City of Rohnert Park
Planning Commission Report

DATE: June 22, 2017

ITEM NO: 8.2

SUBJECT: PLSU17-0002 Conditional Use Permit and Site Plan and Architectural Review for Mixed Use Residential and Commercial Project at the Northeast Corner of East Cotati Avenue and Camino Colegio Avenue

LOCATION: Northeast Corner of East Cotati Avenue and Camino Colegio Avenue APN 143-340-061 and 158-270-065

REQUEST: Consideration of Resolution No. 2017-19, approving a mixed use project consisting of 31 apartment units and 4,200 square feet of commercial and office space

APPLICANT: Steven Scarpa

Background

This vacant 50,529 square foot (1.16 acre) parcel at the northeast corner of East Cotati Avenue and Camino Colegio Avenue is zoned C-N Neighborhood Commercial. Property to the east and north on Cala Way and Caridad Court are zoned single family and multi-family and developed accordingly. Property to the west across Camino Colegio Avenue is zoned multi-family and neighborhood commercial and developed accordingly. The project site consists of two (2) parcels that will have to be merged if the application is approved.

At its meeting of November 10, 2016, the Planning Commission held a hearing on a conditional use Permit and Site Plan and Architectural Review (PLSU2016-0002) for a project consisting of 31 apartment units and 4,550 square feet of commercial space on this property. A motion to approve the project failed with 2 yes votes, 2 no votes and one Commissioner absent. The applicant appealed the application to the City Council but subsequently withdrew the appeal. The new application is by the owner of the property using the same architect and a very similar design.

Proposal

The applicant proposes a mixed use project consisting of 31 multi-family units and 4,200 square feet of commercial and office space. In the C-N Neighborhood Commercial zone a mixed use project requires Conditional Use Approval and Site Plan and Architectural Review.

Mixed-Use Project- The C-N Neighborhood Commercial Districts permits retail commercial, service commercial and office uses. Multi-family residential is permitted subject to a Conditional Use Permit and only as part of a mixed use project. This project is a combination of retail commercial, office and multi-family residential and is considered a mixed-use project.

Commercial and Office Use- The East Cotati Avenue frontage would be developed with two single-story commercial buildings separated by a patio area. The building would accommodate commercial uses permitted in the C-N Neighborhood Commercial area. The office space would be located on the first floor of the residential building facing East Cotati Avenue with studio units above. The office use would be ideal for someone who wanted to live in one of the multi-family units and have an office in the same building. Parking for the commercial and office use would be located between the two buildings with access from Camino Colegio Avenue.

Multi-Family Units- The 31 multi-family units will be located along the Camino Colegio frontage of the property with access to the parking from Cala Way. The ground floor will consist of eight (8) one (1) bedroom units and five (5) studio units. On the second floor will be eight (8) one bedroom units and ten (10) studio units. The one (1) bedroom units will be 665 square feet and the studio units will be 375 square feet. Each ground floor unit will have a private patio and the second floor units will have private balconies. There is also common open space in front of some of the buildings the patio between the commercial buildings and along the east property line. Total open space conforms to the requirement of 200 square feet per unit for a mixed use project.

Property Setbacks- Fifteen (15) foot landscaped setbacks are provided along each of the three (3) street frontages. The setback between the project buildings and the rear property line of homes on Caridad Court backing up to the project is ten feet. There is a difference in grade between the homes to the rear and the subject property. The subject property is lower than the homes to the rear. A six (6) foot high masonry wall will be provided separating the subject property from the homes to the rear. This will serve both as a privacy separation and reduce noise between the project and the adjacent single-family homes. There will also be a retaining wall along a portion of the Calla Way frontage of the property because of the differences in grade on the property.

Parking- A total of 52 on-site parking spaces will be provided. The project would also indent the curb on Camino Colegio Avenue to provide an additional nine (9) parking spaces on the Camino Colegio Avenue frontage of the property for a total of 61 spaces. The parking spaces on Camino Colegio have been recessed so as not to obstruct the bike path on the street.

The commercial and office area is considered a shopping center and the parking requirement is one (1) space per 300 square feet. Based on a total of 4,200 square footage of office and commercial use, the required commercial/office parking is 14 spaces.
The multi-family requirement is 39 spaces based on one (1) space per unit (31) plus eight (8) guest spaces for a total of 39 spaces. Total required parking for the development is 54 spaces (15 commercial plus 39 multi-family) which is one (1) more the 53 on-site spaces. This does not include the nine (9) on-street spaces.

