



November 5, 2020

Mr. Nick Abbott  
North Bay Property Advisors  
2777 Cleveland Avenue, Suite 110  
Santa Rosa, CA 95403

## Updated Focused Traffic Study for the Redevelopment of 320 College Avenue

Dear Mr. Abbott;

As requested, W-Trans has prepared an updated analysis relative to the potential traffic and parking impacts associated with the proposed redevelopment of the existing office building located at 320 College Avenue in the City of Santa Rosa. This updated focused traffic study reflects the modified proposal of 39 apartment units and supersedes all previous documentation including the focused traffic study dated August 30, 2019 and the parking analysis dated November 25, 2019. This letter report also includes an assessment of the project's potential impact on Vehicle Miles Traveled (VMT) since this is the new metric for evaluating transportation impacts under the California Environmental Quality Act (CEQA).

### Project Description

The proposed project would redevelop the existing office building site to include 20 apartments within the existing building and 19 additional units to be located in a new apartment building between the existing building and Lincoln Street. The proposed unit mix would consist of seven studios, 15 one-bedroom units, and 17 two-bedroom units. Access and site circulation would be modified as part of the project, as shown in the enclosed site plan.

### Study Area

The study area consists of the project site itself as well as the driveways on College Avenue and Lincoln Street. Additionally, the sections of College Avenue and Lincoln Street fronting the project site were evaluated in terms of geometrics and access for alternative modes.

**College Avenue** runs east-west and has two 12-foot travel lanes in each direction with a posted speed limit of 35 miles per hour (mph). Adjacent to the project site the roadway is approximately 60 feet wide. While parking is allowed along some parts of College Avenue, the segment in front of the project site is signed as a "No Stopping" zone.

**Lincoln Street** runs on a slightly skewed east-west orientation and is bound by Morgan Street to the west and Mendocino Avenue to the east. The street has a posted speed limit of 25 mph and has one travel lane in each direction. Street parking is permitted on both sides of the street.

### Trip Generation

The trip generations for the existing office space and the proposed redevelopment of 39 apartment units were estimated using standard rates published by the Institute of Transportation Engineers (ITE) in *Trip Generation Manual*, 10<sup>th</sup> Edition, 2017 for "General Office Building" (ITE LU #710) and for "Multifamily Housing (Mid-Rise)" (ITE LU #221). The results are indicated in Table 1, with deductions made for use of the existing 19,400 square feet of office space that would cease with redevelopment. The proposed apartment units are anticipated to generate 212 trips per day on average including 14 trips during the a.m. peak hour and 17 trips during the p.m. peak hour.

Upon subtracting the existing trips associated with the office use, the redevelopment would result in an average of 23 new trips per day to the project site, with nine fewer trips during the a.m. peak hour and five fewer trips during the p.m. peak hour.

**Table 1 – Trip Generation Summary**

Land Use	Units	Daily		AM Peak Hour				PM Peak Hour			
		Rate	Trips	Rate	Trips	In	Out	Rate	Trips	In	Out
<b>Existing</b>											
General Office Building	19.4 ksf	9.74	-189	1.16	-23	-19	-4	1.15	-22	-4	-18
<b>Proposed</b>											
Multifamily Housing	39 du	5.44	212	0.36	14	4	10	0.44	17	10	7
<b>Net New Trips</b>		<b>23</b>		<b>-9</b>		<b>-15</b>		<b>6</b>		<b>-11</b>	

Note: ksf = 1,000 square feet; du = dwelling unit

Because the redevelopment would result in fewer trips during both peak hours, the project would have a beneficial impact on traffic operations in the surrounding roadway network, so no operational analysis was prepared.

## Vehicle Miles Traveled

Senate Bill (SB) 743 established a change in the metric to be applied to determining traffic impacts associated with development projects. Rather than the delay-based criteria associated with a Level of Service (LOS) analysis, the change in Vehicle Miles Traveled (VMT) as a result of a project is now the basis for determining CEQA impacts with respect to transportation and traffic. Although not yet officially adopted, the City of Santa Rosa is in the process of preparing guidelines for VMT analysis, as outlined in *Vehicle Miles Traveled (VMT) Guidelines Final Draft*, dated June 5, 2020.

