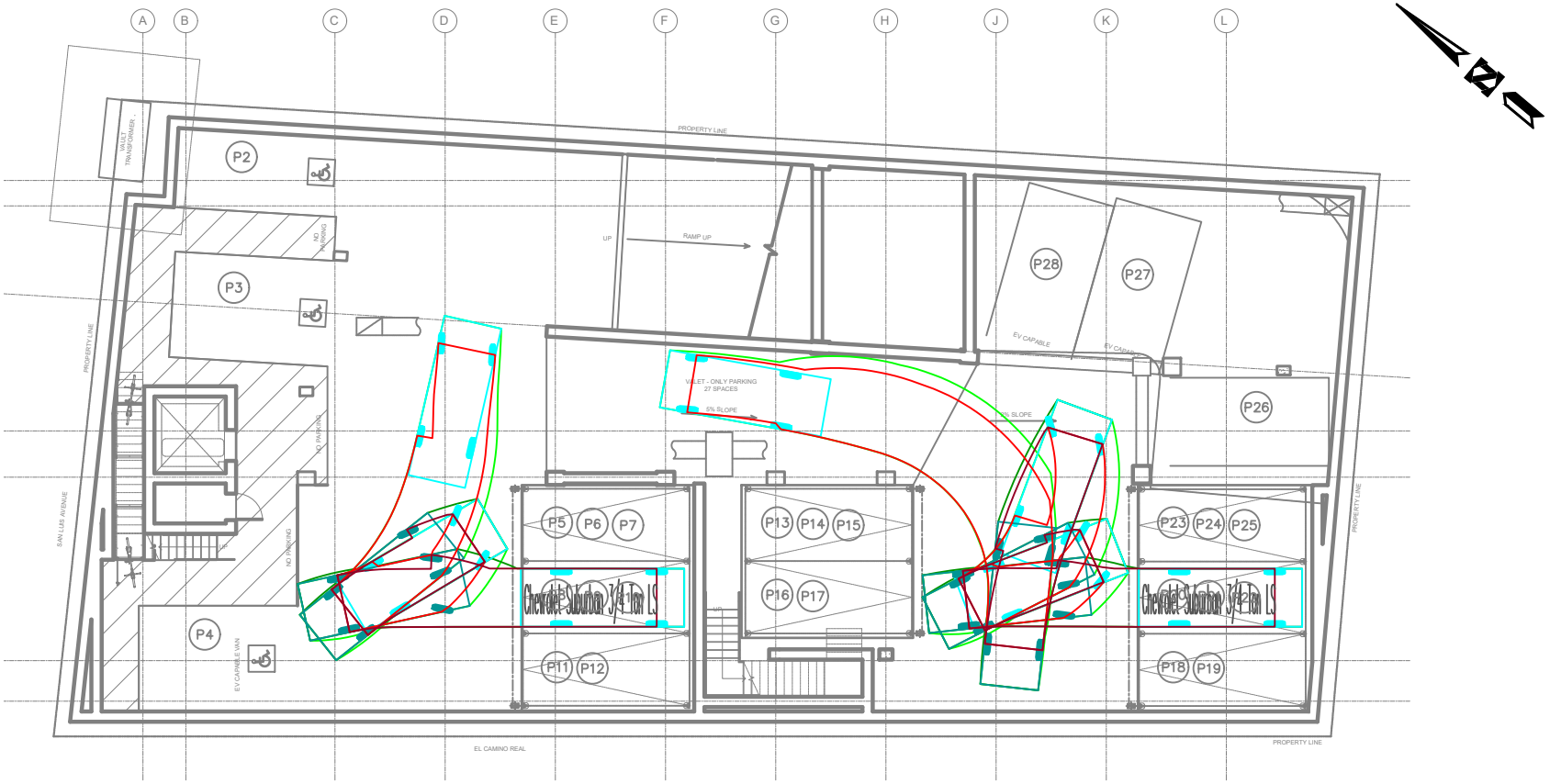


INBOUND LARGE VEHICLE

20 0 10 20 40

1 INCH = 20 FEET

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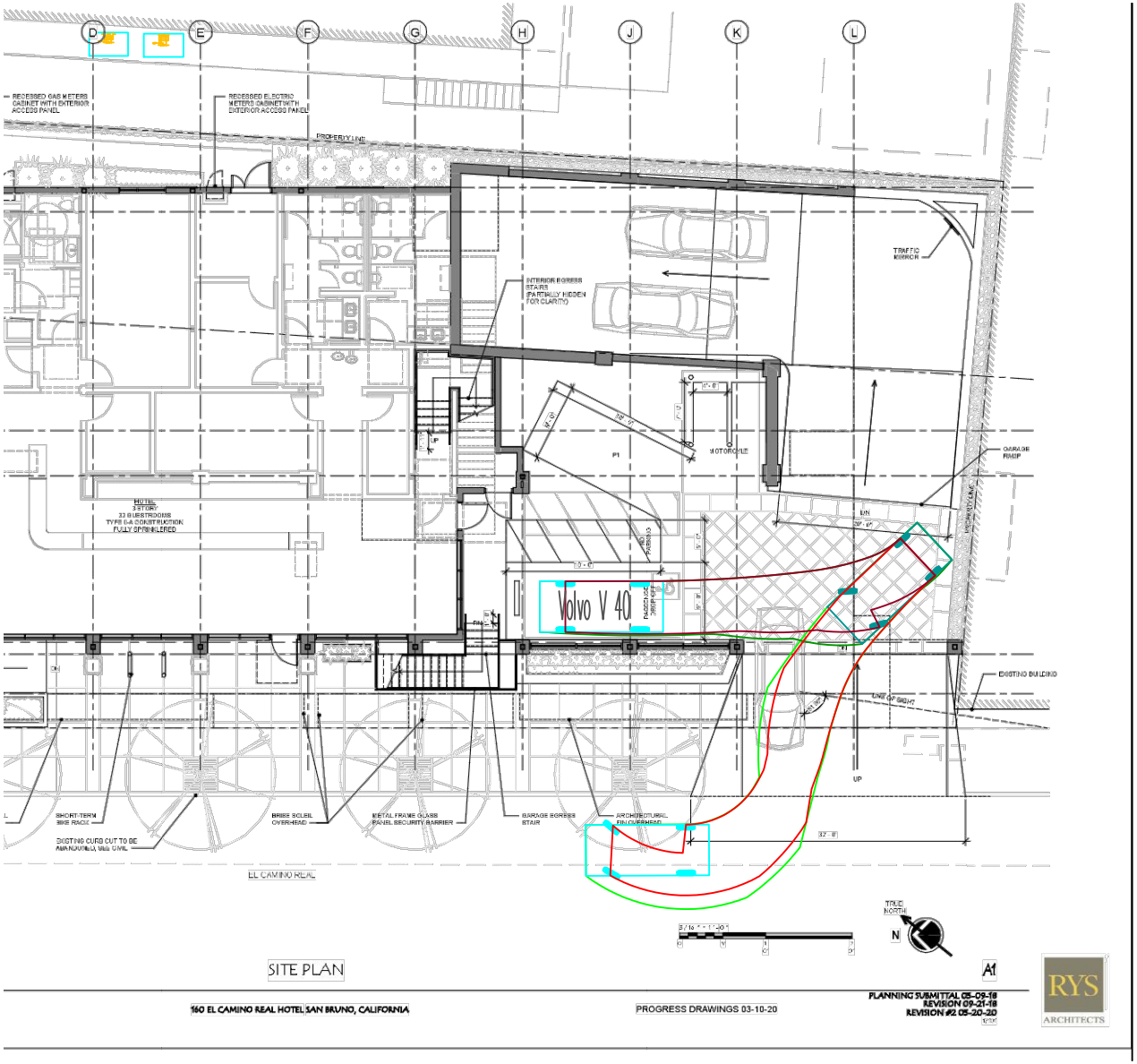


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SITE PLAN

A1

