

May 8th, 2023

San Rafael City Council
City of San Rafael
1400 Fifth Avenue,
San Rafael, CA 94901

RE: DENYING AN APPEAL (AP23- 002) AND AFFIRMING THE PLANNING COMMISSION'S APRIL 11, 2023 ACTION APPROVING AN ENVIRONMENTAL AND DESIGN REVIEW PERMIT (ED22-016) FOR A NEW MIXED-USE BUILDING WITH 162 RESIDENTIAL UNITS AND 8,900 SQUARE FEET OF GROUND FLOOR COMMERCIAL SPACE LOCATED AT 1515 4TH STREET AND DETERMINING THE PROJECT EXEMPT FROM THE CALIFORNIA ENVIRONMENTAL QUALITY ACT PURSUANT TO CEQA GUIDELINES SECTION 15332

Dear Mayor Colin and Council Members Gulati, Hill, Bushey, and Kertz,

1515 FOURTH STREET ASSOCIATES, LLC (the Applicant) is writing in response to the Appeal (AP23- 002) filed by Vikram Seshadri regarding the April 11th Planning Commission approval of the 1515 4th Street Project (the Project). The appeal fails to raise any significant, quantifiable, direct, and unavoidable impacts of the project, based on objective, identified written public health or safety standards, policies, or conditions as they existed on the date the application was deemed complete as required by the Housing Accountability Act (Government Code Section 65589.5). Accordingly, the Appeal has no merit and the Applicant requests that the City Council deny the Appeal.

The Applicant has a more than 35 year history of successful development in San Rafael, including the new AC Marriot Hotel, Second & B Street Apartments, 33 North Apartments, and other projects in Downtown. We take the responsibility of Public Safety very seriously, and we want to ensure the Project meets all Public Safety Codes. Accordingly, we did a thorough analysis of the points raised in the Appeal with the Project experts. Following an exhaustive review of the Appeal concerns, we re-confirmed in detail that the Project is code compliant and safe.

More importantly, we consulted City Staff and its departments for their objective, third party analysis. The City has reviewed and concluded that the project is safe and compliant with City Objective Standards. City Staff has concluded that the Appeal has no merit, and recommends denial of the Appeal.

Below is a summary of our findings:

4/18/2023 Appeal – Applicant Responses:

Appeal Point 1 – Inadequate Traffic Analysis:

The Appellant's claims are inaccurate. The Project's Local Traffic Analysis (LTA) by AMG was performed in accordance with San Rafael's Transportation Analysis Guidelines as verified by City Staff and DPW (See Attachment #1). The LTA, though not an application requirement is supplemental to a broader Traffic Analysis performed by the City as part of an Environmental Impact Report for the General Plan. We agree with City Staff's findings outlined in the Staff Report.

Further analysis of this point is provided by the Project Traffic Engineer, AMG (Attachment #2 & #3).

Appeal Point 2 – Traffic Impacts

The Appellant's claims are inaccurate, and in some cases unrelated to the Project. We agree with City Staff's findings outlined in the Staff Report.

Also, to clarify 3 misleading statements from the Appeal:

- There is no net loss of street parking associated with the project (See Attachment #3).
- AMG has provided exhibits verifying that vehicles can safely ingress/egress both project driveways, and that the circulation is safe for pedestrians (See Attachment #3).
- The Project does not cause a traffic signal warrant at any of the surrounding intersections.

Appeal Point 3 – Parking

The Appellant's claims are inaccurate. We agree with City Staff's findings outlined in the Staff Report.

The Project proposes 76 more parking spaces than its parking requirement per City Code, translating to 174% of its required parking. The Project provides ample parking for its residents.

Appeal Point 4 – Flooding

The Appellant's claims are inaccurate. We agree with City Staff's findings outlined in the Staff Report.

A Stormwater Control Plan for the Project was designed to comply with City Code and included with the Project application. The Project proposes a storm water collection system that will route Project stormwater to a treatment and filter system. The treated storm water will then enter the underground storm water collection system of the City of San Rafael.

Currently, the site does not use any storm water mitigation systems, meaning stormwater directly enters street surfaces. In other words, the project has a positive impact on both storm water quality and runoff quantity.

Other Concerns:

The Appellant voiced other concerns toward the City and DPW, but unrelated to the Project including: street parking permits & striping, speed bumps, and narrowing sidewalks. We have reviewed these points and agree with City Staff that they have no relation to the Project. We defer to the City and DPW on these items.

Conclusion:

The Applicant team, City Staff, and DPW have heavily scrutinized the Project over an application process approaching 2 years, and have validated that it is code compliant and very safe. The Appeal has been found to be inaccurate, without merit, and fails to raise any significant, quantifiable, direct, and unavoidable impacts of the project, based on objective, identified written public health or safety standards, policies, or conditions as they existed on the date the application was deemed complete as required by the Housing Accountability Act (Government Code Section 65589.5). 1515 4th Street Apartments will contribute toward enhancing the Downtown neighborhood, add much needed vibrancy, and help to

achieve the City's overall vision of the Downtown Precise Plan. We ask that the City Council deny this appeal and help to bring this much needed Downtown housing project into reality. Thank you for your time and consideration.

Sincerely,



Collin Monahan
Project Manager

CC: Riley Hurd
Jeff Ballantine

Attachment #1:

1515 4th Street - Local Traffic Analysis by AMG

City of San Rafael

Local Traffic Analysis for the Proposed 1515 Fourth Street Apartments Project

Project Report

May 2023





TABLE OF CONTENTS

EXECUTIVE SUMMARY	1
RESULTS	1
INTRODUCTION	2
PROJECT STUDY AREA	3
STUDY APPROACH	3
PROJECT STUDY SCENARIOS	4
DATA COLLECTION	4
FIELD REVIEW	4
SIGNIFICANCE CRITERIA	5
SIGNIFICANCE CRITERIA FOR THE CITY OF SAN RAFAEL	5
EXISTING CONDITIONS	7
EXISTING STREET NETWORK	7
STUDY INTERSECTIONS	7
BIKE FACILITIES	8
PEDESTRIAN FACILITIES	8
TRANSIT FACILITIES	9
LEVEL OF SERVICE (LOS) METHODOLOGY	9
EXISTING CONDITIONS ANALYSIS	11
PROJECT TRIP GENERATION AND DISTRIBUTION	13
EXISTING CONDITIONS PLUS PROJECT CONDITIONS ASSESSMENT	15
SITE CIRCULATION AND OTHER ISSUES	17
SITE ACCESS	17
SIGHT DISTANCE	17
ON-SITE CIRCULATION	17
PEDESTRIAN, BICYCLE & TRANSIT FACILITIES	17
ROADWAY ASSESSMENT	18
PARKING	19
INTERSECTION QUEUEING	19
VMT ANALYSIS	21
CONCLUSIONS	23

Tables

TABLE 1: LEVEL OF SERVICE THRESHOLDS BASED ON INTERSECTION DELAY	10
TABLE 2: EXISTING CONDITIONS LOS AND DELAY	11
TABLE 3: TRIP GENERATION	13
TABLE 4: TRIP REDUCTION AND NET TRIP GENERATION	13
TABLE 5: EXISTING PLUS PROJECT CONDITIONS LOS AND DELAY.....	15
TABLE 6: PARKING REQUIREMENTS.....	19
TABLE 7: 95 TH PERCENTILE QUEUE LENGTH (FT) ANALYSIS	20

Figures

FIGURE 1: PROJECT SITE PLAN.....	2
FIGURE 2: PROJECT STUDY AREA	3
FIGURE 3: EXISTING BICYCLE FACILITIES	8
FIGURE 4: EXISTING TRANSIT NETWORK	9
FIGURE 5: EXISTING PEAK HOUR VOLUMES, LANE GEOMETRY AND CONTROLS	12
FIGURE 6: PROJECT ONLY PEAK HOUR VOLUMES, LANE GEOMETRY, CONTROLS, AND TRIP DISTRIBUTION	14
FIGURE 7: EXISTING PLUS PROJECT PEAK HOUR VOLUMES, LANE GEOMETRY, AND CONTROLS.....	16

Appendices

APPENDIX A PROJECT SITE PLAN
APPENDIX B TRAFFIC VOLUME COUNTS
APPENDIX C EXISTING CONDITIONS SYNCHRO REPORTS
APPENDIX D EXISTING PLUS PROJECT CONDITIONS SYNCHRO REPORTS
APPENDIX E 95 TH PERCENTILE QUEUE LENGTH SYNCHRO REPORTS

Redefining Mobility.

EXECUTIVE SUMMARY

The purpose of this Local Traffic Analysis (LTA) is to evaluate potential transportation impacts associated with the proposed mixed-use development project located on 4th Street between E Street and Shaver Street in San Rafael, California. The proposed mixed-use development project consists of 162 dwelling units and approximately 9,000 square feet of retail.

Results

AMG determined that the project will have no significant impacts under existing plus project conditions. Based on the results of the analysis, the following is a summary of our findings:

Existing Traffic Condition:

- All the intersections operate at acceptable LOS D or better.

Existing Plus Project Traffic Condition:

- The project will generate 60 and 61 total trips during the AM and PM peak hours, respectively.
- All the intersections operate at acceptable LOS D or better.

Project Site Access and Circulation Assessment:

- Pedestrian, bicycle, and transit facilities are adequate to serve the project site.
- Site access to the project site within the project site is adequate.
- Site Circulation within the project site is adequate.
- Parking spaces provided at the project site are adequate.
- The existing storage capacity for the project access street, and the shared northbound left and northbound right-turn out of the project site is adequate and will not result in spillover of traffic queues due to the addition of the project.

INTRODUCTION

This technical memorandum presents the Local Transportation Analysis (LTA) for the proposed mixed-use development, 1515 Fourth Street Apartments project. The project site is located on 4th Street between Shaver Street and E Street in the City of San Rafael as shown in **Figure 1**. The proposed project will be a new construction of a 7-story mixed use housing development that will consist of 162 multifamily residential units, courtyard with a pool, workout area, approximately 9,000 square feet of commercial area, and gallery space. The new project includes 179 on-site parking spaces and 205 bicycle parking spaces. **Appendix A** shows the project site plan.

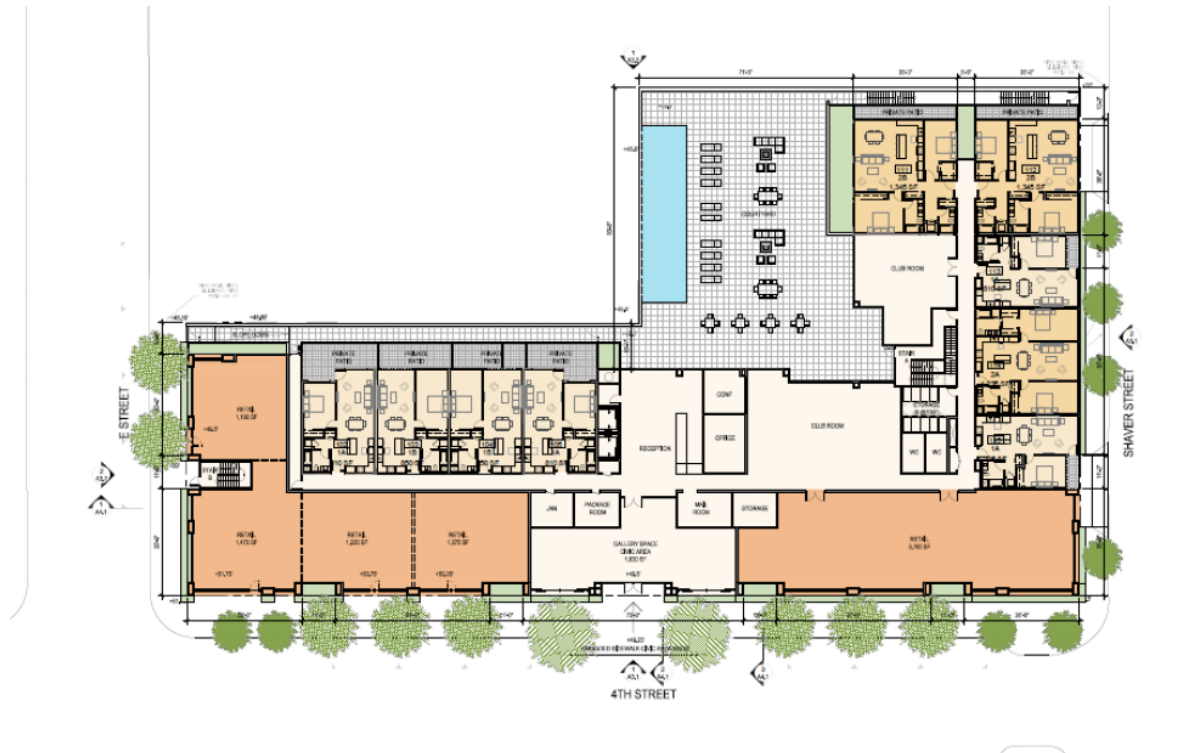


Figure 1: Project Site Plan

The purpose of a Local Transportation Analysis is to evaluate the potential traffic impacts of a proposed project and assess if any improvements would be required to mitigate these impacts based on the level of significance criteria established by the City of San Rafael. Vehicular traffic impacts are typically evaluated by determining the number of new trips that the proposed use is expected to generate and distributing these trips to the surrounding street system based on existing travel patterns or anticipated travel patterns specific to the proposed project. The existing street system is then evaluated using the new traffic to assess the impact of the proposed project. Additionally, parking requirements, sight evaluation, site circulation, pedestrian, bicycle, and transit access are also qualitatively evaluated.

Project Study Area

This study evaluates 4th Street roadway between the intersections with E Street and Shaver Street. The following 2 intersections as shown in **Figure 2** were selected for analysis:

1. 4th Street and E street (Signalized Intersection)
2. 4th Street and Shaver Street (Two-Way Stop Controlled Intersection)

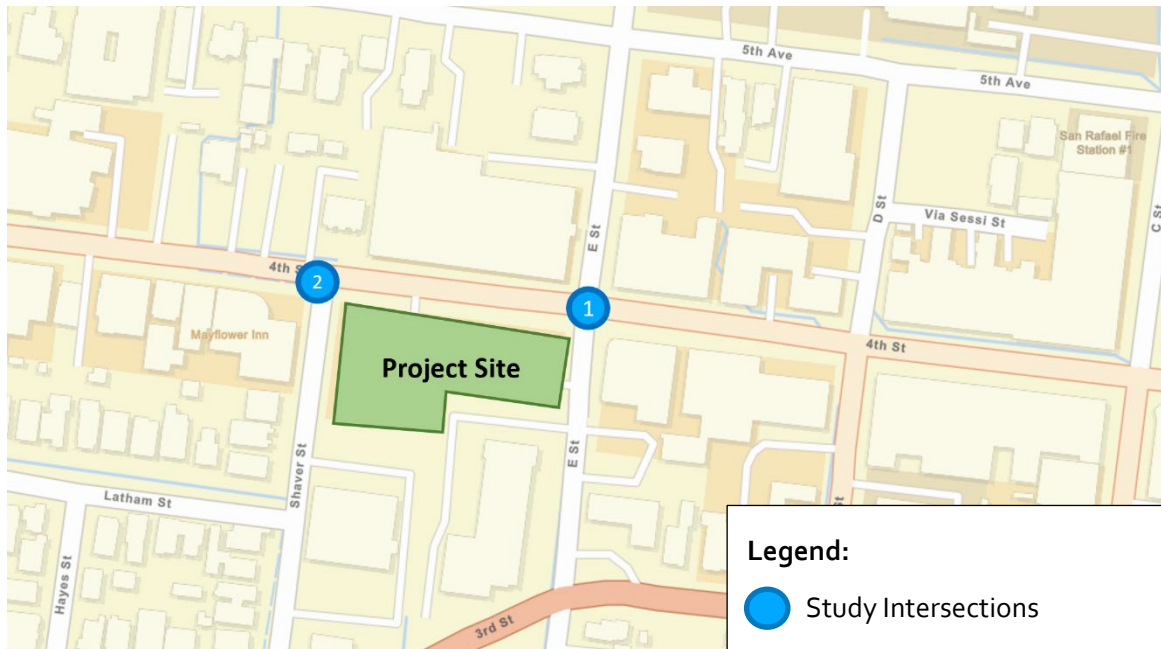


Figure 2: Project Study Area

Study Approach

The following are key steps of the study approach:

- Conduct traffic counts to establish baseline traffic conditions
- Conduct trip generation and distribution of project trips
- Determine the traffic conditions for the following scenarios:
 - Existing Traffic Condition
 - Existing Plus Project Traffic Condition
- Determine the impact of project trips based on established Significance Criteria
- Determine the impact of proposed project driveways

Project Study Scenarios

This study evaluates the weekday a.m. and p.m. peak hour traffic conditions for the following scenarios:

- 1. Existing Conditions:**

The existing conditions scenario evaluates weekday a.m. and p.m. peak hours with existing lane geometry, traffic control and traffic volumes.

- 2. Existing plus Project Conditions:**

The existing plus project conditions scenario adds proposed project trips to the existing conditions traffic models and evaluates the impact of the proposed project at the project intersection and study segments. This scenario recommends mitigation measures, based on the City of San Rafael TA guidelines, to mitigate any significant impacts that may occur due to the proposed project.

Data Collection

AMG collected the AM and PM peak hour intersection turning movement counts (TMC) on November 3, 2022, for the two study intersections. Counts were collected during the typical weekday AM peak hour, occurring between 7:00 and 9:00 AM, and PM peak hour, occurring between 4:00 and 6:00 PM. These counts are shown in **Appendix B**.

Field Review

AMG conducted a field visit to observe any potential issues with queuing or traffic operations under the existing conditions. At the time of site visit, no pedestrians or bicyclists were observed at the intersection.

SIGNIFICANCE CRITERIA

Significance Criteria for the City of San Rafael

The City of San Rafael has established criteria to determine the level of significance of traffic impacts based on standards set in the San Rafael General Plan 2040, the Downtown Precise Plan, and the Draft 2021 Congestion Management Program Update, by the Transportation Authority of Marin (TAM).

Based on these planning documents, a traffic impact is considered significant if the project would conflict with an applicable plan, ordinance or policy establishing measures of effectiveness for the performance of the circulation system, taking into account all modes of transportation including mass transit and non-motorized travel and relevant components of the circulation system, including but not limited to intersections, streets, highways and freeways, pedestrian and bicycle paths, and mass transit.

The following policies/goals are applicable to the proposed project:

Policy M-2.5: Traffic Level of Service

Maintain traffic Level of Service (LOS) standards that ensure an efficient roadway network and provide a consistent basis for evaluating the transportation effects of proposed development projects on local roadways. For most intersections, the citywide LOS Standard from the San Rafael General Plan 2040 is LOS D. For the study intersections, LOS D or better is the threshold.

For this analysis, significant impacts to an intersection are:

- If baseline traffic volumes are operating at an acceptable LOS and it deteriorates to an unacceptable operation with the addition of project traffic.

However, Point C from Policy M-2.5 in the San Rafael General Plan 2040, states that intersections within the boundaries of the Downtown Precise Plan are not subject to LOS Standards, if proactive measures are taken to address and manage congestion, and functionality of these intersections are insured. Both study intersections are within these boundaries, but LOS Analysis will be completed to quantify congestion caused by the proposed project.

Goal M-3: Cleaner Transportation

Reduce transportation impacts on the environment by supporting higher vehicle efficiency standards and reducing Vehicle Miles Travelled (VMT) by San Rafael workers and residents.

Special exemptions for VMT Analysis are provided for mixed use and infill developments in downtown San Rafael. Since this project meets the description above, it is exempt from VMT Analysis per Program M-3.2A in the San Rafael General Plan 2040¹.

Goal M-4: High Quality, Affordable Public Transit

Offer a safe, convenient, and affordable transit system that will become a competitive alternative to driving.

For this analysis, significant transit impacts would be:

- If demand is significantly increased and existing standards are not maintained
- If access to public transit facilities is reduced

Goal M-6: Safe Walking and Cycling

Encourage walking and cycling as the travel mode of choice for short trips, prioritize pedestrian and bicycle safety, and provide greater access to pedestrian and cycling amenities.

For this analysis, significant cycling/walking impacts would be:

- If safety and quality of service of existing pedestrian/cycling facilities are reduced
- If access to pedestrian/cycling facilities are reduced

The analysis conducted in the following sections of the report show that there is no significant impact to the study intersection with the proposed project based on the City of San Rafael's thresholds of significance criteria.

EXISTING CONDITIONS

Existing Street Network

4th Street is a two-lane east-west minor arterial roadway serving downtown San Rafael. It extends from Union Street to 2nd Street where both streets merge. It is adjacent to the project site and serves as a major transit route in San Rafael and Marin County. 4th Street has Class III bike facilities and on-street parking in both directions. Sidewalks are provided on both sides of the street. The speed limit is 30 mph.

E Street is a two-lane north-south minor arterial roadway that is east of the project site. Sidewalks and on-street parking are available on both sides of Shaver Street. The speed limit is 30 mph.

Shaver Street is a north-south two-lane local street that provides access to the proposed project parking lot with two driveways adjacent to it. Sidewalks and on-street parking are available on both sides of Shaver Street. The speed limit is 25 mph.

Study Intersections

The intersection of 4th Street and E Street is a signalized intersection with four approaches. The intersection is currently operating with two-phase signal control and left turns are permitted.

The intersection of 4th Street and Shaver Street is an unsignalized intersection with three approaches. Both legs on 4th Street are free, while the leg on Shaver Street is stop-controlled.

Bike Facilities

Bicycle facilities are classified by Caltrans into four distinct types of bikeway facilities, as generally described below:

- Class I Bikeway (Bike Path). Provides a separate right-of-way and is designated for the exclusive use of bicycles and pedestrians with vehicle and pedestrian crossflow minimized.
- Class II Bikeway (Bike Lane). Provides a restricted right-of-way and is designated for the use of bicycles with a striped lane on a street or highway. Vehicle parking and vehicle/pedestrian crossflow are permitted.
- Class III Bikeway (Bike Route). Provides for a right-of-way designated by signs or pavement markings for shared use with pedestrians or motor vehicles.
- Class IV Bikeway (Separated Bikeway/Cycle Track). Provides a cycle track or protected bike lane, is for the exclusive use of bicycles, physically separated from motor traffic with a vertical feature.