For residential uses, the City of Santa Rosa uses a metric of VMT per capita. A project exceeding a level of 15 percent below the existing regional VMT per capita may indicate a significant transportation impact. The State Office of Planning and Research (OPR) encourages the use of screening maps to establish geographic areas that achieve 15 percent below the regional average, allowing jurisdictions to “screen” projects in those areas from quantitative VMT analysis since impacts can be presumed to be less than significant. The Sonoma County Transportation Authority (SCTA) prepared a draft screening map for the City of Santa Rosa and the project site is within a screened area so it is therefore reasonable to conclude that the project would have a less-than-significant VMT impact associated with resident travel. A copy of the VMT screening map is enclosed.

**Finding** – Based on a draft screening map published by the City of Santa Rosa, the project is anticipated to result in a less-than-significant transportation impact on VMT.

## Site Access and Circulation

The project site currently has four driveways; two on College Avenue and two on Lincoln Street (one entrance and one exit). The two driveways on College Avenue provide full access to the parking garages located on the first floor of the building; the westerly driveway also has a pass-through providing access to the surface parking lot to the south of the building. The two driveways on Lincoln Street provide access to the surface parking lot, with ingress at the easterly driveway and egress through the westerly driveway.

As part of the proposed redevelopment, site access and circulation would be modified. Proposed improvements to the surface parking lot include widening the westerly drive aisle that connects to the parking garage to provide both ingress and egress, and elimination of the easterly drive aisle off Lincoln Street. The new drive aisle would be 28 feet wide, which satisfies City design standards, and would provide access to surface parking stalls ranging in width between 9 and 10 feet, which are also consistent with City standards. The two existing driveway configurations on College Avenue would not be modified with the construction of the proposed project though they would be widened to 24 feet, with full access at both driveways and the pass-through from the westerly driveway to the surface parking lot would remain intact.

**Finding** – Site access and circulation, as proposed in the site plan, would be expected to operate acceptably.

### **Emergency Access**

There is an existing fire hydrant on College Avenue near the northeast corner of the project site and passenger vehicles are not allowed to stop along the project frontage, so the area would always be available for use by emergency response vehicles. Similarly, emergency response vehicles could service the new building by parking on Lincoln Street. Additionally, a paved area near Building B would be marked for no parking so that a fire department aerial apparatus vehicle could be accommodated on-site, if needed.

**Finding** – Emergency access would continue to be adequate.

### **Sight Distance**

At driveways, a substantially clear line of sight should be maintained between the driver of a vehicle waiting on the driveway and the driver of an approaching vehicle. Sight distances along Lincoln Street at the proposed location of the new driveway and along College Avenue at both existing driveways were evaluated based on sight distance criteria contained in the *Highway Design Manual* published by Caltrans. The recommended sight distances for minor street approaches that are driveways are based on stopping sight distance.

For the posted 25-mph speed limit on Lincoln Street, the recommended stopping sight distance is 150 feet. Based on a review of the field conditions, sight distance at the proposed driveway location extends approximately 200 feet in both directions, which satisfies requirements for speeds up to 30 mph. Additionally, Lincoln Street is straight and flat so adequate sight lines are available for a following driver to observe and react to a motorist slowing or stopping to turn into the project driveway.

For the posted 35-mph speed limit on College Avenue, the recommended stopping sight distance is 250 feet. Based on a review of the field conditions, sight distance at the westerly driveway is adequate in the critical direction of vehicles traveling westbound with 250 feet of stopping sight distance available; however, sight lines to vehicles traveling eastbound are limited to approximately 150 feet, which is inadequate for the posted speed limit. Similarly, sight lines at the easterly driveway are restricted to approximately 175 feet to the west, which is also inadequate for the posted speed limit.

Sight distances along College Avenue at both driveways are restricted by the presence of brick planters located on both sides of the driveways. The brick planters are approximately five feet tall and extend from the face of the building to the back of the sidewalk on College Avenue. It is noted that adequate sight distance can be achieved if drivers creep forward to the edge of the travel way before entering College Avenue; however, this maneuver blocks the sidewalk and creates a safety concern for pedestrians. Further, pedestrians cannot be seen prior to pulling into the sidewalk area, compounding the sight line issue. As proposed in the site plan, the brick planters would be removed and replaced with concrete planters having a height of three feet and would be set back from the sidewalk approximately four feet. The benefit of reducing the height of the brick planters would be negated if vegetation were planted that grows to a height of more than three feet, as measured from the sidewalk. Generally, sight lines should be kept clear between three and seven feet in height within the vision triangle, so it

is recommended that the new concrete planters have a height of two feet, not three feet. This would allow planting of low-lying vegetation that could grow up to one foot in height above the top of the planter box without restricting sight lines. This improvement would result in clear sight lines of approximately 400 feet at the easterly driveway and over 400 feet at the westerly driveway, which would be more than adequate to satisfy the 250 feet recommended for the posted 35-mph speed limit.