160 EL CAMINO REAL HOTEL SAN BRUNO, CALIFORNIA

PROGRESS DRAWINGS 03-10-20

PLANNING SUBMITTAL 05-09-18
REVISION 09-21-18
REVISION #2 05-20-20

RYS ARCHITECTS

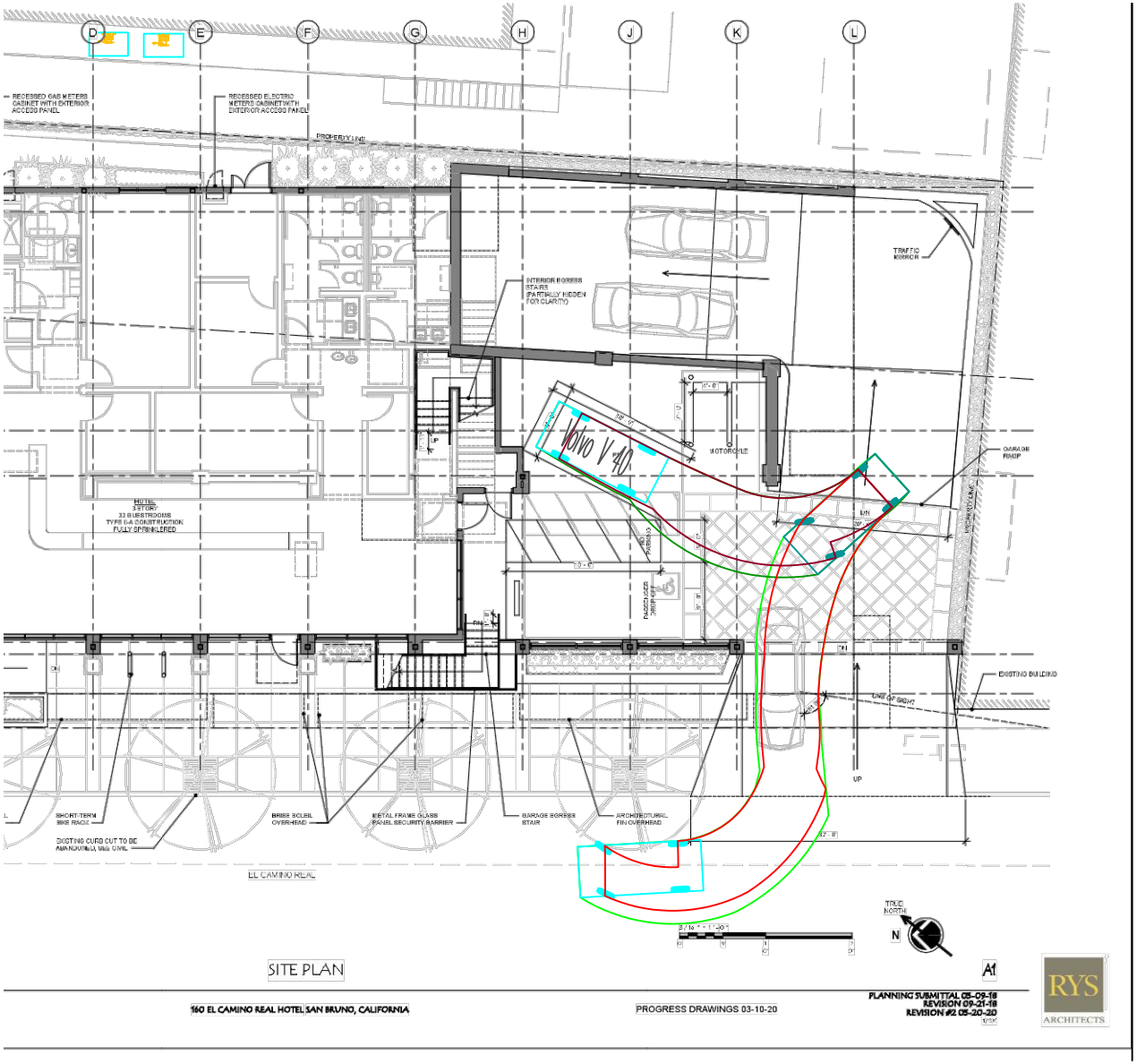
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1 INCH = 20 FEET