Class III facilities with sharrow markings are available on 4th Street near the proposed project as seen in Figure 3.

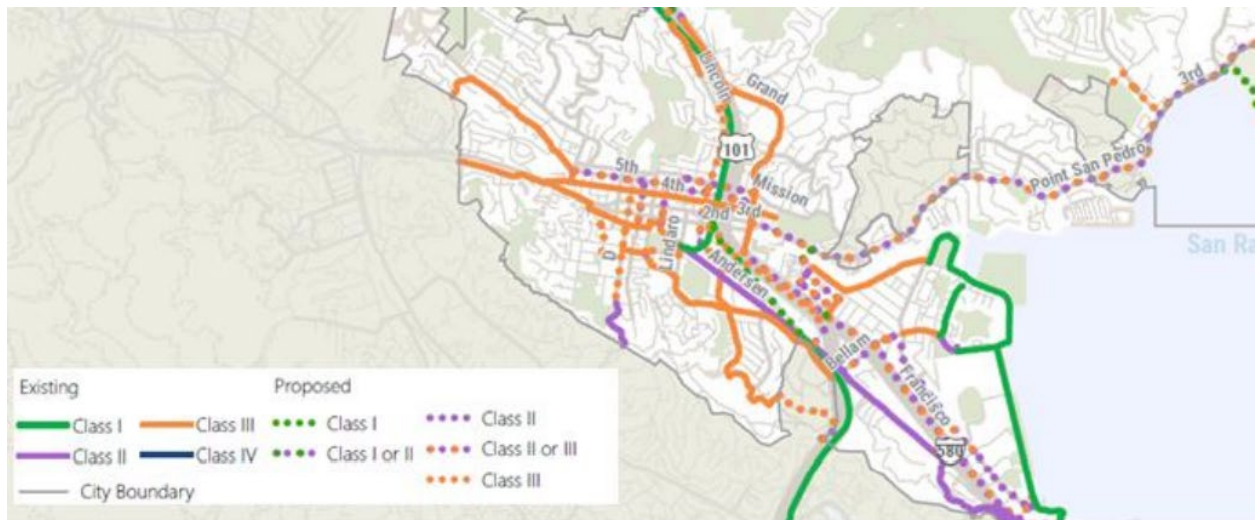


Figure 3: Existing Bicycle Facilities

Pedestrian Facilities

Pedestrian facilities in the project area include sidewalks, crosswalks, and ADA curb ramps. Sidewalks along the study roadways vary in width from 5 to 12 feet, meeting the minimum city standards for sidewalks and wider through zone areas (4th Street).

4th Street/E Street has crosswalks and ADA curb ramps at every intersection leg.

4th Street/Shaver Street has a crosswalk and ADA curb ramps on the west leg of the intersection. A ladder crosswalk, curb extension, and ADA curb ramps are available on the south leg of the intersection.

Transit Facilities

Transit Service within the study area is provided by Marin Transit, Golden Gate Transit, and the Sonoma-Marín Area Rail Transit (SMART). The project site is located near the intersection of 4th Street and E Street which includes bus stops for Marin Transit (Lines 22,23 and 68), and Golden Gate Transit (Line 132). The downtown San Rafael SMART transit station is approximately 0.60 miles from the proposed project and connects multiple cities in Marin County to cities in Sonoma County.

The existing transit network is shown in **Figure 4**.

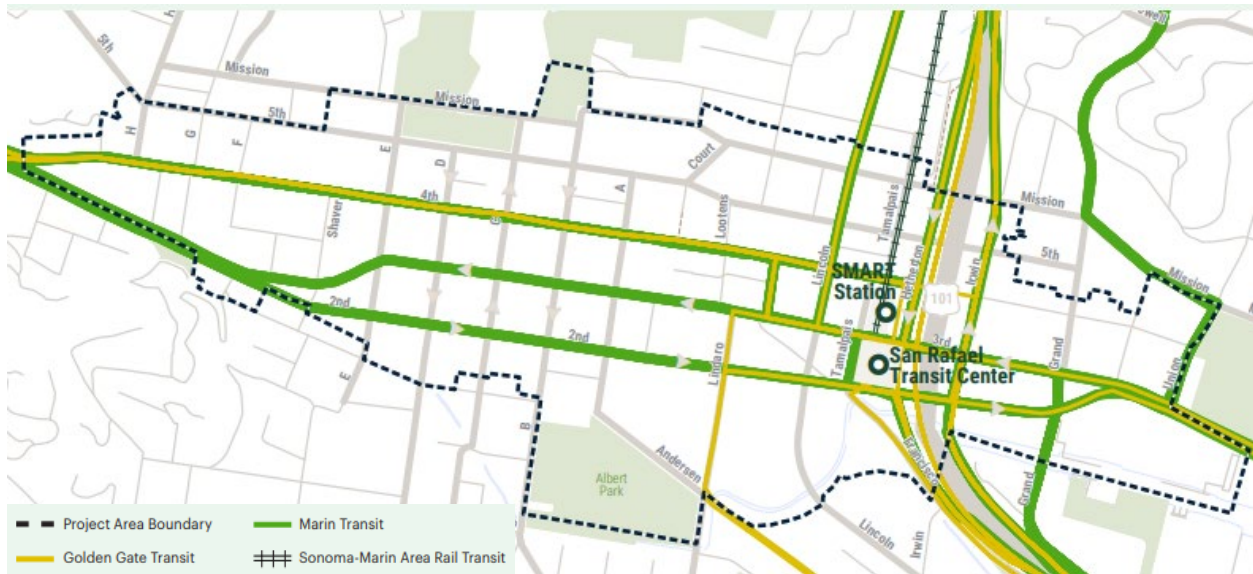


Figure 4: Existing Transit Network

Level of Service (LOS) Methodology

This study uses two different methods to determine LOS. For the signalized intersection, the percentile method was used. For the unsignalized intersection, the LOS criteria established in the Highway Capacity Manual (HCM), 6th Edition published and updated by the Transportation Research Board for unsignalized intersections.

The HCM 6th Edition methodology in Synchro 11 does not provide delay or LOS when signal timing includes non-standard ring-barrier structures (NEMA phasing). Therefore, the percentile delay method was used for analysis. The percentile delay method is based on HCM 2000 methodology that Synchro uses for optimization.

The Highway Capacity Manual (HCM) assigns intersection level of service (LOS) based on average control delay. Signalized intersection LOS is defined in terms of weighted average control delay for the entire intersection. Unsignalized intersection LOS criteria can be reduced into three intersection types: all-way stop control, two-way stop control, and roundabout control.

All-way stop control intersection LOS is expressed in terms of the weighted average control delay for the entire intersection. Two-way stop-controlled intersection LOS is defined in terms of the average control delay for each minor-street movement (or shared movement) as well as critical major-street left-turns. Roundabout control LOS is expressed using both average control delay for the intersection as well as LOS for the worst performing lane.

Table 1 provides the relationship between LOS rating and delay for signalized and unsignalized intersections based on the San Rafael General Plan 2040 thresholds.

Table 1: Level of Service Thresholds Based on Intersection Delay

Level of Service	Signalized Intersection Delay (sec)	Unsignalized Intersection Delay (sec)
A	$0 \leq D \leq 10$	$0 \leq D \leq 10$
B	$10 < D \leq 20$	$10 < D \leq 15$
C	$20 < D \leq 35$	$15 < D \leq 25$
D	$35 < D \leq 55$	$25 < D \leq 35$
E	$55 < D \leq 80$	$35 < D \leq 50$
F	$80 < D$	$50 < D$

Existing Conditions Analysis

AMG developed existing conditions traffic simulation models using Synchro 11 software using existing lane configuration, traffic signal timings and traffic volumes. Existing conditions level of service (LOS) and delay were evaluated for the weekday a.m. and p.m. peak hours.

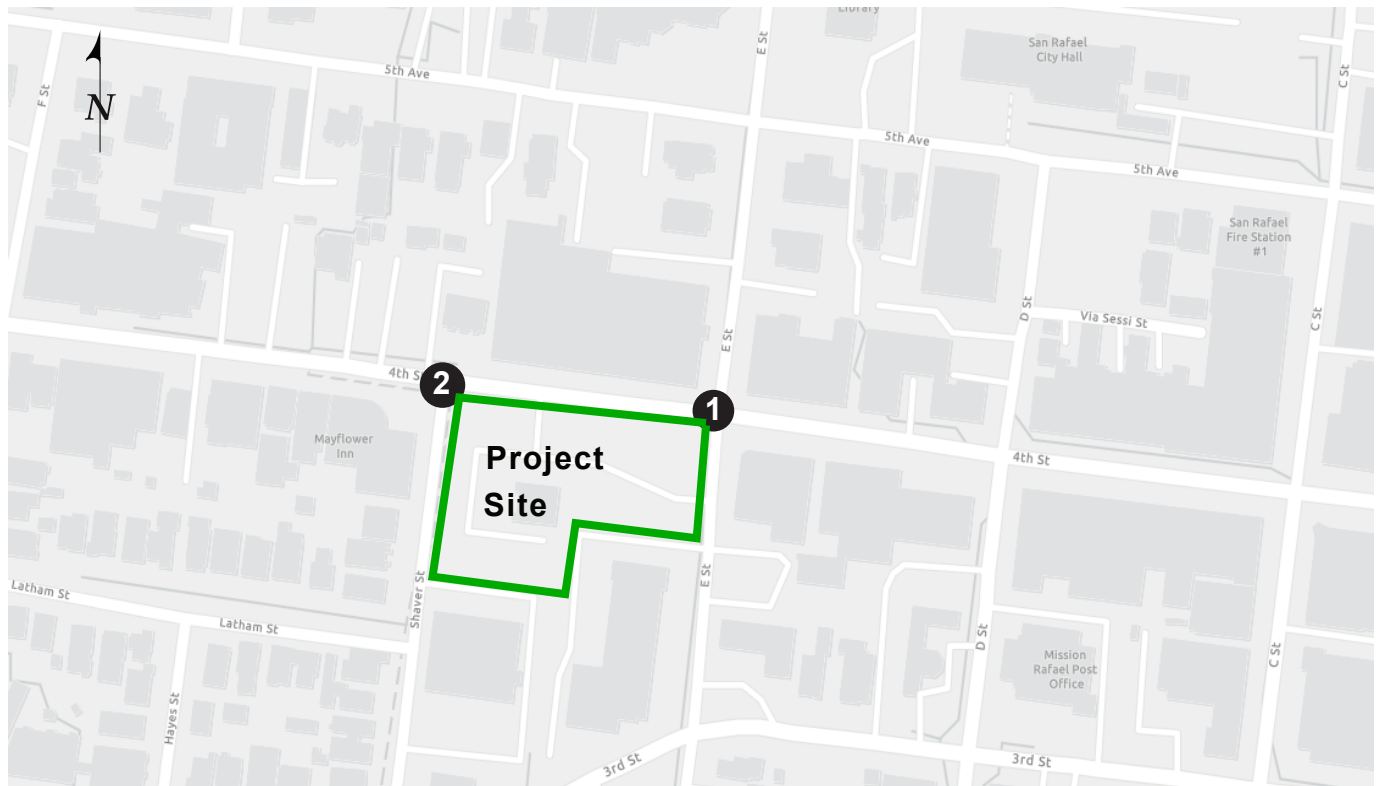
The results of the LOS and delay analysis conducted for the existing conditions scenario are summarized in **Table 2. Appendix C** contains the existing conditions Synchro analysis reports.

Table 2: Existing Conditions LOS and Delay

#	Intersection	Control Type	Peak Hour	Existing Conditions	
				Average Delay (sec)	LOS
1	4 th Street & E Street	Signal	AM	15.0	B
			PM	16.8	B
2	4 th Street & Shaver Street ¹	One Way Stop	AM	1.2 / (24.9)	A / (C)
			PM	1.2 / (16.3)	A / (C)
Notes:					
1. First number shown is the intersection delay, number inside the () is the highest delay movement					

Based on the results of the existing conditions analysis, both study intersections operate at LOS D or better during both the a.m. and p.m. peak hours.

Intersection #1 4th Street/E Street	Intersection #2 4th Street/Shaver Street



Legend

- ① Study Intersection
- ⊕ Traffic Signal
- ⊖ Stop Sign
- xx AM Peak Hour Volume
- (xx) PM Peak Hour Volume

PROJECT TRIP GENERATION AND DISTRIBUTION

Trip Generation is defined as the number of “vehicle trips” produced by a particular land use or project. A trip is defined as a one-direction vehicle movement. The total number of trips generated by each land use includes the inbound and outbound trips.

The trip generation estimates for the proposed land uses (Multifamily Housing (Mid-Rise) & Variety Store) were calculated using the standard reference, Trip Generation, 11th Edition, published by the Institute of Transportation Engineers (ITE).

The estimated potential trip generation of the proposed project is shown in **Table 3**. It is estimated that the project will generate approximately 60 and 71 trips during the AM and PM peak hours respectively.

Table 3: Trip Generation

Land Use	ITE Code	Size ^{1,2}	Daily		Weekday A.M.			Weekday P.M.				
			Rate	Total	Rate	In	Out	Total	Rate	In	Out	Total
Apartments	ITE 221	162 DU	2.93	475	0.28	7	39	46	0.26	31	12	43
Commercial Variety Store	ITE 814	9 KSF	37.27	333	1.47	8	16	14	3.1	14	14	28
Total			-	807	-	15	45	60	-	45	26	71

Notes:
 1. DU = Dwelling Units
 2. KSF = 1000 Square Feet

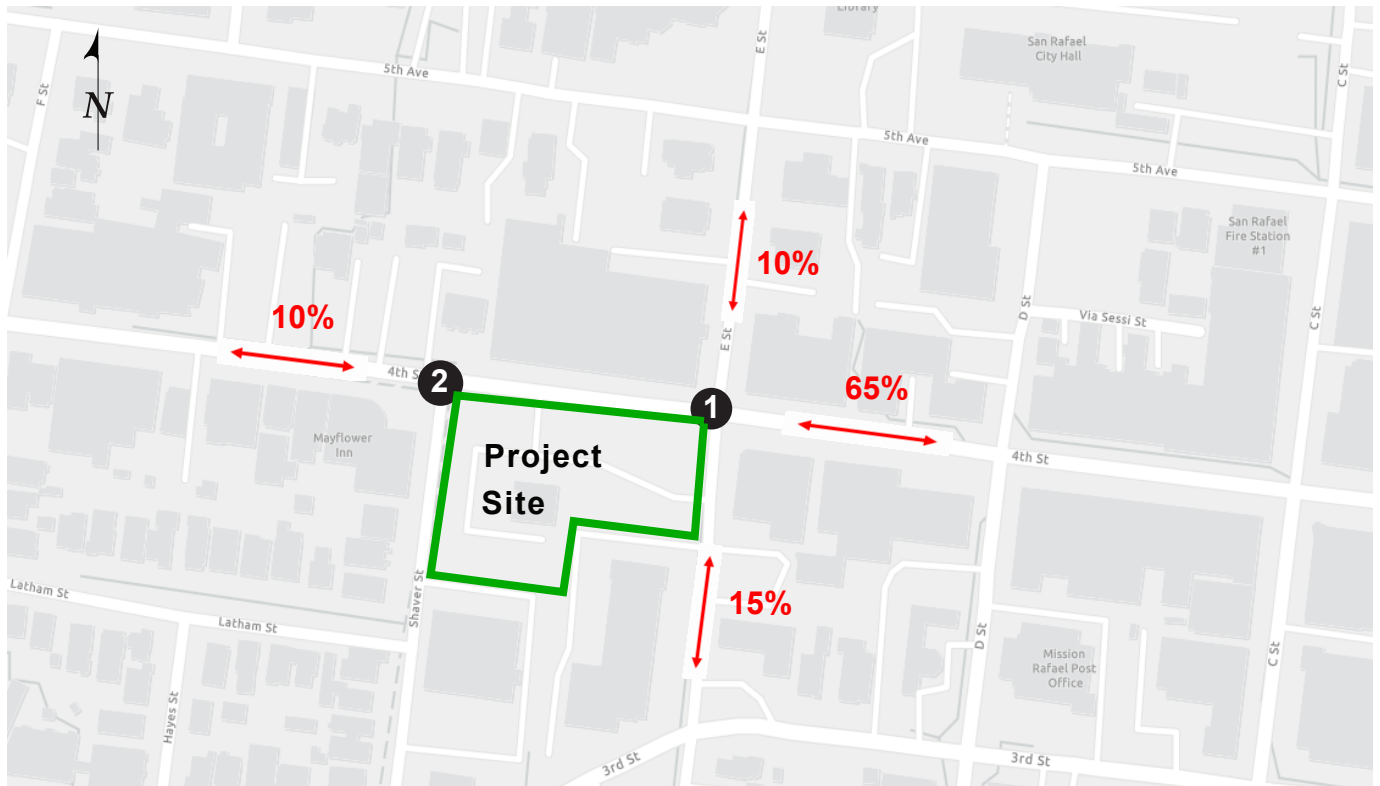
The San Rafael Transportation Analysis Guidelines state that projects within the downtown area and projects of mixed-use development are allowed to trip rate reductions as internal trips. The proposed project will be a mixed-use development and is within the downtown area, so it will allow for internally-captured trips. Internal trip reductions were calculated using the ITE Trip Generation Handbook, 3rd Edition. The estimated trip reduction and net project vehicle trip generation are shown in **Table 4**.

Table 4: Trip Reduction and Net Trip Generation

	AM Trips			PM Trips		
	In	Out	Total	In	Out	Total
Gross Project Trip Generation	15	45	60	45	26	71
Internal Trip Reduction	0	0	0	5	5	10
Net Project Trip Generation	15	45	60	40	21	61
Percent Reduction	0%	0%	0%	11%	19%	14%

Figure 6 illustrates the project trips for the a.m. and p.m. peak hours and the trip distribution through the study intersection based on existing peak hour turning movement counts.

Intersection #1 4th Street/E Street	Intersection #2 4th Street/Shaver Street
<p> 4 (2) 0 (0) 0 (0) 0 (0) 10 (26) 0 (0) 0 (0) 4 (2) 2 (6) 0 (0) 0 (0) 29 (12) 0 (0) 0 (0) 7 (3) 2 (6) 0 (0) 0 (0) </p>	<p> 0 (0) 0 (0) 1 (4) 14 (36) 5 (2) 40 (19) </p>



Legend

- ① Study Intersection
- ⊕ Traffic Signal
- ⊖ Stop Sign
- ×× AM Peak Hour Volume
- (××) PM Peak Hour Volume
- ↔ Trip Distribution

EXISTING CONDITIONS PLUS PROJECT CONDITIONS ASSESSMENT

As aforementioned, existing plus project conditions scenario adds proposed project trips to the existing conditions traffic models and evaluates the impact of the proposed project at the project intersection and study segments. **Figure 7** illustrates the existing plus project turning movement counts, lane geometry & traffic controls.

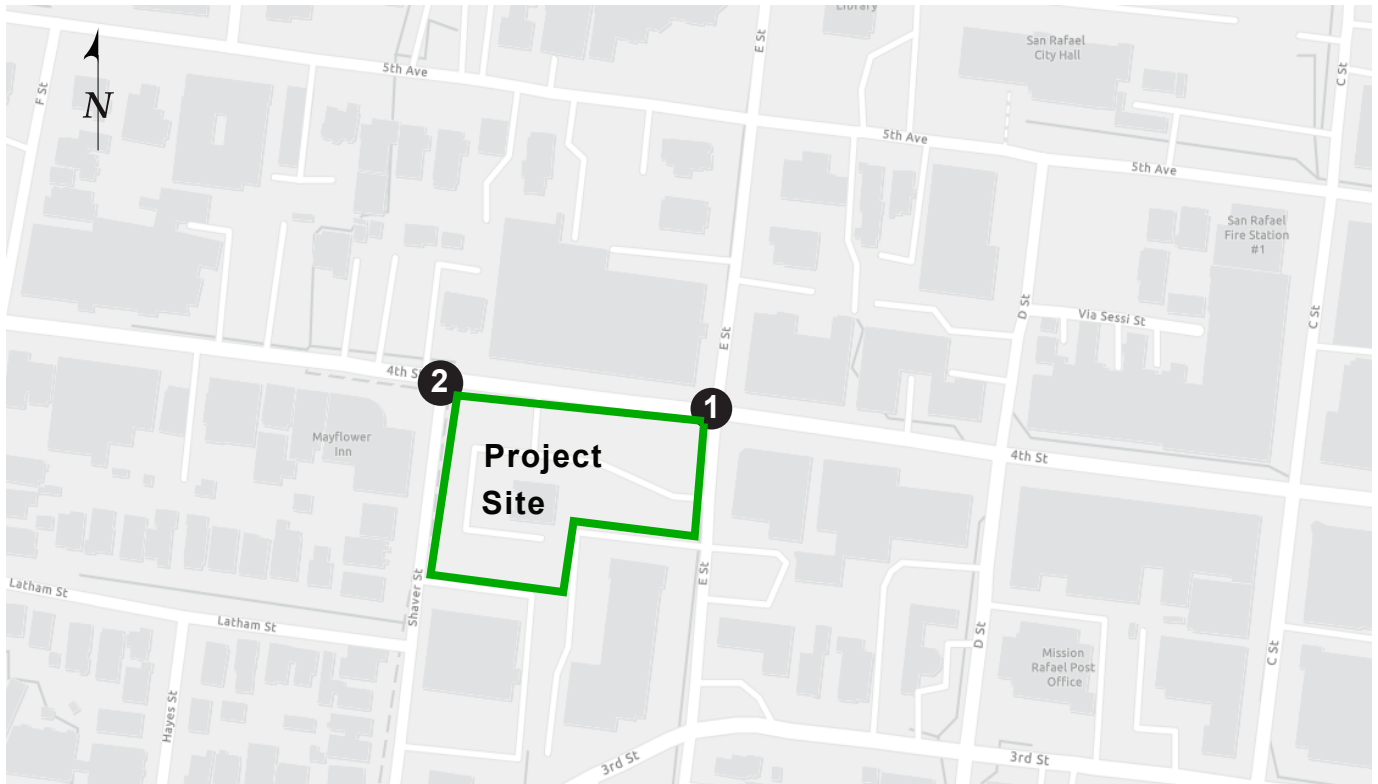
The results of the LOS and delay analysis conducted for existing plus project conditions scenario are summarized in **Table 5**. **Appendix D** contains the existing plus project conditions Synchro analysis reports.

