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February 6, 2020

Kristinae Toomians
Planning & Economic Development
City of Santa Rosa
100 Santa Rosa Avenue, Room 3
Santa Rosa, CA 95404

Sent via U.S. Mail and email - KToomians@srcity.org

RE: Caritas Village – Parking Study

Dear Ms. Toomians:

I am attaching a five page parking study dated February 5, 2020, prepared by W-Trans, to support the parking reduction request for Caritas Homes, a component of the Caritas Village project. If you have any questions about this letter or its attachment, or need any additional information, please call me at (707) 595-8681.

Very truly yours,

Tina M. Wallis,
Law Offices of Tina Wallis, Inc.

Encl: As stated

C: Client
Bangsberg, Bert



February 5, 2020

Mr. Len Marabella
Catholic Charities
P.O. Box 4900
Santa Rosa, CA 95402

Parking Study for the Caritas Homes Project

Dear Mr. Marabella;

As requested, W-Trans has prepared a parking analysis for the proposed Caritas Homes project in the City of Santa Rosa. The purpose of this letter is to address the potential parking demand associated with the residential Caritas Homes component of the proposed Caritas Village Project.

Project Description

Caritas Homes is the affordable housing element of the proposed Caritas Village Project, and the project as a whole will be located at 431, 437, 439, 465 A Street and 506, 512, 516, 520, 600, 608, and 612 Morgan Street in the City of Santa Rosa. Caritas Homes includes construction of 126 affordable residential units and two units for on-site managers, for a total of 128 units within two four-story apartment buildings near 7th Street. The Caritas Homes project would be built in two phases, with each phase including construction of 31 studio units, 23 one-bedroom units, and ten two-bedroom units. As proposed, approximately half of the housing proposed would be targeted towards people who have experienced or are at risk of homelessness. Pedestrian access to Caritas Homes would be via 7th Street, and vehicular access through two driveways on Morgan Street (Phase 1) and A Street (Phase 2).

Required Parking Supply

The Caritas Homes project was analyzed to determine whether the proposed parking supply would be sufficient for City requirements and the anticipated parking demand. The Caritas Homes site, as proposed, would provide a total of 54 standard parking spaces.

Jurisdiction parking supply requirements are based on the City of Santa Rosa City Code, Chapter 20-36; Parking and Loading Standards. Since the proposed Caritas Homes project is located within the limits covered by the Downtown Station Area Specific Plan, and is an affordable housing project, the required parking rate is one reserved space per unit. Based on these rates, a total of 128 spaces would be required.

Santa Rosa City Code Section 20-6.050 allows significant parking reductions where a project requires a minor use permit or conditional use permit. The Caritas Village entitlements include a minor use permit. The reviewing authority may review any requested parking reduction, so long as they can make the findings required by law and the parking reduction request is supported by a parking study. It is understood that Caritas Village is requesting a reduction from 128 to 54 parking spaces because of special circumstances associated with Caritas Homes, a component of the project. These stated special circumstances are: (a) a demonstrated low incidence of car ownership for the tenant population and (b) proximity to the Downtown Transit Mall, the SMART Train, and City Bus Route 10. The proposed parking supply is a 60 percent parking reduction, which necessitates an analysis of projected peak demand.

Anticipated parking demand was calculated using standard rates published by the Institute of Transportation Engineers (ITE) in *Parking Generation*, 5th Edition, 2019 for Affordable Housing (ITE LU#223) in a dense multi-use urban setting. The number of bedrooms was used as the independent variable as the majority of proposed units would be studio or one-bedroom units, while parking rates are generally based on units with more bedrooms. To be conservative, the Saturday peak parking demand rate was used as it was higher than the weekday rate of 0.30

spaces per bed. Based on application of standard rates, the proposed Caritas Homes project would generate a peak parking demand of 49 parking spaces, resulting in a surplus of five spaces based on the proposed supply.

The City parking supply requirement, as well as anticipated demand from ITE rates, are shown in Table 1.

Table 1 – Parking Requirement Summary

Land Use	Units	Rate	Parking Spaces
City Requirements			
Downtown Specific Area - Affordable Housing	128 du	1 space/unit	128
ITE Parking Demand Estimate			
Affordable Housing	148 beds	0.33 spaces/du	49
Peak Parking Demand (Based on Survey)	128 du	0.38 spaces/du	49
Proposed Parking Supply			54

Note: du = dwelling unit

While the proposed parking supply does not meet minimum City parking requirements, it does meet ITE standard parking demand rates. Caritas Homes would be operated by Burbank Housing, which also oversees the Hendley Circle affordable housing site at 1415 Hendley Street in the City of Santa Rosa. Since approximately half of the proposed residents of Caritas Homes would be at-risk or have been homeless, similar to Hendley Circle, a parking survey was conducted at Hendley Circle to measure actual parking demand for a local affordable land use.

Parking Survey

Parking surveys were taken at Hendley Circle, an affordable residential site targeted for homeless and at-risk persons with disabilities. Hendley Circle is a 14-unit one-bedroom, 100-percent affordable residential community. There is a maximum of 28 residents and based on conversation with the on-site manager, only five residents owned a vehicle at the time of the surveys. The site's parking lot has an inventory of 20 spaces, including three ADA spaces. A parking survey was conducted on three weekdays and three weekend days to determine the site's parking demand. Based on ITE's *Parking Generation Manual*, 5th Edition, the Affordable Housing land use has a peak parking demand between 10:00 p.m. and 5:00 a.m. on weekdays and between 11:00 p.m. and 7:00 a.m. on weekends. Weekday surveys were taken at 10:00 p.m. or 10:30 p.m., and weekend surveys were taken at 4:30 a.m. or 5:00 a.m. When surveys were taken, 13 of the 14 dwelling units were occupied. Parking surveys revealed a peak occupancy of 25 percent, or five spaces. Vehicles parked on-street adjacent to the site were not included in the total parking counts since the surveyed parking lot was underutilized.