OUTBOUND SMALL VEHICLE AT PROJECT DRIVEWAY

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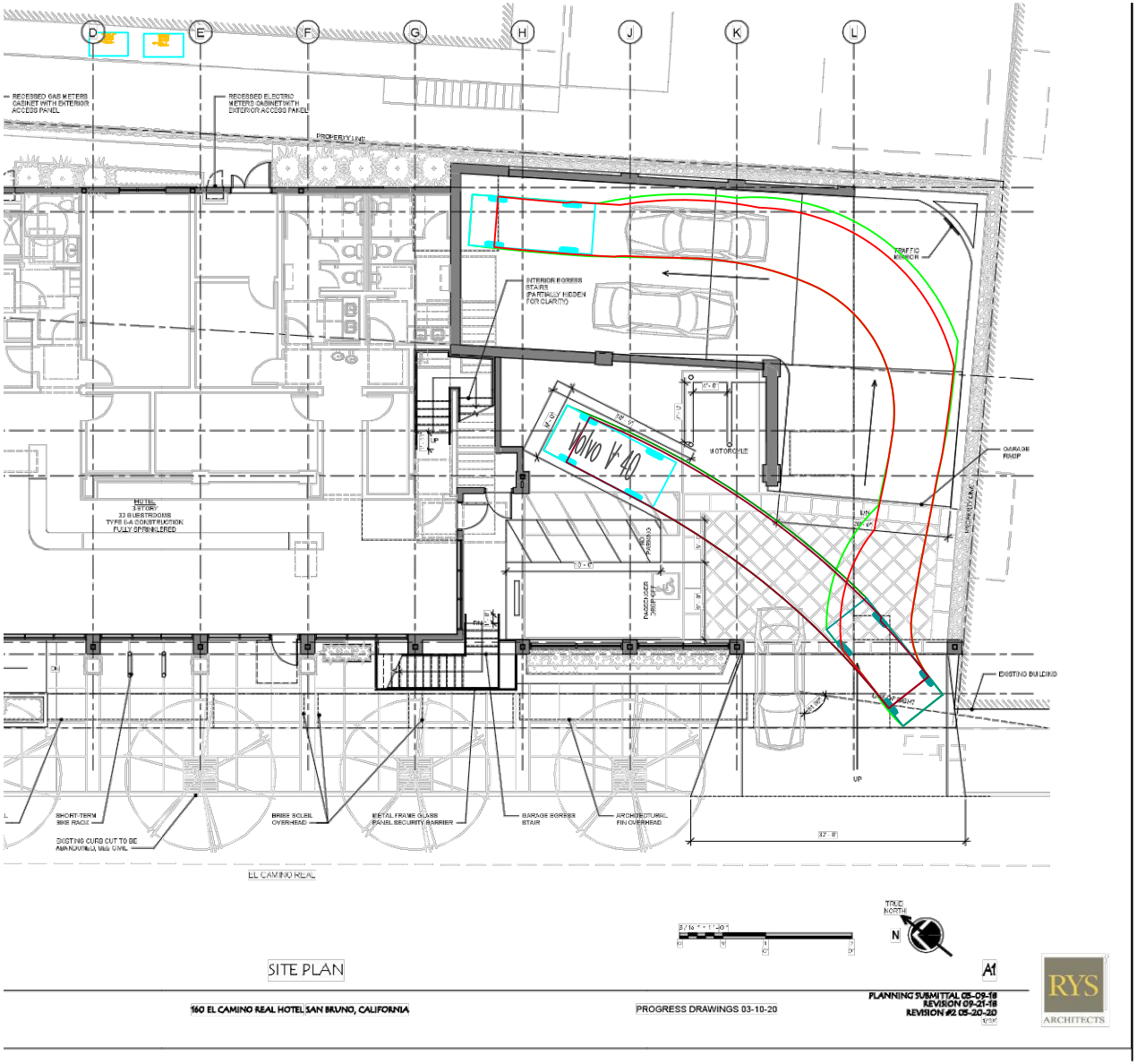