Table 5: Existing Plus Project Conditions LOS and Delay

#	Intersection	Peak Hour	Existing Conditions		Existing Plus Proposed Conditions	
			Average Delay (sec)	LOS	Average Delay (sec)	LOS
1	4 th Street & E Street	AM	15.0	B	15.0	B
		PM	16.8	B	17.4	B
2	4 th Street & Shaver Street ¹	AM	1.2 / (24.9)	A / (C)	3.0 / (26.1)	A / (D)
		PM	1.2 / (16.3)	A / (C)	2.2 / (18.3)	A / (C)
Notes:						
1. First number shown is the intersection delay, number inside the () is the highest delay movement						

The results of the existing plus project conditions analysis show that there is no significant impact with the addition of the project trips, both intersections will continue to operate at LOS D or better. There is a slight increase in delay during both AM and PM peak hours at intersection 2, but the intersection overall will continue to operate at LOS A. There is also a slight increase in delay at the worst intersection approach delay during both AM and PM peak hours, but it will still operate at LOS D and better.

Intersection #1 4th Street/E Street	Intersection #2 4th Street/Shaver Street
<p>37 (43) 67 (83) 13 (18)</p> <p>15 (23) 337 (274) 12 (28)</p> <p>14 (27) 267 (327) 66 (37)</p> <p>85 (91) 84 (99) 10 (52)</p>	<p>432 (357) 22 (50)</p> <p>306 (362) 10 (14)</p> <p>22 (15) 48 (41)</p>



Legend

- ① Study Intersection
- ⊕ Traffic Signal
- ⊥ Stop Sign
- xx AM Peak Hour Volume
- (xx) PM Peak Hour Volume

SITE CIRCULATION AND OTHER ISSUES

Site Access

The project site would be located along 4th Street between E Street and Shaver Street. Vehicle access to the apartments will be provided by two driveways along Shaver Street. This approach would be the only access point to on-site parking and is expected to be adequate. Pedestrian access to the project will be provided through multiple entrances along 4th Street and E Street.

Sight Distance

AMG conducted stopping sight distance analysis in the field to ensure that there is sufficient distance for a driver to effectively apply the brakes and stop the vehicle without colliding with a vehicle/obstruction on the road. At driveways, a clear line of sight should be provided between the vehicle waiting at the driveway and the approaching vehicle. The vehicle waiting to either cross, turn left, or turn right, through the driveway should have sufficient time to make that maneuver without requiring the through traffic to drastically alter their speed.

Based on AMG's field observations and The Highway Design Manual, July 1, 2020, Chapter 200 - Geometric Design & Structure Standards, Table 201.1 Sight Distance Standards, which recommends a stopping sight distance of 150 feet for a design speed of 25 mph, the sight distance for the west leg of the intersection on Shaver Street is adequate.

Based on City of San Rafael's Municipal Code, Article 14.16.295 - Sight Distance, the required "vision triangle" at driveways is fifteen feet from the curb return. Any improvements or vegetation within that established vision triangle shall be less than 3 feet from the street pavement. Sight Distance for the driveways at Shaver Street should also be adequate, given that landscaping on Shaver Street is maintained at the dimensions mentioned above.

On-Site Circulation

AMG assessed the on-site circulation at the project site based on the site plan provided by the client. The proposed project will have two driveways, that will allow entrance, parking, and exit of vehicles with a 30' parking buffer. Both driveways access Shaver Street, that may cause congestion in the case of an emergency. Pedestrian entrances are provided on 4th Street and E Street, and 2 pedestrian emergency exits are provided in the basement. On-Site circulation is expected to be adequate, given that a parking management plan be provided by the project sponsor for tandem parking.

Pedestrian, Bicycle & Transit Facilities

The proposed project will seem to attract 10 PM peak hour non-vehicular trips as shown in **Table 4**. These trips will cause no reduction in quality of service on existing facilities and will not reduce safety or access to pedestrian, bicycle, or transit facilities. Therefore, the proposed project impacts on these facilities have no substantial effect.

Pedestrian Access:

Sidewalks are provided along Shaver Street, 4th Street, and E Street in the vicinity of the project site. The width of the sidewalk ranges from 6 feet to 8 feet. Crosswalks mentioned in the Existing Conditions at the study intersections would also provide pedestrian access to the project site from other cross-streets.

Currently, two driveways are located on 4th Street and one driveway on E Street. The proposed project will move these driveways to Shaver Street. Pedestrians would have increased safety on these two roadways. Based on AMG's observations pedestrian access to the site is adequate.

Bicycle Access

There are Class III Bike facilities on 4th Street near the project site. These facilities include sharrow markings on the pavement and wayfinding signs to alert drivers that the roadway is shared with cyclists. The project will also provide bicycle parking with bike racks for eight bicycles on the sidewalk along 4th street.

Currently, cyclists on the Class III facilities on 4th Street have the threat of vehicles coming in and out of two driveways on 4th Street. The proposed project will move these driveways to Shaver Street, increasing safety for cyclists on 4th Street. Based on these observations, bicycle access to the project site is adequate.

Transit Facilities

There are two transit stops in the vicinity of the project site. One bus stop is on 4th Street west of the intersection with E Street. Pedestrians and cyclists can access this bus stop by using the crosswalk located at the west leg of the 4th Street/E Street intersection. Another stop is directly across the project site on the north side of 4th Street. Pedestrians and cyclists can access this bus stop by using the crosswalk located at the north leg of the 4th Street/E Street intersection. Hence, transit access to the project site is adequate.

Roadway Assessment

Shaver Street is a 30-foot-wide local roadway that currently has on-street parking on both sides. The proposed project will remove on-street parking adjacent to the project on Shaver Street. Removing on-street parking on Shaver Street will increase roadway width from about 14 feet currently to about 22 feet wide (not including on-street parking), providing a safer roadway width for vehicles. Hence, the proposed roadway width for Shaver Street is adequate.

As mentioned above, the current sidewalk width on Shaver Street is 6 feet to 7 feet. The proposed project sidewalk will be widened to 8 feet to accommodate for the project driveways. An 18-inch planting strip flush with the sidewalk and adjacent to the building will be provided for additional safety of pedestrians. Hence, the proposed sidewalk for Shaver Street is adequate.

Parking

The proposed project provides 179 parking spaces including four handicap parking spaces within the basement parking of the project site. There will be 205 bike parking spaces provided on bike racks located within the basement parking of the project site.

Table 6 summarizes the parking requirements for the proposed project based on City of San Rafael's Downtown Precise Plan for buildings in the T4MS 50/70 Zone.

Table 6: Parking Requirements

Land Use	Size	Parking Demand	Minimum Parking Spaces Required
1 Bedroom Unit	115 units	0.5	57.5
2 Bedroom Unit	43 units	1	43
Total			102.5

Based on the parking analysis conducted, the proposed project provides at least the minimum number of parking spaces per the City of San Rafael's parking requirements.

The proposed project will remove on-street parking adjacent to the project, and place 6 on-street parking spaces along 4th & E Street. There will be no net loss or net gain of on-street parking due to the proposed project.

Intersection Queueing

AMG evaluated 95th percentile queues in length for the site access study intersection to assess if the existing storage capacity is adequate with the proposed project demands. The 95th percentile queue was calculated using HCM 2000 methodology. Additionally, AMG reviewed the 95th percentile queue lengths at the northbound approach to ensure that the northbound approach queues do not extend past the first project driveway under existing plus project conditions. **Table 7** summarizes the existing and existing plus project conditions queue lengths at the study intersection. **Appendix E** contains the Synchro 95th percentile queue length reports.

Table 7: 95th Percentile Queue Length (ft) Analysis

#	Intersection	Movements	Existing Storage Length (ft)	Existing Plus Proposed Project Storage Length (ft)	Existing Conditions		Existing Plus Proposed Project Conditions	
					AM	PM	AM	PM
2	4 th Street & Shaver Street	EBTR	0*	0	-	-	-	-
		WBTL	0*	0	1	1	4	5
		NBLR	0*	45**	12	9	31	16

Note:

EBTR=Eastbound shared through and right-turn; WBTL=Westbound shared through and left-turn; NBLR=Northbound shared right-turn and left-turn;

*Assumed based on existing Google Earth imagery.

**Storage for NBL & NBR movement is measured from the intersection to the first project driveway

Based on the 95th percentile queue length analysis, the existing storage capacity for the eastbound approach, northbound left-turn and southbound right-turn movements is adequate to accommodate the proposed project trips.

VMT ANALYSIS

In 2013, Governor Jerry Brown signed SB 743, which both streamlined review for transit-oriented infill projects and directed the State Office of Planning and Research (OPR) to establish new practices and metrics to evaluate transportation impacts under the California Environmental Quality Act (CEQA). Specifically, SB 743 requires that Level of Service (LOS) metrics be replaced by VMT metrics for purposes of CEQA analysis. While SB 743 did not eliminate the ability of local agencies to continue using LOS as a planning metric in General Plans, it reflected a shift in perspective to more sustainable transportation planning that relies on metrics like VMT, which avoid discouraging infill development, and can help make non-automotive transportation faster, safer, and more reliable. The new guidelines require the use of vehicle miles travelled (VMT) as the metric for evaluating the significant traffic impacts to promote greenhouse gas emissions reductions, multimodal transportation networks and diverse land uses.

Senate Bill (SB) 743 (Steinberg 2013) adds Public Resources Code Section 21099 to CEQA and changes the way that transportation impacts are analyzed to better align local environmental review with statewide objectives to reduce greenhouse gas (GHG) emissions, encourage infill mixed-use development in designated priority development areas, reduce regional sprawl development, and reduce vehicle miles traveled (VMT) in California.

The City of San Rafael has adopted VMT methodology for application within the city. The methodology has five screening criteria to determine if a project can be exempted from the VMT analysis.

- 1. Transit Priority Area (TPA):** Projects located within ½ mile walkshed around major transit stops in San Rafael. *The proposed project is not within ½ mile walkshed of a major transit stop. However, it does border the Downtown San Rafael TPA.*
- 2. Affordable Housing:** 100% restricted affordable residential projects in infill locations. *The project is located within an infill location.*
- 3. Small Projects:** Small projects can be presumed to cause a less-than-significant VMT impact. Small projects are defined as generating 110 or fewer average daily vehicle trips. *The proposed project generates more than 110 daily vehicle trips.*
- 4. Local Serving Public Facilities.** Projects that consist of Local Serving Public Facilities that encompass government, civic, cultural, health, and infrastructure uses and activity which contribute to and support community needs. *The proposed project is not a local serving public facility.*
- 5. Neighborhood-Serving Retail Project.** Neighborhood-serving retail projects that are less than 50,000 square feet, which serve the immediate neighborhoods. *The proposed project's retail has not been defined as a neighborhood-serving retail project.*
- 6. Residential and Office Projects Located in Low VMT Areas.** Residential and employment-generating projects located within a low VMT-generating area can be presumed to have a less-than-significant impact absent substantial evidence to the contrary. *The proposed project is a residential generating project. Based on the information provided by the TAM model, the project is in a low VMT area per residents.*

Section 15064.3 of the CEQA Guidelines provides guidance on evaluating a project's transportation impacts. According to Section 15064.3, vehicle miles traveled (VMT) is generally the most appropriate measure of transportation impacts, except for projects consisting of the addition of travel lanes to roadways. VMT refers to the amount and distance of automobile travel attributable to a project, regardless of the type of vehicle or number of occupants in a vehicle. Section 15064.3(b) establishes metrics and thresholds by which VMT can be evaluated for land use projects and transportation projects.

The proposed project is a mixed-use development in a downtown location that will increase non-vehicular trips and is expected to lower emissions and VMT within the project area. Based on evaluation performed for the San Rafael General Plan 2040, housing projects in Downtown San Rafael will be screened out of a detailed VMT analysis. Hence, this proposed project will not contain a detailed VMT. The project passes two of the criteria shown above, so it will not include VMT analysis.

CONCLUSIONS

- The proposed project would generate approximately 807 daily trips, including 60 new trips during the a.m. peak hour and 61 new trips during the p.m. peak hour.
- Both study intersections operate at LOS D or better under existing conditions during both the a.m. and p.m. peak hours. Under existing plus project scenario, the intersection is expected to operate with acceptable LOD D during the a.m. peak hour and p.m. peak hours. The increases in delay under the existing plus project scenario are less than five seconds. Based on the thresholds of significance criteria adopted by the City of San Rafael, this increase in delay is not considered a substantial deficiency.
- Pedestrian, bicycle, and transit facilities are adequate to serve the project site.
- Site access to the project site within the project site is adequate.
- Site Circulation within the project site is adequate.
- Parking spaces provided at the project site are adequate.
- The existing storage capacity for the project access street, and the shared northbound left and northbound right-turn out of the project site is adequate and will not result in spillover of traffic queues due to the addition of the project.

APPENDIX A | Project Site Plan

1515
FOURTH
STREET

San Rafael, CA

10.10.2022 SB35 APPLICATION PLANS



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JOB: 2212

SHEET:

PLAN AT
GROUND LEVEL

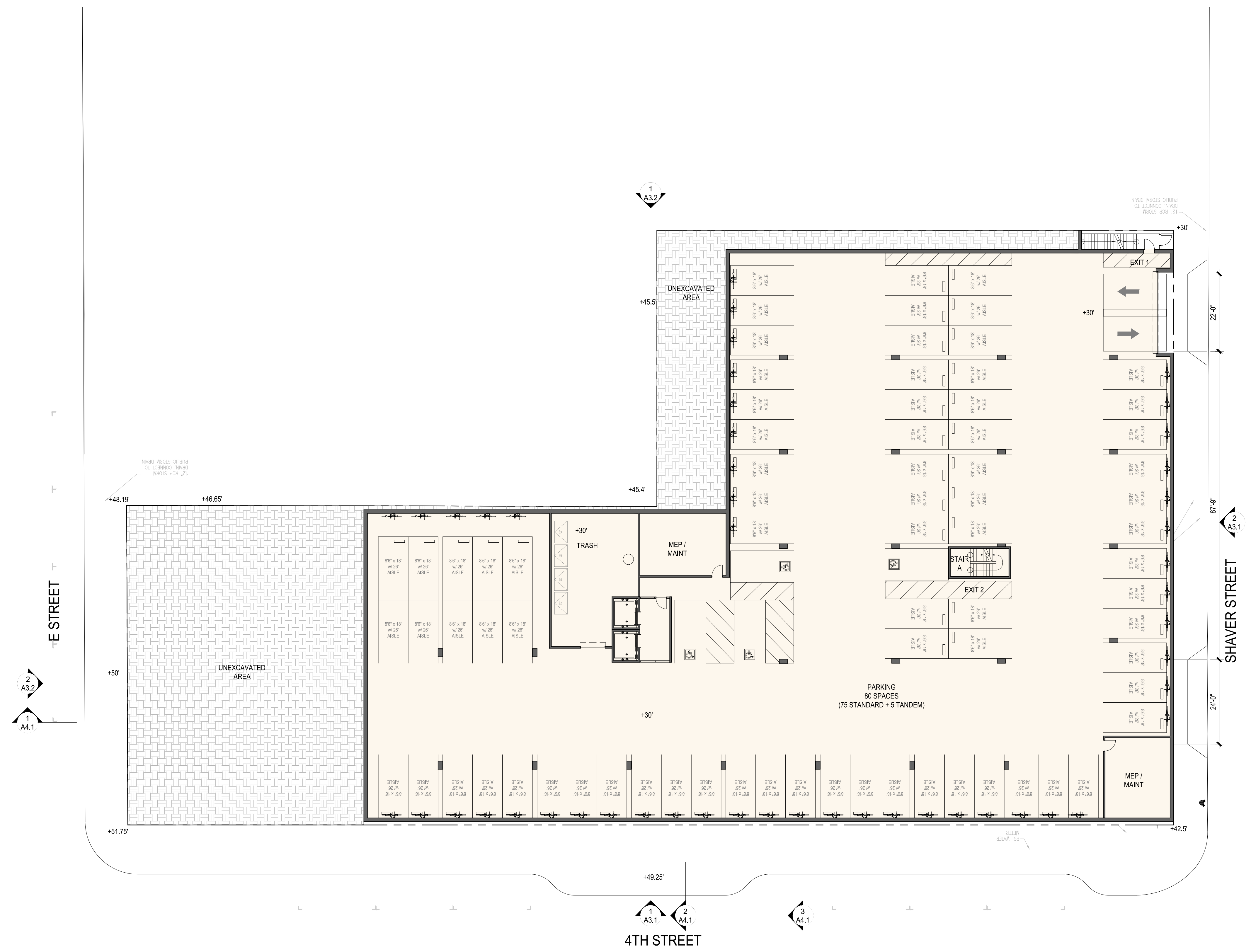
A2.1

- GENERAL NOTES:
1. IN NEW OR SUBSTANTIALLY RENOVATED PARKING FACILITIES OF TWENTY-FIVE (25) OR MORE SPACES ELECTRICAL CONDUIT CAPABLE OF SUPPORTING SUITABLE WIRING FOR AN ELECTRIC VEHICLE CHARGING STATION SHALL BE INSTALLED BETWEEN AN ELECTRICAL SERVICE PANEL AND AN AREA OF CLEAN AIR VEHICLE PARKING SPACES AS REQUIRED BY THIS SECTION. THE CONDUIT SHALL BE CAPPED AND LABELED FOR POTENTIAL FUTURE USE.

1515 FOURTH STREET

San Rafael, CA

10.10.2022 SB35 APPLICATION PLANS



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JOB: 2212

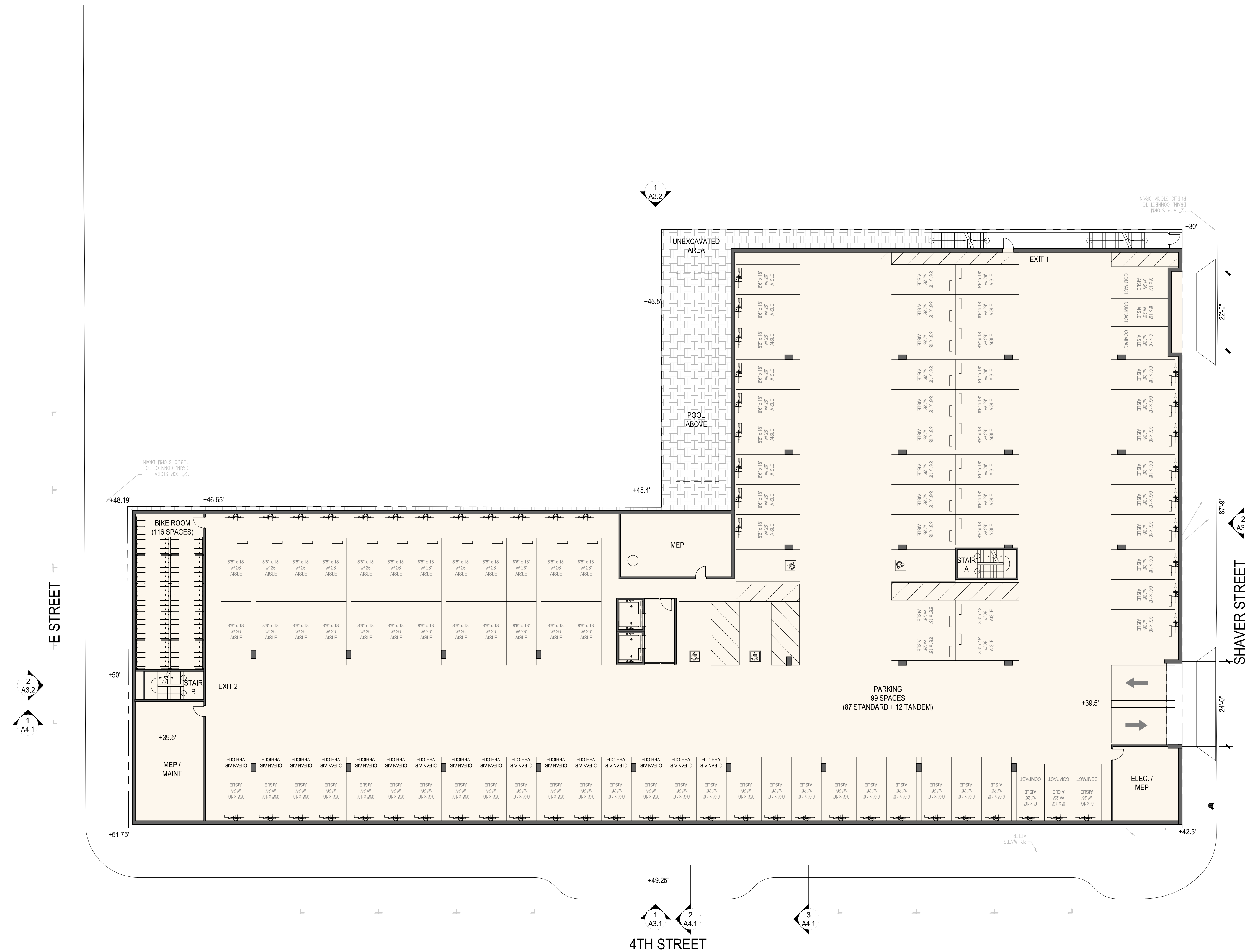
SHEET:

PLAN AT
LEVEL P2

A2.0A

GENERAL NOTES:

1. IN NEW OR SUBSTANTIALLY RENOVATED PARKING FACILITIES OF TWENTY-FIVE (25) OR MORE SPACES ELECTRICAL CONDUIT CAPABLE OF SUPPORTING SUITABLE WIRING FOR AN ELECTRIC VEHICLE CHARGING STATION SHALL BE INSTALLED BETWEEN AN ELECTRICAL SERVICE PANEL AND AN AREA OF CLEAN AIR VEHICLE PARKING SPACES AS REQUIRED BY THIS SECTION. THE CONDUIT SHALL BE CAPPED AND LABELED FOR POTENTIAL FUTURE USE.