**Finding** – Sight distance along Lincoln Street at the proposed driveway location is adequate for the posted 25-mph speed limit. Existing brick planters restrict sight lines for eastbound traffic at both driveways on College Avenue.

**Recommendation** – To achieve adequate sight lines along College Avenue at both driveways, it is recommended that the brick planters located adjacent to the driveways be removed and replaced with concrete planters, as indicated in the site plan. The new planters should have a height of two feet and any new vegetation planted near the roadway frontage should be low-lying, with a height of not more than three feet as measured from the sidewalk, or, in the case of trees, limbs should be no less than seven feet above the sidewalk to achieve adequate sight lines.

### Queuing

Consideration was given to the potential for westbound queues on College Avenue at Morgan Street to impact the ability for residents to access or leave the westerly driveway on College Avenue. Site observations confirmed that westbound queues extend past the driveway during peak hours; however, site patrons coming from College Avenue east of the project site could either wait until the queue moves forward and make their left turn or use Glenn Street to access the site via the driveway on Lincoln Street. Similarly, drivers leaving the site could exit to Lincoln Street to avoid the queues on College Avenue.

**Finding** – Westbound queues on College Avenue at Morgan Street will impact left-turn access into and out of the westerly driveway on College Avenue during periods of peak traffic flow; however, the project site could be accessed/egressed via Lincoln Street should drivers wish to avoid waiting in the queue of traffic on College Avenue to get to/from the driveway.

### Alternative Modes

Given the proximity of the project site to the transit stops located at College Avenue/Glenn Street and at College Avenue/Mendocino Avenue, and to the Sonoma-Marin Area Rail Transit (SMART) station in Downtown Santa Rosa, it is reasonable to assume that some project residents would want to use transit to travel to and from the project site. Continuous sidewalks on College Avenue and Lincoln Street provide access to the nearby transit stops and effectively link the project site to the surrounding pedestrian network. It should be noted that the Downtown Santa Rosa SMART station and the Downtown Transit Mall are located approximately 0.7 miles south of the project site, and while not within the one-quarter mile walking distance typically considered “convenient,” the station and transit mall are within an acceptable walking or biking distance for most people. The SMART train provides service between the Sonoma County Airport and Downtown San Rafael with stops in Santa Rosa, Rohnert Park, Cotati, Petaluma, and Novato. The Santa Rosa Downtown Transit Mall is serviced by Santa Rosa City Bus, Sonoma County Transit, Golden Gate Transit, and Mendocino Transit, which provide service locally and regionally to surrounding counties.

Bicycle lanes exist along College Avenue to the west of the project site, between Cleveland Avenue and Morgan Street. Although not currently provided on the segment on College Avenue in front of the project site, according to the *Santa Rosa Pedestrian and Bicycle Master Plan 2018*, bicycle lanes are planned for College Avenue between Morgan Street and 4<sup>th</sup> Street and would connect to the existing bicycle lanes. The proposed project does not include any changes along the frontage that would preclude installation of the bike lane at such time as the City undertakes this modification.

**Finding** – Pedestrian and transit facilities serving the project site are adequate and bicycle facilities will be adequate upon completion of the planned future bike lanes on College Avenue between Morgan Street and 4<sup>th</sup> Street.

## **Parking**

### **City Requirements**

The project was analyzed to determine whether the proposed parking supply would be sufficient for City requirements and the anticipated parking demand. The project site as proposed would provide a total of 40 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 project is located within the Downtown Station Area Specific Plan, parking requirements are as follows: *"1 reserved, covered space plus 0.5 shared visitor spaces per unit. Visitor spaces may be in tandem with spaces for the unit; or on-street abutting the site, except on a street identified by the general plan as a regional street."* Based on these rates, a total of 59 spaces would be required.

At the City's discretion, a 25 percent reduction can be granted in the required parking supply. Since the project is required to provide 59 parking spaces based on the City Code, a maximum reduction of 15 parking spaces can be applied, which results in a minimum supply required of the project of 44 parking spaces. Based on the location and type of land use, the City allows for on-street parking adjacent to the project site or tandem parking within the project area to count towards the total number of spaces included in the project's parking supply. Based on the site plan, tandem parking would not be feasible. Since the proposed parking supply is short four spaces of the minimum number required assuming application of the 25 percent parking variance, peak demand was estimated.