OUTBOUND SMALL VEHICLE AT PROJECT DRIVEWAY

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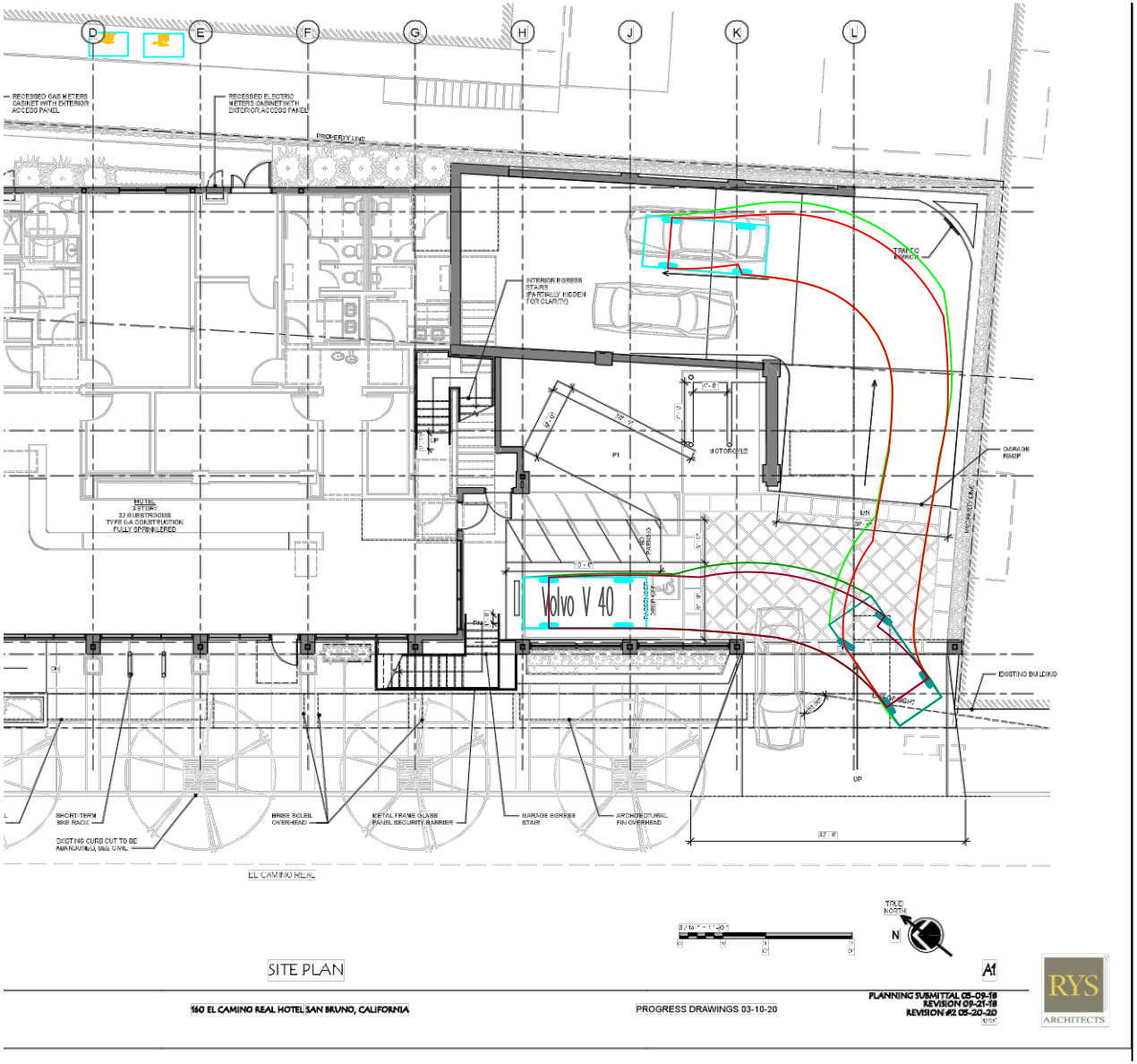