1515
FOURTH
STREET

San Rafael, CA

10.10.2022 SB35 APPLICATION PLANS

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JOB: 2212

SHEET:

PLAN AT
LEVEL P1

A2.0B

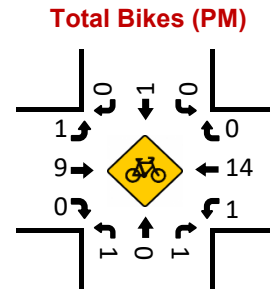
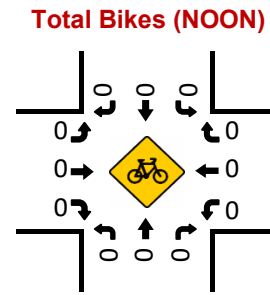
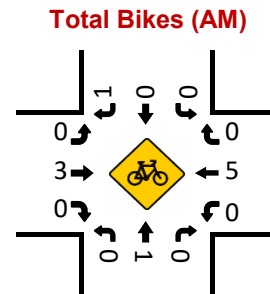
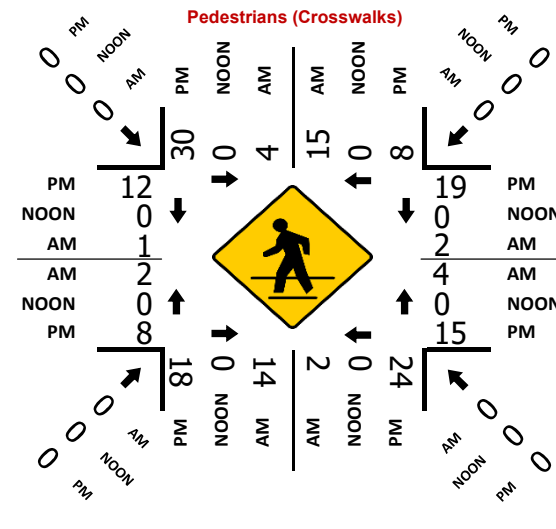
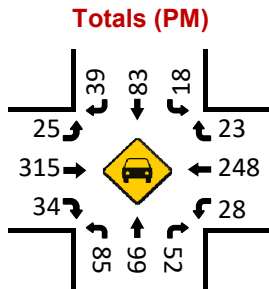
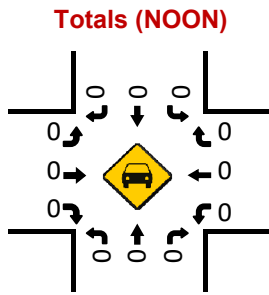
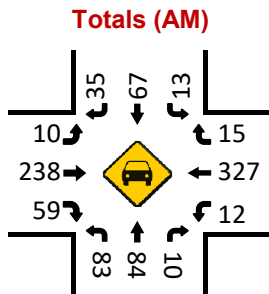
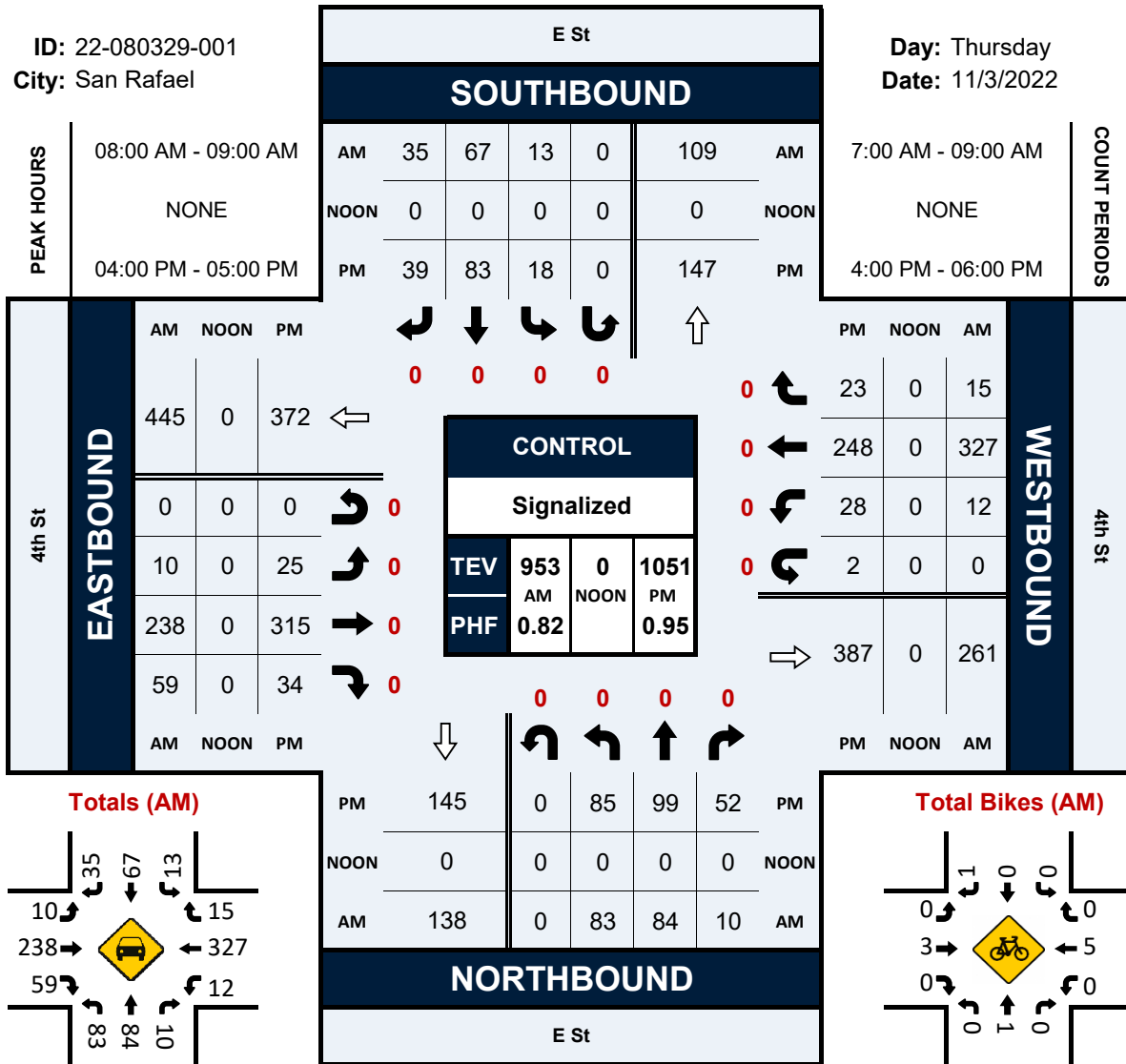
APPENDIX B | Traffic Volume Counts

E St & 4th St

Peak Hour Turning Movement Count

ID: 22-080329-001
City: San Rafael

Day: Thursday
Date: 11/3/2022

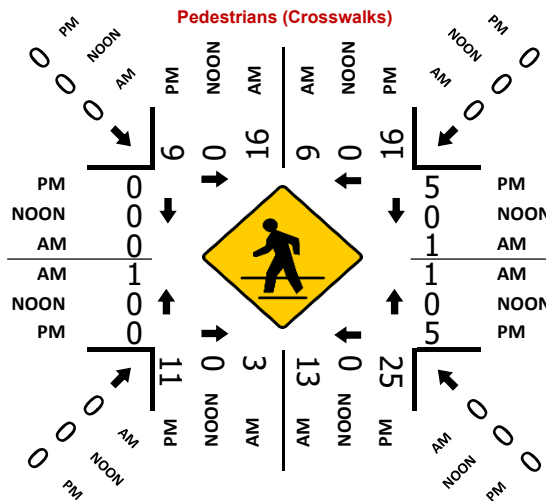
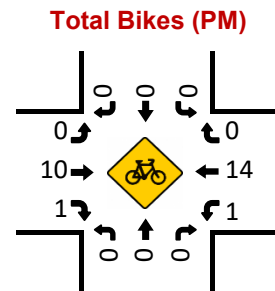
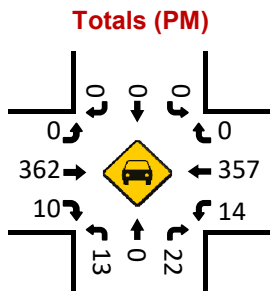
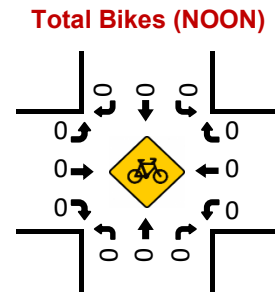
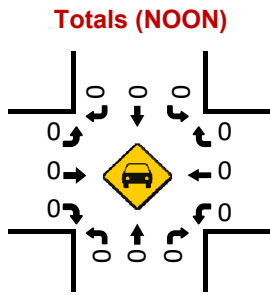
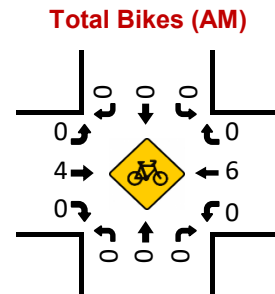
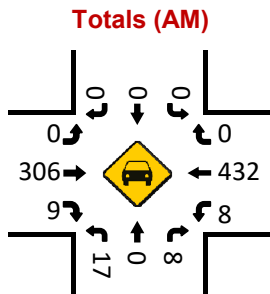
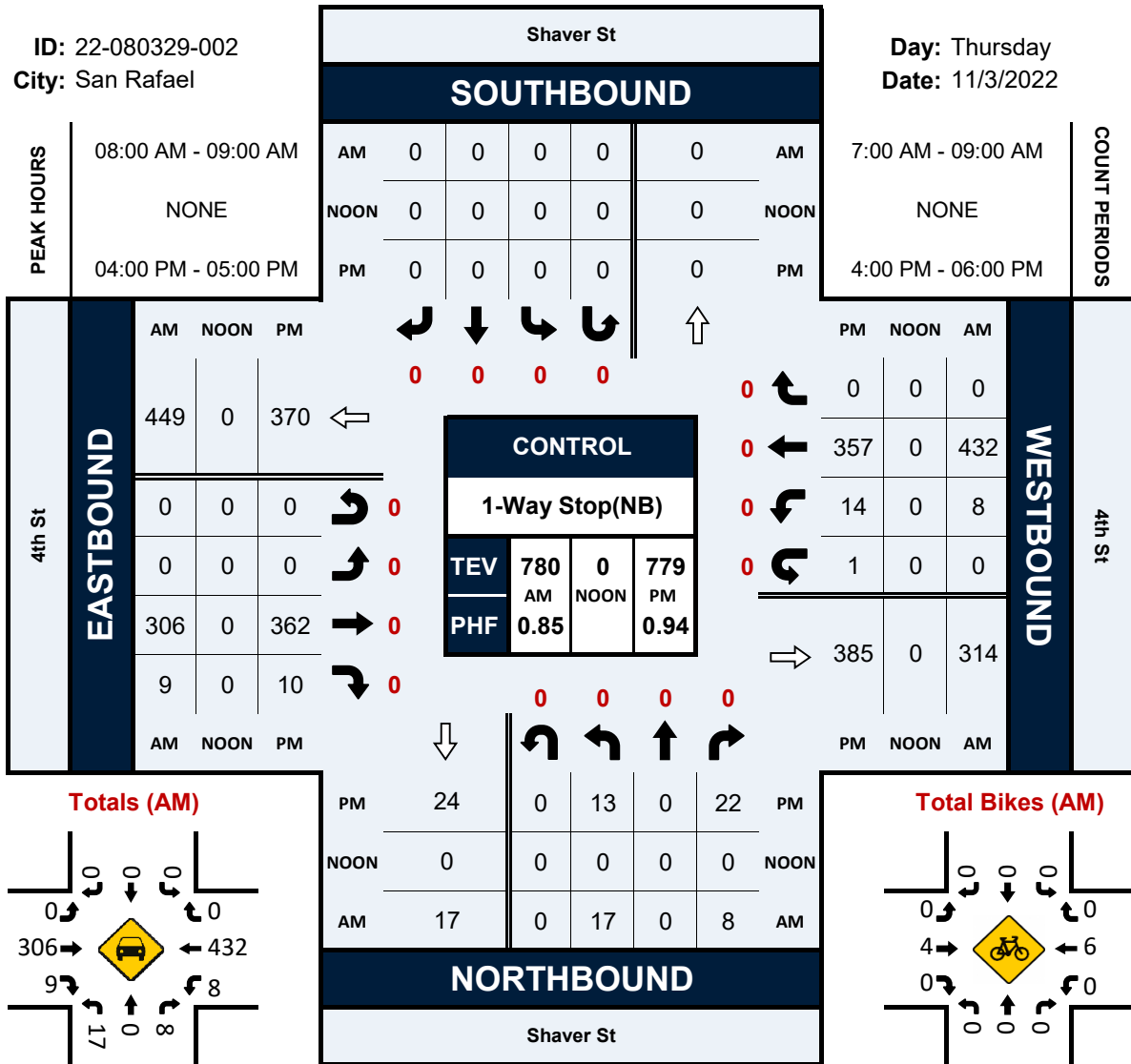


Shaver St & 4th St

Peak Hour Turning Movement Count

ID: 22-080329-002
City: San Rafael



















Day: Thursday
Date: 11/3/2022



APPENDIX C | Existing Conditions Synchro Reports

Lanes, Volumes, Timings
1: E St. & 4th St./4th St.

Existing Conditions
AM Peak

												
Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (vph)	10	238	59	12	327	15	83	84	10	13	67	35
Future Volume (vph)	10	238	59	12	327	15	83	84	10	13	67	35
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Lane Width (ft)	12	12	12	12	12	12	12	12	12	12	12	12
Grade (%)		-3%			3%			2%			-2%	
Storage Length (ft)	0		0	0		0	0		0	0		0
Storage Lanes	0		1	0		0	0		0	0		0
Taper Length (ft)	25			25			25			25		
Satd. Flow (prot)	0	1883	1607	0	1816	0	0	1795	0	0	1788	0
Flt Permitted		0.960			0.979			0.715			0.947	
Satd. Flow (perm)	0	1815	1607	0	1782	0	0	1309	0	0	1703	0
Right Turn on Red			Yes			Yes			Yes			Yes
Satd. Flow (RTOR)			120		6			4			35	
Link Speed (mph)		30			30			30			30	
Link Distance (ft)		355			335			214			214	
Travel Time (s)		8.1			7.6			4.9			4.9	
Confl. Peds. (#/hr)												
Confl. Bikes (#/hr)												
Peak Hour Factor	0.42	0.79	0.49	0.60	0.87	0.63	0.83	0.66	0.83	0.46	0.56	0.49
Growth Factor	100%	100%	100%	100%	100%	100%	100%	100%	100%	100%	100%	100%
Heavy Vehicles (%)	2%	2%	2%	2%	2%	2%	2%	2%	2%	2%	2%	2%
Bus Blockages (#/hr)	0	0	0	0	0	0	0	0	0	0	0	0
Parking (#/hr)												
Mid-Block Traffic (%)		0%			0%			0%			0%	
Shared Lane Traffic (%)												
Lane Group Flow (vph)	0	325	120	0	420	0	0	239	0	0	219	0
Turn Type	Perm	NA	Perm	Perm	NA		Perm	NA		Perm	NA	
Protected Phases		2			2			4			4	
Permitted Phases	2		2	2	2		4	4		4	4	
Total Split (s)	45.0	45.0	45.0	45.0	45.0		30.0	30.0		30.0	30.0	
Total Lost Time (s)		4.6			4.6			4.6			4.6	
Act Effct Green (s)		45.8			45.8			20.0			20.0	
Actuated g/C Ratio		0.61			0.61			0.27			0.27	
v/c Ratio		0.29			0.39			0.68			0.46	
Control Delay		8.9			9.7			33.5			21.1	
Queue Delay		0.0			0.0			0.0			0.0	
Total Delay		8.9			9.7			33.5			21.1	
LOS		A			A			C			C	
Approach Delay		7.1			9.7			33.5			21.1	
Approach LOS		A			A			C			C	
Queue Length 50th (ft)		66			90			96			69	
Queue Length 95th (ft)		108			164			103			62	
Internal Link Dist (ft)		275			255			134			134	
Turn Bay Length (ft)												
Base Capacity (vph)		1108			1027			1090			445	
Starvation Cap Reductn		0			0			0			0	
Spillback Cap Reductn		0			0			0			0	
Storage Cap Reductn		0			0			0			0	

Lanes, Volumes, Timings
 1: E St. & 4th St./4th St.

Existing Conditions
 AM Peak

Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Reduced v/c Ratio		0.29	0.12		0.39			0.54			0.37	

Intersection Summary	
Area Type:	Other
Cycle Length:	75
Actuated Cycle Length:	75
Offset:	0 (0%), Referenced to phase 2:EBWB, Start of 1st Green
Control Type:	Actuated-Coordinated
Maximum v/c Ratio:	0.68
Intersection Signal Delay:	15.0
Intersection LOS:	B
Intersection Capacity Utilization	51.8%
ICU Level of Service	A
Analysis Period (min)	15

Splits and Phases: 1: E St. & 4th St./4th St.



Lanes, Volumes, Timings
2: Shaver St. & 4th St.

Existing Conditions
AM Peak



Lane Group	EBT	EBR	WBL	WBT	NBL	NBR
Lane Configurations						
Traffic Volume (vph)	306	9	8	432	17	8
Future Volume (vph)	306	9	8	432	17	8
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900
Lane Width (ft)	12	12	12	12	12	12
Grade (%)	1%			-3%	7%	
Storage Length (ft)		0	0		0	0
Storage Lanes		0	0		1	0
Taper Length (ft)			25		25	
Satd. Flow (prot)	1844	0	0	1887	1670	0
Flt Permitted				0.998	0.965	
Satd. Flow (perm)	1844	0	0	1887	1670	0
Link Speed (mph)	30			30	30	
Link Distance (ft)	307			355	271	
Travel Time (s)	7.0			8.1	6.2	
Confl. Peds. (#/hr)						
Confl. Bikes (#/hr)						
Peak Hour Factor	0.70	0.56	0.40	0.87	0.53	0.67
Growth Factor	100%	100%	100%	100%	100%	100%
Heavy Vehicles (%)	2%	2%	2%	2%	2%	2%
Bus Blockages (#/hr)	0	0	0	0	0	0
Parking (#/hr)						
Mid-Block Traffic (%)	0%			0%	0%	
Shared Lane Traffic (%)						
Lane Group Flow (vph)	453	0	0	517	44	0
Sign Control	Free			Free	Stop	

Intersection Summary

Area Type:	Other
Control Type:	Unsignalized
Intersection Capacity Utilization	39.1% ICU Level of Service A
Analysis Period (min)	15

Intersection						
Int Delay, s/veh	1.2					
Movement	EBT	EBR	WBL	WBT	NBL	NBR
Lane Configurations	↔			↔	↔	
Traffic Vol, veh/h	306	9	8	432	17	8
Future Vol, veh/h	306	9	8	432	17	8
Conflicting Peds, #/hr	0	0	0	0	0	0
Sign Control	Free	Free	Free	Free	Stop	Stop
RT Channelized	-	None	-	None	-	None
Storage Length	-	-	-	-	0	-
Veh in Median Storage, #	0	-	-	0	0	-
Grade, %	1	-	-	-3	7	-
Peak Hour Factor	70	56	40	87	53	67
Heavy Vehicles, %	2	2	2	2	2	2
Mvmt Flow	437	16	20	497	32	12


















Major/Minor	Major1	Major2	Minor1		
Conflicting Flow All	0	0	453	0	982 445
Stage 1	-	-	-	-	445 -
Stage 2	-	-	-	-	537 -
Critical Hdwy	-	-	4.12	-	7.82 6.92
Critical Hdwy Stg 1	-	-	-	-	6.82 -
Critical Hdwy Stg 2	-	-	-	-	6.82 -
Follow-up Hdwy	-	-	2.218	-	3.518 3.318
Pot Cap-1 Maneuver	-	-	1108	-	189 562
Stage 1	-	-	-	-	543 -
Stage 2	-	-	-	-	476 -
Platoon blocked, %	-	-	-	-	-
Mov Cap-1 Maneuver	-	-	1108	-	184 562
Mov Cap-2 Maneuver	-	-	-	-	184 -
Stage 1	-	-	-	-	543 -
Stage 2	-	-	-	-	464 -

Approach	EB	WB	NB
HCM Control Delay, s	0	0.3	24.9
HCM LOS			C

Minor Lane/Major Mvmt	NBLn1	EBT	EBR	WBL	WBT
Capacity (veh/h)	225	-	-	1108	-
HCM Lane V/C Ratio	0.196	-	-	0.018	-
HCM Control Delay (s)	24.9	-	-	8.3	0
HCM Lane LOS	C	-	-	A	A
HCM 95th %tile Q(veh)	0.7	-	-	0.1	-

Lanes, Volumes, Timings
1: E St. & 4th St./4th St.