Because of the narrow property frontage on East Cotati Avenue access would not work from that street so access is from Camino Colegio and Cala Way. Six (6) handicap stalls will be provided for both the commercial and multi-family uses. This exceeds the requirement of one (1) handicap stall for every 25 parking spaces. Each parking lot will have a covered refuse enclosure, one for the apartment residents and one for the commercial use.

Building Elevations- The building will have a contemporary appearance. Building materials will consist of a concrete base and walls consisting of hardie siding and stucco. Painted metal awnings will be placed over many of the windows facing the streets and doors for both the commercial and residential buildings. The two commercial buildings facing East Cotati Avenue will be 18 feet high and the remainder of the buildings on the site will be 25 feet high. The patio area between the two commercial buildings will be partially covered with a metal trellis structure. In place of fences or walls, planter boxes will encircle the patios and balconies to define their area for the residents (Exhibit E). Building colors will be in the gray tones (Exhibits A & B). The refuse enclosure will consist of concrete masonry walls with metal roofing and metal gates. There will be two (2) refuse enclosures, one in each parking lot on the rear property line (Exhibit F). The refuse enclosures will be painted to match the buildings.

Landscaping- There are a number of large trees along the Camino Colegio Avenue frontage of the property. These have been inspected by the City arborist and has been recommended for removal. They are in danger of falling because of the large size and maturity. Recently a large branch from one of the trees fell into the vacant property and not the street. A combination of trees, shrubs and groundcover will be planted on-site (Exhibit H). Drought tolerant plants will be used. Evergreen trees will be planted along the easterly property line to produce screening for the adjacent single-family homes. Trees will be planted in the parking areas to conform to the city requirement of one (1) tree for every four (4) parking spaces.

Signage- The potential location of wall signs on the commercial building and the front of the first floor office area is shown on the building elevations (Exhibit F). They are also proposing three (3) monument signs. One would be located at the corner of Camino Calegio and Cala Way for the apartment building and two at the corner of Camino Colegio and East Cotati for the commercial building (Exhibit F). The sign section of the Zoning Ordinance permits one monument sign for each street frontage. Therefore, they can have the monument sign at the corner of Camino Colegio and Cala Way for the apartment units and a single monument sign at the along the East Cotati frontage for the commercial buildings. The monument signs would have a low masonry base to match the building and a concrete frame enclosing panels with raised metal letters. Total height would be four (4) feet. Indirect lighting would be provided from the

surrounding planter. Signs will require Sign Review approval prior to installation and the site plan can be revised at that time to eliminate the extra sign on the Camino Colegio frontage.

Parking Study- A traffic study of the project was prepared by W-Trans (See Attachment 2). The Study included a shared parking demand excluding one parking space for each residential unit. Shared parking demand assumes that different land uses often experience peak parking demand at different times. The survey takes into account customers and employees who may walk to work and those who may take public transportation. This includes customers and employees who may live in the adjacent residential units on-site. Regarding parking demand for the commercial spaces, the survey concludes that "on weekdays and weekends, the peak parking demand for residential and commercial is at 7:00 p.m. with a demand of 60 spaces."

The proposed project will be providing 61 new parking spaces including the nine (9) on-street recessed spaces on Camino Colegio. It should be noted that these nine (9) spaces could not be accommodated without recessing them because of the existing bike lane on Camino Colegio. Based on the shared parking analysis, the project as proposed is expected to experience a peak parking demand for 54 spaces. With a planned supply of 61 spaces, the parking supply will be sufficient to meet peak parking demand.

Staff Analysis

This will be the first mixed-use project in this area of Rohnert Park. The only other mixed-use development is on City Center Drive. This is a good location for a mixed-use project close to the SMART station and Sonoma State University. The site is within walking distance of both destinations. This project is unique in that there are both commercial and residential uses in the same building. The design of the site provides for the privacy of the residents while still providing a commercial component that is compatible with the commercial character of East Cotati in the vicinity.

Because of their small size and close location to SSU the units may be attractive to university students. It is a short walk or trip by bicycle to SSU and the SMART station. There are also commercial uses in the vicinity that would be used by students.

The developer has attempted to protect the privacy of the homes that back up to the project by proposing a six (6) foot high masonry wall to replace the dilapidated wood fences and planting trees to screen the building. There is also a difference in elevation between the two properties with the subject property being lower than the adjacent homes. This results in the second floor window of the units being less intrusive to the adjacent properties. There are also extensive trees in the rear yards of those homes that will help screen the project.

The attached parking study concludes that the 61 parking spaces, including the nine (9) new on-street spaces created, will be adequate to serve the project with minimal impact on the surrounding residential area. This is somewhat dependent on the type of commercial uses that occupy the two (2) commercial buildings on the East Cotati frontage of the property.

