



December 12, 2017

Coastal City Residential, LLC  
1801 Century Park East, Suite 2400  
Century City, CA 90067-3113

## **Parking Analysis for the Northgate San Rafael Project**

Dear Sir or Madam;

As requested, W-Trans has prepared a parking analysis relative to the proposed project that would result in the demolition of the existing gas station/UPS store at 1007 Northgate Drive (located on the northwest corner of Freitas Parkway/Northgate Drive) and its replacement with 30 senior housing condominiums. Additionally, through lot splits 140 condominiums would be built on new parcels preliminarily addressed as 1020 and 1030 Northgate Drive. The purpose of this letter is to address the potential change in parking demand associated with the proposed redevelopment of the Northgate sites located at 1007 and 1010 Northgate Drive in the City of San Rafael.

### **Project Description**

The proposed project would result in development of 170 dwelling units, 30 of which would be dedicated to senior housing, 14 moderate-income affordable housing units, and 15 low-income affordable housing units. The project qualifies for the State Density Bonus at the 1020 and 1030 Northgate Drive buildings as at least 10 percent of the total dwelling units are dedicated to moderate-income or low-income affordable housing units as codified in California Government Code Section 65915. Of the 66 units provided at 1020 Northgate Drive, seven will be dedicated to moderate-income affordable housing and seven low-income affordable units will be provided. At 1030 Northgate Drive, of the 74 units provided, seven units will be provided for moderate-income affordable housing and eight will be dedicated to low-income affordable housing. The project is allowed one concession or incentive, of which one can be reduced parking requirements per the State Density Bonus. Additionally, the project includes rebuilding and relocating the existing hotel's conference space which would increase the size from 5,230 square feet to 5,791 square feet.

### **Hotel Occupancy Data**

Hotel parking occupancy counts were collected for between 7:00 a.m. and 1:00 p.m. on three days from Tuesday, October 27, 2015 through Thursday, October 29, 2015. This time period was chosen to capture peak parking demand for guests as well as for employees. On each of these dates the maximum parking demand was identified and compared to the number of occupied hotel rooms on that date. The parking ratios varied from day to day, with a low of 0.54 and a high of 0.79 occupied parking spaces per hotel room. The highest value of 0.79 derived from the data was used for the parking analysis. Copies of the data are enclosed for reference.

### **Parking**

The project was analyzed to determine whether the proposed parking supply would be sufficient for the anticipated parking demand. The project site as proposed would provide a total of 256 standard parking spaces for the residential uses and 300 standard parking spaces for the hotel, for a total supply of 556 spaces. The proposed parking supply would not be shared by different land uses and therefore the parking analysis was conducted separately for each land use. However, shared parking was considered for the different hotel components including guest rooms, conference facilities, and the café/bar. Hotel amenities, such as the fitness center, spa and small gathering areas for guests, are part of the uses typically found at a hotel, so would not be expected to generate any parking demand in excess of that estimated for the hotel guests.

The *City of San Rafael's Municipal Code* stipulates the City's parking requirements for new developments. Parking requirements are specified for each land use. The proposed project is expected to qualify for the City's Density Bonus, resulting in a reduction of required on-site parking for the residential component of the project as stipulated in the City of San Rafael Municipal Code, *Chapter 14.16.030: Affordable Housing Requirement*. The proposed parking supply is anticipated to adequately accommodate the estimated parking demand for the residential and commercial uses. Additionally, according to the City's Municipal Code 14.18.040, hotels with banquet, restaurant, or meeting space facilities are required to provide additional parking spaces as determined by a parking study. A parking analysis for the various hotel components is provided in the following section of this report.

The proposed parking supply, City requirements, State Density Bonus requirements, and existing hotel occupancy are shown in Table 1.

