

Appendix 3.14-1
Transportation Analysis Summary

Memorandum

Date: May 20, 2025
To: Heidi Mekkelson and Patrick Maley, ICF
From: Taylor McAdam and Samantha Ellman, Fehr & Peers
Subject: **Tanforan Transportation Analysis Summary**

SF23-1299

The purpose of this memo is to describe the initial vehicle trip generation calculations, travel demand management (TDM) strategies, and parking demand and supply considerations for the proposed development of The Shops at Tanforan ("project"). This memo has three sections: the first section details trip generation for the existing and proposed land uses of the project, the second presents a list of required and supplemental TDM strategies based on the City/County Association of Governments of San Mateo County (C/CAG) that the Project can implement to decrease the number of single-occupancy-vehicle trips to and from the project; and the third details parking supply and demand considerations.

Vehicle Trip Generation

This section presents the vehicle trips generated by the existing land use, outlines the proposed development's land uses, and compares the vehicle trips generated by both. It also provides a breakdown of trips generated by the parking garage, as shown on the proposed site plan.

Existing Land Use

Using the *ITE Trip Generation Manual (11th Edition)* and driveway and turning movement counts collected in November 2023, we estimated the number of vehicle trips generated by the existing mall. Approximately 65 KSF of the commercial space in the existing mall is vacant. The remaining shopping center is estimated to be approximately 1,050 KSF.

The driveway and turning movement counts were collected for the AM peak (7 AM – 9 AM) and the PM peak (4 PM – 6 PM). The total AM trips generated by the project site is approximately 1,434 trips, and the total PM trips generated by the project site is approximately 3,902. The AM and PM trips are within 5% of the ITE trip generation estimates for the existing retail site. We did not collect daily driveway counts but given the close match of the observed peak period counts



and the ITE estimated peak period trips, we are comfortable using the ITE daily trips estimate to represent existing conditions. Based on the ITE trip generation estimates, the daily trips generated by the project site is 38,861 trips.

Table 1: Existing Vehicle Trip Generation

| Land Use | ITE Code | Quantity | Daily | AM Peak Hour | | | PM Peak Hour | | |
|-----------------|----------|-----------|--------|--------------|-----|-------|--------------|-------|-------|
| | | | | In | Out | Total | In | Out | Total |
| Shopping Center | 820 | 1,050 KSF | 38,861 | 917 | 517 | 1,434 | 1,894 | 2,008 | 3,902 |

Source: AM and PM Peak hour trips were estimated from driveway and turning movement counts. The daily total was estimated from the ITE Trip Generation Manual, 11th Edition.

Proposed Project

To assess which scenario will have the largest impact, vehicle trip generation was estimated for both the maximum residential scenario and the maximum research & development (R&D) scenario. **Table 2** presents the various land uses included in the proposed development under the maximum residential scenario, and **Table 3** presents the land uses in the proposed development under the maximum R&D scenario.

Table 2: Proposed Project Land Uses for Maximum Residential Scenario

| Land Use | Amount |
|--------------|------------------|
| Office | 391 KSF |
| Lab | 783 KSF |
| Residential | 1,514 units |
| Retail | 206.3 KSF |
| Target | 190 KSF |
| Cinema | 81.5 KSF |
| Amenity | 55 KSF |
| Hotel | 125 KSF |
| Total | 3,381 KSF |

Source: Gensler, 2025

Table 3: Proposed Project Land Uses for Maximum Research and Development Scenario

| Land Use | Amount |
|----------|---------|
| Office | 574 KSF |



| | |
|--------------------|------------------|
| Lab | 1,150 KSF |
| Residential | 1,014 units |
| Retail | 106.3 KSF |
| Target | 190 KSF |
| Cinema | 81.5 KSF |
| Amenity | 69 KSF |
| Total | 3,220 KSF |

Source: Gensler, 2025

Vehicle trip generation estimates were calculated for both the maximum residential scenario and the maximum R&D scenario using MXD+ methodologies, which are based on ITE 11th Edition data but account for built-environment factors such as the density and diversity of land uses, the design of the pedestrian and bicycling environments, the demographics of the site, and the distance to transit, to develop more context-sensitive trip-generation estimates than by solely using ITE. **Table 4** (Maximum Residential) and **Table 5** (Maximum R&D) show the results of the daily and peak hour trip generation model after accounting for internalization and mode shift due to the mixed-use nature of the proposed project. This does not include further vehicle trip reductions that would result from additional transportation demand management strategies. Walk, bike, transit, and other non-vehicle trips are not included in the numbers below and will be estimated separately. The peak hours represent the peak hours on the adjacent roadways rather than the peak hours of each land use. For example, movie theatre trip generation is highest later at night after the evening commute peak hour.