INBOUND SMALL VEHICLE FROM FIRST FLOOR TO GARAGE

20 0 10 20 40

1 INCH = 20 FEET

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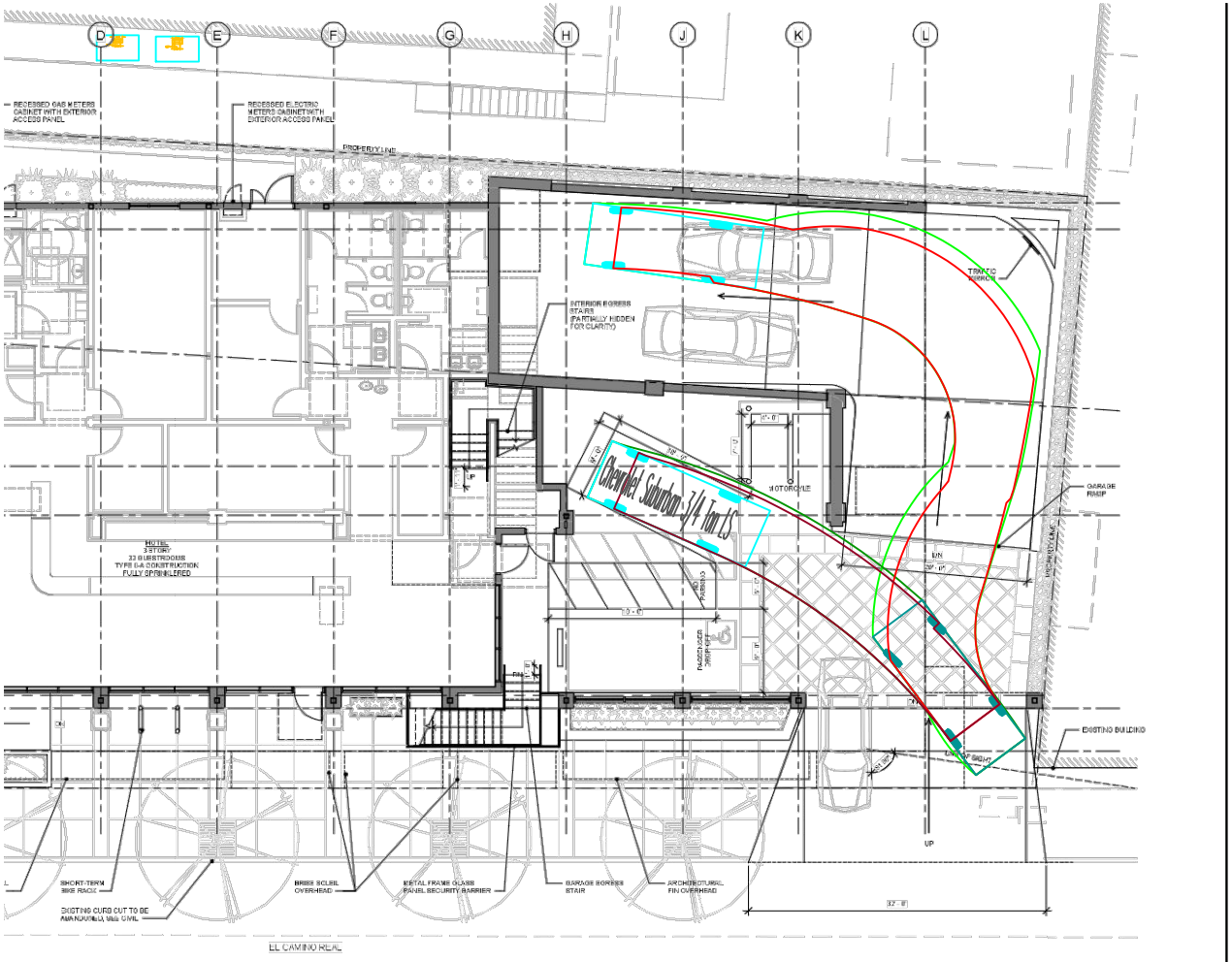


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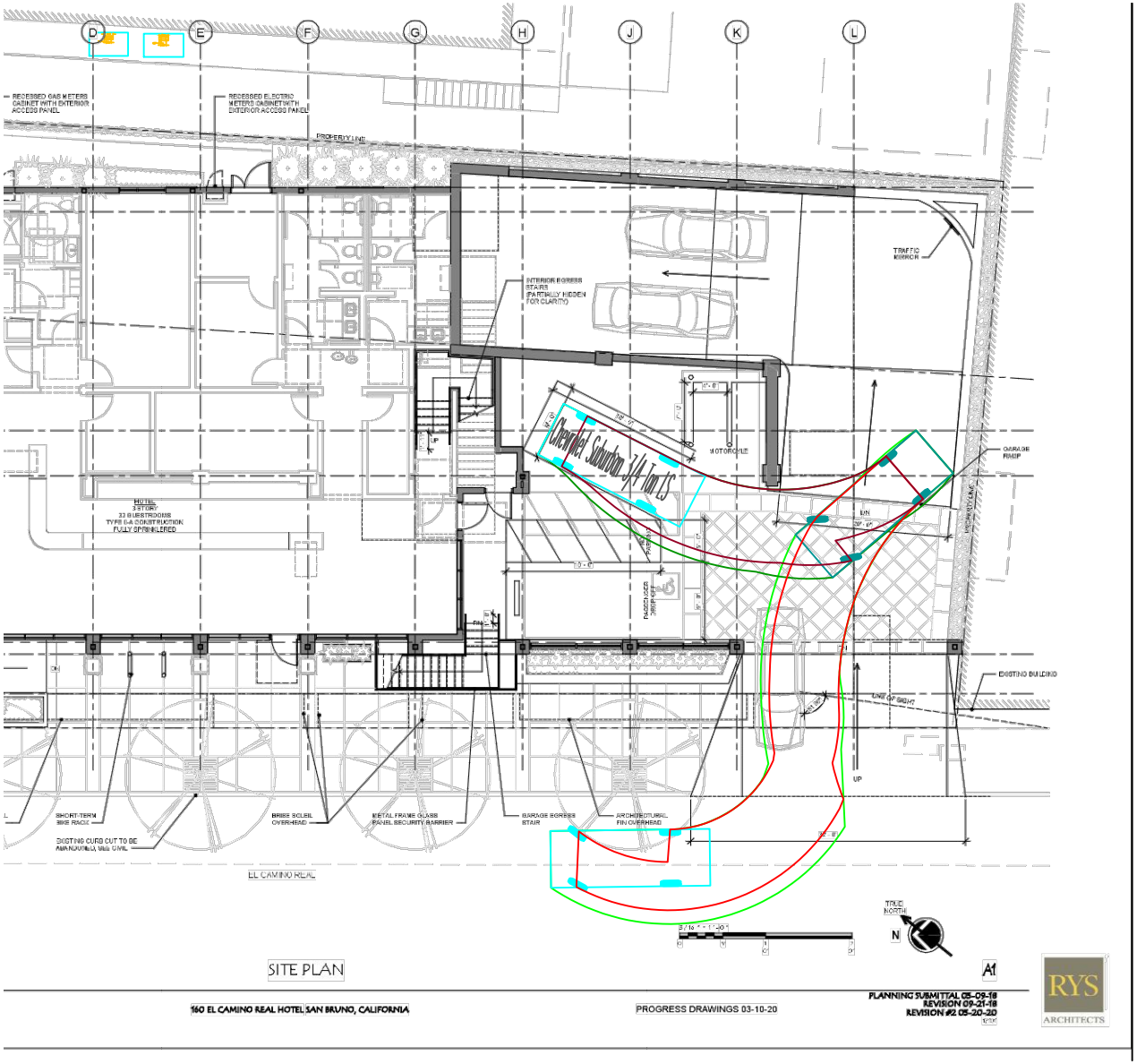