Existing Conditions
PM Peak

												
Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (vph)	25	315	34	28	248	23	85	99	52	18	83	39
Future Volume (vph)	25	315	34	28	248	23	85	99	52	18	83	39
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Lane Width (ft)	12	12	12	12	12	12	12	12	12	12	12	12
Grade (%)		-3%			3%			2%			-2%	
Storage Length (ft)	0		0	0		0	0		0	0		0
Storage Lanes	0		1	0		0	0		0	0		0
Taper Length (ft)	25			25			25			25		
Satd. Flow (prot)	0	1883	1607	0	1800	0	0	1757	0	0	1786	0
Flt Permitted		0.960			0.925			0.757			0.935	
Satd. Flow (perm)	0	1815	1607	0	1675	0	0	1356	0	0	1682	0
Right Turn on Red			Yes			Yes			Yes			Yes
Satd. Flow (RTOR)			48		11			20			35	
Link Speed (mph)		30			30			30			30	
Link Distance (ft)		355			335			214			214	
Travel Time (s)		8.1			7.6			4.9			4.9	
Confl. Peds. (#/hr)												
Confl. Bikes (#/hr)												
Peak Hour Factor	0.89	0.97	0.71	0.64	0.94	0.72	0.73	0.83	0.81	0.64	0.80	0.61
Growth Factor	100%	100%	100%	100%	100%	100%	100%	100%	100%	100%	100%	100%
Heavy Vehicles (%)	2%	2%	2%	2%	2%	2%	2%	2%	2%	2%	2%	2%
Bus Blockages (#/hr)	0	0	0	0	0	0	0	0	0	0	0	0
Parking (#/hr)												
Mid-Block Traffic (%)		0%			0%			0%			0%	
Shared Lane Traffic (%)												
Lane Group Flow (vph)	0	353	48	0	340	0	0	299	0	0	196	0
Turn Type	Perm	NA	Perm	Perm	NA		Perm	NA		Perm	NA	
Protected Phases		2			2			4			4	
Permitted Phases	2		2	2	2		4	4		4	4	
Total Split (s)	45.0	45.0	45.0	45.0	45.0		30.0	30.0		30.0	30.0	
Total Lost Time (s)		4.6	4.6		4.6			4.6			4.6	
Act Effct Green (s)		44.4	44.4		44.4			21.4			21.4	
Actuated g/C Ratio		0.59	0.59		0.59			0.29			0.29	
v/c Ratio		0.33	0.05		0.34			0.75			0.39	
Control Delay		9.8	2.9		9.7			34.1			18.8	
Queue Delay		0.0	0.0		0.0			0.0			0.0	
Total Delay		9.8	2.9		9.7			34.1			18.8	
LOS		A	A		A			C			B	
Approach Delay		8.9			9.7			34.1			18.8	
Approach LOS		A			A			C			B	
Queue Length 50th (ft)		80	0		75			113			57	
Queue Length 95th (ft)		141	9		136			169			89	
Internal Link Dist (ft)		275			255			134			134	
Turn Bay Length (ft)												
Base Capacity (vph)		1074	970		996			472			592	
Starvation Cap Reductn		0	0		0			0			0	
Spillback Cap Reductn		0	0		0			0			0	
Storage Cap Reductn		0	0		0			0			0	

Lanes, Volumes, Timings
 1: E St. & 4th St./4th St.

Existing Conditions
 PM Peak

Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Reduced v/c Ratio		0.33	0.05		0.34			0.63			0.33	

Intersection Summary	
Area Type:	Other
Cycle Length:	75
Actuated Cycle Length:	75
Offset:	0 (0%), Referenced to phase 2:EBWB, Start of 1st Green
Control Type:	Actuated-Coordinated
Maximum v/c Ratio:	0.75
Intersection Signal Delay:	16.8
Intersection LOS:	B
Intersection Capacity Utilization	70.1%
ICU Level of Service	C
Analysis Period (min)	15

Splits and Phases: 1: E St. & 4th St./4th St.



Lanes, Volumes, Timings
2: Shaver St. & 4th St.

Existing Conditions
PM Peak



Lane Group	EBT	EBR	WBL	WBT	NBL	NBR
Lane Configurations						
Traffic Volume (vph)	362	10	14	357	13	22
Future Volume (vph)	362	10	14	357	13	22
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900
Lane Width (ft)	12	12	12	12	12	12
Grade (%)	1%			-3%	7%	
Storage Length (ft)		0	0		0	0
Storage Lanes		0	0		1	0
Taper Length (ft)			25		25	
Satd. Flow (prot)	1840	0	0	1887	1628	0
Flt Permitted				0.998	0.977	
Satd. Flow (perm)	1840	0	0	1887	1628	0
Link Speed (mph)	30			30	30	
Link Distance (ft)	307			355	271	
Travel Time (s)	7.0			8.1	6.2	
Confl. Peds. (#/hr)						
Confl. Bikes (#/hr)						
Peak Hour Factor	0.95	0.50	0.70	0.94	0.54	0.79
Growth Factor	100%	100%	100%	100%	100%	100%
Heavy Vehicles (%)	2%	2%	2%	2%	2%	2%
Bus Blockages (#/hr)	0	0	0	0	0	0
Parking (#/hr)						
Mid-Block Traffic (%)	0%			0%	0%	
Shared Lane Traffic (%)						
Lane Group Flow (vph)	401	0	0	400	52	0
Sign Control	Free			Free	Stop	

Intersection Summary

Area Type:	Other
Control Type:	Unsignalized
Intersection Capacity Utilization	40.1% ICU Level of Service A
Analysis Period (min)	15

Intersection						
Int Delay, s/veh	1.2					
Movement	EBT	EBR	WBL	WBT	NBL	NBR
Lane Configurations						
Traffic Vol, veh/h	362	10	14	357	13	22
Future Vol, veh/h	362	10	14	357	13	22
Conflicting Peds, #/hr	0	0	0	0	0	0
Sign Control	Free	Free	Free	Free	Stop	Stop
RT Channelized	-	None	-	None	-	None
Storage Length	-	-	-	-	0	-
Veh in Median Storage, #	0	-	-	0	0	-
Grade, %	1	-	-	-3	7	-
Peak Hour Factor	95	50	70	94	54	79
Heavy Vehicles, %	2	2	2	2	2	2
Mvmt Flow	381	20	20	380	24	28

Major/Minor	Major1	Major2	Minor1		
Conflicting Flow All	0	0	401	0	811 391
Stage 1	-	-	-	-	391 -
Stage 2	-	-	-	-	420 -
Critical Hdwy	-	-	4.12	-	7.82 6.92
Critical Hdwy Stg 1	-	-	-	-	6.82 -
Critical Hdwy Stg 2	-	-	-	-	6.82 -
Follow-up Hdwy	-	-	2.218	-	3.518 3.318
Pot Cap-1 Maneuver	-	-	1158	-	255 609
Stage 1	-	-	-	-	587 -
Stage 2	-	-	-	-	563 -
Platoon blocked, %	-	-	-	-	-
Mov Cap-1 Maneuver	-	-	1158	-	249 609
Mov Cap-2 Maneuver	-	-	-	-	249 -
Stage 1	-	-	-	-	587 -
Stage 2	-	-	-	-	551 -



















Approach	EB	WB	NB
HCM Control Delay, s	0	0.4	16.5
HCM LOS			C

Minor Lane/Major Mvmt	NBLn1	EBT	EBR	WBL	WBT
Capacity (veh/h)	365	-	-	1158	-
HCM Lane V/C Ratio	0.142	-	-	0.017	-
HCM Control Delay (s)	16.5	-	-	8.2	0
HCM Lane LOS	C	-	-	A	A
HCM 95th %tile Q(veh)	0.5	-	-	0.1	-

APPENDIX D | Existing Plus Project Conditions Synchro Reports

Lanes, Volumes, Timings
1: E St. & 4th St./4th St.

Existing Plus Project Conditions
AM Peak

												
Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (vph)	14	267	66	12	337	15	85	84	10	13	67	37
Future Volume (vph)	14	267	66	12	337	15	85	84	10	13	67	37
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Lane Width (ft)	12	12	12	12	12	12	12	12	12	12	12	12
Grade (%)		3%			3%			2%			-2%	
Storage Length (ft)	0		0	0		0	0		0	0		0
Storage Lanes	0		1	0		0	0		0	0		0
Taper Length (ft)	25			25			25			25		
Satd. Flow (prot)	0	1827	1560	0	1816	0	0	1793	0	0	1784	0
Flt Permitted		0.945			0.978			0.707			0.947	
Satd. Flow (perm)	0	1734	1560	0	1780	0	0	1295	0	0	1700	0
Right Turn on Red			Yes			Yes			Yes			Yes
Satd. Flow (RTOR)			135		6			4			37	
Link Speed (mph)		30			30			30			30	
Link Distance (ft)		355			335			214			214	
Travel Time (s)		8.1			7.6			4.9			4.9	
Confl. Peds. (#/hr)												
Confl. Bikes (#/hr)												
Peak Hour Factor	0.42	0.79	0.49	0.60	0.87	0.63	0.83	0.66	0.83	0.46	0.56	0.49
Growth Factor	100%	100%	100%	100%	100%	100%	100%	100%	100%	100%	100%	100%
Heavy Vehicles (%)	2%	2%	2%	2%	2%	2%	2%	2%	2%	2%	2%	2%
Bus Blockages (#/hr)	0	0	0	0	0	0	0	0	0	0	0	0
Parking (#/hr)												
Mid-Block Traffic (%)		0%			0%			0%			0%	
Shared Lane Traffic (%)												
Lane Group Flow (vph)	0	371	135	0	431	0	0	241	0	0	224	0
Turn Type	Perm	NA	Perm	Perm	NA		Perm	NA		Perm	NA	
Protected Phases		2			2			4			4	
Permitted Phases	2		2	2	2		4	4		4	4	
Total Split (s)	45.0	45.0	45.0	45.0	45.0		30.0	30.0		30.0	30.0	
Total Lost Time (s)		4.6			4.6			4.6			4.6	
Act Effct Green (s)		45.6			45.6			20.2			20.2	
Actuated g/C Ratio		0.61			0.61			0.27			0.27	
v/c Ratio		0.35			0.13			0.40			0.69	
Control Delay		9.6			2.1			9.9			33.9	
Queue Delay		0.0			0.0			0.0			0.0	
Total Delay		9.6			2.1			9.9			33.9	
LOS		A			A			C			C	
Approach Delay		7.6			9.9			33.9			21.0	
Approach LOS		A			A			C			C	

Intersection Summary

Area Type: Other
 Cycle Length: 75
 Actuated Cycle Length: 75
 Offset: 0 (0%), Referenced to phase 2:EBWB, Start of 1st Green
 Control Type: Actuated-Coordinated
 Maximum v/c Ratio: 0.69

Lanes, Volumes, Timings
1: E St. & 4th St./4th St.

Existing Plus Project Conditions
AM Peak

Intersection Signal Delay: 15.0

Intersection LOS: B

Intersection Capacity Utilization 52.5%

ICU Level of Service A

Analysis Period (min) 15

Splits and Phases: 1: E St. & 4th St./4th St.



Lanes, Volumes, Timings
2: Shaver St. & 4th St.

Existing Plus Project Conditions
AM Peak



Lane Group	EBT	EBR	WBL	WBT	NBL	NBR
Lane Configurations						
Traffic Volume (vph)	306	10	22	432	22	48
Future Volume (vph)	306	10	22	432	22	48
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900
Lane Width (ft)	12	12	12	12	12	12
Grade (%)	1%			-3%	7%	
Storage Length (ft)		0	0		0	0
Storage Lanes		0	0		1	0
Taper Length (ft)			25		25	
Satd. Flow (prot)	1844	0	0	1881	1615	0
Flt Permitted				0.995	0.982	
Satd. Flow (perm)	1844	0	0	1881	1615	0
Link Speed (mph)	30			30	30	
Link Distance (ft)	307			355	254	
Travel Time (s)	7.0			8.1	5.8	
Confl. Peds. (#/hr)						
Confl. Bikes (#/hr)						
Peak Hour Factor	0.70	0.56	0.40	0.87	0.53	0.67
Growth Factor	100%	100%	100%	100%	100%	100%
Heavy Vehicles (%)	2%	2%	2%	2%	2%	2%
Bus Blockages (#/hr)	0	0	0	0	0	0
Parking (#/hr)						
Mid-Block Traffic (%)	0%			0%	0%	
Shared Lane Traffic (%)						
Lane Group Flow (vph)	455	0	0	552	114	0
Sign Control	Free			Free	Stop	

Intersection Summary

Area Type:	Other
Control Type:	Unsignalized
Intersection Capacity Utilization	51.5%
ICU Level of Service	A
Analysis Period (min)	15

Intersection						
Int Delay, s/veh	3					
Movement	EBT	EBR	WBL	WBT	NBL	NBR
Lane Configurations						
Traffic Vol, veh/h	306	10	22	432	22	48
Future Vol, veh/h	306	10	22	432	22	48
Conflicting Peds, #/hr	0	0	0	0	0	0
Sign Control	Free	Free	Free	Free	Stop	Stop
RT Channelized	-	None	-	None	-	None
Storage Length	-	-	-	-	0	-
Veh in Median Storage, #	0	-	-	0	0	-
Grade, %	1	-	-	-3	7	-
Peak Hour Factor	70	56	40	87	53	67
Heavy Vehicles, %	2	2	2	2	2	2
Mvmt Flow	437	18	55	497	42	72


















Major/Minor	Major1	Major2	Minor1		
Conflicting Flow All	0	0	455	0	1053 446
Stage 1	-	-	-	-	446 -
Stage 2	-	-	-	-	607 -
Critical Hdwy	-	-	4.12	-	7.82 6.92
Critical Hdwy Stg 1	-	-	-	-	6.82 -
Critical Hdwy Stg 2	-	-	-	-	6.82 -
Follow-up Hdwy	-	-	2.218	-	3.518 3.318
Pot Cap-1 Maneuver	-	-	1106	-	163 561
Stage 1	-	-	-	-	542 -
Stage 2	-	-	-	-	534 -
Platoon blocked, %	-	-	-	-	1
Mov Cap-1 Maneuver	-	-	1106	-	152 561
Mov Cap-2 Maneuver	-	-	-	-	152 -
Stage 1	-	-	-	-	542 -
Stage 2	-	-	-	-	497 -

Approach	EB	WB	NB
HCM Control Delay, s	0	0.8	26.1
HCM LOS			D

Minor Lane/Major Mvmt	NBLn1	EBT	EBR	WBL	WBT
Capacity (veh/h)	282	-	-	1106	-
HCM Lane V/C Ratio	0.401	-	-	0.05	-
HCM Control Delay (s)	26.1	-	-	8.4	0
HCM Lane LOS	D	-	-	A	A
HCM 95th %tile Q(veh)	1.8	-	-	0.2	-

Lanes, Volumes, Timings
1: E St. & 4th St./4th St.

Existing Plus Project Conditions
PM Peak

												
Lane Group	EBL	EBT	EBR	WBU	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT
Lane Configurations												
Traffic Volume (vph)	27	327	37	2	28	274	23	91	99	52	18	83
Future Volume (vph)	27	327	37	2	28	274	23	91	99	52	18	83
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Lane Width (ft)	12	12	12	12	12	12	12	12	12	12	12	12
Grade (%)		3%				3%			2%			-2%
Storage Length (ft)	0		0		0		0	0		0	0	
Storage Lanes	0		1		0		0	0		0	0	
Taper Length (ft)	25				25			25			25	
Satd. Flow (prot)	0	1827	1560	0	0	1800	0	0	1757	0	0	1780
Flt Permitted		0.955				0.914			0.738			0.936
Satd. Flow (perm)	0	1752	1560	0	0	1657	0	0	1323	0	0	1678
Right Turn on Red			Yes				Yes			Yes		
Satd. Flow (RTOR)			52			10			19			38
Link Speed (mph)		30				30			30			30
Link Distance (ft)		355				335			214			214
Travel Time (s)		8.1				7.6			4.9			4.9
Confl. Peds. (#/hr)												
Confl. Bikes (#/hr)												
Peak Hour Factor	0.89	0.97	0.71	0.25	0.64	0.94	0.72	0.73	0.83	0.81	0.64	0.80
Growth Factor	100%	100%	100%	100%	100%	100%	100%	100%	100%	100%	100%	100%
Heavy Vehicles (%)	2%	2%	2%	2%	2%	2%	2%	2%	2%	2%	2%	2%
Bus Blockages (#/hr)	0	0	0	0	0	0	0	0	0	0	0	0
Parking (#/hr)												
Mid-Block Traffic (%)		0%				0%			0%			0%
Shared Lane Traffic (%)												
Lane Group Flow (vph)	0	367	52	0	0	375	0	0	308	0	0	202
Turn Type	Perm	NA	Perm	Perm	Perm	NA		Perm	NA		Perm	NA
Protected Phases		2				2			4			4
Permitted Phases	2		2	2	2	2		4	4		4	4
Total Split (s)	45.0	45.0	45.0	45.0	45.0	45.0		30.0	30.0		30.0	30.0
Total Lost Time (s)		4.6	4.6			4.6			4.6			4.6
Act Effct Green (s)		44.0	44.0			44.0			21.8			21.8
Actuated g/C Ratio		0.59	0.59			0.59			0.29			0.29
v/c Ratio		0.36	0.06			0.38			0.77			0.39
Control Delay		10.3	2.8			10.4			36.2			18.5
Queue Delay		0.0	0.0			0.0			0.0			0.0
Total Delay		10.3	2.8			10.4			36.2			18.5
LOS		B	A			B			D			B
Approach Delay		9.3				10.4			36.2			18.5
Approach LOS		A				B			D			B

Intersection Summary

Area Type: Other
 Cycle Length: 75
 Actuated Cycle Length: 75
 Offset: 0 (0%), Referenced to phase 2:EBWB, Start of 1st Green
 Control Type: Actuated-Coordinated
 Maximum v/c Ratio: 0.77

Lanes, Volumes, Timings
 1: E St. & 4th St./4th St.

Existing Plus Project Conditions
 PM Peak

Lane Group	SBR
Lane Configurations	
Traffic Volume (vph)	43
Future Volume (vph)	43
Ideal Flow (vphpl)	1900
Lane Width (ft)	12
Grade (%)	
Storage Length (ft)	0
Storage Lanes	0
Taper Length (ft)	
Satd. Flow (prot)	0
Flt Permitted	
Satd. Flow (perm)	0
Right Turn on Red	Yes
Satd. Flow (RTOR)	
Link Speed (mph)	
Link Distance (ft)	
Travel Time (s)	
Confl. Peds. (#/hr)	
Confl. Bikes (#/hr)	
Peak Hour Factor	0.61
Growth Factor	100%
Heavy Vehicles (%)	2%
Bus Blockages (#/hr)	0
Parking (#/hr)	
Mid-Block Traffic (%)	
Shared Lane Traffic (%)	
Lane Group Flow (vph)	0
Turn Type	
Protected Phases	
Permitted Phases	
Total Split (s)	
Total Lost Time (s)	
Act Effct Green (s)	
Actuated g/C Ratio	
v/c Ratio	
Control Delay	
Queue Delay	
Total Delay	
LOS	
Approach Delay	
Approach LOS	
Intersection Summary	

Lanes, Volumes, Timings
1: E St. & 4th St./4th St.

Existing Plus Project Conditions
PM Peak

Intersection Signal Delay: 17.4 Intersection LOS: B
Intersection Capacity Utilization 72.9% ICU Level of Service C
Analysis Period (min) 15

Splits and Phases: 1: E St. & 4th St./4th St.



Lanes, Volumes, Timings
2: Shaver St. & 4th St.

Existing Plus Project Conditions
PM Peak



Lane Group	EBT	EBR	WBL	WBT	NBL	NBR
Lane Configurations						
Traffic Volume (vph)	362	14	50	357	15	41
Future Volume (vph)	362	14	50	357	15	41
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900
Lane Width (ft)	12	12	12	12	12	12
Grade (%)	1%			-3%	7%	
Storage Length (ft)		0	0		0	0
Storage Lanes		0	0		1	0
Taper Length (ft)			25		25	
Satd. Flow (prot)	1837	0	0	1876	1611	0
Flt Permitted				0.992	0.983	
Satd. Flow (perm)	1837	0	0	1876	1611	0
Link Speed (mph)	30			30	30	
Link Distance (ft)	307			355	254	
Travel Time (s)	7.0			8.1	5.8	
Confl. Peds. (#/hr)						
Confl. Bikes (#/hr)						
Peak Hour Factor	0.95	0.50	0.70	0.94	0.54	0.79
Growth Factor	100%	100%	100%	100%	100%	100%
Heavy Vehicles (%)	2%	2%	2%	2%	2%	2%
Bus Blockages (#/hr)	0	0	0	0	0	0
Parking (#/hr)						
Mid-Block Traffic (%)	0%			0%	0%	
Shared Lane Traffic (%)						
Lane Group Flow (vph)	409	0	0	451	80	0
Sign Control	Free			Free	Stop	

Intersection Summary

Area Type:	Other
Control Type:	Unsignalized
Intersection Capacity Utilization	54.8%
Analysis Period (min)	15
	ICU Level of Service A

Intersection						
Int Delay, s/veh	2.2					
Movement	EBT	EBR	WBL	WBT	NBL	NBR
Lane Configurations						
Traffic Vol, veh/h	362	14	50	357	15	41
Future Vol, veh/h	362	14	50	357	15	41
Conflicting Peds, #/hr	0	0	0	0	0	0
Sign Control	Free	Free	Free	Free	Stop	Stop
RT Channelized	-	None	-	None	-	None
Storage Length	-	-	-	-	0	-
Veh in Median Storage, #	0	-	-	0	0	-
Grade, %	1	-	-	-3	7	-
Peak Hour Factor	95	50	70	94	54	79
Heavy Vehicles, %	2	2	2	2	2	2
Mvmt Flow	381	28	71	380	28	52

Major/Minor	Major1	Major2	Minor1	Minor2	Minor3
Conflicting Flow All	0	0	409	0	917
Stage 1	-	-	-	-	395
Stage 2	-	-	-	-	522
Critical Hdwy	-	-	4.12	-	7.82
Critical Hdwy Stg 1	-	-	-	-	6.82
Critical Hdwy Stg 2	-	-	-	-	6.82
Follow-up Hdwy	-	-	2.218	-	3.518
Pot Cap-1 Maneuver	-	-	1150	-	211
Stage 1	-	-	-	-	584
Stage 2	-	-	-	-	486
Platoon blocked, %	-	-	-	-	-
Mov Cap-1 Maneuver	-	-	1150	-	195
Mov Cap-2 Maneuver	-	-	-	-	195
Stage 1	-	-	-	-	584
Stage 2	-	-	-	-	448

Approach	EB	WB	NB
HCM Control Delay, s	0	1.3	18.3
HCM LOS			C

Minor Lane/Major Mvmt	NBLn1	EBT	EBR	WBL	WBT
Capacity (veh/h)	349	-	-	1150	-
HCM Lane V/C Ratio	0.228	-	-	0.062	-
HCM Control Delay (s)	18.3	-	-	8.3	0
HCM Lane LOS	C	-	-	A	A
HCM 95th %tile Q(veh)	0.9	-	-	0.2	-

APPENDIX E | 95th Percentile Queue Length Synchro Reports

Queue Analysis
2: Shaver St. & 4th St.

