



July 6, 2023

Mr. Thomas LeBeau  
Accretive Santa Rosa Partners, LLC  
301 Shipyard Way, Suite B  
Newport Beach, CA 92663

## **Revised Addendum to the *Traffic Impact Study for the Brookwood Medical Office Project***

Dear Mr. LeBeau;

In response to comments from City staff as contained in "Notification of Staff Position & Issue," February 16, 2022, City of Santa Rosa, as well as modifications recently made to the project plans that resulted in a reduction in the parking supply, the Parking chapter of the *Traffic Impact Study for the Brookwood Medical Office Project*, January 19, 2022, (TIS) which was expanded in an addendum letter in March 2022, has been further updated. The following text completely replaces the text on Page 22 of the TIS and supersedes the "Addendum to the *Traffic Impact Study for the Brookwood Medical Office Project*" dated March 16, 2022.

### **Parking**

The project was analyzed to determine whether the proposed parking supply would be sufficient for the anticipated parking demand. The project site as proposed would provide a total of 276 parking spaces for the 93,270 square foot medical office building, including 243 garage parking spaces and 33 surface parking spaces. Because the lack of parking at nearby Memorial Hospital has been an ongoing concern for residents of the surrounding neighborhood, it is understood that providing an adequate supply of parking on-site has been a particular goal in designing the proposed project.

Because the project site is within the Downtown Specific Plan Area, the parking requirements are based on that Plan. To encourage denser development in the Downtown area and a greater mix of uses, the Specific Plan sets no minimum parking requirements for development. While no parking is technically required, it is clear that patients who need medical services are generally not able to walk, bicycle or ride transit to the medical office, and because this project site is located on the perimeter of the Specific Plan Area the options for transit are not as extensive as is the case for the core Downtown area. While not technically required, on-site parking is expected to be needed to serve this specific use.

Parking supply requirements based on the City of Santa Rosa Municipal Code, Chapter 20-36.040; Number of Parking Spaces Required, were therefore consulted. The municipal code requires the "integrated medical health center" land use to provide parking at a rate of one space per 300 square feet of medical clinic/office space. This translates to 311 required parking spaces and the proposed parking supply is 35 spaces fewer than the normal code requirement. The proposed parking supply, and typical City requirements are shown in Table 1.

<b>Table 1 – Parking Analysis Summary</b>				
<b>Land Use</b>	<b>Units</b>	<b>Supply (spaces)</b>	<b>City Requirements</b>	
			<b>Rate</b>	<b>Spaces Required</b>
Integrated Medical Health Center	93.27 ksf	276	1.0 per 300 sf	311

Notes: ksf = 1000 square feet; sf = square feet

Consideration was also given to standard parking demand rates as published by the Institute of Transportation Engineers in *Parking Generation*, 5<sup>th</sup> Edition, 2019. Application of the average peak demand rate for a medical office building indicates that the peak demand would average 302 spaces during the weekday, which is greater than the proposed supply of 276 spaces.

The parking supply, as proposed, is less than the anticipated peak demand; however, it exceeds parking requirements pursuant to Zoning Code Table 3-4 because it is within the Downtown Station Area. Measures to reduce parking demand should be considered, including a parking attendant, preferential parking for carpools, hybrid work schedules (work from home some days), transit pass subsidies, etc.

**Finding** – While the proposed parking supply significantly exceeds the minimum City requirement of providing no parking, it seems reasonable for the project to provide parking for employees and visitors to avoid any overflow into the adjacent neighborhoods. Since the anticipated demand may exceed the proposed supply, implementation of measures to reduce the parking demand should be considered.

We hope this information is of use in evaluating the project's parking supply.

Sincerely,

  
Dalene J. Whitlock, PE, PTOE  
Senior Principal

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