During the November 10, 2016 Planning Commission meeting on the previous proposal for this site a number of concerns were raised by the Planning Commission.

- The Commission asked about access from East Cotati.

  Staff replied that the frontage on East Cotati is fairly narrow to support a driveway. Also, East Cotati is a major arterial and the Engineering department would not approve ingress and egress access on East Cotati.

- The Commission had concerns regarding parking and felt that college students would be attracted to the studio/one bedroom units and that would result in more than one (1) vehicle per unit.

  The Zoning Ordinance requires parking and guest parking based on the number of units. The proposal exceeds the parking requirement.

- The Commission was concerned regarding the refuse enclosures being adjacent to the single-family homes at the rear of the project. In this project both refuse enclosures have been relocated further away from the east property line.

  In this project both refuse enclosures have been relocated further away from the east property line. The enclosure for the commercial/office use is fifteen (15) feet from the east property line and the refuse enclosure for the residential units is approximately 60 feet from the east property line.

Environmental Determination

This proposal is categorically exempt from the requirements of the California Environmental Quality Act (CEQA) Section 15332 In-Fill Development Project Class 32 (a), (b), (c), (d) and (e). No further action is required pertaining to environmental review.

Public Notification

A public hearing notice denoting the time, date, and location of this hearing was published in the *Press Democrat* for the June 22, 2017 Planning Commission meeting.

Recommended Planning Commission Action

Based on the above analysis, staff recommends that the Commission adopt Resolution 2017-xx approving the Conditional Use Permit and Site Plan and Architectural Review for the mixed -use project at the corner of East Cotati Avenue and Camino Colegio Avenue.

Attachments:
1. Resolution No. 2017-19
2. Parking Study
Exhibit A Cover Sheet
Exhibit B Perspective

Exhibit C Site Plan
Exhibit D Upper and Lower Floor Plan
Exhibit E Studio and One Bedroom Floor Plans and Patio Detail
Exhibit F Commercial Building Elevation, Trash Enclosure and Monument Sign
Exhibit G Elevations of Offices and Residential Building
Exhibit H Concept Landscape Plan

APPROVALS:

N Weisbrod

Norman Weisbrod, Technical Advisor

6/16/17

Date

Jeffrey Beiswenger, Planning Manager

6/16/17

Date

PLANNING COMMMISSION RESOLUTION NO. 2017-19

A RESOLUTION OF THE PLANNING COMMISSION OF THE CITY OF ROHNERT PARK, CALIFORNIA, APPROVING A CONDITIONAL USE PERMIT AND SITE PLAN AND ARCHITECTURAL REVIEW FOR MIXED-USE MULTI-FAMILY AND RETAIL COMMERCIAL PROJECT LOCATED AT THE NORTHEAST CORNER OF EAST COTATI AVENUE AND CAMINO COLEGIO AVENUE (143-340-061 AND 158-270-065)

WHEREAS, the applicant, Steven Scarpa, filed Planning Application No. PLSU17-0002 for a Conditional Use Permit and Site Plan and Architectural Review to allow a mixed-use multi-family and retail commercial project at the northwest corner of East Cotati Avenue and Camino Colegio Avenue (APN 143-340-061 and 158-270-065), in accordance with the City of Rohnert Park Municipal Code;

WHEREAS, Planning Application No. PLSU17-0002 was processed in the time and manner prescribed by State and local law;

WHEREAS, on June 22, 2017 the Planning Commission reviewed Planning Application No. PLSU17-0002 during a scheduled public meeting at which time interested persons had an opportunity to testify either in support of or opposition to the project; and,

WHEREAS, at the June 22, 2017, Planning Commission meeting, upon hearing and considering all testimony and arguments, if any, of all persons desiring to be heard, the Commission considered all the facts relating to Planning Application No. PLSU17-0002;

NOW, THEREFORE, THE PLANNING COMMISSION OF THE CITY OF ROHNERT PARK DOES RESOLVE, DETERMINE AND ORDER AS FOLLOWS:

Section 1. That the above recitations are true and correct.

Section 2. Factors Considered. The Planning Commission, in approving Planning Application No. PLSU17-0002 makes the following factors, to wit:

A. *That the developments general appearance is compatible with existing development and enhances the surrounding neighborhood.*

Criteria Satisfied. The proposed development is compatible with surrounding commercial and multi-family development. The design of the project will provide a contemporary element in the area and will complement and enhance the existing architecture in the area. The height and scale is consistent with the C-N Neighborhood Commercial District.