Existing Conditions
AM Peak



Movement	EBT	EBR	WBL	WBT	NBL	NBR
Lane Configurations	↔			↔	↔	
Traffic Volume (veh/h)	306	9	8	432	17	8
Future Volume (Veh/h)	306	9	8	432	17	8
Sign Control	Free			Free	Stop	
Grade	1%			-3%	7%	
Peak Hour Factor	0.70	0.56	0.40	0.87	0.53	0.67
Hourly flow rate (vph)	437	16	20	497	32	12
Pedestrians						
Lane Width (ft)						
Walking Speed (ft/s)						
Percent Blockage						
Right turn flare (veh)						
Median type	None			None		
Median storage (veh)						
Upstream signal (ft)				355		
pX, platoon unblocked					0.90	
vC, conflicting volume			453		982	445
vC1, stage 1 conf vol						
vC2, stage 2 conf vol						
vCu, unblocked vol			453		925	445
tC, single (s)			4.1		6.4	6.2
tC, 2 stage (s)						
tF (s)			2.2		3.5	3.3
p0 queue free %			98		88	98
cM capacity (veh/h)			1108		263	613
Direction, Lane #	EB 1	WB 1	NB 1			
Volume Total	453	517	44			
Volume Left	0	20	32			
Volume Right	16	0	12			
cSH	1700	1108	312			
Volume to Capacity	0.27	0.02	0.14			
Queue Length 95th (ft)	0	1	12			
Control Delay (s)	0.0	0.5	18.4			
Lane LOS		A	C			
Approach Delay (s)	0.0	0.5	18.4			
Approach LOS			C			
Intersection Summary						
Average Delay			1.1			
Intersection Capacity Utilization			39.1%	ICU Level of Service		A
Analysis Period (min)			15			

Queue Analysis
2: Shaver St. & 4th St.

Existing Conditions
PM Peak



Movement	EBT	EBR	WBL	WBT	NBL	NBR
Lane Configurations						
Traffic Volume (veh/h)	362	10	14	357	13	22
Future Volume (Veh/h)	362	10	14	357	13	22
Sign Control	Free			Free	Stop	
Grade	1%			-3%	7%	
Peak Hour Factor	0.95	0.50	0.70	0.94	0.54	0.79
Hourly flow rate (vph)	381	20	20	380	24	28
Pedestrians						
Lane Width (ft)						
Walking Speed (ft/s)						
Percent Blockage						
Right turn flare (veh)						
Median type	None			None		
Median storage veh						
Upstream signal (ft)	355					
pX, platoon unblocked					0.96	
vC, conflicting volume	401			811	391	
vC1, stage 1 conf vol						
vC2, stage 2 conf vol						
vCu, unblocked vol	401			780	391	
tC, single (s)	4.1			6.4	6.2	
tC, 2 stage (s)						
tF (s)	2.2			3.5	3.3	
p0 queue free %	98			93	96	
cM capacity (veh/h)	1158			341	657	
Direction, Lane #	EB 1	WB 1	NB 1			
Volume Total	401	400	52			
Volume Left	0	20	24			
Volume Right	20	0	28			
cSH	1700	1158	460			
Volume to Capacity	0.24	0.02	0.11			
Queue Length 95th (ft)	0	1	9			
Control Delay (s)	0.0	0.6	13.8			
Lane LOS	A		B			
Approach Delay (s)	0.0	0.6	13.8			
Approach LOS	B					
Intersection Summary						
Average Delay	1.1					
Intersection Capacity Utilization	40.1%			ICU Level of Service	A	
Analysis Period (min)	15					

Queue Analysis
2: Shaver St. & 4th St.

Existing Plus Project Conditions
AM Peak



Movement	EBT	EBR	WBL	WBT	NBL	NBR
Lane Configurations	→			←	↔	↔
Traffic Volume (veh/h)	306	10	22	432	22	48
Future Volume (Veh/h)	306	10	22	432	22	48
Sign Control	Free			Free	Stop	
Grade	1%			-3%	7%	
Peak Hour Factor	0.70	0.56	0.40	0.87	0.53	0.67
Hourly flow rate (vph)	437	18	55	497	42	72
Pedestrians						
Lane Width (ft)						
Walking Speed (ft/s)						
Percent Blockage						
Right turn flare (veh)						
Median type	None			None		
Median storage (veh)						
Upstream signal (ft)				355		
pX, platoon unblocked					0.89	
vC, conflicting volume			455		1053	446
vC1, stage 1 conf vol						
vC2, stage 2 conf vol						
vCu, unblocked vol			455		999	446
tC, single (s)			4.1		6.4	6.2
tC, 2 stage (s)						
tF (s)			2.2		3.5	3.3
p0 queue free %			95		82	88
cM capacity (veh/h)			1106		228	612
Direction, Lane #	EB 1	WB 1	NB 1			
Volume Total	455	552	114			
Volume Left	0	55	42			
Volume Right	18	0	72			
cSH	1700	1106	377			
Volume to Capacity	0.27	0.05	0.30			
Queue Length 95th (ft)	0	4	31			
Control Delay (s)	0.0	1.4	18.6			
Lane LOS		A	C			
Approach Delay (s)	0.0	1.4	18.6			
Approach LOS			C			
Intersection Summary						
Average Delay			2.6			
Intersection Capacity Utilization			51.5%		ICU Level of Service	A
Analysis Period (min)			15			

Queue Analysis
2: Shaver St. & 4th St.

Existing Plus Project Conditions
PM Peak



Movement	EBT	EBR	WBL	WBT	NBL	NBR
Lane Configurations	→			←	↘	↙
Traffic Volume (veh/h)	362	14	50	357	15	41
Future Volume (Veh/h)	362	14	50	357	15	41
Sign Control	Free			Free	Stop	
Grade	1%			-3%	7%	
Peak Hour Factor	0.95	0.50	0.70	0.94	0.54	0.79
Hourly flow rate (vph)	381	28	71	380	28	52
Pedestrians						
Lane Width (ft)						
Walking Speed (ft/s)						
Percent Blockage						
Right turn flare (veh)						
Median type	None			None		
Median storage (veh)						
Upstream signal (ft)				355		
pX, platoon unblocked					0.94	
vC, conflicting volume			409		917	395
vC1, stage 1 conf vol						
vC2, stage 2 conf vol						
vCu, unblocked vol			409		877	395
tC, single (s)			4.1		6.4	6.2
tC, 2 stage (s)						
tF (s)			2.2		3.5	3.3
p0 queue free %			94		90	92
cM capacity (veh/h)			1150		279	654
Direction, Lane #	EB 1	WB 1	NB 1			
Volume Total	409	451	80			
Volume Left	0	71	28			
Volume Right	28	0	52			
cSH	1700	1150	445			
Volume to Capacity	0.24	0.06	0.18			
Queue Length 95th (ft)	0	5	16			
Control Delay (s)	0.0	1.9	14.9			
Lane LOS		A	B			
Approach Delay (s)	0.0	1.9	14.9			
Approach LOS			B			
Intersection Summary						
Average Delay			2.2			
Intersection Capacity Utilization			54.8%	ICU Level of Service		A
Analysis Period (min)			15			

Attachment #2:

**1515 4th Street - AMG Traffic Appeal Letter
Of Response**

May 3, 2023

San Rafael City Council
City of San Rafael
1400 Fifth Avenue,
San Rafael, CA 94901

[Subject: Rebuttal to Appeal of The City of San Rafael Planning Department's Approval of 1515 4th Street Apartments Project No. \(s\): PLAN22-039 and ED22-016](#)

Dear San Rafael City Council,

The AMG team was made aware of an appeal to the approval for the mixed-use development at 1515 4th Street. The appeal raised concerns regarding our Local Traffic Analysis (LTA) and we would like to address these below.

AMG properly assessed public health, safety, and traffic safety impacts of the proposed development. The LTA only analyzed the intersections with immediate access to the project site for various reasons.

On September 9, 2022, prior to commencing analysis, City staff outlined the City's requirements in accordance with San Rafael's Transportation Analysis Guidelines. This scope identified the intersections providing immediate access to the project site (4th Street/ Shaver Street & 4th Street E Street) as the intersections required for analysis.

During analysis, our team referenced The City of San Rafael's Transportation Analysis (TA) Guidelines. These guidelines affirm that Tier 2B projects within the Downtown San Rafael Area only need to prepare a Local Traffic Analysis that focuses on assessing project driveways, and 2-4 intersections providing immediate access to the project site. The AMG team also referenced San Rafael's Downtown Precise Plan and considers that this plan wholly exhibits the existing conditions in the area. Another reason the team only considered the intersections adjacent to the project site was to create a conservative analysis. If other intersections or roadways had been considered, the number of trips would have been distributed to other roadways minimizing the traffic impact at the study intersections.

AMG also properly assessed the public safety issues on the proposed project's driveways. The sidewalks adjacent to the project driveways will be separated by an 18-inch planting strip acting as a buffer between pedestrians and the project driveways providing additional safety for pedestrians. This planting strip "buffer" was mentioned under the Roadway Assessment section of our LTA.

In addition, a flashing light will be installed at each driveway to alert pedestrians of any vehicles exiting the driveway, providing additional safety. Exhibit 1 shows a similar flashing light system installed in another San Rafael project.

In addition to our study, to respond better to the appeal we did an additional queuing analysis at the project driveways to ensure that there was sufficient storage for queuing at both driveways. At both driveways, a Gate System will be recessed from the edge of the driveway, to enhance pedestrian safety on the sidewalk. Exhibit 2 below shows the gate at the driveway entrance for another project in San Rafael.



Exhibit 1: Flashing Light System



Exhibit 2: Gate at the Driveway Entrance

The garage access gate takes approximately 5-10 seconds to open and serve a car. Using Poisson’s Distribution Model, and the trip generation for the project, the arrival rate at the driveway is expected to be 0.25 veh/min and the service rate is 6 veh/min (assuming 10 seconds to serve). Based on the expected arrival and service rates, the average number of vehicles in the queue is calculated to be 0.002 vehicles, meaning that the queue length at the driveways is never expected to be more than one car. The project driveways have

enough storage to accommodate a car without conflicting with pedestrian activities on the sidewalk.

Our Team properly assessed the roadway conditions on Shaver Street. The proposed development will remove on-street parking fronting the project site on Shaver Street which will increase the roadway width on Shaver Street to 22 feet, which will improve safety and traffic operations on Shaver Street.

The AMG team was also made aware of the peer reviewed traffic analysis by PHA Traffic Consultants. We have prepared a separate response to that peer reviewed traffic analysis.

After re-reviewing our traffic analysis, we have reconfirmed the proposed project is safe for pedestrians, neighbors, motorists, and residents. The Project also complies with all City Codes, Design Standards, and Industry Safety Guidelines.

Best Regards,

Advanced Mobility Group (AMG),

A handwritten signature in blue ink that reads "Joy Bhattacharya".

Joy Bhattacharya, PE, PTOE

Joy@amobility.com

(415) 688-0024

Attachment #3:

1515 4th Street - AMG Traffic Peer Review Response Letter

May 4, 2023

San Rafael City Council
City of San Rafael
1400 Fifth Avenue,
San Rafael, CA 94901

Subject: Rebuttal to Peer Review Response by PHA Transportation Consultants on Local Transportation Analysis (LTA) prepared for 1515 4th Street

Dear San Rafael City Council,

The AMG team was made aware that a peer review of our Local Transportation Analysis (LTA) for the mixed-use development at 1515 4th Street was submitted to you as part of an appeal. The peer review by PHA Transportation Consultants raised concerns regarding our LTA. We will address each concern (italicized text) in the format compiled in the peer review.

Project Descriptions

The project description lacks details on the type of apartments, site traffic access, driveways locations, garage access, and the land uses in the vicinity of the project site. These details are needed for people to visualize the magnitude of the project and how well the project fits in the area.

AMG thoroughly described the project throughout the entire LTA. We followed the scope of work and the requirements for the LTA provided by City Staff. Details on apartment types and land use types surrounding the vicinity of the project are not within our scope of work, per the email and the San Rafael Transportation Analysis (TA) guidelines. Our team went above and beyond describing site traffic access, driveway locations, and garage access in LTA. Please refer to the descriptions in the Site Access and Roadway Assessment sections in our LTA, and Appendix A includes the project site plan where the driveway locations are shown.

-LTA adequately describes apartment type, site traffic access, driveway locations, garage access, and surrounding land uses.

Project Trip/Traffic Generation Analysis

The report shows the daily apartment trip generation rate as 2.93 per dwelling unit (ITE land use code 221, "Trip Generation Manual 11th Edition"). This appears Low. The trip rate from the previous "Trip Generation Manual 10th Edition" for the same mid-rise apartment is 5.44 trips per day per dwelling unit. At 2.93 trips per unit per day, the residential portion of the project will generate 475 daily trips, while at 5.44 trips per unit per day, it will generate 881 daily trips. This

discrepancy means the traffic report may have significantly underestimated the traffic impact of the project.

After re-reviewing our Trip Generation Analysis, we have validated our results. Per San Rafael's TA guidelines, a Transportation Analysis should use the latest edition of the "Trip Generation Manual" for Trip Generation Analysis. AMG followed these guidelines and used the latest edition of the manual that uses studies that are more pertinent to the project. Also, the value provided in the peer review seems to be an unreliable comparison. Looking at the 10th Edition Trip Generation Manual, we found that the average trip rate for a Multi-family Housing development with four to ten floors of living space in a dense multi-use urban location is 2.59. This value is actually lower than the 2.93 average trip rate used in our analysis.

-Traffic Impact was analyzed adequately in accordance with City TA Guidelines and Latest ITE Code.

The project site is developed and currently occupied by commercial uses. How much more traffic the proposed project will generate compared to the previous use? Are there credits (reductions) taken for the previous use of the site in the traffic analysis?

As indicated on Table 4 of the LTA report, no credits were taken for previous commercial use at the project site. If credits had been incorporated, the net new total trips would have been lower. AMG decided to conduct a conservative analysis without taking any credits for the previous use.

-No Credits were taken for the previous use of site in the LTA.

Study Intersection Traffic LOS Analysis

With 162 apartments plus 9,000 square feet of ground floor retail/commercial use, site related traffic will likely access the site from various directions via 4th Street, 3rd Street, Second Street, Shaver Street, and E Street. The traffic report evaluates traffic operations (LOS) on only two intersections along 4th Street near the project site. This is inadequate and will be unable to fully capture the project trips and the traffic impact of the project on the other surrounding intersections.

AMG's Level of Service Analysis at the study intersections fully captured the traffic impact of the development. The scope sent by City Staff identified the intersections providing immediate access to the project site (4th Street/ Shaver Street & 4th Street E Street) as the intersections required for analysis. The City of San Rafael's TA Guidelines sustain that Tier 2B projects within the Downtown San Rafael Area will only need to prepare a Local Traffic Analysis that focuses on assessing project driveways, and 2-4 intersections providing immediate access to the project site.

The AMG team also referenced San Rafael's Downtown Precise Plan and considers that this plan comprehensively shows the traffic impact of all the combined development in the area. Another reason the team only considered the intersections adjacent to the project site was to create a conservative analysis. If other intersections or roadways had been considered, the number of trips would have been distributed to other roadways minimizing the traffic impact at the study intersections.

-Project Trips and Traffic Impact were adequately captured in the LTA.

Traffic Conditions Study Scenario

The traffic report studies only two traffic scenarios, existing and existing plus the project scenario. This is inadequate and will likely miss the cumulative traffic from other proposed but not yet built or occupied development projects in the area. These approved but not yet built projects will add more traffic to the study area affecting traffic operations when they are complete and occupied.

AMG adequately assessed the traffic impact expected to be created by the development in the future. Per San Rafael's TA Guidelines, projects that are exempt for VMT Analysis do not need to consider other Cumulative or Baseline Conditions in addition to the Existing and Existing Plus Project (Near-Term Condition) Scenarios. The TA guidelines also state that projects consistent with the General Plan will only be required to complete Existing and Near-Term Conditions. As mentioned above, the Downtown Precise Plan analyses the cumulative conditions surrounding the project area in a comprehensive manner and it has been approved and accepted by the City.

-The Project Traffic was studied adequately per City Scope and City TA Guidelines.

Project Site Access (Driveway Access)

The project site plan shows two site access driveways to be located on Shaver Street while pedestrian access will be on E Street. There is a discussion on the stopping sight distance for vehicles, however, there is no discussion on the sight distance between the exiting vehicle and pedestrians on the sidewalk. The sight distance between exiting vehicles and pedestrians is critical if the access driveways (garage driveways) have solid walls on both sides of the driveway while the sidewalks are narrow. In this situation, motorists exiting the garage driveways may not be able to see pedestrians in time to stop until the front end of the vehicle reaches the middle of the sidewalk, thus creating unsafe conditions for pedestrians. This is especially crucial for vehicles exiting (emerging) from the underground garage, which will make it even more difficult for motorists and pedestrians to see each other.

AMG properly assessed the proposed project's driveways. Field Work was conducted in which a safe sight distance was verified. The sidewalks adjacent to the project driveways will be

separated by an 18-inch planting strip acting as a buffer between pedestrians and the project driveways providing additional safety for pedestrians. This planting strip “buffer” was mentioned under the Roadway Assessment section of our LTA. A flashing light system will be installed at each driveway to alert pedestrians of any vehicles exiting the driveway, providing additional safety.

-Sight lines for exiting vehicles are safe for pedestrians.

As discussed earlier, the site access driveways are links between the project site and the adjacent street network. The report did not identify and discuss the number of entering and exiting lanes for the proposed driveways and traffic controls, signs, and security gates needed; and whether or not the driveway design and traffic entering and exiting the driveways would create conflicts with traffic circulation in Shaver Street.

AMG properly assessed the site access of the project driveways. Each driveway will have a lane in each direction separated by a concrete median. A security gate will be installed at each driveway, which will open with a remote control. The width of each lane will be between 11 – 12 feet, which will provide sufficient room for vehicles to enter. These features are shown in Appendix A of the LTA.

-Project driveway design will not create conflicts with traffic circulation on Shaver St.

Shaver Street is a narrow two-way street with parking on both sides and narrow pedestrian sidewalks. The two proposed project access driveways will likely impact traffic operation, pedestrians, and residential access to and from Shaver Street and Latham Street.

As indicated in the LTA report, AMG acknowledged that Shaver Street is a narrow roadway that is 30 feet wide. Currently, the drive aisle width of Shaver St. is 14 ft. The project is relocating on-street parking fronting the project on Shaver Street to 4th & E street, increasing roadway width to 22 feet, making it safer for vehicles to access Shaver Street. As discussed above, the sidewalk adjacent to the project will have an 18-inch planter buffer to provide additional pedestrian safety.

-Shaver St. will continue to be safe for traffic operation, pedestrians, and residential access to and from Shaver St. & Latham St.

Parking (On-Street and On-Site)

The two proposed access driveways on Shaver Street will result in a loss of on-street parking spaces. Will the project provide parking spaces in the parking garage to compensate for the loss of street parking? The project includes 9,000 square feet of retail space on the ground floor. Are there parking spaces in the parking garage designated for retail use? Or will they be accommodated on the street?

As indicated in the LTA report, the on-street parking will be relocated to 4th and E Street resulting in no net loss or gain of on-street parking. Besides assuring no loss of on-street parking, no additional parking analysis was required, since the project will not impact or result in parking gain or loss. In addition, parking analysis was not included in the scope of the project per the email sent by City Staff on September 9, 2022, and is not warranted by the City's guidelines. Per San Rafael Downtown Precise Plan Section 2.3.040 – the Project has no retail parking requirement.

The report does not discuss the internal circulation, drive aisles and how vehicles will navigate within the parking garage, and whether or not some of the parking spaces will be designated for the ground floor retail use.

AMG properly analyzed internal circulation within the parking garage. No vehicles larger than a single unit car will be allowed in the parking garage. As indicated in the LTA report, entrance and exit of vehicles will be adequate. In addition to the report, AMG prepared turning radii diagrams to show that circulation and entrance within the parking garage is adequate. The diagrams are included as an appendix to this letter.

-Internal circulation in parking garage is adequate. As stated above, Project has no retail parking requirement.

Signals Warrant Study for Stop Control Intersections

The intersection of 4th Street and Shaver Street is controlled by a stop sign at the Shaver Street approach. The report needs to discuss whether or not the intersection needs to be signalized with the addition of the project traffic and also traffic from other approved but not yet built projects in the area.

Per the scope of work outlined in the email from City Staff, a Signal Warrant Study was not needed as part of our LTA. Additionally, the Level of service at the 4th Street & Shaver Street intersection is not affected significantly as shown in Table 5 of the LTA report. This table also shows that average delay increases by less than 2 seconds in Existing Plus Project Condition. With the proposed project, the intersection continues to operate at levels of service that are within acceptable standards of the city, thus a traffic signal is not warranted. However, in response to the peer review, AMG did verify that this intersection does not meet the warrants for installing a traffic signal.

-No traffic signal is warranted with added Project Trips

Study Area Traffic Safety

The proposed project site is bordered by 4th Street, 3rd Street, and 2nd Street further south. All of these streets are crosstown arterial streets that provide access to and from the Freeway US 101. These streets have on-street and must also must share the road with

bicyclists. Traffic safety is a major concern.

AMG properly evaluated the traffic safety impacts caused by the proposed development. The San Rafael TA guidelines do not require analysis of streets not providing immediate access to the project for Tier 2B projects in Downtown San Rafael. Additionally, Table 4 shows that the project will only create 60 and 71 new peak hour trips in the AM and PM respectively. This is a low number for an area that already experiences high volumes, so these new trips will not aggravate the existing condition.

-Added Project Trips will not cause additional traffic safety concerns.

Conclusion:

After re-reviewing our traffic analysis and reviewing the peer review comments, we have validated our conclusions in the LTA report that the proposed project does not have any significant impact. We have reconfirmed that the proposed project is safe for pedestrians, neighbors, motorists, and residents. The Project also complies with all City Codes, Design Standards, and Industry Safety Guidelines.