<b>Table 1 – Parking Analysis</b>				
<b>Land Use</b>	<b>Units</b>	<b>Rate</b>	<b>Parking Spaces</b>	<b>Planned Parking Supply</b>
<b>City Required Parking</b>				
1005 Northgate – Senior Housing	30 du	0.75 space per unit	23	
1020 Northgate – Multi-Family	66 du	1.5 for 1 bdr 2.0 for 2+ bdr plus 1 space per 5 units for guests	130	
1025 Northgate – Multi-Family	74 du	1.5 for 1 bdr 2.0 for 2+ bdr plus 1 space per 5 units for guests	148	
Hotel	235 rm	1 space per room plus 1 space for manager plus 1 space for every 2 employees	274	
<i>City Required Parking Total</i>			584	
<b>Density Bonus Parking</b>				
1007 Northgate – Senior Housing	30 du	0.75 space per unit	23	23
1020 Northgate – Multi-Family	66 du	1.0 for 1 bdr 2.0 for 2+ bdr	100	104
1030 Northgate – Multi-Family	74 du	1.0 for 1 bdr 2.0 for 2+ bdr	116	129
Hotel	235 rm	1 space per room plus 1 space for manager plus 1 space for every 2 employees	274	300
<i>Density Bonus Required Parking Total</i>			513	
<b>Existing Hotel Occupancy</b>				
Hotel	235	0.79	186	
<b>Total</b>				<b>556</b>

Notes: du = dwelling unit; rm = hotel rooms; bdr = bedroom

The proposed project is expected to qualify for the City's Density Bonus, resulting in a reduction of required on-site parking for the residential component of the project as stipulated in the City of San Rafael Municipal Code, *Chapter 14.16.030: Affordable Housing Requirement*. Under the Density Bonus Program, fewer spaces are required per unit for the multi-family housing. Under this program, 513 parking spaces are required for the various site uses. The proposed parking supply exceeds the minimum requirement, resulting in a net surplus of 43 spaces, as shown in Table 1.

Though not based on the City's published standards, consideration was also given to the site-specific data collected regarding parking demand for the existing hotel. As noted above, the parking demand was determined to be a maximum of 0.79 spaces per occupied guest room during the three days surveyed. Application of this rate to the 235-room hotel translates to a supply needed of 186 spaces, which is 88 fewer than indicated by the City's Code. If this rate is applied, and using the higher Code requirements without the Density Bonus, the total supply anticipated to be needed is 496 spaces, or 46 fewer than are proposed. Based on this further analysis it appears reasonable to conclude that the parking supply as proposed will be more than adequate to meet the demands of the various uses.

## **Hotel Shared Parking**

While parking will not be shared between the hotel and residential land uses, it is reasonable to assume shared parking will occur among the various hotel components. In order to determine the adequacy of parking for each hotel use, a shared parking analysis was conducted.

## **Shared Parking Principles**

Parking demand for new development is typically projected using empirically-derived rates established by organizations such as ITE and the Urban Land Institute (ULI). In many cases, a determination of parking adequacy is gauged solely on whether or not a project meets the supply required by the jurisdiction's zoning code, rather than by assessing the actual projected demand. The use of standardized, single-use parking demand rates does not consider the potential for "shared parking." The concept of shared parking is based on the fact that different land uses often experience peak parking demand at different times, be it by time of day or even month of the year. Without taking shared parking demand into consideration, an oversupply of parking can result, adversely affecting the goals of this project to avoid vast expanses of empty asphalt.

## **Shared Parking Methodology**

A parking demand methodology that considers "shared parking" principles can significantly improve the accuracy of determining actual parking demand. The ULI publication *Shared Parking*, 2<sup>nd</sup> Edition, 2006, includes state-of-the-practice methodologies for determining parking demand based on the various components of a specific project. The ULI shared parking methodology focuses on temporal data, determining when the overall peak demand for various land uses occurs, including what time of day, whether it is a weekday or weekend, and what month of the year. The recommended parking supply is then tied to that maximum demand period. The ULI model considers the proposed mix of land uses, including quantities of each type of use.

