Hexagon Transportation Consultants, Inc.

Memorandum

Date: November 27, 2023

To: Anna Bornstein, EMC Planning Group

From: Robert Del Rio, T.E., Luis Descanzo

Subject: VMT and Parking Assessment for the Proposed Legacy Hotel Carmel in Carmel-by-the-Sea, California

Hexagon Transportation Consultants, Inc. has completed a Vehicle Miles Traveled (VMT) and Parking assessment for the proposed Legacy Hotel Carmel located at 2NW of 4th Avenue on San Carlos Street (APN 010-124-010, -014) in Carmel-by-the-Sea, California (see Figure 1). The site is currently occupied by the Hofsas House Hotel, which consists of 38 hotel rooms and on-site amenities. As proposed, the project would replace the existing on-site uses with a new hotel consisting of 38 hotel rooms and on-site amenities (see Figure 2). All on-site facilities, including the restaurant and parking garage, would be accessible to hotel guests only.

The methodology, results, and recommendations of the analysis are discussed below.

VMT Assessment Methodology and Results

Pursuant to Senate Bill (SB) 743, the California Environmental Quality Act (CEQA) 2019 Update Guidelines Section 15064.3, subdivision (b) states that VMT will be the metric in analyzing transportation impacts for land use projects for CEQA purposes. VMT is the total miles of travel by personal motorized vehicles a project is expected to generate in a day. VMT measures the full distance of personal motorized vehicle-trips with one end within the project.

Monterey County, at the time of this report, is undertaking a process of updating its transportation policies to incorporate VMT methodologies and significance thresholds to be consistent with SB 743 but has not released draft thresholds. In the absence of an adopted County policy with impact standards and thresholds, this assessment relies on the Governor's Office of Planning and Research (OPR) guidelines in analyzing the project's effects on VMT.

OPR Screening Recommendations

The *Technical Advisory on Evaluating Transportation Impacts in CEQA* published by OPR in December 2018 provides recommendations regarding VMT evaluation methodology, significance thresholds, and screening thresholds for the evaluation of land use projects.

The OPR provides screening threshold recommendations that are intended to identify when a project can be determined to cause a less-than-significant impact without conducting a detailed VMT evaluation. The OPR screening thresholds recommendations are based on project size, maps, transit availability, and provision of affordable housing. The OPR recommendations include the screening threshold criteria listed below:

Figure 1
Site Location

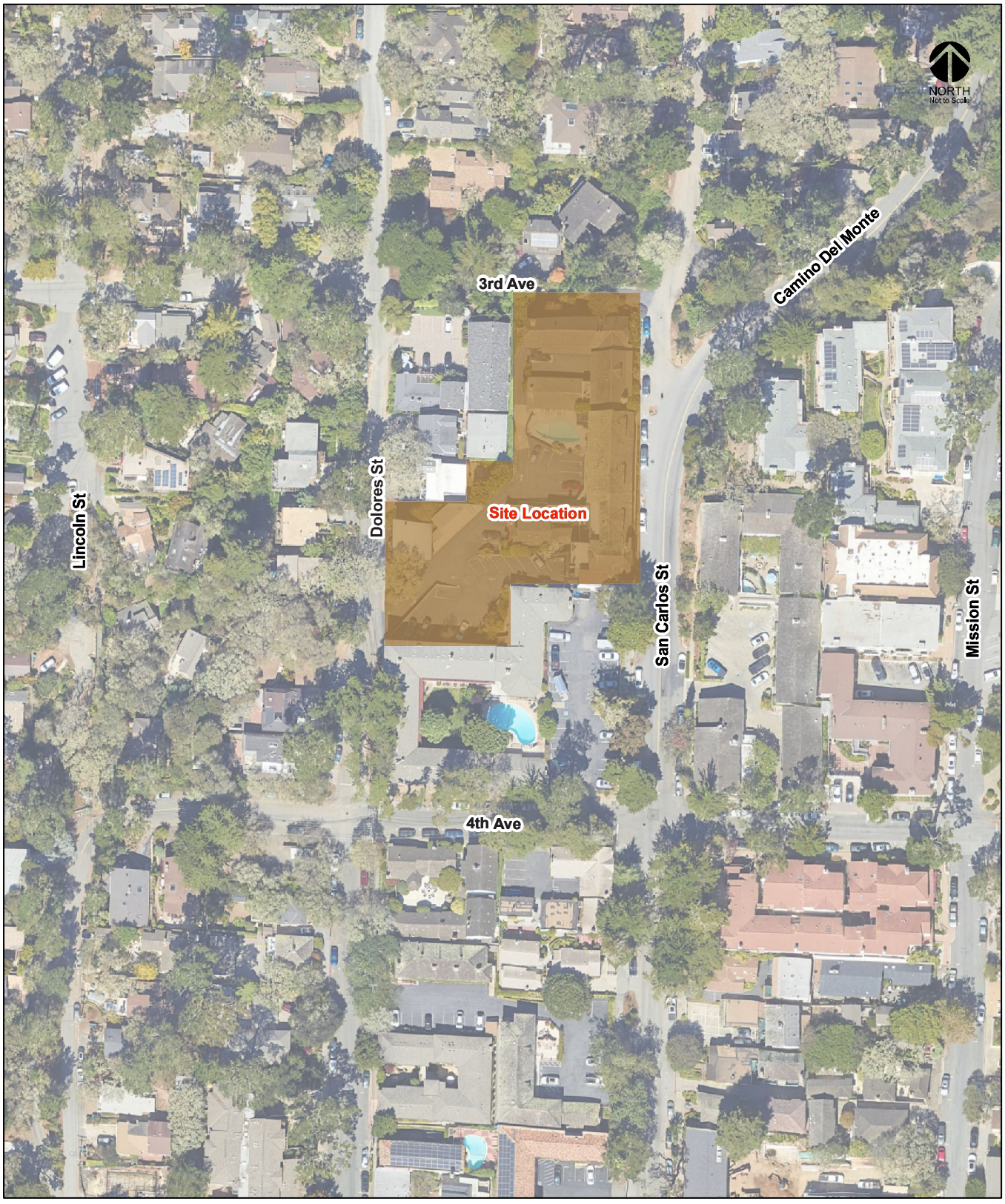
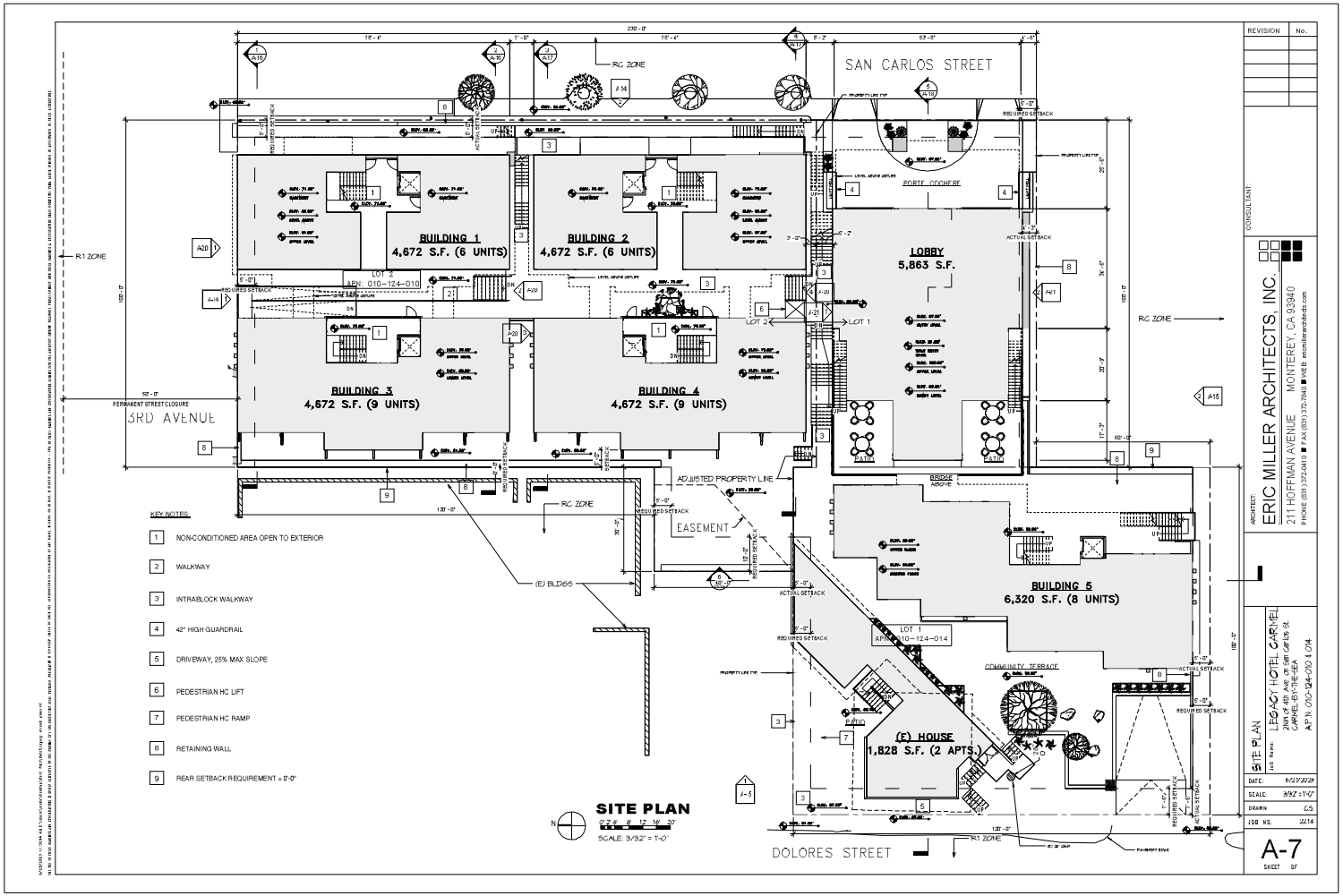