INBOUND LARGE VEHICLE FROM FIRST FLOOR TO GARAGE

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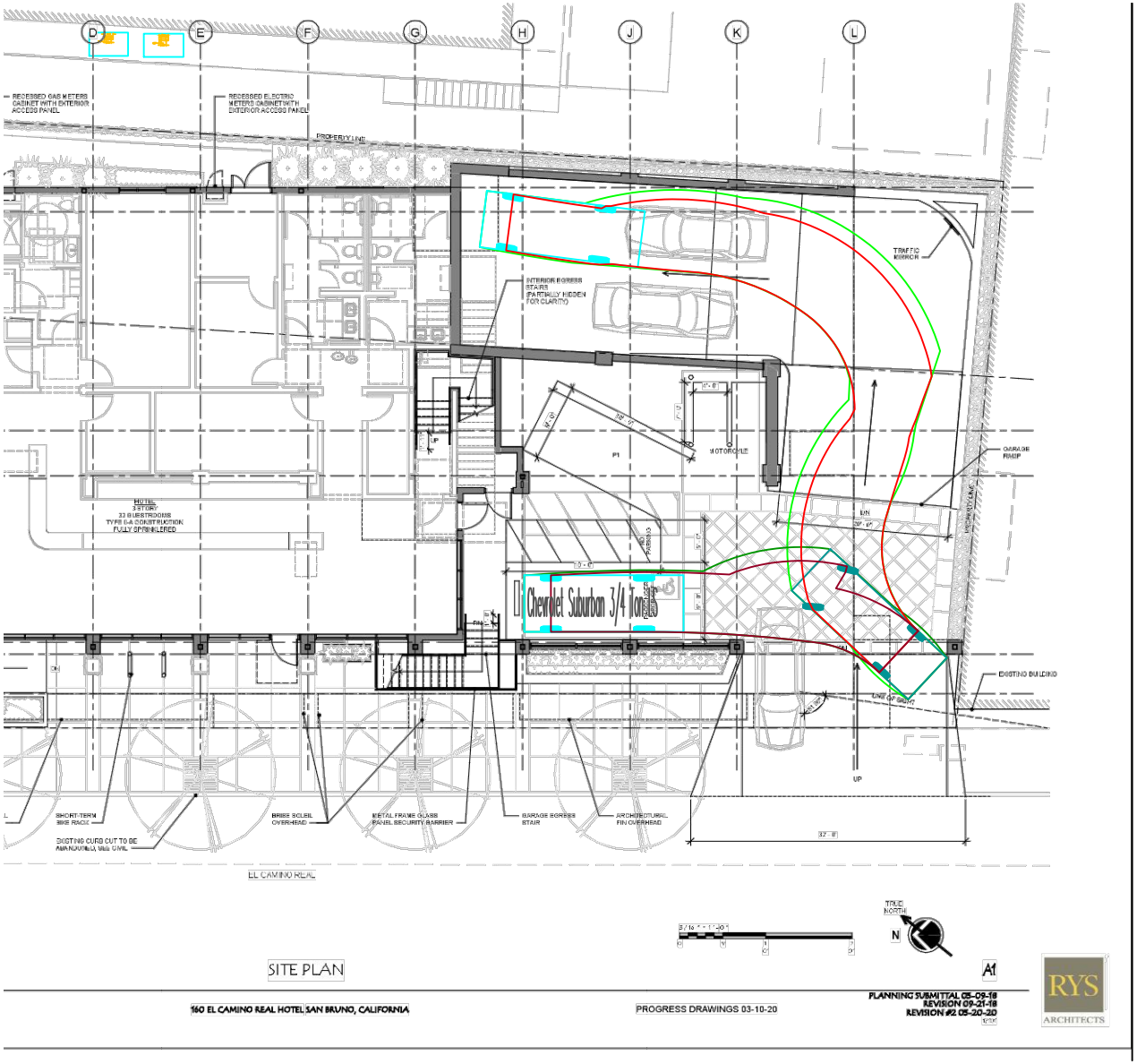