### **ITE Peak Demand**

Anticipated parking demand was thus estimated for the proposed project using standard rates published by the Institute of Transportation Engineers (ITE) in *Parking Generation*, 5<sup>th</sup> Edition, 2019. The parking demand of the project was estimated using the published standard rates for Multifamily Housing (Mid Rise) in a setting described as Dense Mixed-Used Urban not within one-half mile of rail transit (ITE LU#221). Based on standard rates, the proposed project would generate a parking demand of 50 parking spaces at peak, and the proposed parking supply would be deficient by 10 spaces.

The proposed parking supply, expected demand, and City requirements are shown in Table 2.

**Table 2 – Parking Analysis**

<b>Land Use</b>	<b>Units</b>	<b>Rate</b>	<b>Parking Spaces</b>
<b>City Required Parking</b>			
Downtown Station Area – Attached Multifamily	39 du	1 reserved space/du & 0.5 visitor space/du	59
<i>With Parking Variance</i>		<i>25% Reduction</i>	44
<b>ITE Parking Demand Estimate</b>			
Multifamily Housing	39 du	1.27 spaces/du	50
<b>Proposed Parking Supply</b>			<b>40</b>

Notes: du = dwelling units

Since the proposed parking supply is short four spaces of the minimum number required assuming application of the 15-space variance, a parking survey of on-street parking occupancy was conducted to determine if there is enough availability to accommodate the four additional parking spaces needed.

### On-Street Parking Survey

Based on ITE standard rates for Multifamily Residential (Mid-Rise), the peak period for parking demand on a weekday is between 10:00 p.m. and 5:00 a.m. On-street parking surveys were taken on two separate weekdays at 10:00 p.m. when a majority of residents are expected to be at home, thus occupying the estimated maximum number of parking spaces. The following street segments were surveyed which are within about one-quarter mile of the project site. It should be noted that the surveys were conducted in October 2019 during typical conditions prior to the shelter-in-place directives associated with the COVID-19 public health pandemic.

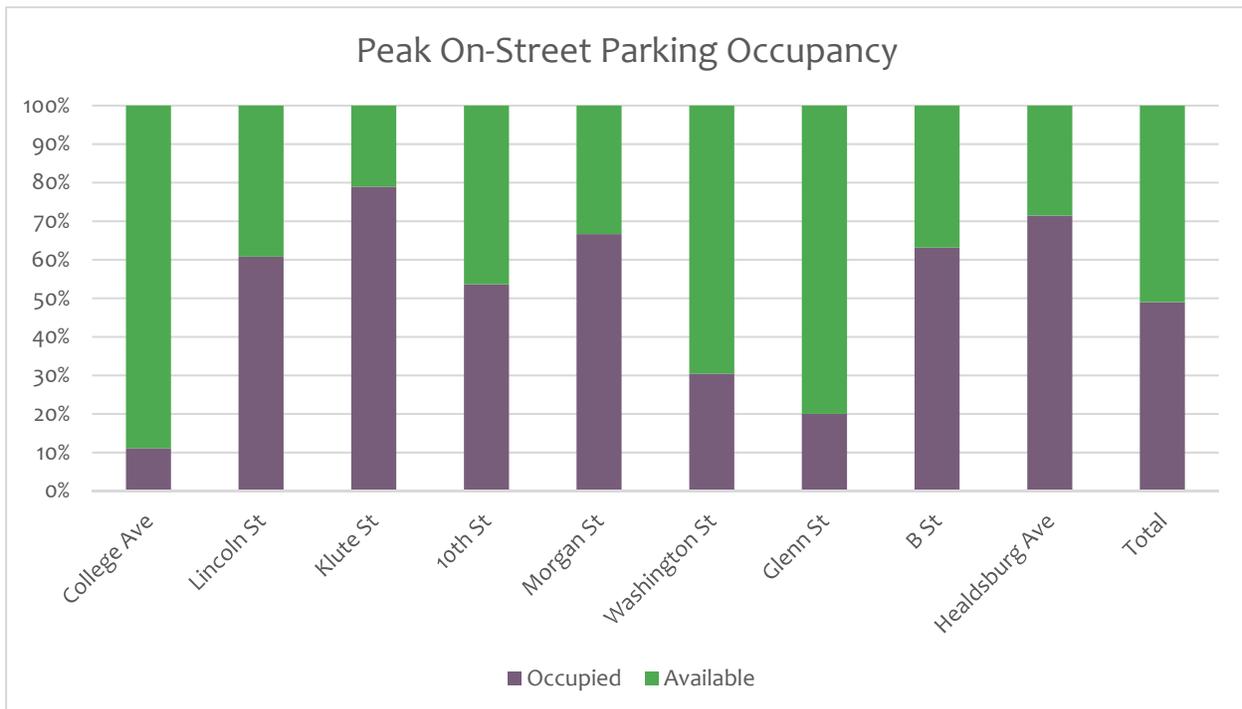
- **College Avenue** between Morgan Street and Mendocino Avenue
- **Lincoln Street** between Morgan Street and Healdsburg Avenue
- **Klute Street** between Washington Street and B Street
- **10<sup>th</sup> Street** between Morgan Street and Healdsburg Avenue
- **Morgan Street** between College Avenue and 10<sup>th</sup> Street
- **Washington Street** between Lincoln Street and 10<sup>th</sup> Street
- **Glenn Street** between College Avenue and Lincoln Street
- **B Street** between Lincoln Street and 10<sup>th</sup> Street
- **Healdsburg Avenue** between College Avenue and 10<sup>th</sup> Street