Table 4: Vehicle Trips Generated by Proposed Land Uses for Maximum Residential Scenario

| Land Use ¹ | ITE Code | Quantity | Daily | AM Peak Hour ² | | | PM Peak Hour ² | | |
|------------------------------|----------|-----------|--------|---------------------------|-------|-------|---------------------------|-------|-------|
| | | | | In | Out | Total | In | Out | Total |
| Office | 710 | 391 KSF | 4,238 | 523 | 71 | 594 | 96 | 467 | 563 |
| Lab | 760 | 783 KSF | 8,676 | 661 | 145 | 806 | 123 | 644 | 767 |
| Residential | 221 | 1,314 DU | 5,966 | 112 | 374 | 486 | 312 | 200 | 512 |
| Affordable Housing | 223 | 200 DU | 962 | 21 | 51 | 72 | 54 | 38 | 92 |
| Retail ² | various | 206.3 KSF | 15,315 | 322 | 231 | 552 | 784 | 707 | 1,490 |
| Target | 813 | 189.6 KSF | 9,599 | 198 | 155 | 353 | 403 | 420 | 823 |
| Movie Theater | 445 | 81.5 KSF | 6,364 | - | - | - | 473 | 30 | 503 |
| Hotel | 310 | 170 Rooms | 1,358 | 44 | 34 | 78 | 51 | 49 | 100 |
| Net Raw Project Trips | - | - | 52,478 | 1,881 | 1,061 | 2,941 | 2,296 | 2,555 | 4,850 |
| Net New Project Trips | - | - | 41,796 | 1,388 | 783 | 2,170 | 1,654 | 1,841 | 3,494 |

Source: ITE Trip Generation Manual, 11th Edition; Fehr & Peers, 2025.

Notes:

1. The Amenity land use is entirely internal serving and is not included in the trip generation calculations.
2. Peak Hour reflects adjacent streets (7-9A, 4-6P).
3. Retail, In-Line modeled as 38% generic retail, 24% high turnover sit-down restaurant, 34% shopping center and 4% fast-casual restaurant. Retail, Flex Zone modeled as 60% supermarket, 20% generic retail, 20% fast-casual restaurant.

Table 5: Vehicle Trips Generated by Proposed Land Uses for Maximum Research and Development Scenario

| Land Use ¹ | ITE Code | Quantity | Daily | AM Peak Hour ² | | | PM Peak Hour ² | | |
|-----------------------|----------|-----------|--------|---------------------------|-----|-------|---------------------------|-----|-------|
| | | | | In | Out | Total | In | Out | Total |
| Office | 710 | 574 KSF | 6,222 | 767 | 105 | 872 | 141 | 686 | 827 |
| Lab | 760 | 1,150 KSF | 12,742 | 972 | 213 | 1,185 | 180 | 947 | 1,127 |
| Residential | 221 | 814 DU | 3,696 | 69 | 232 | 301 | 193 | 124 | 317 |
| Affordable Housing | 223 | 200 DU | 962 | 21 | 51 | 72 | 54 | 38 | 92 |
| Retail ² | various | 106.3 KSF | 6,664 | 190 | 138 | 328 | 328 | 276 | 604 |
| Target | 813 | 190 KSF | 9,599 | 198 | 155 | 353 | 403 | 420 | 823 |
| Movie Theater | 445 | 81.5 KSF | 6,364 | - | - | - | 473 | 30 | 503 |



| | | | | | | | | | |
|------------------------------|---|---|--------|-------|-----|-------|-------|-------|-------|
| Net Raw Project Trips | - | - | 46,249 | 2,217 | 894 | 3,111 | 1,772 | 2,521 | 4,293 |
| Net New Project Trips | - | - | 37,592 | 1,696 | 685 | 2,381 | 1,366 | 1,943 | 3,309 |

Source: ITE Trip Generation Manual, 11th Edition; Fehr & Peers, 2025.

Notes:

1. The Amenity land use is entirely internal serving and is not included in the trip generation calculations.
2. Peak Hour reflects adjacent streets (7-9A, 4-6P).
3. Retail, In-Line modeled as 38% generic retail, 24% high turnover sit-down restaurant, 34% shopping center and 4% fast-casual restaurant.

