



October 7, 2021

Mr. Christopher Hart
 County Strategic Fund I, LLC
 899 Northgate Drive, Suite 301
 San Rafael, CA 94903

Addendum to the *Traffic Impact Study for the Los Gamos Apartments Project*

Dear Mr. Hart;

As requested, we have prepared the following addendum to the *Traffic Impact Study for the Los Gamos Apartments Project* (TIS), W-Trans, June 4, 2021 to address requests for additional information made by City staff as well as the effect of minor changes to the project description on our findings and recommendations.

Changes in the Project Description

The current plans for the project include a local market of approximately 5,600 square feet and a community center of approximately 5,000 square feet while the project as described in the TIS included a 4,323 square-foot market and a 3,112 square-foot community room. Additionally, the analysis reflected a density of 16.48 units per acre based on a misunderstanding of the site's size; the density has been updated to reflect the correct value of 18.75 units per acre.

Effect on Operational Analysis

The change in the project's trip generation due to the increase in the market size from 4,323 square feet to 5,000 square feet was evaluated to determine how it would potentially affect the operational analysis. The project as evaluated in the TIS had a projected daily traffic volume of 1,270, including 73 net new trips during the morning peak hour and 88 during the p.m. peak hour. As shown in the updated version of Table 7, the change in the size of the market would increase the trip generation by 35 daily trips, with 2 added trips during each of the peak hours. It is noted that the rates for the "Supermarket" land use were applied to the local market as this land use is the most appropriate for application to the proposed local market. This nominal change in the trip generation can reasonably be expected to have no discernible effect on traffic operation, so an updated analysis is not warranted.

Table 7 – Trip Generation Summary (Updated)

Land Use	Units	Daily		AM Peak Hour				PM Peak Hour			
		Rate	Trips	Rate	Trips	In	Out	Rate	Trips	In	Out
Multifamily Housing	192 du	5.44	1,044	0.36	69	18	51	0.44	84	52	32
Supermarket	5.0 ksf	106.78	534	3.82	19	11	8	9.24	46	24	22
Subtotal			1,578		88	29	59		130	76	54
<i>Internal Capture</i>		<i>-15%*</i>	<i>-160</i>	<i>n/a</i>	<i>-10</i>	<i>-4</i>	<i>-6</i>	<i>n/a</i>	<i>-28</i>	<i>-15</i>	<i>-13</i>
Subtotal (Driveway Trips)			1,418		78	25	53		102	61	41
<i>Primary Supermarket Trips</i>			<i>454</i>		<i>14</i>	<i>9</i>	<i>5</i>		<i>32</i>	<i>17</i>	<i>15</i>
<i>Pass-By</i>		<i>-25%</i>	<i>-113</i>	<i>-25%</i>	<i>-3</i>	<i>-2</i>	<i>-1</i>	<i>-36%</i>	<i>-12</i>	<i>-6</i>	<i>-6</i>
Net New Trips			1,305		75	23	52		90	55	35

Note: ksf = 1,000 square feet; du = dwelling unit; * Assumed 15% of supermarket daily trips would be internally captured; that value was then doubled to account for both ends of the trip.

Effect on VMT

The less-than-significant VMT findings contained in the June 2021 traffic impact study would remain unchanged with the revised project, though the calculated project VMT rate would change slightly. The revisions are attributable to recent changes in the methodology used to account for residential density, an update to reflect a density of 18.75 units per acre consistent with the current application, and an update to reflect that 10 percent of units will be designated as low-income affordable apartments.

The industry standard methodology used to calculate the effects of residential density on VMT is contained in the publication *Handbook for Analyzing Greenhouse Gas Emission Reductions, Assessing Climate Vulnerabilities, and Advancing Health and Equity*, California Air Pollution Control Officers Association (CAPCOA), 2021. The project's density of 18.75 units per acre is calculated to correspond to a 23.3 percent reduction in per capita VMT.

The methodology used to estimate the VMT reductions associated with provision of onsite affordable housing is the same as applied in the original study, though the number of assumed affordable units has changed. With the currently proposed 20 units being restricted to low-income residents, the project VMT per capita is estimated to be reduced by 1.1 percent.