B. *That the development incorporates a variation from adjacent on-site and off-site structures in height, bulk, and area; arrangement on the parcel; openings or breaks in the façade facing the street; and/or the line and pitch of the roof.*

Criteria Satisfied. The building elevations have deep recesses and major articulation in the building walls and the roof line reducing the bulk of the structures. The apartment units will have individual patios enclosed by attractive planter containers. Extensive tree planting will be included in the landscaped areas. An attractive outdoor patio is located between the commercial structures on East Cotati Avenue. The development will include attractive improvements on the street frontages.

C. *That the development will be located and oriented in such a manner so as to provide pedestrian, bicycle and vehicular connections with adjacent properties, as appropriate, and avoids indiscriminate location and orientation.*

Criteria Satisfied. The development is located within walking distance of the SMART station, Sonoma State University and a wide variety of shopping options. Bike lanes are provided on East Cotati Avenue and on Camino Colegio Avenue. There is also a bike and pedestrian path along the SMART tracks leading to other designations in the city.

D. *That the proposed location of the conditional use is consistent with the objectives of the zoning ordinance and the purposes of the district in which the site is located.*

Criteria Satisfied. The proposed development will be harmonious with surrounding residential and commercial development. The development will provide housing opportunities for nearby university students and residents seeking smaller units in a location close to public transportation. The project enhances the appearance of the city with quality design and landscaping.

E. *That the proposed location of the conditional use and the conditions under which it would be operated or maintained will not be detrimental to the public health, safety, or welfare, or materially injurious to properties or improvements in the vicinity, and that the operation and maintenance of the conditional use will be compatible with surrounding uses.*

Criteria Satisfied. As a mixed use project including multi-family and commercial uses, the project will be compatible with surrounding commercial and residential uses. The developer has designed the project to protect adjacent single-family homes from any adverse impact from the development. The proposal conforms to the parking and setback requirements for the proposed uses.

F. *The proposed conditional use will comply with each of the applicable provisions of this title.*

Criteria Satisfied. This development will conform to the requirements of the C-N Neighborhood Zoning District including building setbacks, parking, open space and building design.

Section 3. Environmental Clearance. This proposal is categorically exempt from the requirements of the California Environmental Quality Act (CEQA) Section 15332 In-Fill

Development Project Class 32 (a), (b), (c), (d) and (e). No further action is required pertaining to environmental review.

NOW THEREFORE BE IT RESOLVED, that the Planning Commission does hereby approve Planning Application No. PLSU17-0002 subject to the following conditions:

1. The Conditional Use and Site Plan and Architectural Review approval shall expire one year from the Planning Commission approval date, unless prior to the expiration a building permit is issued and construction is commenced and diligently pursued toward completion.

2. The Project is approved as shown in Exhibits A through H except as conditioned or modified below.

3. Bicycle racks shall be provided adjacent to the access for the commercial tenants and for the residential tenants for both short term and long term bike storage, details subject to Development Services staff approval.

4. Plans submitted for a building permit shall indicate accessible units.

5. Electrical Vehicle parking shall be provided as required by the Building Code.

6. A storm water determination form shall be submitted.

7. Prior to issuance of a building permit the two parcels shall be merged into a single parcel.

8. The project will require deferred permits for the Fire Sprinkler System, Fire Alarm System and hood a duct fixed extinguishing system. The permit applications and fees shall be submitted to the City of Rohnert Park Fire division prior to any construction is started on any of these systems.

9. Key access shall be provided to the interior of businesses, including utility shut-off placed in Fire Department lock box. Provide a new lock box as required (during site inspection).

10. Fire extinguishers shall be installed per the Fire Code.

11. Fire lanes/marking shall be reviewed during Fire Division construction inspections.

12. Illuminated exit signs shall be provided at all exits.

13. Illuminated address signs shall be provided details subject to approval of the Fire Division.

14. The adequacy of the existing fire hydrants will be verified as the project develops.

15. Operation permits: Place of Assembly may be required prior to occupancy.

16. All electrical panels and roof access ladders shall be located in a mechanical room or enclosure.

17. The applicant shall retain the existing trees along the east property line located on the adjacent residential properties.

18. The retaining wall along the Cala Way frontage shall be the same color as the apartment building.

19. The masonry wall shall be installed along the east property line shall be six (6) feet in height unless a shorter wall is requested by the adjacent property owners. The color of the wall shall match the building color.

BE IT FURTHER RESOLVED that said action shall not be deemed final until the appeal period has expired and that the appeal period shall be ten (10) working days from the date of said action. No building permits shall be issued until the appeal period has expired, providing there are no appeals.