Table 4 (Maximum Residential) and **Table 5** (Maximum R&D) present office trip generation calculations using ITE 710 General Office Use, which assumes an average employee density of 300 GSF per employee and lab trip generation calculations using ITE 760 Research and Development use, which assumes an average employee density of 450 GSF per employee. The calculations assume the breakdown of office and lab space is consistent with the applicant’s original submittal and consistent across both scenarios.

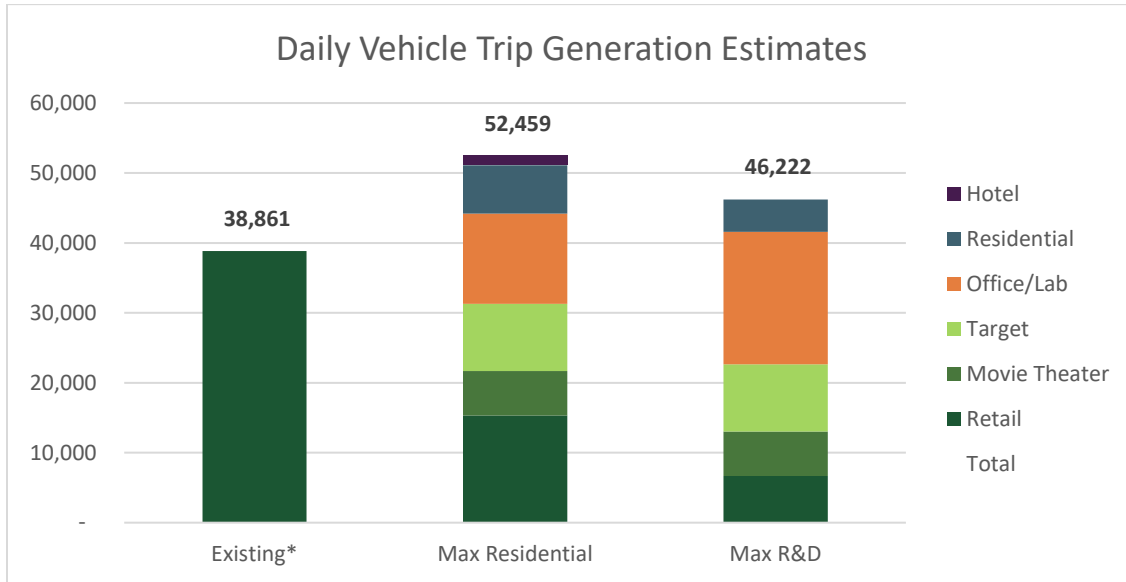
MXD adjusted trip generation rates consider the mixed-use nature of the proposed project and its proximity to transit and nearby amenities, services, and residential uses. The MXD method accounts for factors such as diversity of land uses, the design of the pedestrian and bicycling environment, community demographics, and the site’s distance to transit. Trip reductions from internal capture represent trips between the various project land uses (e.g., retail visitors who may work in the office space). Trip reductions from walk/bike/transit trips represent external person trips that are taken by foot or by bicycle (e.g., transit riders commuting to the proposed project via BART). In both the Maximum Residential and Maximum Lab scenarios, Reductions, including internal capture and external walk, bike, and transit trips, account for approximately 20 percent of the net raw project trips.

Comparisons and Geographic Spread

Figure 1, 2, and 3 below show daily, AM peak hour, and PM peak hour vehicle trips for the existing mall and the proposed land uses for the maximum residential and maximum R&D scenarios. Note that the existing retail includes both the existing Target and cinema. Most of the trips associated with the maximum residential scenario are generated by the Target, office / lab, and residential uses. For the maximum R&D scenario, most trips are generated by the office / lab uses. The AM peak period has a higher share of office-related trips than the PM peak period, which sees higher rates of commercial-based trips (e.g., retail, Target, or cinema).