Best Regards,

Advanced Mobility Group (AMG),



Joy Bhattacharya, PE, PTOE

Joy@amobility.com

(415) 688-0024

APPENDIX

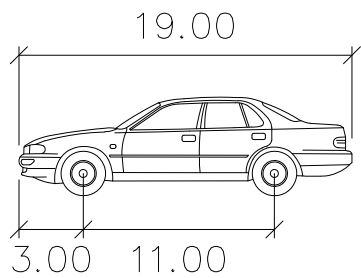
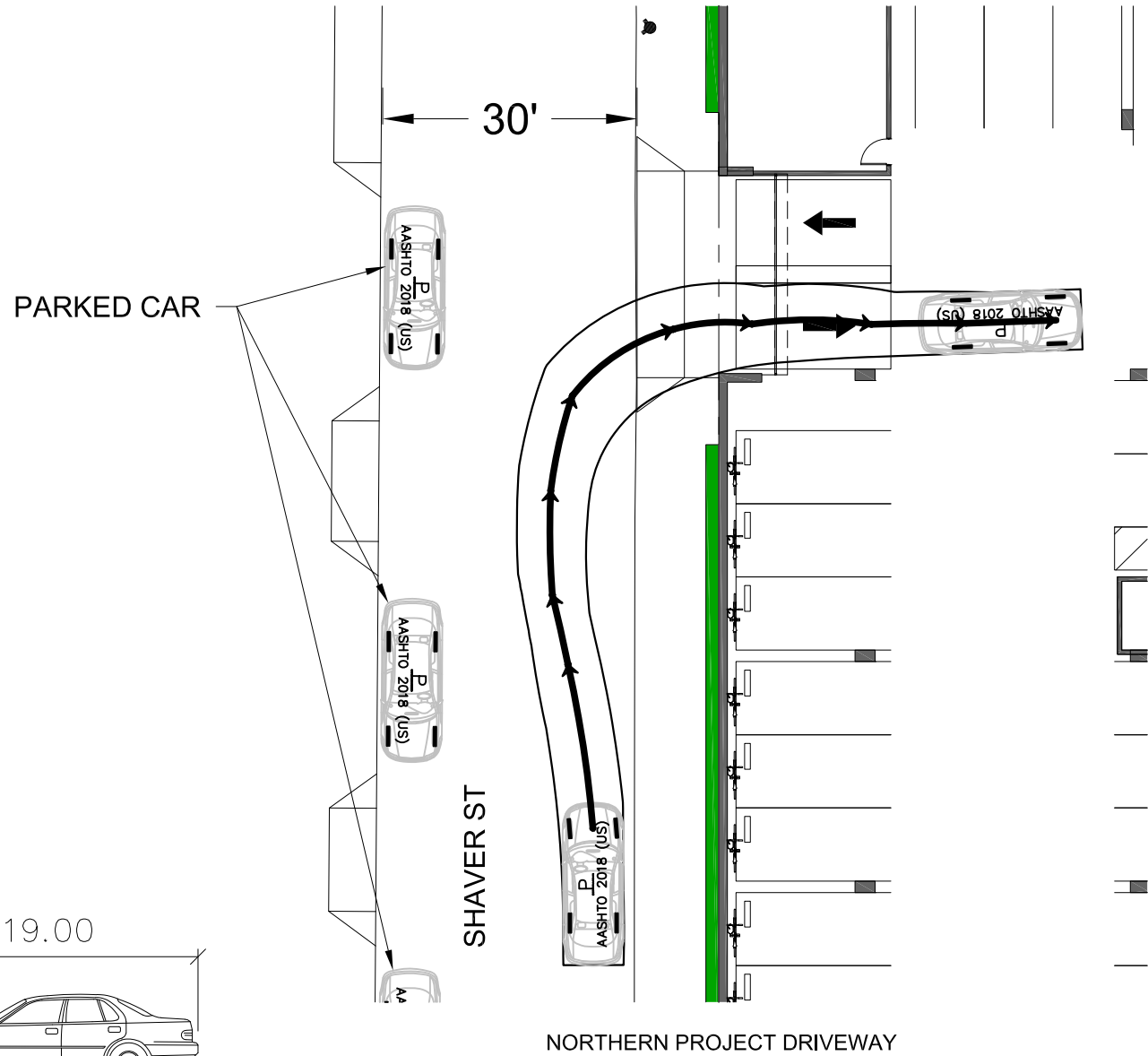
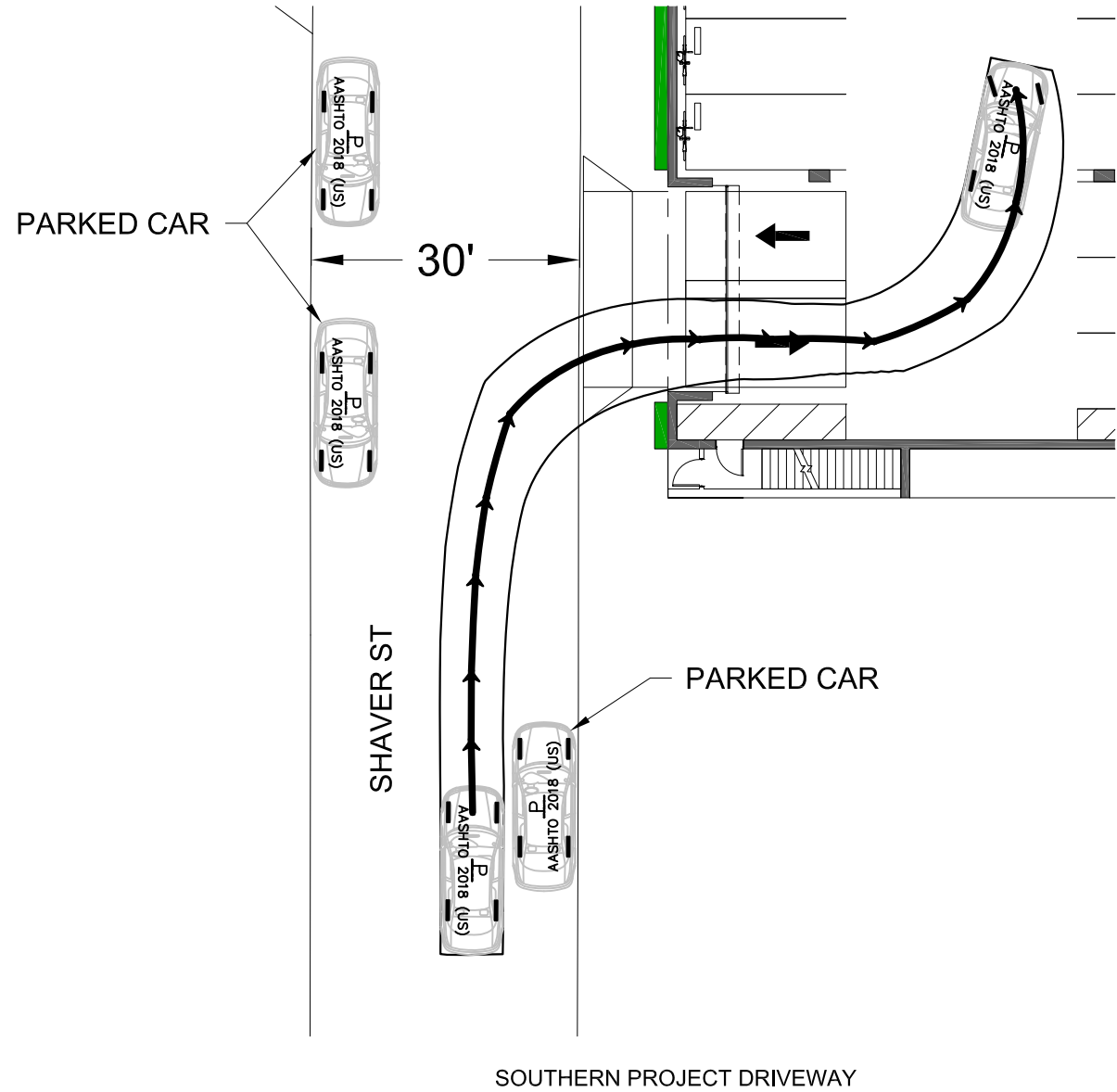
The following Sheets contain the Turning Radius Diagrams for the mixed-use development project at 1515 4th Street in San Rafael. These diagrams show the path movement a vehicle may make to safely navigate the project driveways. The diagram shows the path of the centerline turning radius, and its boundaries depict the path taken by the front overhang of the vehicle and the path of the inner wheel.

Sheet 1 shows the turning radius movements of a passenger vehicle entering the project driveways by making a left turn.

Sheet 2 shows the turning radius movements of a passenger vehicle entering the project driveways by making a right turn.

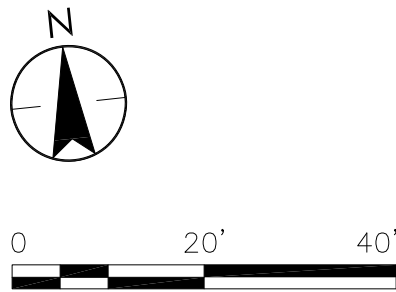
Sheet 3 shows the turning radius movements of a passenger vehicle exiting the project driveways by making a left turn. The driveway sight triangle is also depicted in this sheet per San Rafael Municipal Code Guidelines.

Sheet 4 shows the turning radius movements of a passenger vehicle exiting the project driveways by making a right turn. The driveway sight triangle is also depicted in this sheet per San Rafael Municipal Code Guidelines.



P

Width : 7.00 feet
 Track : 6.00 feet
 Lock to Lock Time : 6.0
 Steering Angle : 31.6



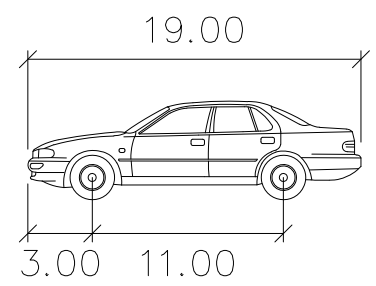
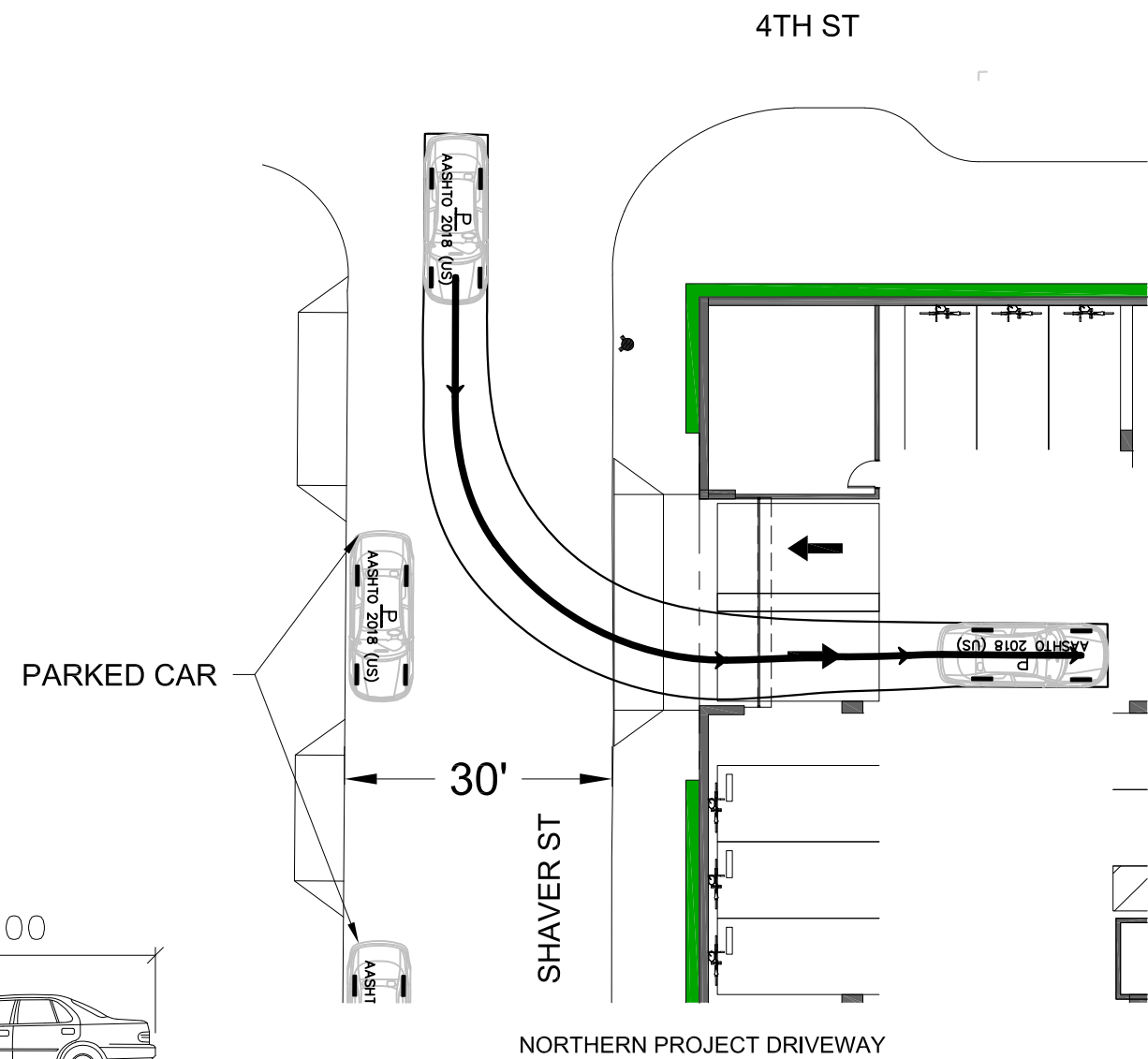
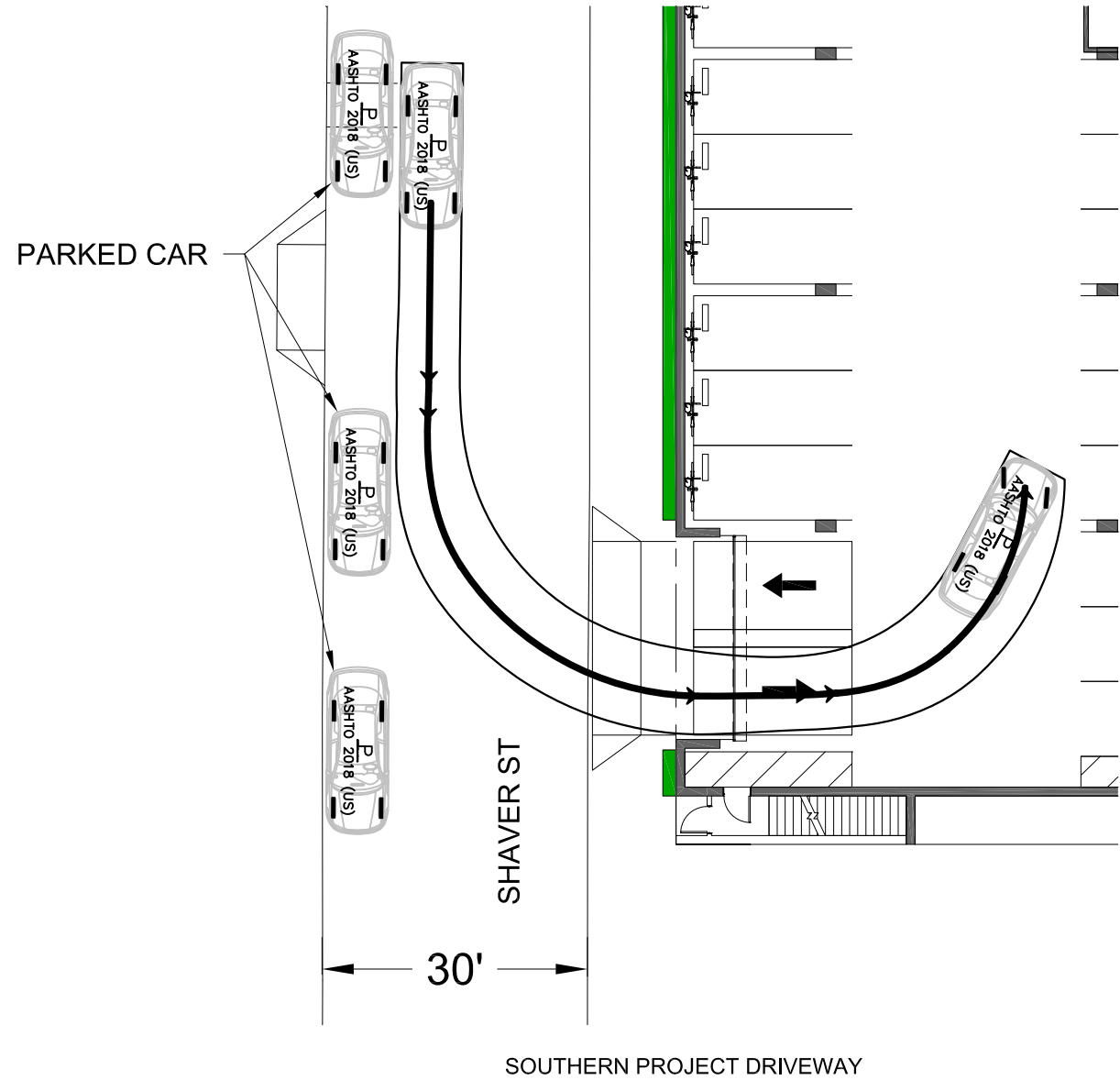
ADVANCED MOBILITY GROUP
 3003 OAK ROAD, SUITE 100
 WALNUT CREEK, CA 94597

DESIGNED				
DRAWN				
CHECKED				
DATE	5/4/2023			
SCALE	1:20	NO.	REVISION	BY APP.