DULY AND REGULARLY ADOPTED on this 22nd day of June, 2017 by the City of Rohnert Park Planning Commission by the following vote:

AYES: _____ NOES:_____ ABSENT:_____ ABSTAIN:_____

ADAMS_____ BLANQUIE _____ BORBA _____ GIUDICE _____ HAYDON ____

_____
Susan Haydon, Chairperson, Rohnert Park Planning Commission

Attest: _____
Susan Azevedo, Recording Secretary

May 26, 2017

Mr. Norm Weisbrod
City of Rohnert Park
130 Avram Avenue
Rohnert Park, CA 94928

Vintage Pointe III Project Parking Study

Dear Mr. Weisbrod,

As requested, W-Trans has prepared a parking analysis relative to the proposed mixed-use project to be located at 1445 East Cotati Avenue in the City of Rohnert Park. The purpose of this letter is to determine the number of parking spaces the proposed project would require to meet projected parking demands.

Project Description

The proposed project would allow construction of 31 residential apartment units, 2,715 square feet of commercial space and 1,485 square feet of office space on a currently vacant lot. The project plans show a supply of 61 parking spaces including 52 off-street spaces and nine on-street spaces along Camino Colegio. Based on the proposed site plan, there are 25 off-street spaces reserved for residents and 27 off-street spaces and nine on-street spaces bordering the project site on Camino Callegio to be shared among all uses. The proposed project would be accessed via two driveways; the residential portion of the site would primarily be accessed via a new driveway on Cala Way while the commercial side would be accessed at a new driveway on Camino Collegio.

City Requirements

The City's off-street parking supply requirements are included in Chapter 17.16 of the City's Municipal Code, "Off-Street Parking Requirements." Multi-family residential land uses require one space per studio, one space per one bedroom unit, and one guest space for every four units. The proposed 1,485 square feet of office space would require one space per 200 square feet and the 2,715 square feet of planned commercial uses would require one space per 300 square feet of floor space. With the City's rates applied, the proposed project would be required to provide 54 off-street parking spaces.

Table 1 – Parking Requirements per City of Rohnert Park Municipal Code

Land Use	Units	Rate Required	Spaces Required
Multifamily Residential	15 studios 16 1-bdrm	1.0 per studio; 1.0 per 1 bdrm; + 1.0 guest space per 4 units	39
Office	1,485 sf	1.0 per 250 sf	6
Commercial Shopping Center	2,715 sf	1.0 per 300 sf	9
Total Parking Required			**54**
ULI Shared Parking Demand*		See the discussion below	**54**

Notes: du = dwelling unit; sf = square feet; *Discussion provided in the following section

Although the proposed project would provide sufficient parking to meet the City's requirements, additional analysis was conducted to ensure that the supply would be sufficient to meet the anticipated peak parking demand generated by the various land uses on-site.

Shared Parking Demand

Parking demand for new development is typically projected using empirically-derived rates established by organizations such as the Institute of Transportation Engineers (ITE) and the Urban Land Institute (ULI). In many cases, a determination of parking adequacy is gauged solely on whether or not a project meets the supply required by the jurisdiction's zoning code, rather than by assessing the actual projected demand. The use of standardized, single-use parking demand rates does not consider the potential for "shared parking." The concept of shared parking is based on the fact that different land uses often experience peak parking demand at different times, be it by time of day or even month of the year. Without taking shared parking demand into consideration, an oversupply of parking can result, adversely affecting the goals of this project to avoid expanses of empty asphalt.

A parking demand methodology that considers "shared parking" principles can significantly improve the accuracy of determining actual parking demand. The ULI publication *Shared Parking*, 2nd Edition, 2006, includes state-of-the-practice methodologies for determining parking demand based on the various components of a specific project. The ULI shared parking methodology focuses on temporal data, determining when the overall peak demand for various land uses occurs, including what time of day, whether it is a weekday or weekend, and what month of the year. The recommended parking supply is then tied to that maximum demand period. The ULI model considers the proposed mix of land uses, including quantities of each type of use.

Based on application of shared parking concepts, the demand for each component of the development was estimated using time-of-day distributions. Because parking spaces for the housing units would be reserved, one space per unit was assigned, and therefore not included in the shared supply.

The ULI's *Share Parking Model* takes into account mode adjustment and non-captive ratios. Mode adjustment is the estimated number of residents or visitors who access the site using a mode of transportation other than a private automobile, such as biking, walking, and transit. The model can also apply a non-captive ratio, which is the number of people who would travel from outside of the site to the various land uses. Since this is a mixed-use project, it is reasonable to assume that some parking demand may be reduced as people park once and then visit multiple land uses. For example, a resident may visit the coffee shop or shop at the retail stores, which would not require an additional parking spot for each use. The model starts by assuming that 100 percent of people accessing the site travel by a private automobile and are traveling from outside the site. Deductions are applied based on commuting behaviors, land uses, and regional knowledge of the area being studied.