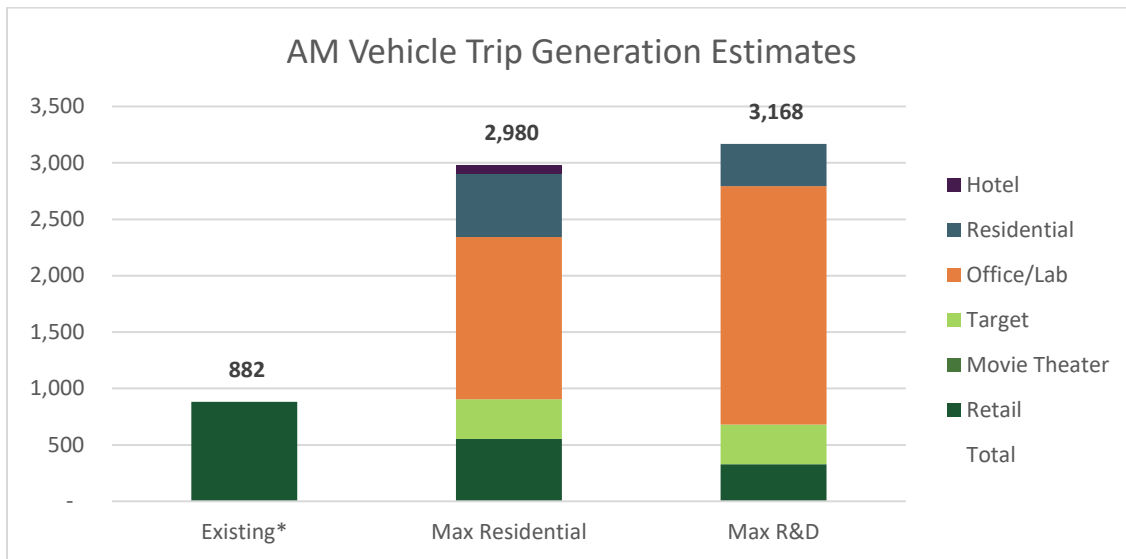


Figure 1: Daily Vehicle Trip Generation for Existing and Proposed Sites



*The existing retail trips include those to and from the existing Target and movie theater.

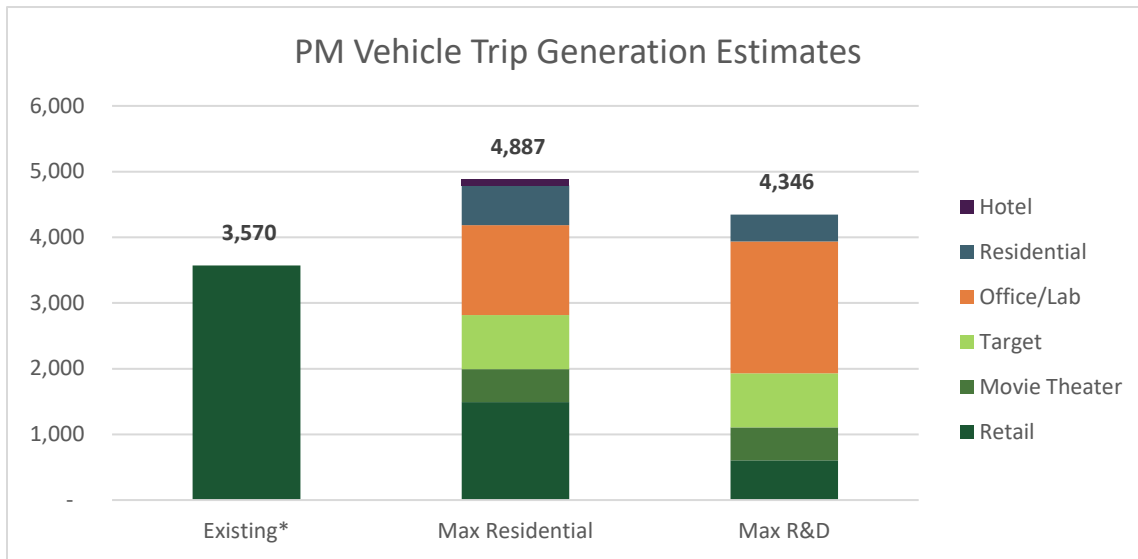
Figure 2: AM Peak Hour Vehicle Trip Generation for Existing and Proposed Sites



*The existing retail trips include those to and from the existing Target and movie theater.



Figure 3: PM Peak Hour Vehicle Trip Generation for Existing and Proposed Sites



*The existing retail trips include those to and from the existing Target and movie theater.

Vehicle Miles Traveled

While San Bruno does not have an adopted VMT policy, the redevelopment of the Project aligns with the intent of SB 743 by significantly increasing residential and employment density within a transit priority area. SB 743 shifts the focus of transportation impact analysis under CEQA from congestion to Vehicle Miles Traveled (VMT), encouraging projects that reduce VMT through increased density and proximity to transit. By redeveloping the Tanforan site to include more housing and job opportunities directly adjacent to the San Bruno BART station, the project promotes transit use and supports sustainable land use, aligning with SB 743's goals of lowering VMT, reducing greenhouse gas emissions, and fostering more efficient development patterns.

Additionally, the project does not exceed the parking minimums listed in the City of San Bruno's parking code. Therefore, the project can use the transit screen for proximity to BART and compliance with the parking supply check.