Combined, the project's density and onsite affordable housing would reduce its per capita VMT by 24.4 percent, thereby resulting in a project-specific rate of 8.4 VMT per capita. This is below the applied VMT significance threshold of 11.3 VMT per capita and also lower than the 9.7 VMT per capita estimate reported in the original traffic impact study. A summary of the VMT findings for the project's resident component is provided in the revised version of Table 9, and a summary of the VMT input variables and adjustments is enclosed.

Table 9 – Vehicle Miles Traveled Analysis Summary (Updated)

VMT Metric	Baseline VMT Rate	Significance Threshold	Project VMT Rate	Resulting Significance
Residential VMT per Capita (Regional Baseline)	13.3	11.3	8.4	Less than significant

Note: VMT Rate is measured in VMT per Capita, or the number of daily home-based miles driven on average per resident

The project's 5,000 square foot retail market component would serve onsite residents and the surrounding neighborhood. As indicated in the original traffic impact study, this neighborhood-serving retail component would be screened from quantitative VMT analysis per the City's guidelines. The project's approximately 3,100 square foot community room is intended to be a supportive use that serves onsite residents, so would also be expected to result in no VMT impact since it would generate few, if any, vehicle trips on its own.

The original traffic impact study also identified several transportation demand management (TDM) strategies that could further reduce VMT, vehicle trips, and parking demand. These strategies would remain valid though, as previously stated, they are not required to be implemented as the VMT impact is less than significant.

Sight Distance

It is noted that the TIS includes a recommendation to trim nearby trees to clear vegetation below a height of seven feet. While this recommendation was made to ensure continued adequacy of sight lines, no deficiency was identified that requires that there be a mitigation measure applied to the project. In fact, project-generated traffic would be making the overlapping movements of right-turns in and left-turns out. As these movements do not have any point of conflict, sight lines are not an applicable criterion. Guidance to an on-site manager based on a condition of approval to maintain vegetation to ensure continued adequate sight lines appears to be the most reasonable approach of ensuring that this recommendation is followed.

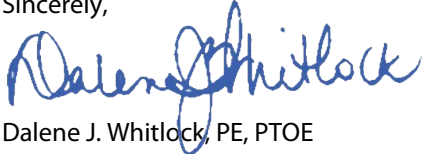
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We hope this information adequately addresses how the changes to the project description affect the findings of the traffic study. Please contact us if there are any questions.

Sincerely,



Dalene J. Whitlock, PE, PTOE
Senior Principal

DJW/djw/SRA143.L1

Enclosure: VMT Summary Spreadsheet



Los Gamos Apartments Project VMT Assessment

W-Trans 10/4/2021

Baseline VMT

10.8 Project Base VMT/Capita from TAM Model (MAZ 5349)	
192 Project Units	2.48 Occupancy/Unit
5143 Base Unadjusted Residential VMT (mi)	476 Residents ("capita")

Applied Significance Threshold

13.3 VMT per Capita Bay Area Regional Average
11.3 Threshold = 15% below Average

Project-Specific VMT Adjustments

10.8 Project Base VMT/Capita from TAM Model (MAZ 5349)
N/A Project Reduction Required to meet Significance Threshold

A. Density Adjustment

192 Project Units	<i>Source: CAPCOA 2021 Handbook for Analyzing Greenhouse Gas Emission Reductions, Assessing Climate Vulnerabilities, and Advancing Health and Equity</i>
-23.3% VMT Reduction	
-2.5 Adjustment to Base Project VMT/Capita	18.75 Project Density (du/ac)

B. Integrate Affordable Housing

10% of units below market rate (50-80% MFI)	<i>Source: California Housing Partnership, San Jose VMT Evaluation Tool</i>
1.1% VMT Reduction	
-0.12 Adjustment to TAM VMT/Capita	

Combined Project-Specific Adjustments

-22.2% Combined VMT Reduction
-2.40 Adjustment to TAM VMT/Capita
8.4 Project VMT/Capita with Adjustments

VMT Significance

10.8 Average VMT/Capita in MAZ	5143 Unadjusted Residential VMT (mi)
8.4 Project VMT/Capita with Adjustments	<u>3999</u> Adjusted Project Residential VMT (mi)
11.3 Significance Threshold	-1143 VMT Reduction (mi)
YES Threshold met	