Based on the number of occupied dwelling units and the maximum number of parking spaces occupied during the surveys, the Hendley Circle project has a weekday parking rate of 0.31 spaces per unit, and 0.38 spaces per unit on the weekends. Application of the higher peak weekend rate of 0.38 spaces per unit to the 128 units in the Caritas Village project, indicates an expected peak parking demand of 49 spaces, which is five spaces less than the proposed parking supply. It is noted that this is consistent with the parking demand estimated based on the ITE rate. Based on the parking survey and ITE standard rates, the proposed Caritas Homes project would need six fewer parking spaces than proposed, thus the proposed parking supply would be anticipated to sufficiently meet projected parking demand. The site-specific parking demand is shown in Table 1, and the parking survey results are enclosed for reference.

Proximity to Active Transportation

The Caritas Homes site is within a quarter-mile walking distance of Santa Rosa CityBus Routes 1 and 10, and Sonoma County Transit (SCT) Routes 20, 30, 44, 48, 54, 60, and 62, which is considered an acceptable walking distance to transit. These routes provide connectivity from the site throughout the City of Santa Rosa and within the County of Sonoma. As part of the project conditions, it is understood that City staff would require a bus stop to be installed at the northeast corner of Morgan Street/6th Street for the CityBus Route 10. Based on aerial data, the Caritas Homes project site is within 0.30 miles of both the Santa Rosa Downtown SMART Station and the Santa Rosa Transit Mall. There are existing bicycle lanes along the frontages on 6th Street, Morgan Street, and A Street, and together with low-speed streets through the downtown, connect the site to these two major transit hubs and provide access for residents to bike to transit. According to the *Santa Rosa Bicycle and Pedestrian Master Plan Update 2018*, there are planned bicycle routes on Wilson Avenue and on 6th Street connecting to the existing bicycle lanes, providing connected bicycle facilities to access the downtown SMART station. Given the proximity to the downtown and existing transit hubs, the site is accessible to employment and regional travel, thus reducing the need for residents to own a vehicle.

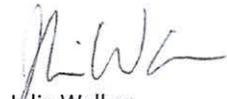
As proposed, Caritas Homes would provide four short-term bicycle parking spaces and an indoor bicycle room with 128 long-term bicycle parking spaces, for a total of 132 bicycle parking spaces allocated for Caritas Homes. According to the bicycle parking requirements in the City Code for similar land uses, one bicycle parking space per every four dwelling units is required if the units do not have a private garage or storage. Since the proposed Caritas Homes project does not include private garages or storage, the site would be required to provide 32 bicycle parking spaces. Based on the proposed short-term and long-term bicycle parking, the proposed Caritas Homes project would have a surplus of 100 bicycle parking spaces, which is more than adequate to meet City requirements. The large amount of bicycle parking proposed is anticipated to encourage residents to use active modes of transportation, thus supporting the adequacy of the reduced vehicle parking supply proposed.

Conclusions and Recommendations

- As proposed, the Caritas Homes project includes 128 affordable housing units. Based on standard parking demand rates published by ITE, Caritas Homes would be expected to generate a peak parking demand for 49 parking spaces. The proposed parking supply of 54 parking spaces for Caritas Homes does not meet City requirements but would exceed the anticipated peak parking demand based on application of ITE rates.
- Parking surveys taken at Hendley Circle, an affordable housing site that would serve a similar population to Caritas Homes, were used to augment the analysis with local data. Based on the parking survey, Caritas Homes would generate a peak demand of 49 parking spaces, five fewer parking spaces than proposed and the same parking demand as the projected using the standard ITE rate. Since both the parking survey results and ITE standard rate indicate that Caritas Homes would have a lower parking demand than the proposed parking supply, the proposed parking supply is anticipated to be adequate.
- The proposed bicycle parking supply is more than adequate to meet City requirements, with an additional 100 bicycle parking spaces over the 32 spaces required.
- Given the site's proximity to local and regional transit together with the availability of adequate bicycle and pedestrian facilities, it is anticipated that the proposed parking supply would be adequate to accommodate the anticipated demand for Caritas Homes. Based on parking demand experienced at a similar project, the proposed supply is expected to meet the demand for Caritas Homes and provide additional parking could reasonably be expected to result in excess capacity.

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

Sincerely,



Julia Walker
Assistant Planner II



Brian Canepa
Principal



Dalene J. Whitlock, PE, PTOE
Senior Principal

DJW/bac/jaw/SRO529.L1



Enclosure: Parking Survey Results

Parking Survey Results

Inventory: 20 parking spaces

Date	Day	Number of Vehicles Parked	Parking Occupancy
19-Oct	Saturday	3	0.15
9-Nov	Saturday	5	0.25
10-Nov	Sunday	5	0.25
5-Nov	Tuesday	3	0.15
6-Nov	Wednesday	4	0.20
7-Nov	Thursday	4	0.20

Parking Survey

Number of units occupied	Weekday Parking Rate	Weekend Parking Rate
13	0.31	0.38

Proposed Project

Number of units	Weekday Parking Demand	Weekend Parking Demand
128	39	49