Residential streets north of College Avenue were not surveyed as part of the parking survey since it is likely that the width and higher volume of the arterial College Avenue would act as a buffer for residents to be deterred parking in the neighborhoods north of College Avenue. Similarly, residential streets west of US 101 within one-quarter mile of the site were not surveyed as residents are not likely to want to cross multiple large intersections or walk under the freeway to connect between their vehicle and the project site, especially in the evening when peak parking demand occurs.

There are a number of two-hour parking spaces along most of the study street segments, which are in effect between 9:00 a.m. and 8:00 p.m., allowing for overnight parking. Based on the City Code, required parallel parking dimensions are 22 feet in length, except spaces that are unencumbered at one end can be reduced to 20 feet. However, these dimensions are for marked tee spaces that guide drivers to park within an allocated space. Since most of the street parking within the study area is unmarked, some drivers may not park compactly, so a 25-foot vehicle length was used to be conservative. It should be noted that the number of parking spaces along the study streets, except Healdsburg Avenue and the three marked spaces on 10<sup>th</sup> Street between B Street and Healdsburg

Avenue, were estimated by measuring the total curb length available for on-street parking (i.e. excluding red or yellow curb as well as driveways) divided by 25 feet per space. On 10<sup>th</sup> Street there are two spaces near the intersection with B Street with yellow curb for loading between 7:00 a.m. and 6:00 p.m.; these two spaces were counted towards the parking inventory on 10<sup>th</sup> Street since they are available for parking during the evening and at night when the additional parking would be needed. However, the two spaces with yellow curb in front of the church parking lot were not counted since the restriction is always applicable. Two large trucks were parked on Klute Street during both survey nights; to be conservative they were each considered as two vehicles since they occupied more space than a standard vehicle.

As shown in Plate 1, based on the peak number of vehicles surveyed, there was a parking occupancy of 49 percent for all the study segments combined. In the immediate vicinity of the project site, parking spaces were available on Glenn Street, which had a parking occupancy of 20 percent on both nights surveyed, and along Lincoln Street, which had a peak parking occupancy of 56 percent. Based on the required number of parking spaces for the project as proposed, the project would need four street parking spaces in addition to their proposed 40 on-site parking spaces. There is more than enough available on-street parking near the project site to provide the four additional parking spaces needed. The parking occupancy survey, which breaks down the number of parking spaces occupied by each side of the surveyed street segments, is enclosed for reference.



**Plate 1** – Peak On-Street Parking Occupancy versus Availability

Based on the parking survey, on-street parking occupancy peaked at less than 50 percent of the available supply. It should be noted that the number of on-street parking spaces drops dramatically during the day with two-hour parking on most of the street segments; however, based on ITE time-of-day parking demand, between 9:00 a.m. and 8:00 p.m. the parking needed for residential uses is 76 percent of the peak parking demand. During hours during which the 2-hour limitations is applicable on some of the study streets, the demand for the site would be 38 spaces based on ITE rates all of which could be accommodated on-site. While outside of the parking survey area, it should be noted that the project site is within 0.40 miles of the 7<sup>th</sup> Street parking garage (Garage No. 1). Some residents living Downtown have parking passes for this parking garage or one of the others within Downtown, so residents could choose to park in Garage No. 1.

## Bicycle Parking

According to the City Code, the project would be required to provide one bicycle parking space per four units, unless the units have a private garage or private storage space for bicycle storage. Based on the number of units proposed, 10 bicycle parking spaces are required on site. As proposed, the project would include four short-term spaces on bicycle racks and long-term storage for seven bicycles in lockers, for a total of 11 bicycle parking spaces. The proposed bicycle parking supply meets City requirements, with a surplus of one space.

