



September 20, 2021

Mr. Michael Folk  
55 Brookdale, LLC  
P.O. Box 554  
Corte Madera, CA 94925

## Trip Generation and Parking Study for the Brookdale Apartments Project

Dear Mr. Folk;

As requested, W-Trans has prepared a trip generation and parking analysis for the Brookdale Apartments project to be located at 1552 Lincoln Avenue in the City of San Rafael. The purpose of this letter is to estimate the number of trips associated with the proposed project and assess the adequacy of the proposed on-site parking supply. The scope for this analysis was developed in accordance with the *City of San Rafael Transportation Analysis Guidelines, 2021*, and guidance from City staff.

### Project Description

The proposed project is the construction of ten residential units, including nine two-bedroom units and one one-bedroom unit on a currently vacant site. One of the two-bedroom units would be designated as affordable. Pedestrian access would be available from Lincoln Avenue and Brookdale Avenue, while on-site parking for residents would be accessed from Brookdale Avenue. The site plan is enclosed.

### Trip Generation

The anticipated trip generation for the proposed project was estimated using standard rates published by the Institute of Transportation Engineers (ITE) in *Trip Generation Manual*, 10<sup>th</sup> Edition, 2017 for “Multifamily Housing (Low-Rise)” (ITE LU 220). The project would be expected to generate an average of 73 new trips on a daily basis, including five during the morning peak hour and six during the evening peak hour, as shown in Table 1.

**Table 1 – Trip Generation Summary**

Land Use	Units	Daily		AM Peak Hour				PM Peak Hour			
		Rate	Trips	Rate	Trips	In	Out	Rate	Trips	In	Out
<b>Proposed</b>											
Multifamily Housing	10 du	7.32	73	0.46	5	1	4	0.56	6	4	2

Note: du = dwelling unit

Given the limited number of peak hour trips that the project would be expected to generate, it is reasonable to conclude that the project would have a nominal impact on traffic operation.

### Vehicle Miles Traveled (VMT)

The potential transportation impacts of the project were assessed based on vehicle miles traveled (VMT), the metric used for determining impacts under the California Environmental Quality Act (CEQA). Since the City of San Rafael has not yet adopted thresholds for VMT, the project was evaluated based on the guidance provided by the California Governor’s Office of Planning and Research (OPR) in the publication *Transportation Impacts (SB 743)*

*CEQA Guidelines Update and Technical Advisory*, 2018. This document identifies several criteria that may be used by jurisdictions to identify certain types of projects that are unlikely to have a VMT impact and can be “screened” from further VMT analysis. One of these screening criteria pertains to small projects, which OPR identifies as generating fewer than 110 vehicle trips per day. As shown in Table 1, the proposed project is anticipated to generate approximately 73 daily vehicle trips, which falls below the OPR threshold. As a result, it is reasonable to conclude that the project can be presumed to have a less than significant impact on VMT.

## Parking Supply

The proposed parking supply was evaluated to determine it would be adequate to satisfy City requirements. Since one of the ten proposed residential units would be designated as affordable, several modifications to the standard parking provisions of the Code are permitted by right, per San Rafael City Code Section 14.16.030(B)(2). This allows for a reduced on-site parking supply; as a result, the project would be required to provide two on-site parking spaces for each two-bedroom unit and one on-site space for each one-bedroom unit, with no required guest parking. For the proposed nine two-bedroom units and one one-bedroom unit, 19 on-site spaces would therefore be required.

Based on the site plan, a total of 18 on-site spaces would be provided, including eight tandem spaces and 10 stacked spaces, with five of these spaces elevated on lifts. It is noted that the City Code permits projects meeting the affordable housing threshold to count tandem parking spaces toward meeting the on-site parking requirements; this is otherwise prohibited. Since the tandem spaces would block access to four of the vehicles, these spaces would be assigned in pairs to four two-bedroom units to allow residents to access their vehicles independently. The stacked spaces would be able to accommodate 10 vehicles within a footprint that would accommodate five vehicles in a typical surface lot; one ground level space and one lift space would be assigned per unit. No assigned parking would be available for the one-bedroom unit.