## **Parking Demand**

The ULI shared parking model separately considers the hourly parking demand created by hotel guests, employees, restaurants/lounges, and meeting rooms. The hotel includes 235 hotel units, 5,791 square feet of conference space, and 2,556 square feet of café/bar. It is again noted that amenities such as a spa and fitness room are for the exclusive use of guests, so are not considered separately. The methodology takes into consideration the interactions among distinct hotel uses, such as hotel guests also being restaurant/lounge patrons and users of the hotel conference space.

The ULI's *Share Parking Model* provides published rates for mode adjustments (i.e. how many people access the site by alternative modes), and internal capture rates for full-service hotels which include restaurant and meeting space amenities. For example, based on ULI rates, 30 percent of hotel restaurant patrons will travel other than by personal vehicle (taxi, shuttle, etc.) and 70 percent of patrons will also be guests staying at the hotel. Table 2 summarizes the mode adjustments and internal capture rates applied to the parking demand to achieve the total estimated parking demand.

**Table 2 – ULI Rates**

Land Use	Rate		Weekday		Weekend	
	Weekday	Weekend	Mode Adjustment	Internal Capture	Mode Adjustment	Internal Capture
Hotel						
<i>Guests</i>	0.9	1.	34%	-	23%	-
<i>Restaurant</i>	10.0	10.0	30%	70%	40%	70%
<i>Meeting Space</i>	20.0	10.0	25%	75%	25%	75%

Source: *Shared Parking*, 2<sup>nd</sup> Edition, Urban Land Institute, 2006

The deductions described above were applied to derive the total estimated parking demand for each of the hotel components. Table 3 summarizes the peak parking demands for each use. It is noted that these peaks do not occur simultaneously, so the total parking demand as indicated is not the same as what would be needed based on a time-of-day analysis.

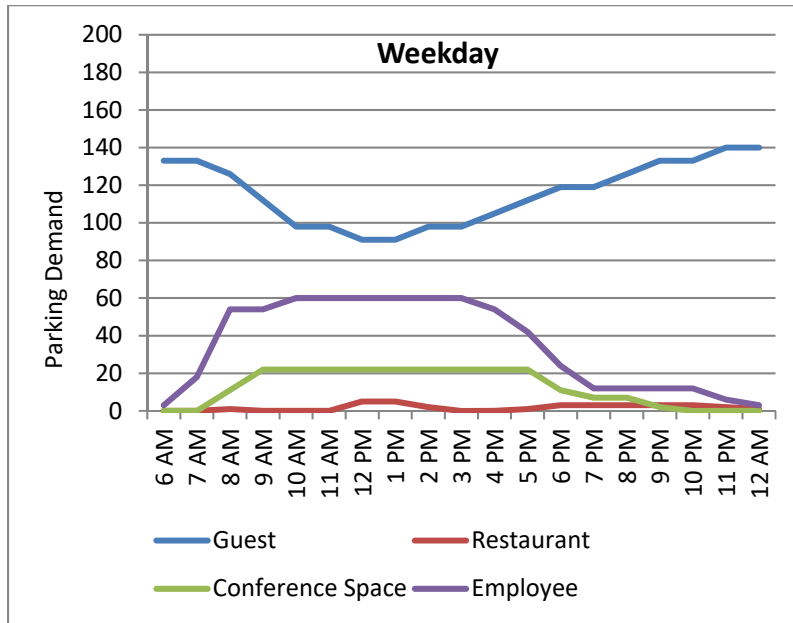
**Table 3 – Peak Parking Demand by Component**

Land Use	Units	Weekday	Weekend
<b>Hotel</b>			
<i>Guests</i>	235 rms	140	181
<i>Employee</i>		60	42
<i>Restaurant</i>	2.556 ksf	5	4
<i>Meeting Space</i>	5.791 ksf	22	11