Figure 2
Site Plan



- OPR recommends that office or residential projects not exceeding a level of 15 percent below existing VMT per capita and employee may indicate a less-than-significant impact on VMT.
- OPR recommends that projects (including office, residential, retail, and mixed-use developments) proposed within ½ mile of an existing major transit stop or within ¼ mile of an existing stop along a high-quality transit corridor may be presumed to have a less-than-significant impact on VMT.
- OPR recommends that 100 percent affordable residential development in infill locations be presumed to have a less-than-significant impact on VMT.
- OPR recommends that projects that generate or attract fewer than 110 trips per day generally may be assumed to cause a less-than-significant impact on VMT.
- OPR recommends that local-serving retail developments (considered to be less than 50,000 s.f. in size) may be assumed to cause a less-than-significant impact on VMT.

VMT Assessment Using OPR Screening Criteria

The project would replace an existing hotel facility consisting of 38 rooms and on-site amenities with a proposed hotel facility consisting of 38 rooms and on-site amenities. The proposed hotel would presumably accommodate the same number of guests as the existing hotel. Therefore, it is anticipated that the proposed hotel project would generate no more than the number of vehicle trips currently generated by the existing Hofsas House Hotel.

As a result of the project generating or attracting fewer than 110 net new trips per day, it can be presumed that the proposed project would have a less-than-significant impact on VMT based on OPR's VMT screening criteria.

Vehicle Trip Reductions

The proposed hotel would provide an electric bus and limousine service that would shuttle guests to and from local destinations. Guests may opt to utilize the bus service, instead of driving to and from local attractions. Shuttle services to and from Monterey airport would allow guests arriving by airplane to complete their trip without renting a personal vehicle altogether. These services are currently not offered at the existing hotel. Additionally, the proposed hotel would provide a wider range of on-site amenities compared to the existing hotel, including a new restaurant, coffee house and spa. Providing these amenities on-site will reduce the need for guests to make trips outside of hotel grounds.

By providing alternative transportation options and on-site amenities, the proposed hotel can be expected to reduce guest usage of personal vehicles and reduce the current number of daily trips.

Parking

According to the City Zoning Regulations (17.38.020), hotels are required to provide on-site vehicular parking at a rate of 1 space per rental unit, including manager's units.

Therefore, the proposed 38-room hotel with 2 apartment units would require a total of 40 vehicular parking spaces. Per the site plan, the project proposes a total of 50 on-site (valet) parking spaces. Therefore, vehicle parking as proposed by the project will exceed City vehicle parking standards.

Parking Demand

The ITE *Parking Generation, 5th Edition* provides estimates of peak period parking demand based on land-use type. For a Hotel use (Land Use 310), the peak parking demand occurs at approximately 9:00

AM during weekdays and approximately 9:00 PM during Saturdays. A parking occupancy survey was conducted at the Hofsas House Hotel during these hours to determine the existing parking demand at the site. The survey involved counting the number of vehicles parked on-site during the identified peak periods. The results of the survey indicate there is a sufficient parking supply on-site during peak periods. Out of 28 parking stalls on-site, only 15 stalls were occupied during the weekday peak period and only 20 stalls were occupied during the Saturday peak period. Therefore, it can be concluded that the existing hotel parking demand is being met by the existing parking supply on-site during the study peak periods.

The proposed hotel does not propose to increase the number of hotel rooms when compared to the existing hotel. Additionally, the proposed on-site amenities such as the restaurant, day spa, and beauty salon would be accessible to hotel guests only and would not generate additional parking demand. Therefore, the projected parking demand is anticipated to be similar to that of the existing hotel. Based on the results of the parking survey, the proposed new hotel's proposed 50 parking spaces would exceed the projected parking demand. Moreover, it is unlikely that guests will utilize street parking along roadways surrounding the project site, given that there would be residual parking capacity on-site.

Conclusions

- The proposed project would not generate additional vehicle trips compared to existing conditions. As a result of the project generating or attracting fewer than 110 net new trips per day, it can be presumed that the proposed project would have a less-than-significant impact on VMT based on OPR's VMT screening criteria.
- The proposed project would provide alternative transportation options and on-site amenities not currently offered at the existing Hofsas House Hotel. Therefore, it can be concluded that the proposed hotel project may generate fewer vehicle trips than the existing hotel.
- Based on the results of the parking survey, the proposed new hotel's proposed 50 parking spaces would exceed the projected parking demand.