OUTBOUND LARGE VEHICLE AT PROJECT DRIVEWAY

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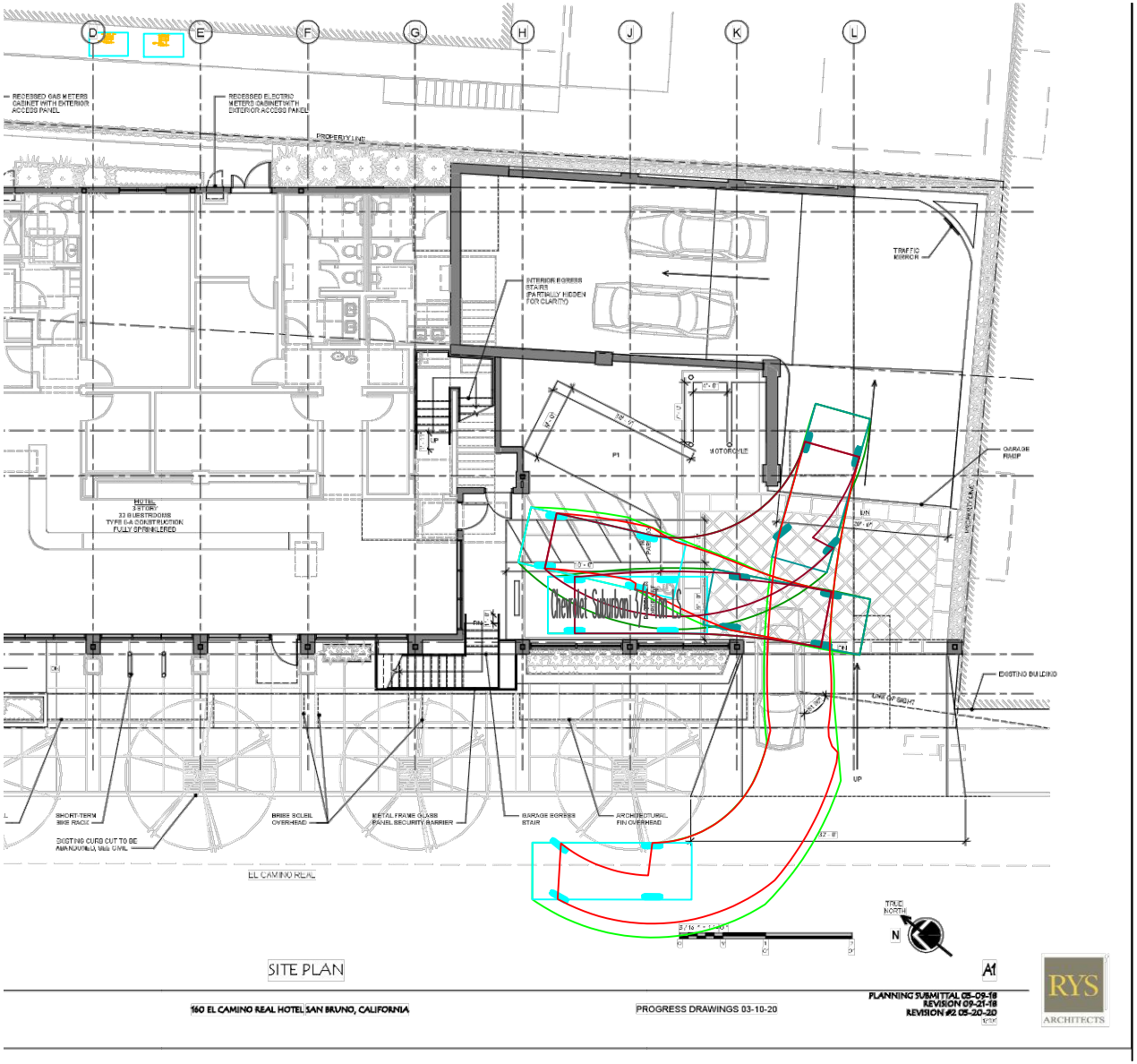


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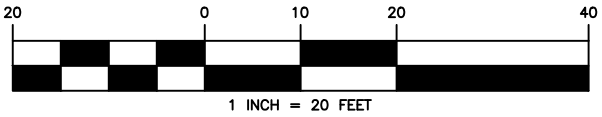
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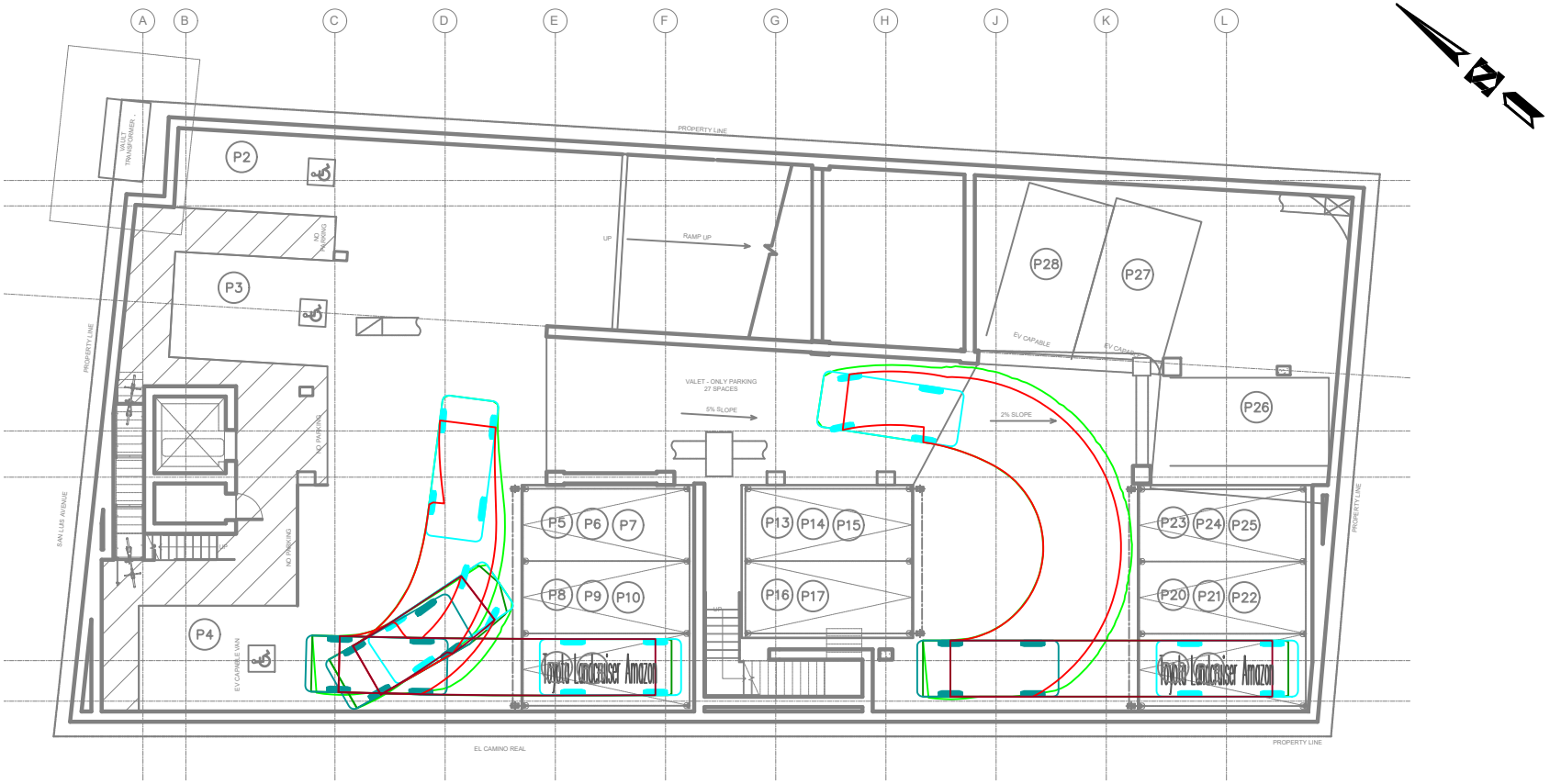
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INBOUND MIDSIZE VEHICLE