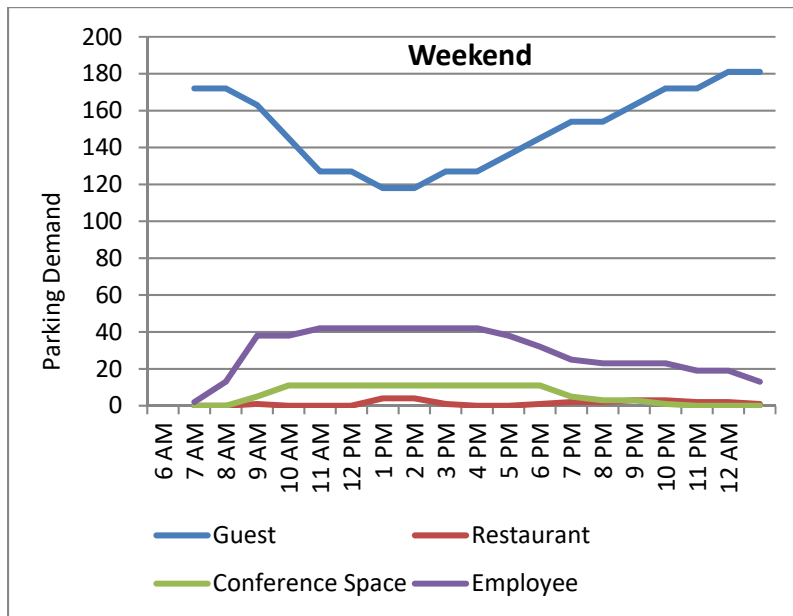
Notes: du = dwelling unit; ksf = 1,000 square feet; rms = rooms

Hotel guest parking demand is highest during early mornings and late nights, while other hotel uses have a higher parking demand during the daytime. The hourly parking demands on weekdays and weekends are shown in Figure 1 and Figure 2.