It is noted that the project was presented to a subcommittee of the Planning Commission on January 6, 2021. It is understood that the subcommittee expressed preference for the project as proposed, with 10 units and 18 parking spaces, over an alternative that would provide nine units with 18 parking spaces, even though the former option would not comply with the City Code parking requirements.

The requirements and the proposed parking supply are summarized in Table 2.

**Table 2 – Vehicle Parking Summary**

Land Use	Units	Rate	Parking Spaces
<b>City Required Vehicle Parking</b>			
Affordable Residential Development (2 to 10 du)	1 One-bedroom du 9 Two-bedroom du	1 space/One-bedroom du 2 spaces/Two-bedroom du	19
<b>Proposed On-site Supply</b>			<b>18</b>

Notes: du = dwelling units

The eight tandem spaces are proposed as compact spaces, which represents 44 percent of the 18 on-site spaces provided. Section 14.18.110 of the Code establishes that a maximum of 30 percent of parking spaces can be designed as compact spaces, but Section 14.16.030 states that for projects providing affordable housing, applicants may request that a higher percentage of compact spaces be allowed.

Bicycle parking requirements are indicated in Section 14.18.090. For multi-family residential uses, the number of required short-term bicycle parking spaces is equal to five percent of the number of required vehicle parking spaces, with a minimum of one two-bicycle capacity rack. Long-term bicycle parking spaces are not required for

residential uses. The project as proposed includes four bicycle racks providing a total of eight bicycle parking spaces. In addition, each residence would be assigned an on-site storage unit designed to serve as secure bicycle parking. As indicated on the site plan, these units would be located in the courtyard near the Brookdale Avenue entrance to the site; with dimensions of four feet wide by seven feet long by eight feet high, each unit could potentially accommodate at least two bicycles. The storage units would also include electrical power to allow for charging electric bicycles. A bike washing station and air pump would be located adjacent to the storage units. City requirements for bicycle parking and the proposed supply are summarized in Table 3.

**Table 3 – Bicycle Parking Summary**

<b>Land Use</b>	<b>City Required Vehicle Parking Spaces</b>	<b>Rate</b>	<b>Parking Spaces</b>
<b>City Required Bicycle Parking</b> Multi-family Residential	19	Short-term: 5% of vehicle parking, minimum 2 spaces Long-term: not required	Short-term: 2
<b>Proposed On-site Supply</b>			<b>Short-term: 8</b> <b>Long-term: 10-20</b>


## Conclusions

- The project is estimated to generate an average of 73 trips per day, including five during the a.m. peak hour and six during the p.m. peak hour. Since the project-related trips are less than 110 trips per day, the impact in terms of VMT is presumed to be less-than-significant.
- The proposed on-site parking supply is 18 spaces, one less than what is required by the City Code for projects that meet the threshold for provision of affordable housing. To meet Code requirements, the project would need to provide an additional on-site space or reduce the number of residential units. It is understood that a subcommittee of the Planning Commission expressed a preference for the project as proposed rather than an alternative with fewer units that would conform to the City's parking requirements.
- As proposed, 44 percent of the on-site parking spaces would be compact spaces, which exceeds the allowable percentage of 30 percent compact spaces. The City Code indicates that projects including affordable housing may request an increase in the percentage of allowable compact spaces.
- The project as proposed would provide eight short-term bicycle parking spaces, which exceeds the two spaces required for the project. While not required by the Code, secure storage designed to accommodate at least two bicycles would also be provided for each unit.

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

Sincerely,

  
Barry Bergman, AICP  
Senior Planner

  
Dalene J. Whitlock, PE, PTOE  
Senior Principal

DJW/bdb/SRA149.L1

Enclosure: Site Plan