1415 4TH STREET APARTMENTS
 PASSENGER VEHICLE TURN TEMPLATES
 NORTHBOUND RIGHT-TURN INGRESS AT PROJECT DRIVEWAYS

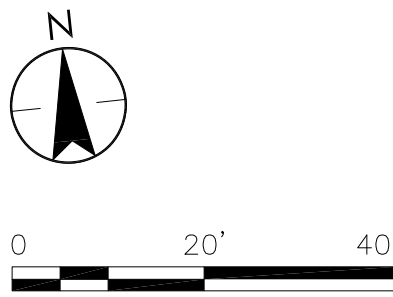
CITY OF SAN RAFAEL
 CALIFORNIA

PJ NO.	P210325
SHEET	1 OF 4
DWG.	TT-1

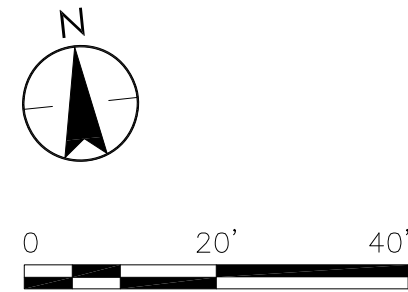
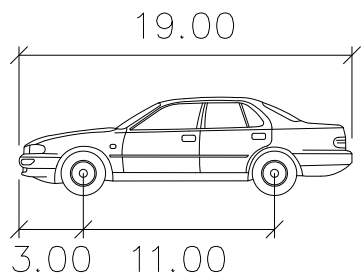
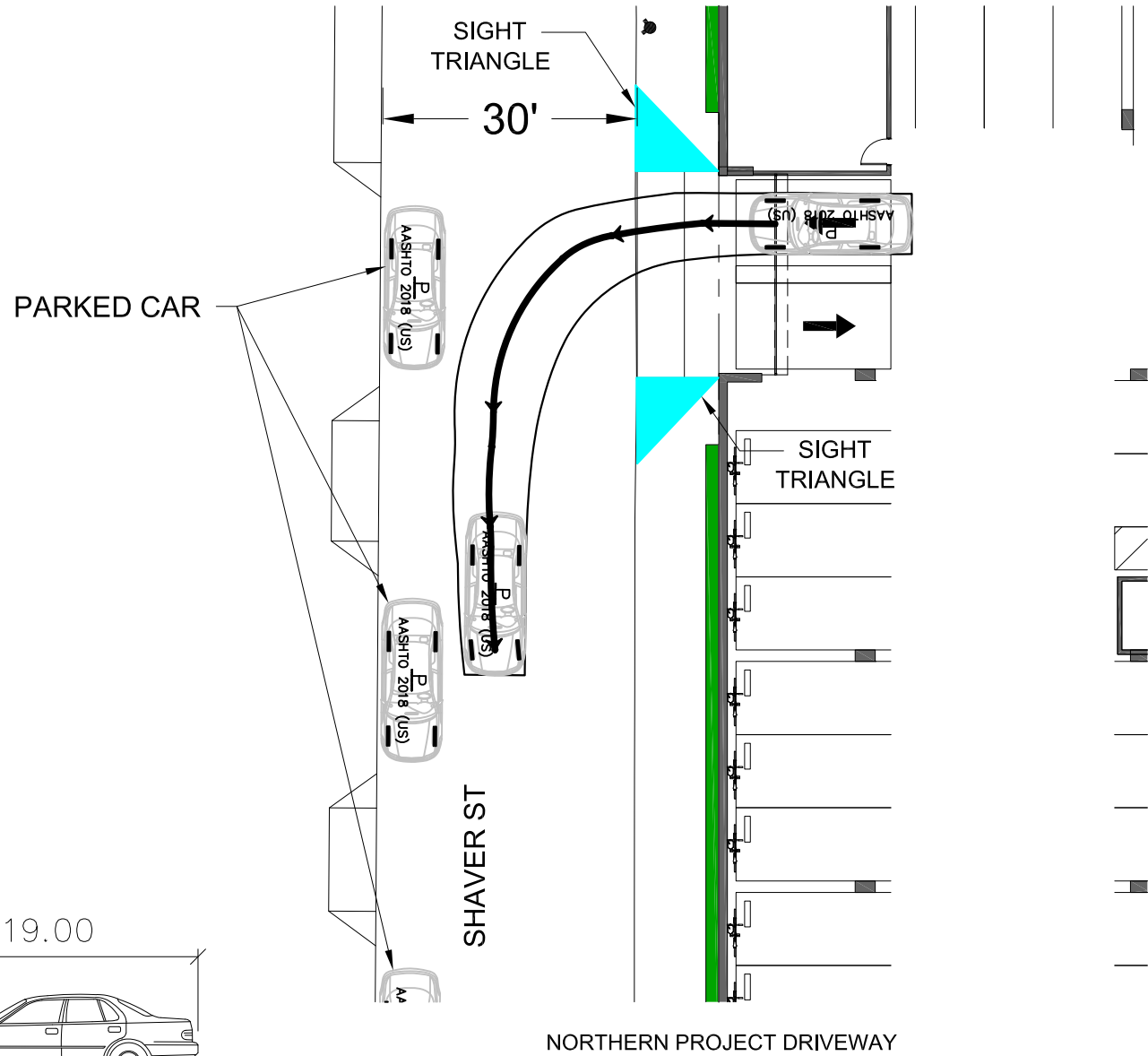
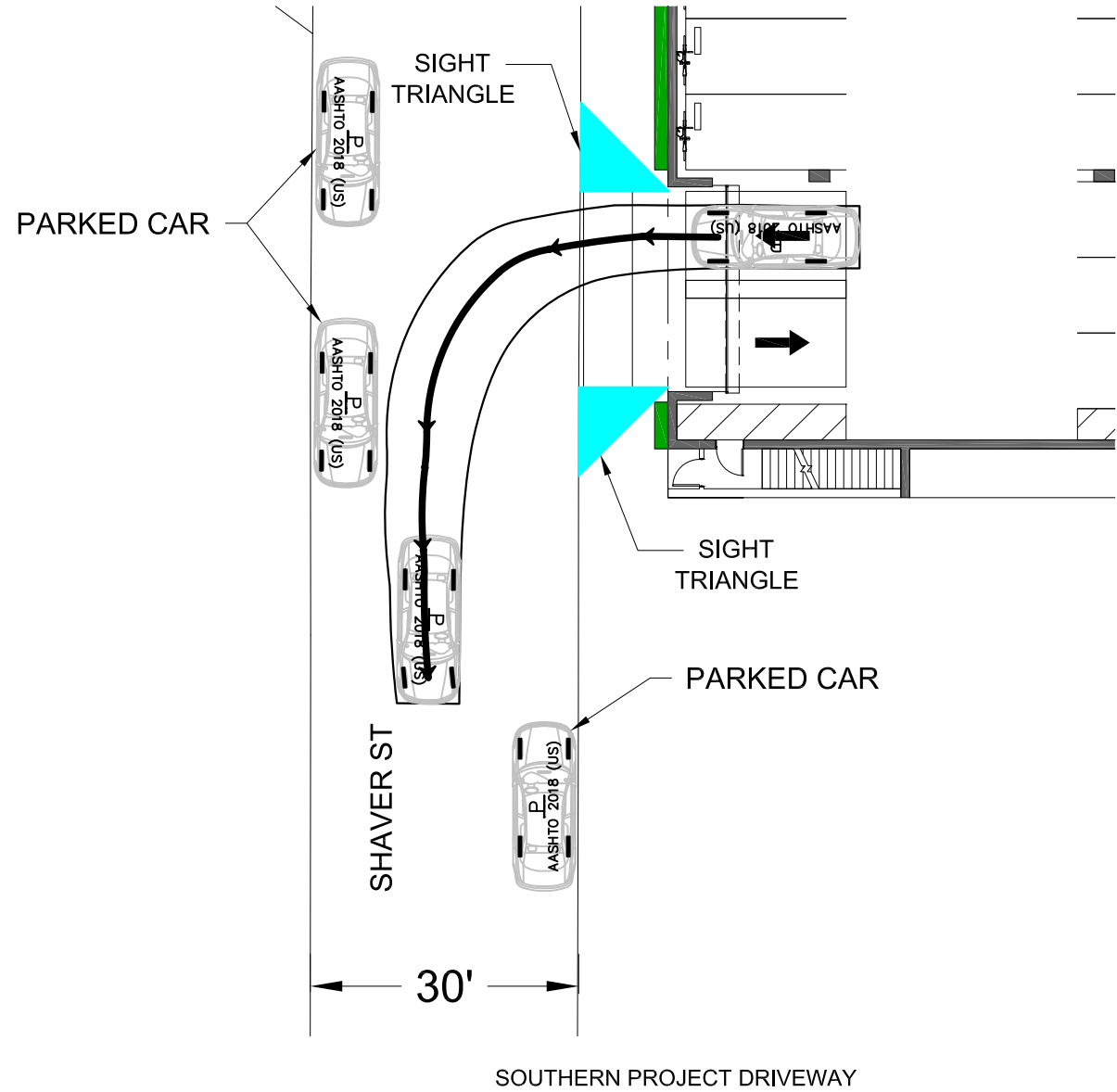


P

	feet
Width	: 7.00
Track	: 6.00
Lock to Lock Time	: 6.0
Steering Angle	: 31.6



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DATE	5/4/2023			
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Lock to Lock Time	: 6.0
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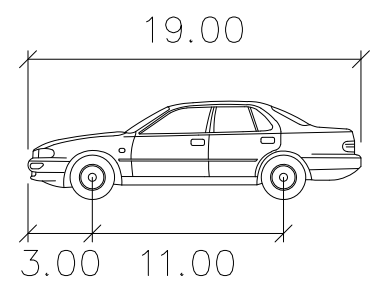
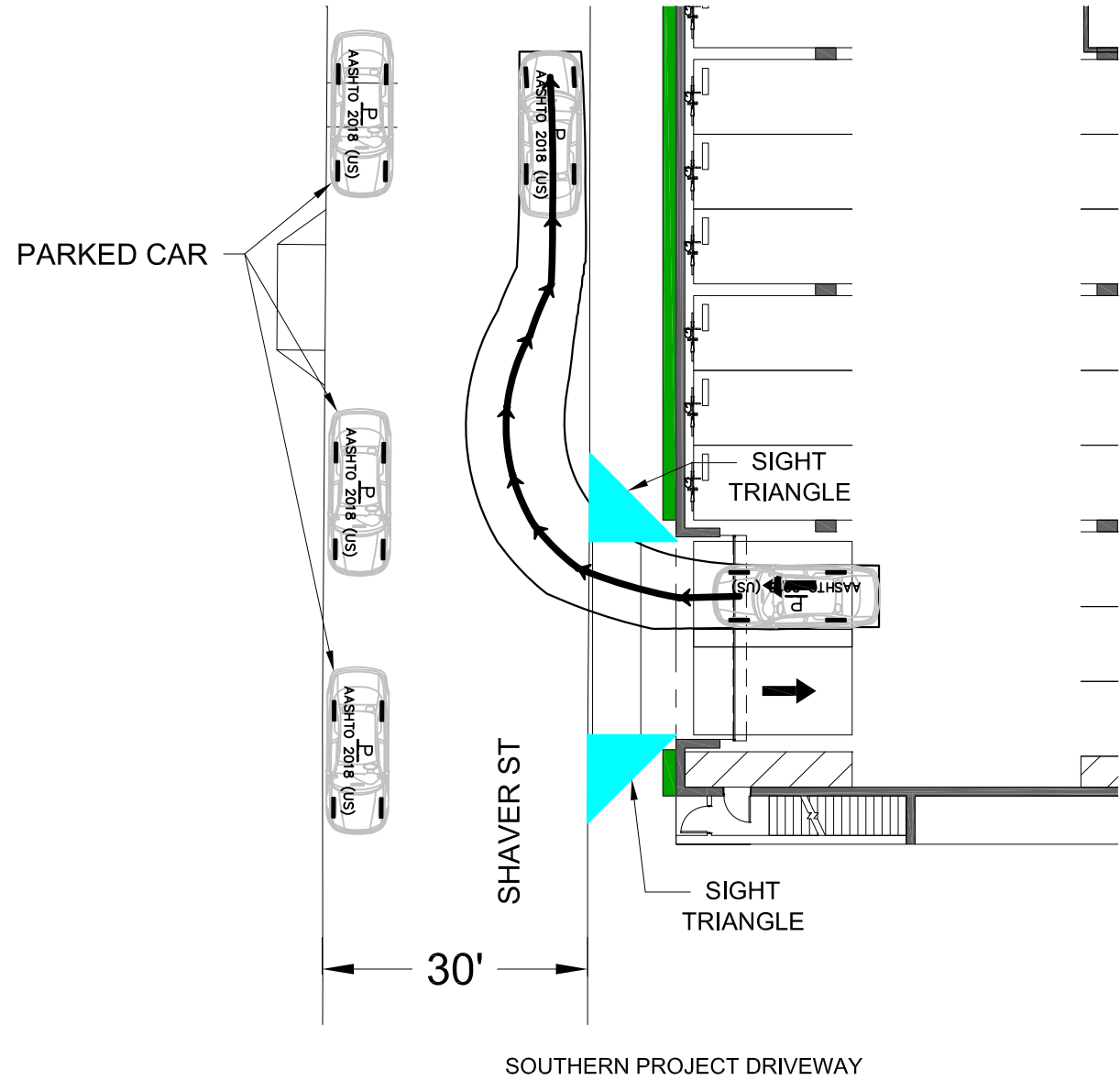
ADVANCED MOBILITY GROUP
 3003 OAK ROAD, SUITE 100
 WALNUT CREEK, CA 94597

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1415 4TH STREET APARTMENTS
 PASSENGER VEHICLE TURN TEMPLATES
 WESTBOUND LEFT-TURN EGRESS AT PROJECT DRIVEWAYS

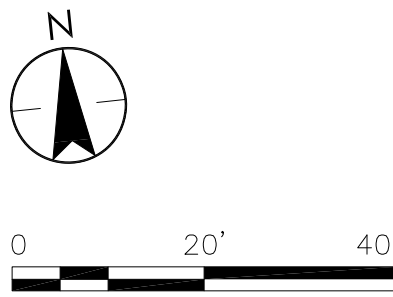
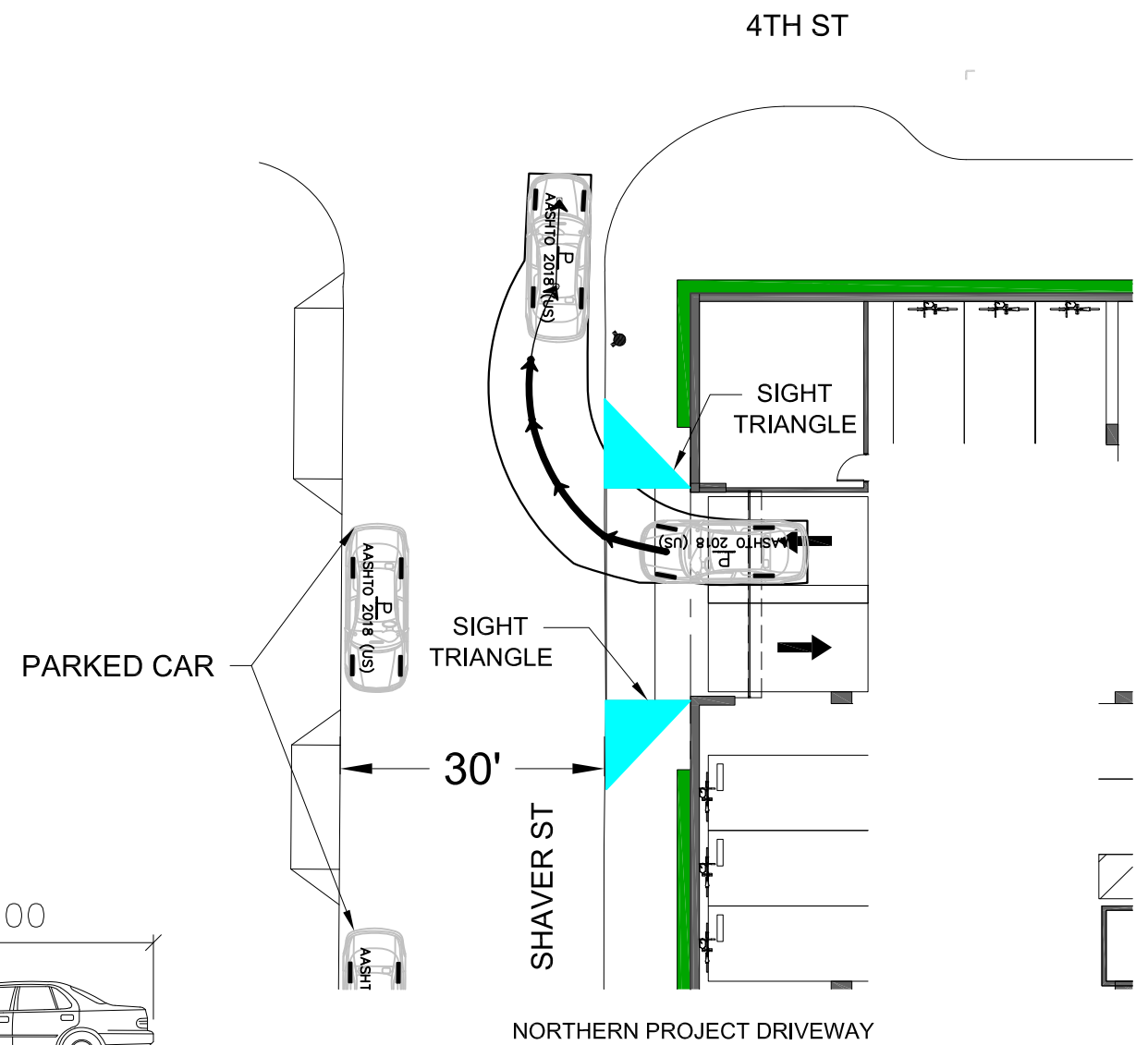
CITY OF SAN RAFAEL
 CALIFORNIA

PJ NO.	P210325
SHEET	3 OF 4
DWG.	TT-3



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Steering Angle	: 31.6



ADVANCED MOBILITY GROUP
 3003 OAK ROAD, SUITE 100
 WALNUT CREEK, CA 94597

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1415 4TH STREET APARTMENTS
 PASSENGER VEHICLE TURN TEMPLATES
 WESTBOUND RIGHT-TURN EGRESS AT PROJECT DRIVEWAYS

CITY OF SAN RAFAEL
 CALIFORNIA

PJ NO.	P210325
SHEET	4 OF 4
DWG.	TT-4



May 1, 2023

San Rafael City Council
1400 Fifth Avenue
San Rafael, CA 94901

Dear Mayor Colin, and Councilmembers Gulati, Kertz, Hill, and Bushey:

The Marin Organizing Committee is submitting comments in favor of the proposed apartment and retail project to be developed by Monahan Pacific on a 0.88-acre lot located at 1515 Fourth Street in downtown San Rafael. The property had been the location of Westamerica Bank for over 45 years.

Consisting of over 15,000 Marin residents, the 24 institutional organizations who make up MOC are located both in San Rafael, and in cities throughout the County.

The preparation of the San Rafael Downtown Precise Plan had wide community engagement and created a plan covering a 20-year period (2020-2040). The primary goal of the new Downtown Precise Plan was to keep the downtown as the City's center. The decision to research and develop this comprehensive plan, was primarily based on the "Downtown's role as the commercial, employment, and transit center for San Rafael and Marin County, **and the opportunity for community growth and much-needed housing.**"

Given the need for housing in San Rafael, the location for this apartment development in the West End Village will make it a desirable place to live. It will be situated where there are services, businesses and restaurants, and this is exactly how to keep the downtown a vibrant area. Further, this location will increase housing choices for our local workforce both in San Rafael and the County as they can either walk to work or take public transit.

The San Rafael Planning Commission approved the proposal for this development in April 2023. While we recognize that the size of this new building has people who live in the area directly behind the development concerned about the influx of new traffic, the development will have a two-level garage with 179 parking spaces and bike storage. There is a plan for 162 apartments, and 13 of those would be designated below market rate.

Finding housing for very low-income households in our community is one of the most challenging tasks to accomplish. This urban-style project on Fourth Street was approved by the Planning Commission because it came under the State housing laws to fast-track multi-family apartments. MOC has been supportive of these State laws but given the benefits to the developer we would encourage the company to increase the number of below market-rate apartments by three, for a total of sixteen.

MOC strongly urges the San Rafael City Council to deny the appeal and to uphold the Planning Commission's approval.

Sincerely,

Judith Bloomberg, Congregation Rodef Sholom

Victoria T. Holdridge, Unitarian Universalist Congregation of Marin

Ron Brown, Congregation Kol Shofar

From: Jenny Silva [REDACTED]
Sent: Thursday, May 4, 2023 9:01 PM
To: Lindsay Lara <lindsay.lara@cityofsanrafael.org>
Cc: Robert Pendoley [REDACTED]; Carmela Davis [REDACTED]
Subject: Comments on 1515 4th Street Appeal, May 8

Dear City Clerk Lindsay,

Please submit the following comments to the public record for the May 8 public meeting regarding the 1515 4th Street appeal.

Dear Mayor Colin and Councilmembers:

The Marin Environmental Housing Collaborative (MEHC) advocates for projects and policies that advance affordable housing, environmental integrity, and social justice. **We are writing to support the approval of the 1515 4th Street project.**

This is the type of project that San Rafael and Marin County needs to solve its housing crisis and to reduce car dependency and greenhouse emissions. It will provide 162 housing units to local workers who are currently forced to commute long distances, and it is in a walkable area near transit. This project will make an important contribution to Downtown San Rafael's vitality.

The proposed height and density of this project are important environmental benefits. The smaller footprint on land uses less water and energy than a lower density design. This project will have just a fraction of the environmental impact than 162 single-family homes would.

The project is consistent with the Downtown Precise plan including the development standards and massing and facade articulation in the form-based code. The Downtown Precise Plan was developed and adopted specifically to encourage higher density mixed use development. The architecture is attractive and will be a visual asset to Downtown.

We are particularly pleased that this project includes 13 apartments affordable to very low-income households. Very low-income households the most difficult to provide with affordable housing. The developer is getting significant benefit from the Downtown Precise Plan, the Housing Accountability Act and SB35, all of which we support. We encourage Monahan Pacific to offer three more units at affordable rents to meet the 10% inclusionary requirement.

We strongly urge you to approve the proposal for 1515 Fourth Street.

Sincerely,

Jennifer Silva, Board Chair
Marin Environmental Housing Collaborative



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Steve Willis
Sallyanne Wilson
Tom Wilson

Kiki LaPorta,
Communications

P.O. Box 9633
San Rafael CA 94912
www.MarinMEHC.org
info@marinmehc.org

May 4, 2023

Mayor and City Council
City of San Rafael
1400 Fourth Street
San Rafael, CA 94901

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We strongly urge you to approve the proposal for 1515 Fourth Street.

Sincerely,

Jennifer Silva, Board Chair
Marin Environmental Housing Collaborative

From: Sangita Moskow [REDACTED]
Sent: Monday, May 8, 2023 9:50 AM
To: Distrib- City Clerk <city.clerk@cityofsanrafael.org>
Subject: building on 1515 4th San Rafael

Of course we need more housing.

NOT ANY HOUSING.

Appropriate size, location, and cost with community needs in mind.

Developer has a bad reputation. What kind of bidding happened?

Why so little notice given to the people affected by this building?

Lisa Moskow

From: Scott Prentice [REDACTED]
Sent: Saturday, May 6, 2023 10:07 AM
To: Jeff Ballantine <Jeff.Ballantine@cityofsanrafael.org>
Subject: Re: Public comment for Planning Commission – April 11, 2023

Hi Jeff,

It's my understanding that there's a City Council meeting on May 8 to discuss an appeal that's been put forth by a resident of Shaver Street. I don't see anything about this in the City Council agenda for May 8, and am wondering if this is actually a different meeting? Do you know anything about this?

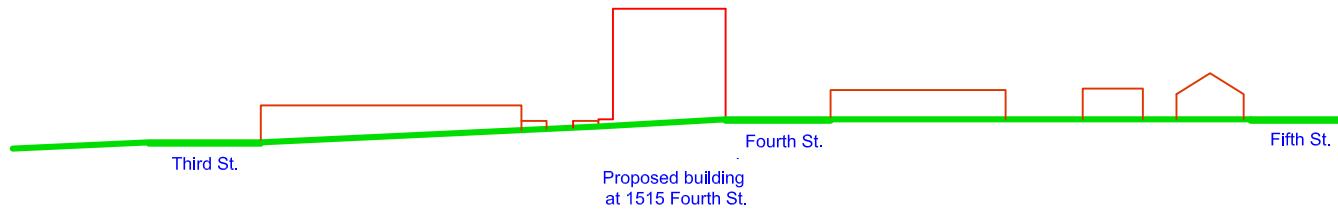
I feel that the drawings provided by the developer were intentionally misleading regarding the relationship between the surrounding buildings and the proposed structure. The perspective drawings were done in such a way that makes the new building look just a bit bigger, but are not truly representative of the vast difference in scale. I've done some basic street elevations that show this more accurately ..

<https://iarch.net/sanrafael/1515-4th-context-elevations.pdf>

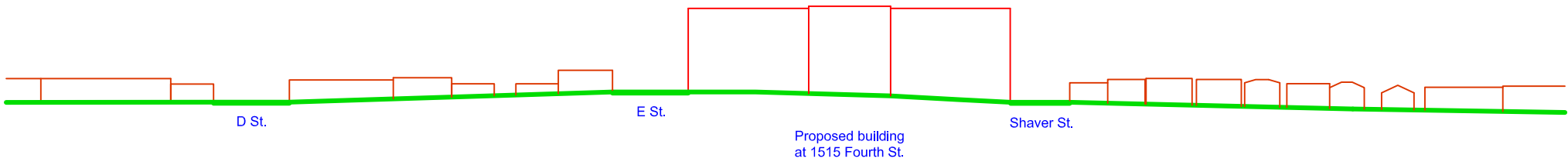
Unless this appeal goes somewhere, it seems that it's too late to make any significant changes in the size of this building, but I wanted to send this drawing to the city so you can see what's really being proposed.

Thanks,
Scott Prentice

Proposed Structure at 1515 Fourth St. in Context with Surrounding Buildings



East Elevation - through E Street



North Elevation - through Fourth Street