The project site is within 0.8 miles of both the SMART Santa Rosa Downtown Station and the Santa Rosa Transit Mall. Bicycle lanes along 7<sup>th</sup> Street, B Street and Mendocino Avenue as well as the 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 *City of Santa Rosa Bicycle and Pedestrian Master Plan Update 2018*, published in 2019, there are also bicycle lanes proposed along College Avenue, which would connect the project to the SMART trail. Bicycle parking on-site may encourage residents to opt to use a bicycle as their mode of transportation to local destinations, and residents that work in downtown Santa Rosa would not necessarily need to own a vehicle.

**Finding** – Although the proposed on-site vehicle parking supply would be insufficient to satisfy City requirements with a 25 percent reduction as well as ITE peak demand, parking surveys indicate that the excess demand could be accommodated on local streets surrounding the project site.

**Finding** – The proposed bicycle parking supply meets City requirements.

## Conclusions

- The proposed redevelopment is expected to result in 23 new trips on a daily basis and would decrease the peak hour trips to the site with nine fewer trips during the morning peak hour and five fewer trips during the evening peak hour compared to the existing office building.
- The proposed project is within a screened zone and can therefore be presumed to have a less-than-significant transportation impact on VMT.
- Emergency access would continue to operate acceptably with access to the fire hydrant off College Avenue at the site's northeast corner.
- Sight distances along Lincoln Street at the new driveway location and along College Avenue for vehicles traveling westbound at the westerly driveway are adequate for the respective posted speed limit on each facility; however, sight distances along College Avenue are inadequate to vehicles traveling eastbound. Sight lines are restricted by the presence of brick planter boxes adjacent to the driveways.
- Westbound queues on College Avenue at Morgan Street would impact left-turn access into and out of the westerly driveway on College Avenue during periods of peak traffic flow; however, drivers could wait in the queue to turn left or access/egress the project site via Lincoln Street should left-turns to/from College Avenue westbound be blocked by queueing.
- Pedestrian and transit facilities serving the project site are adequate and bicycle facilities will be adequate upon completion of the planned future bike lanes on College Avenue between Morgan Street and 4<sup>th</sup> Street. Bicycle storage on-site, as proposed, is adequate to meet City requirements.
- Based on City requirements and the potential 25 percent reduction, the proposed parking supply would be deficient by four spaces. Based on standard ITE parking generation rates, the parking supply would be

insufficient to meet anticipated peak parking demand, with the projected demand exceeding the supply by ten spaces.

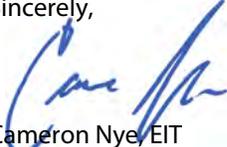
- A survey of on-street parking occupancy indicates that at night, which would be the period during which demand would highest, parking occupancy was a maximum of 49 percent. Along the street segments adjacent to the project site, parking occupancy was 56 percent occupied or less. Given the availability of on-street parking proximate to the project site, it is anticipated that any overflow from the site could be easily accommodated.

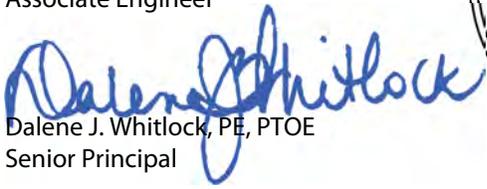
## Recommendations

- To achieve adequate sight lines of westbound traffic on College Avenue from the project driveways, it is recommended that the brick planters located adjacent to the driveway be removed and replaced with lower planter boxes, as shown on the site plan. The new planters should be two feet in height measured from the top of the sidewalk.
- Any new landscaping along the street frontages should be planted and maintained such that it is less than three feet or more than seven feet in height as measured from the sidewalk to maintain adequate clear sight lines. Any new signage to be installed should be done so outside of the vision triangles at the project driveways.

We hope this information adequately addresses the traffic issues associated with the proposed redevelopment. Thank you for giving W-Trans the opportunity to provide these services. Please call if you have any questions.