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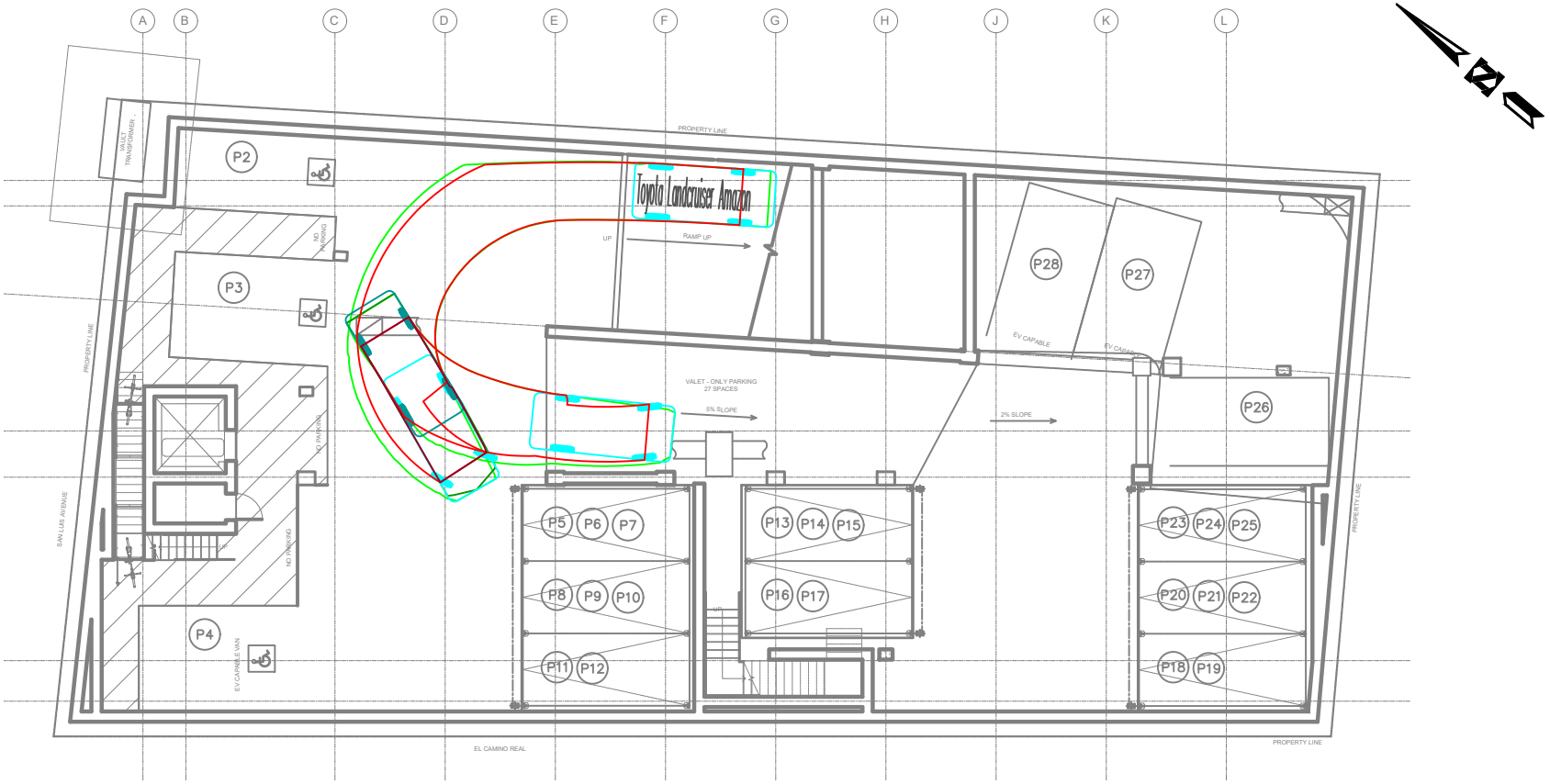


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