**Figure 1: Weekday Parking Demand**



**Figure 2: Weekend Parking Demand**

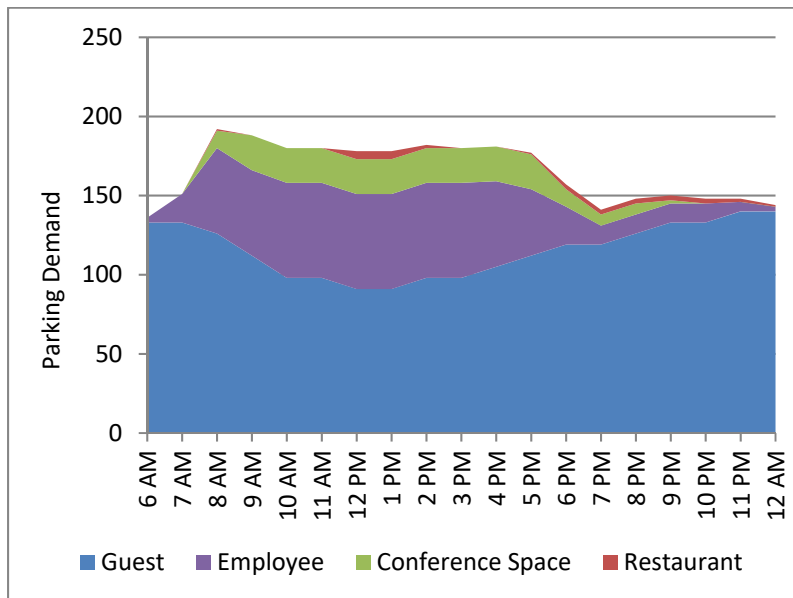


### Cumulative Parking Demand

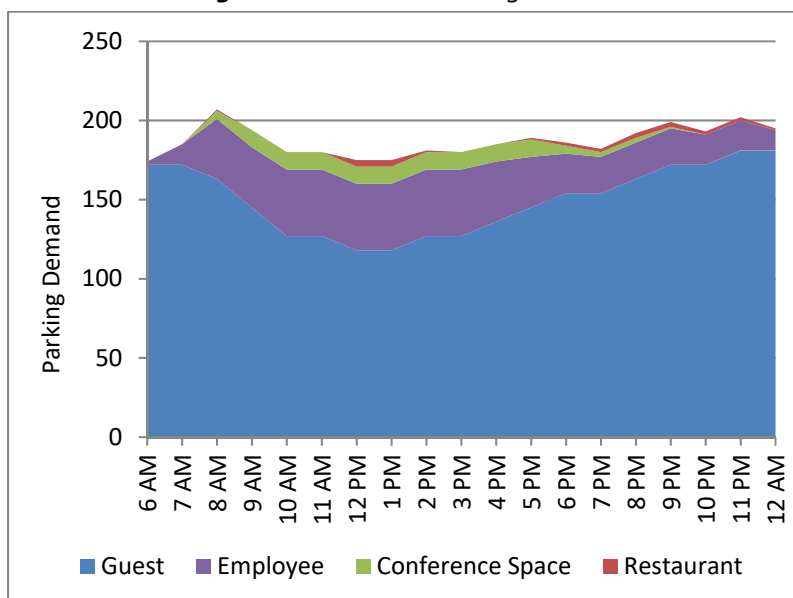
The parking demand profile for the entire hotel was assessed by summing the hourly demands of the individual uses described above. From this cumulative parking demand profile it is possible to determine the hour or hours of the day when the site as a whole would experience its peak parking demand.

Cumulative peak parking demand for the hotel occurs on weekdays at 8:00 a.m. with a demand of 192 spaces on weekdays and a demand of 207 spaces on weekends. Cumulative parking profiles are shown in Figure 3 and Figure 4.

**Figure 3: Cumulative Parking Demand**



**Figure 4: Cumulative Parking Demand**



Based on the shared parking analysis, the proposed parking supply of 276 spaces is sufficient to meet the peak parking demand of 207 vehicles for the various hotel uses and would experience a surplus of 67 spaces. Additionally, since hotel occupancy counts showed a demand of 186 parking spaces, the project may experience an even greater surplus.

## Conclusions and Recommendations

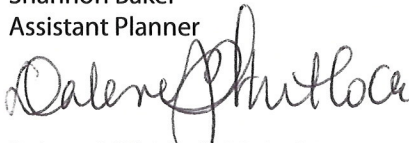
- The proposed supply is less than what is required to meet the City's Municipal Code, but more than adequate once the State Density Bonus deductions are applied.
- Under the State Density Bonus requirements the required parking supply is 513 spaces, which is less than the proposed supply of 556 spaces.
- Based on the existing hotel occupancy data and resulting rate of 0.79 spaces per room, the proposed parking exceeds the anticipated demand by 46 to 108 spaces, depending on whether the density bonus deduction is applied.
- With shared parking principles applied to the hotel use, the peak parking demand is expected to occur on weekends with a demand of 207 spaces. With the proposed parking supply of 276 spaces at the hotel, the parking supply would be adequate to accommodate each component of the hotel, including the expanded meeting space.
- It is recommended that the surplus of 43 spaces identified using the Density Bonus be unassigned so that they can serve guests of either the residential or hotel uses.

Thank you for giving W-Trans the opportunity to provide these services. Please call if you have any questions.