For the residential and office land uses, as well as employees of the commercial uses, mode adjustments were determined from the US Census 2014 American Community Survey (ACS) for commuting patterns for Census Tract 1513.10, which is where the proposed project is located. This data showed that approximately 17 percent of residents living in this Census Tract travel to and from work by non-private automobiles and eight percent carpool. Since carpooling still requires parking for approximately half the number who participate, four percent was included in the mode adjustment. The mode adjustment was therefore reduced by 21 percent, which equates to a mode adjustment of 79 percent remaining after the deduction. Although employees could be drawn from the residents of the site or nearby area, it was conservatively assumed that 100 percent of employees of all the commercial land uses would be from outside of the site; this equates to a 100 percent non-captive ratio.

The mode adjustment applied to the retail land use was based on the City's General Plan projections for 2040 for non-private automobile travel. The City projects that by 2040, with the SMART train operating, eight percent of people will use alternative modes as their primary method of travel. This would result in a mode adjustment of 92 percent.

Additionally, it was assumed that some visitors of the retail shops would be from within the site, so a 10 percent deduction to the non-captive ratio was applied resulting in the assumption that 90 percent of visitors would travel to the retail stores from outside of the project site.

Table 2 summarizes the mode adjustments and non-captive ratio deductions applied to the parking demand to achieve the total estimated parking demand.

Table 2 – Peak Shared Parking Demand Assumptions

Land Use	Weekday		Weekend	
	Mode Adjustment	Non-Captive	Mode Adjustment	Non-Captive
Residential	79%	-	79%	-
Office	79%	100%	N/A	N/A
Retail	92%	90%	92%	90%

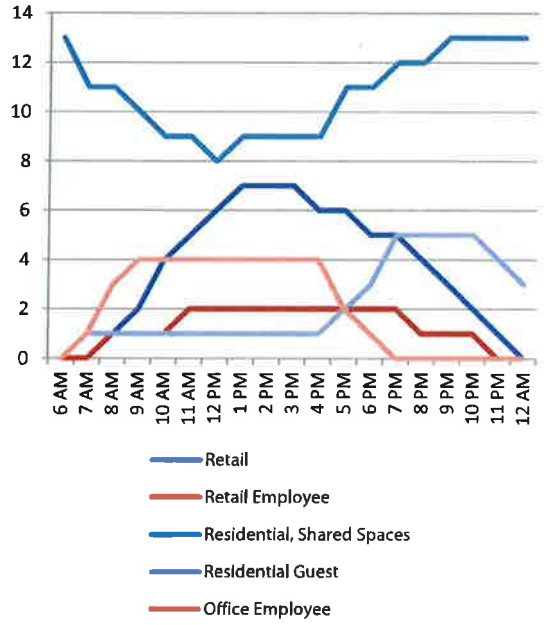
In addition to mode adjustment and internal capture rates, the shared parking model applies hourly and peak month factors to determine the time-of-day demand. The peak month for the proposed project, based on the Shared Parking Model's calculations, is anticipated to be December. With the mode adjustment, non-captive ratio, time-of-day, and peak month factors applied, the hourly parking demands generated by each component of the project for weekdays and weekends were derived.

Weekday Parking Demand

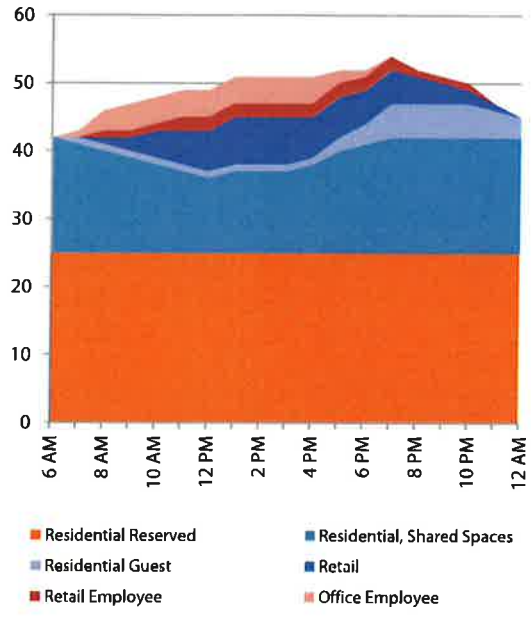
- **Time of Day:** The deductions described above were applied to derive the total estimated parking demand for each land use, as shown in Graph 1.

- **Cumulative:** Upon adding all of the parking demands together, the peak projected demand is expected to occur at 7:00 p.m. on a weekday with a demand of 54 spaces. The Weekday Cumulative parking demand is depicted in Graph 2.