Sincerely,

  
Cameron Nye, EIT  
Associate Engineer

  
Dalene J. Whitlock, PE, PTOE  
Senior Principal



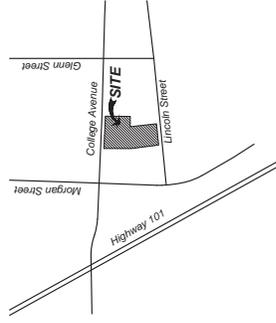
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Enclosures: Site Plan  
VMT Screening Map  
Parking Occupancy Data

**PROJECT DATA**

PROJECT LOCATION: 320 COLLEGE AVENUE, SANTA ROSA  
 ASSESSOR PARCEL #: 010-113435  
 ZONING: CD-5-H  
 SITE AREA: 0.63 ACRES  
 NUMBER OF UNITS: 39 (7 Studio + 15 1-Bedroom + 17 2-Bedroom)  
 BUILDING AREA:  
 BUILDING "A"  
 GROUND FLOOR: 9,780 S.F. (parking & lobby)  
 2nd FLOOR: 9,780 S.F.  
 3rd FLOOR: 9,780 S.F.  
 TOTAL: 29,340 S.F.  
 BUILDING "B"  
 GROUND FLOOR: 1,609 S.F. (apartments, lobbies & utility rooms)  
 2nd FLOOR: 4,387 S.F.  
 3rd FLOOR: 3,906 S.F.  
 4th FLOOR: 1,609 S.F.  
 TOTAL: 13,888 S.F.  
 PARKING PROVIDED:  
 44 SPACES  
 15 Spaces per unit as req'd by Downtown Santa Rosa District (at least 20% reduction per Zoning Code)  
 PARKING PROVIDED:  
 40 SPACES - Automobile  
 17 SPACES - Bicycle (4 rack + 7 lockers)

**VICINITY MAP**



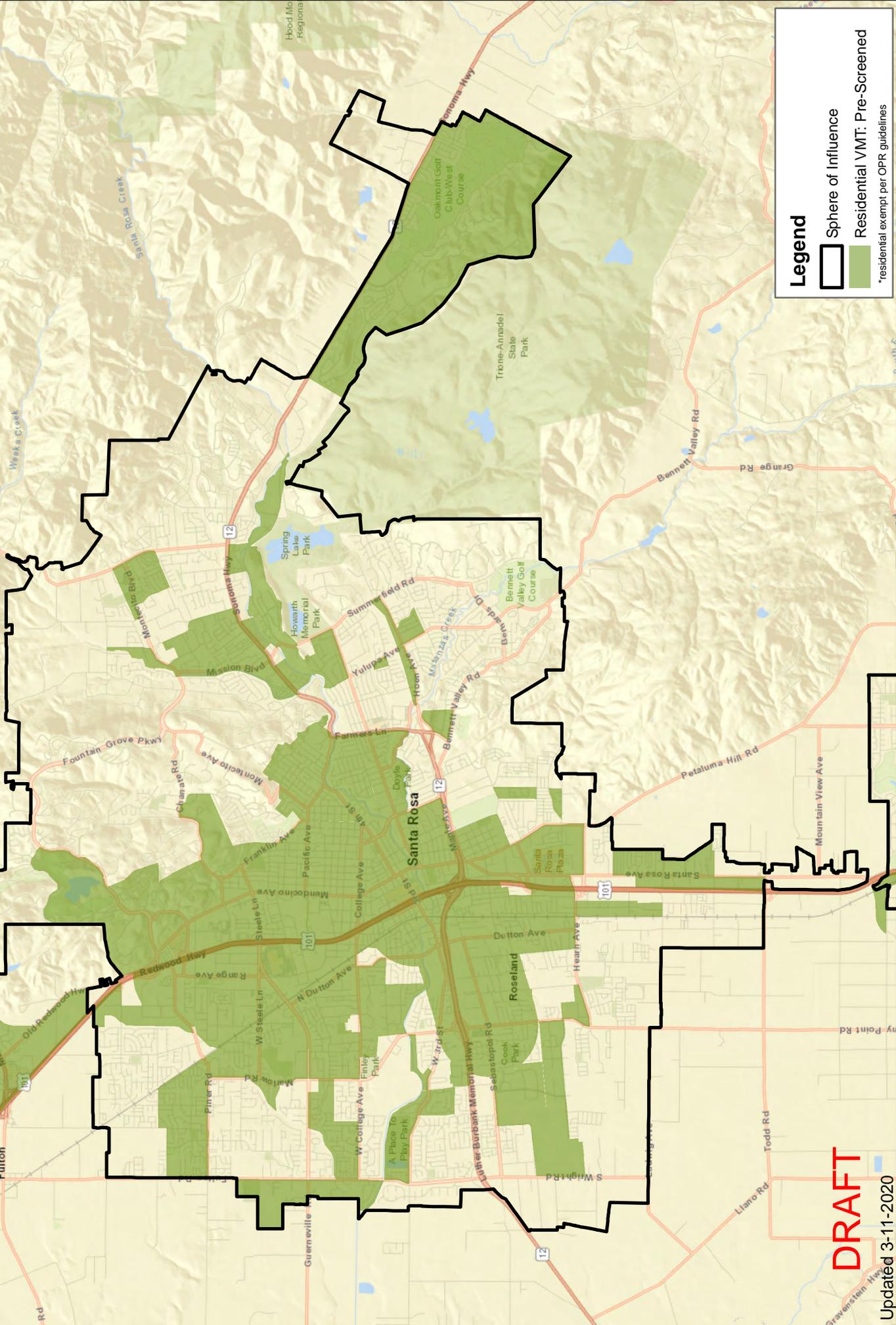
**CONCEPTUAL SITE and FIRST FLOOR PLANS**