Sincerely,



Shannon Baker  
Assistant Planner



Dalene J. Whitlock, PE, PTOE  
Principal

DJW/dt/SRA119.L1

Enclosures: Parking Analysis



15-7853 San Rafael  
Four Points by Sheraton Parking Study

Tuesday, October 27, 2015

Zone A	Inventory	7AM	8AM	9AM	10AM	11AM	12PM	1PM
Regular	85	21	49	72	82	78	73	66
Handicap	6	1	4	1	1	2	3	2
<b>Zone B</b>	<b>Inventory</b>	<b>7AM</b>	<b>8AM</b>	<b>9AM</b>	<b>10AM</b>	<b>11AM</b>	<b>12PM</b>	<b>1PM</b>
Regular	60	16	22	28	49	47	45	39
<b>Zone C</b>	<b>Inventory</b>	<b>7AM</b>	<b>8AM</b>	<b>9AM</b>	<b>10AM</b>	<b>11AM</b>	<b>12PM</b>	<b>1PM</b>
Regular	88	45	41	35	33	28	24	16
Handicap	3	2	2	3	2	1	2	1
<b>Zone D</b>	<b>Inventory</b>	<b>7AM</b>	<b>8AM</b>	<b>9AM</b>	<b>10AM</b>	<b>11AM</b>	<b>12PM</b>	<b>1PM</b>
Regular	40	31	23	35	38	19	35	28
Handicap	5	1	1	1	2	2	5	4
Hotel Registration	2	0	0	0	0	0	0	0
<b>Zone E</b>	<b>Inventory</b>	<b>7AM</b>	<b>8AM</b>	<b>9AM</b>	<b>10AM</b>	<b>11AM</b>	<b>12PM</b>	<b>1PM</b>
Regular	43	8	11	12	17	13	18	16
<b>Zone F</b>	<b>Inventory</b>	<b>7AM</b>	<b>8AM</b>	<b>9AM</b>	<b>10AM</b>	<b>11AM</b>	<b>12PM</b>	<b>1PM</b>
Regular*	82	21	28	28	28	23	24	26
Handicap	2	0	0	0	0	0	0	0
<b>Total Site Parking Supply and Demand</b>								
Total Spaces	416	146	181	215	252	213	229	198
Total Occupancy		35.1%	43.5%	51.7%	60.6%	51.2%	55.0%	47.6%
<b>Hotel Demand ONLY **</b>								
Total Spaces Used	265	108	106	114	120	86	108	91
Occupancy		40.8%	40.0%	43.0%	45.3%	32.5%	40.8%	34.3%
<b>Versus Hotel Occupancy (spaces per room)</b>								
Occupied Road	222	0.49	0.48	0.51	0.54	0.39	0.49	0.41

\*There are 87 regular spaces with 5 spaces blocked by storage containers

\*\* Based on use of spaces in Areas C through F; Areas A and B reserved for the office building



15-7853 San Rafael  
Four Points by Sheraton Parking Study

Wednesday, October 28, 2015

Zone A	Inventory	7AM	8AM	9AM	10AM	11AM	12PM	1PM
Regular	85	32	55	77	80	75	75	76
Handicap	6	0	1	1	1	1	2	1
<b>Zone B</b>	<b>Inventory</b>	<b>7AM</b>	<b>8AM</b>	<b>9AM</b>	<b>10AM</b>	<b>11AM</b>	<b>12PM</b>	<b>1PM</b>
Regular	60	18	21	35	39	38	38	24
<b>Zone C</b>	<b>Inventory</b>	<b>7AM</b>	<b>8AM</b>	<b>9AM</b>	<b>10AM</b>	<b>11AM</b>	<b>12PM</b>	<b>1PM</b>
Regular	88	45	38	30	25	20	20	20
Handicap	3	0	0	0	0	0	0	0
<b>Zone D</b>	<b>Inventory</b>	<b>7AM</b>	<b>8AM</b>	<b>9AM</b>	<b>10AM</b>	<b>11AM</b>	<b>12PM</b>	<b>1PM</b>
Regular	40	28	28	24	22	20	17	32
Handicap	5	2	2	4	4	3	0	2
Hotel Registration	2	0	0	0	0	0	0	0
<b>Zone E</b>	<b>Inventory</b>	<b>7AM</b>	<b>8AM</b>	<b>9AM</b>	<b>10AM</b>	<b>11AM</b>	<b>12PM</b>	<b>1PM</b>
Regular	43	17	23	23	19	19	12	13
<b>Zone F</b>	<b>Inventory</b>	<b>7AM</b>	<b>8AM</b>	<b>9AM</b>	<b>10AM</b>	<b>11AM</b>	<b>12PM</b>	<b>1PM</b>
Regular*	82	26	27	17	23	24	22	21
Handicap	2	0	0	0	0	0	0	0
<b>Total Site Parking Supply and Demand</b>								
Total Spaces	416	168	195	211	213	200	186	189
Total Occupancy		40.4%	46.9%	50.7%	51.2%	48.1%	44.7%	45.4%
<b>Hotel Demand ONLY **</b>								
Total Spaces Used	265	118	118	98	93	86	71	88
Occupancy		44.5%	44.5%	37.0%	35.1%	32.5%	26.8%	33.2%
<b>Versus Hotel Occupancy (spaces per room)</b>								
Occupied Road	182	0.65	0.65	0.54	0.51	0.47	0.39	0.48