Graph 1 – Weekday Parking Demand by Land Use



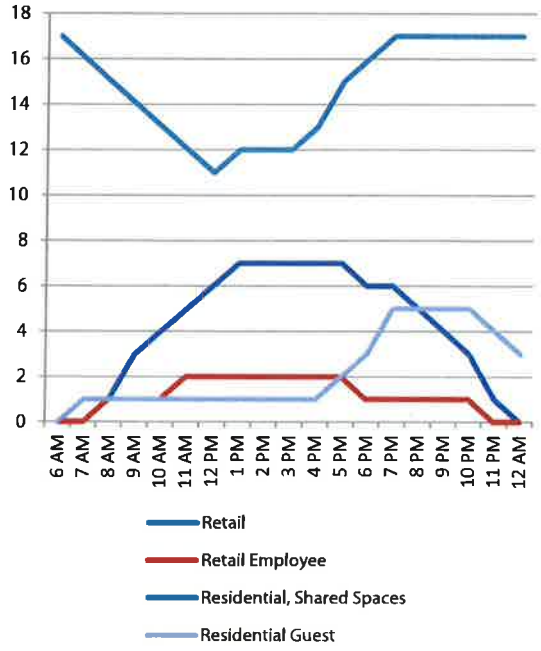
Graph 2 – Weekday Cumulative Parking Demand



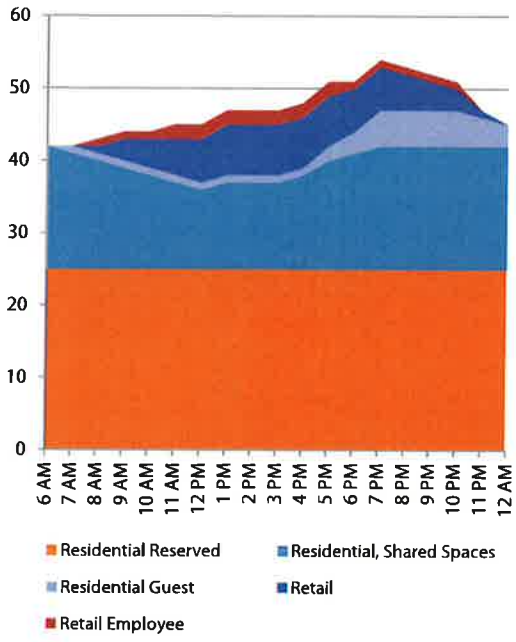
Weekend Parking Demand

- **Time of Day:** The demand by time-of-day was estimated for a weekend day, as shown in Graph 3.
- **Cumulative:** The projected peak parking demand for the site is expected to occur on weekend evenings at 7:00 p.m., when a total of 54 parking spaces are expected to be needed. The Weekend Cumulative parking demand is depicted in Graph 4.

Graph 3 – Weekend Parking Demand by Land Use



Graph 4 – Weekend Cumulative Parking Demand



With plans to provide 61 spaces, the proposed supply is expected to be adequate to meet, and in fact exceed, the anticipated demand.

Conclusions and Recommendations

- The City of Rohnert Park's Municipal Code would require the proposed project to provide 54 parking spaces. The proposed project includes a planned supply of 61 parking spaces, including 52 spaces on-site and nine on the street, which would meet the City's requirements and provide a surplus of seven spaces.
- Based on the shared parking analysis, the project as proposed is expected to experience a peak parking demand for 54 spaces. With a planned supply of 61 spaces, the parking supply would be sufficient to meet peak parking demand and provide excess parking that could offset other unserved demand in the area.
- Peak demand would be expected to occur at 7 p.m. on weekdays and weekends, which is when the nine off-street spaces would most likely be occupied by visitors to the commercial uses or residential guests. All projected parking demand could be accommodated by the planned 52 off-street spaces by 9:00 p.m. on weekdays and weekends.

We hope this information is useful to you and City staff in addressing the adequacy of the proposed parking supply. Please call if you have any questions.

Sincerely,

Shannon Baker
Assistant Planner

Dalene J. Whitlock, PE, PTOE
Principal

DJW/scb/RPA072-1.L1

May 30, 2017

Mr. Norm Weisbrod
City of Rohnert Park
130 Avram Avenue
Rohnert Park, CA 94928

Vintage Pointe III Project Parking Study

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City Requirements

The City's off-street parking supply requirements are included in Chapter 17.16 of the City's Municipal Code, "Off-Street Parking Requirements." Multi-family residential land uses require one space per studio, one space per one bedroom unit, and one guest space for every four units. The proposed 1,485 square feet of office space would require one space per 200 square feet and the 2,715 square feet of planned commercial uses would require one space per 300 square feet of floor space. With the City's rates applied, the proposed project would be required to provide 54 off-street parking spaces.

