

Memo

To: Steve Stafford, Community Development Department, City of San Rafael
CC: Laruen Davini, PE, Traffic Engineer, City of San Rafael
From: Andrew Lee, PE, TE
Date: October 18, 2018
Subject: Peer Review of "Traffic Analysis for Proposed Project at 1007... 1030 Northgate Drive"

This memorandum summarizes Parisi Transportation Consulting's (Parisi) peer review of the City's traffic analysis memorandum (City memo) for the project proposed at 1007, 1010, 1020 and 1030 Northgate Drive (Project). Per the City memo, the Project consists of demolishing an existing gas station and UPS store and building 106 condominiums and 30 senior housing units.

Introduction and Setting. The Project summary and description of existing transportation facilities is consistent with our understanding of the site. The intersections selected for analysis encompass an area that could reasonably be affected by vehicle trips originating or destined for the Project.

Analysis Methodology. The City's use of Highway Capacity Manual 2000 methodology for analyzing signalized and unsignalized intersections is consistent with current transportation engineering best practices.

Level of Service Standards. The level of service standards listed in the City memo are consistent with the City's General Plan.

Trip Generation. The trip generation analysis is consistent with the Institute of Transportation Engineers [Trip Generation](#) for a "Copy, Print and Express Ship Store" (Land Use 920) and "Gasoline / Service Station with Convenience Market" (Land Use 945). The application of a high pass-by rate (approximately 75 percent pass-by trips) is consistent with expected traffic for a service station located on a busy arterial road next to the freeway.

The selected analysis area is appropriate given that Project is a residential development. The project could allow a person already part of the City's workforce to locate their household within the City, thereby resulting in a reduction in vehicle traffic on local highways and roads beyond the intersections in the immediate vicinity of the Project site.

Trip Distribution. The forecast Project trip distribution is reasonable given the location of freeway facilities to the east and adjacent land uses to the south.

Operational Analysis. The City's analysis is consistent with the industry-standard Highway Capacity Manual 2000 methodology. The order magnitude change in forecast delay and level of service is commensurate with the size of the project (36 more trips in the AM peak hour, 18 more trips in the PM peak hour).

Project Impacts. We agree with the City's suggestions for pedestrian and bicycle safety, which would encourage greater walking and bicycling from the project to nearby land uses, e.g., the Marin Civic Center and the Northgate shopping center. Other aspects of the non-vehicular traffic analysis are adequate.