**AVENUE 320 APARTMENTS**  
 320 College Avenue, Santa Rosa, CA



Residential pre-screen areas have been identified as being within transit priority areas (areas within 1/2 mile of rail station), along high quality transit corridors (areas within 1/2 mile of transit routes with 15 minute peak headways), and areas with residential VMT per capita lower than 15% below the countywide average as estimated by the 2019 Sonoma County Travel Model.



**Legend**

- Sphere of Influence
- Residential VMT: Pre-Screened

\*Residential exempt per OPR guidelines

**DRAFT**

Updated 3-11-2020

320 College Avenue Parking Survey

Date: 10/14/19

Time: 10:00 p.m.

On-Street Parking

Street	From	To	Side of Street	Space Type	Inventory	# Parked	Parking Occupancy
<b>College Avenue</b>	Morgan Street	Mendocino Avenue	North	unmarked	15	0	0%
			South	unmarked	12	3	25%
<b>Healdsburg Avenue</b>	College Avenue	10th Street	West	diagonal parking	15	7	47%
			East	unmarked	16	11	69%
<b>Morgan Street</b>	College Avenue	Lincoln Street	West	unmarked	3	1	33%
			North	unmarked	27	15	56%
<b>Lincoln Street</b>	Morgan Street	Healdsburg Avenue	South	unmarked	28	16	57%
			East	unmarked	10	1	10%
<b>Washington Street</b>	Lincoln Street	10th Street	West	unmarked	13	4	31%
			North	marked	3	3	100%
<b>10th Street</b>	Morgan Street	B Street	North	unmarked	22	16	73%
			South	unmarked	18	3	17%
<b>Klute Street</b>	Washington Street	B Street	North	unmarked	20	12	60%
			South	unmarked	21	15	71%
<b>Glenn Street</b>	College Avenue	Lincoln Street	East	unmarked	5	1	20%
			East	unmarked	11	5	45%
<b>B Street</b>	Lincoln Street	10th Street	West	unmarked	10	7	70%

**Total On-Street Parking**  
**Average Parking Occupancy**

249      120  
 48%  
 46%

320 College Avenue Parking Survey

Date: 10/15/19

Time: 10:00 p.m.

On-Street Parking

Street	From	To	Side of Street	Space Type	Inventory	# Parked	Parking Occupancy
<b>College Avenue</b>	Morgan Street	Mendocino Avenue	North	unmarked	15	0	0%
			South	unmarked	12	1	8%
<b>Healdsburg Avenue</b>	College Avenue	10th Street	West	diagonal parking	15	10	67%
			East	unmarked	16	12	75%
<b>Morgan Street</b>	College Avenue	Lincoln Street	West	unmarked	3	0	0%
			North	unmarked	27	12	44%
<b>Lincoln Street</b>	Morgan Street	Healdsburg Avenue	South	unmarked	28	19	68%
			East	unmarked	10	3	30%
<b>Washington Street</b>	Lincoln Street	10th Street	West	unmarked	13	4	31%
			North	marked	3	2	67%
<b>10th Street</b>	Morgan Street	B Street	North	unmarked	22	12	55%
			South	unmarked	18	5	28%
<b>Klute Street</b>	Washington Street	B Street	North	unmarked	20	12	60%
			South	unmarked	21	18	86%
<b>Glenn Street</b>	College Avenue	Lincoln Street	East	unmarked	5	1	20%
			East	unmarked	11	5	45%
<b>B Street</b>	Lincoln Street	10th Street	West	unmarked	10	6	60%

**Total On-Street Parking**  
**Average Parking Occupancy**

249      122  
 49%      44%