



December 2, 2021

Mr. Robin Miller
Trumark Homes
3001 Bishop Drive, Suite 100
San Ramon, CA 94583

Parking Study for the Revised Dutton Meadows Phase II Project

Dear Mr. Miller;

As requested, W-Trans has prepared a parking analysis for the revised Dutton Meadows Phase II project in the City of Santa Rosa. The purpose of this letter is to address the parking needs associated with housing proposed in two different zoning districts.

Project Description

The proposed project includes residential development in two zoning districts, each with its own minimum parking requirements. The 53 residential units proposed in the Planned Development zoning district PD 06-001, would have 222 parking spaces, including 164 off-street and 58 on-street. For the proposed 84 residential units in the R-1-6 zoning district, there would be 341 parking spaces, with 296 off-street and 45 on-street.

Parking Analysis

The project was analyzed to determine whether the proposed parking supplies in each zoning district would be sufficient for the anticipated parking demand. Section 20-36.040 of the City of Santa Rosa Municipal Code requires four spaces per unit in the R-1-6 zoning district; on-street spaces directly adjacent to homes may be counted toward the requirement and Section 20-36.050 (C)(1)(b) states that the review authority can reduce the number of spaces required. Two spaces are required per unit in the Planned Development zoning district PD 06-001. Given the number of proposed units, there are 106 spaces required in PD 06-001 and 336 spaces required in R-1-6.

There are 25 units in R-1-6 with fewer than four spaces per unit; ten units have three spaces each and fifteen units have two spaces each. Since the proposed off-street parking supply for those 25 units is less than needed to meet the City requirement, the anticipated parking demand was considered. It should be noted that these 25 units are designed to be smaller single-family homes better suited to young families or older residents with lower vehicle ownership and all 25 units are located within 300 feet of additional parking.

The anticipated parking demand for the proposed project was estimated using standard rates published by the Institute of Transportation Engineers (ITE) in *Parking Generation*, 4th Edition, 2010. Based on the 85th percentile peak parking generation rates for Single-Family Detached Housing (ITE LU #210), 113 spaces would be needed in PD 06-001 and 180 spaces in R-1-6. The proposed parking supplies in both areas would be adequate to accommodate the overall estimated peak parking demands. Of the 25 units that do not meet the minimum City requirement, the ten units with three off-street spaces are anticipated to meet their peak demand on-site (given a peak ITE demand ratio of 2.14 spaces per unit). The other fifteen units each with two off-street spaces would have a peak demand of 32 spaces and a supply of 30 spaces, a deficit of two stalls. There is plentiful nearby on-street parking in the project to accommodate this deficit of two spaces.

The City requirements, expected demands, and proposed parking supplies are shown in Table 1.

Table 1 – Parking Analysis			
Land Use	Units	Rate	Parking Spaces
City Required Parking			
Single-Family Dwelling (PD 06-001)	53	2 spaces/unit	106
Single-Family Dwelling (R-1-6)	84	4 spaces/unit	336
<i>Total Required Parking Per City Code</i>			442
ITE Parking Demand Estimate			
Single-Family Dwelling (PD 06-001)	53	2.14 spaces/unit	113
Single-Family Dwelling (R-1-6)	84	2.14 spaces/unit	180
<i>Total ITE Estimated Peak Parking Demand</i>			293
Proposed Parking Supply			
Single-Family Dwelling (PD 06-001)	53	4.19 spaces/unit	222
Single-Family Dwelling (R-1-6), Off-Street	84	3.52 spaces/unit	296
Single-Family Dwelling (R-1-6), On-Street	84	0.54 spaces/unit	45
Total Proposed Parking Supply			563

Conclusions and Recommendations

- The project as a whole exceeds the City's minimum parking requirement of 442 spaces by 121 parking spaces, for a total of 563 parking spaces proposed (including both on-street and off-street spaces).
- Using conservative 85th percentile rates, the peak parking demand for the proposed project is 293 spaces, 270 parking spaces less than the 563 parking spaces being proposed for the project.
- The City Code requires on-street parking to be directly adjacent to the homes they serve. The only portion of the project that does not meet minimum City parking requirements is the 25 units where on-street parking is provided but is not directly adjacent to the future homes. These on-street parking spaces for the 25 homes are a short walking distance from these homes and within the borders of the proposed project itself, but not directly adjacent to the homes themselves.
- Of the 25 units that do not meet minimum City parking requirements, ten are estimated by ITE to fully meet peak demand off-street and fifteen units are anticipated to have a peak demand of 32 spaces, an excess of two from their proposed off-street supply of 30 spaces. There is plentiful on-street parking in the project to accommodate this deficit of two spaces.
- The City may wish to consider granting a parking reduction given that the projected parking supplies are estimated to exceed conservatively projected demands and that the minimum City requirement is fully met if nearby on-street parking is taken into consideration.

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

Sincerely,



Brian Canepa, TDM-CP
Principal



Dalene J. Whitlock, PE, PTOE
Senior Principal

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