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By Monet Sheikhali at 9:44 am, Mar 22, 2022



March 21, 2022

Mr. Justin Hayman
Fountain Grove Inn
P.O. Box 12277
Santa Rosa, CA 95406-2277

Parking Study for the Fountain Grove Inn Redevelopment Project

Dear Mr. Hayman;

As requested, W-Trans has prepared a focused traffic study relative to the potential multifamily housing project to be developed at 101 Fountaingrove Parkway in the City of Santa Rosa. The purpose of the letter is to evaluate the adequacy of the proposed parking supply to meet City requirements as well as the anticipated parking demand.

Project Description

The proposed project would include construction of 239 multifamily housing units in place of the Fountain Grove Inn and Equus Restaurant that were destroyed in the Tubbs firestorm of October 2017. The multifamily apartment complex would include 19 studio units, 125 one-bedroom units, and 95 two-bedroom units in six buildings having up to five stories. The project as proposed includes a total of 414 parking spaces.

Parking Analysis

Parking was evaluated to determine if the proposed parking supply would be adequate to satisfy City requirements for the 239 multifamily housing units. Per the site plan, a total of 414 parking spaces would be provided on-site.

City Requirements

Section 20-36.040 of the Santa Rosa City Code requires multifamily housing to provide parking at a rate of 1.0 covered space and half a visitor space for studios and one-bedroom apartments, and 1.0 covered space plus 1.5 visitor spaces per unit for two-bedroom apartments. Based on the 19 studio units, 125 one-bedroom units, and 95 two-bedroom units, a total of 455 parking spaces, including 239 resident spaces and 216 visitor parking spaces, would need to be provided on-site to meet City Code. The parking supply of 414 spaces is, therefore, 41 spaces, or 9 percent, short of meeting the City's requirements.

ITE Parking Demand

As the proposed parking supply does not meet the City requirements, parking demand rates included in the publication *Parking Generation*, 5th Edition, Institute of Transportation Engineers (ITE), 2019 were consulted to assess the project's anticipated total parking demand. Rates for both a weekday and weekend days were assessed. It is noted that while a Sunday rate is also provided by ITE, it was based on a single data point, and because such limited data was used this rate was considered inappropriate for use in evaluating the proposed project; typically a minimum of three data points are obtained to achieve an adequate sample.

Based on rates for "Multifamily Housing (Mid Rise)" (LU #221) for the proposed 239 market rate units, the proposed residences are projected to have an average weekday peak parking demand of 313 spaces, indicating that the proposed supply of 414 spaces is more than adequate to accommodate the peak parking demand with a surplus of 101 parking spaces. City of Santa Rosa parking requirements, ITE parking demand estimates, and the proposed parking supply are shown in Table 1.

Table 1 – Parking Summary

Land Use	Units	Rate	Parking Spaces
City Required Parking			
Multifamily – Studio	19 du	1.0 covered space/du	19
		0.5 visitor spaces/du	10
Multifamily – One Bedroom	125 du	1.0 covered space/du	125
		0.5 visitor spaces/du	63
Multifamily – Two or More Bedrooms	95 du	1.0 covered space/du	95
		1.5 visitor spaces/du	143
<i>City Required Parking Total</i>			455
ITE Parking Demand Estimate			
Multifamily Housing (Mid Rise)	239 du	1.31 spaces/du (weekdays)	313
		1.22 spaces/du (Saturday)	292
Proposed Parking Supply			414

Notes: du = dwelling units

It is noted that parking requirements as established in the City's Code may better reflect the needs of suburban development, where there are limited options for travel via alternative modes, including walking, bicycling and taking transit. However, the site is within walking or bicycling distance of several major employers, including Kaiser Permanente, the County of Sonoma and the Coddington Mall. Further, the site is served by three transit lines (Santa Rosa CityBus Route 10 and Sonoma County Transit Routes 60 and 62) that stop within 0.06 miles of the site and operate on headways of 25 minutes to two hours. Finally, there are bike lanes on Mendocino Avenue and Fountaingrove Parkway, allowing residents to more easily travel by bicycle. Given that the site has these amenities and characteristics, the need for residents to own automobiles is less than it would be at a site where such options do not exist and therefore the demand for parking would reasonably also be reduced.

Conclusions

The proposed supply of 414 vehicle parking spaces was determined to be 41 parking spaces, or 9 percent, short of meeting City requirements. However, the proposed supply would be adequate to accommodate the anticipated demand based on ITE weekday average parking demand rates with a surplus of 101 parking spaces. The City may wish to consider waiving the parking requirement in light of this information.

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

Sincerely,



Jade Kim
Assistant Planner



Dalene J. Whitlock, PE, PTOE
Senior Principal



DJW/jk/SRO534-2.L1

From: [Justin Hayman](#)
To: [Sheikhali, Monet](#)
Subject: [EXTERNAL] Parking narrative
Date: Wednesday, March 23, 2022 10:55:23 AM

Hi Monet,

Please see below and let me know if you have any comments. Thank you!

Parking Management Plan

Parking policy will be identified in lease and welcome documents. Residents leasing studio and one-bedroom apartments will be assigned one reserved parking spot each, while two reserved spots will be assigned to residents in two-bedroom units. Guest surface parking will bear a time limit of 72 hours. For longer term guest parking durations, parking passes will be issued. Onsite management and support staff will monitor parking daily.

Justin Hayman
General Manager
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