\*There are 87 regular spaces with 5 spaces blocked by storage containers  
 \*\* Based on use of spaces in Areas C through F; Areas A and B reserved for the office building

15-7853 San Rafael  
Four Points by Sheraton Parking Study

Thursday, October 29, 2015

Zone A	Inventory	7AM	8AM	9AM	10AM	11AM	12PM	1PM
Regular	85	27	41	71	74	72	77	68
Handicap	6	0	0	1	1	1	1	2
<b>Zone B</b>	<b>Inventory</b>	<b>7AM</b>	<b>8AM</b>	<b>9AM</b>	<b>10AM</b>	<b>11AM</b>	<b>12PM</b>	<b>1PM</b>
Regular	60	9	8	16	21	21	23	26
<b>Zone C</b>	<b>Inventory</b>	<b>7AM</b>	<b>8AM</b>	<b>9AM</b>	<b>10AM</b>	<b>11AM</b>	<b>12PM</b>	<b>1PM</b>
Regular	88	39	35	26	24	17	15	16
Handicap	3	0	0	1	1	0	0	0
<b>Zone D</b>	<b>Inventory</b>	<b>7AM</b>	<b>8AM</b>	<b>9AM</b>	<b>10AM</b>	<b>11AM</b>	<b>12PM</b>	<b>1PM</b>
Regular	40	32	23	20	18	17	20	16
Handicap	5	2	2	2	2	1	1	1
Hotel Registration	2	1	0	0	1	0	0	0
<b>Zone E</b>	<b>Inventory</b>	<b>7AM</b>	<b>8AM</b>	<b>9AM</b>	<b>10AM</b>	<b>11AM</b>	<b>12PM</b>	<b>1PM</b>
Regular	43	11	11	12	10	12	9	10
<b>Zone F</b>	<b>Inventory</b>	<b>7AM</b>	<b>8AM</b>	<b>9AM</b>	<b>10AM</b>	<b>11AM</b>	<b>12PM</b>	<b>1PM</b>
Regular*	82	22	25	26	27	27	23	23
Handicap	2	0	0	0	0	0	0	0
<b>Total Site Parking Supply and Demand</b>								
Total Spaces	416	143	145	175	179	168	169	162
Total Occupancy		34.4%	34.9%	42.1%	43.0%	40.4%	40.6%	38.9%
<b>Hotel Demand ONLY **</b>								
Total Spaces Used	265	107	96	87	83	74	68	66
Occupancy		40.4%	36.2%	32.8%	31.3%	27.9%	25.7%	24.9%
<b>Versus Hotel Occupancy (spaces per room)</b>								
Occupied Road	136	0.79	0.71	0.64	0.61	0.54	0.50	0.49

\*There are 87 regular spaces with 5 spaces blocked by storage containers  
 \*\* Based on use of spaces in Areas C through F; Areas A and B reserved for the office building