Table 1 – Parking Requirements per City of Rohnert Park Municipal Code

Land Use	Units	Rate Required	Spaces Required
Multifamily Residential	15 studios 16 1-bdrm	1.0 per studio; 1.0 per 1 bdrm; + 1.0 guest space per 4 units	39
Office	1,485 sf	1.0 per 250 sf	6
Commercial Shopping Center	2,715 sf	1.0 per 300 sf	9
Total Parking Required			**54**
ULI Shared Parking Demand*		See the discussion below	**54**

Notes: du = dwelling unit; sf = square feet; *Discussion provided in the following section

Although the proposed project would provide sufficient parking to meet the City's requirements, additional analysis was conducted to ensure that the supply would be sufficient to meet the anticipated peak parking demand generated by the various land uses on-site.

Shared Parking Demand

Parking demand for new development is typically projected using empirically-derived rates established by organizations such as the Institute of Transportation Engineers (ITE) and the Urban Land Institute (ULI). In many cases, a determination of parking adequacy is gauged solely on whether or not a project meets the supply required by the jurisdiction's zoning code, rather than by assessing the actual projected demand. The use of standardized, single-use parking demand rates does not consider the potential for "shared parking." The concept of shared parking is based on the fact that different land uses often experience peak parking demand at different times, be it by time of day or even month of the year. Without taking shared parking demand into consideration, an oversupply of parking can result, adversely affecting the goals of this project to avoid expanses of empty asphalt.

A parking demand methodology that considers "shared parking" principles can significantly improve the accuracy of determining actual parking demand. The ULI publication *Shared Parking*, 2nd Edition, 2006, includes state-of-the-practice methodologies for determining parking demand based on the various components of a specific project. The ULI shared parking methodology focuses on temporal data, determining when the overall peak demand for various land uses occurs, including what time of day, whether it is a weekday or weekend, and what month of the year. The recommended parking supply is then tied to that maximum demand period. The ULI model considers the proposed mix of land uses, including quantities of each type of use.

Based on application of shared parking concepts, the demand for each component of the development was estimated using time-of-day distributions. Because parking spaces for the housing units would be reserved, one space per unit was assigned, and therefore not included in the shared supply.

The ULI's *Share Parking Model* takes into account mode adjustment and non-captive ratios. Mode adjustment is the estimated number of residents or visitors who access the site using a mode of transportation other than a private automobile, such as biking, walking, and transit. The model can also apply a non-captive ratio, which is the number of people who would travel from outside of the site to the various land uses. Since this is a mixed-use project, it is reasonable to assume that some parking demand may be reduced as people park once and then visit multiple land uses. For example, a resident may visit the coffee shop or shop at the retail stores, which would not require an additional parking spot for each use. The model starts by assuming that 100 percent of people accessing the site travel by a private automobile and are traveling from outside the site. Deductions are applied based on commuting behaviors, land uses, and regional knowledge of the area being studied.

For the residential and office land uses, as well as employees of the commercial uses, mode adjustments were determined from the US Census 2014 American Community Survey (ACS) for commuting patterns for Census Tract 1513.10, which is where the proposed project is located. This data showed that approximately 17 percent of residents living in this Census Tract travel to and from work by non-private automobiles and eight percent carpool. Since carpooling still requires parking for approximately half the number who participate, four percent was included in the mode adjustment. The mode adjustment was therefore reduced by 21 percent, which equates to a mode adjustment of 79 percent remaining after the deduction. Although employees could be drawn from the residents of the site or nearby area, it was conservatively assumed that 100 percent of employees of all the commercial land uses would be from outside of the site; this equates to a 100 percent non-captive ratio.

The mode adjustment applied to the retail land use was based on the City's General Plan projections for 2040 for non-private automobile travel. The City projects that by 2040, with the SMART train operating, eight percent of people will use alternative modes as their primary method of travel. This would result in a mode adjustment of 92 percent.

Additionally, it was assumed that some visitors of the retail shops would be from within the site, so a 10 percent deduction to the non-captive ratio was applied resulting in the assumption that 90 percent of visitors would travel to the retail stores from outside of the project site.

Table 2 summarizes the mode adjustments and non-captive ratio deductions applied to the parking demand to achieve the total estimated parking demand.

Table 2 – Peak Shared Parking Demand Assumptions

Land Use	Weekday		Weekend	
	Mode Adjustment	Non-Captive	Mode Adjustment	Non-Captive
Residential	79%	-	79%	-
Office	79%	100%	N/A	N/A
Retail	92%	90%	92%	90%

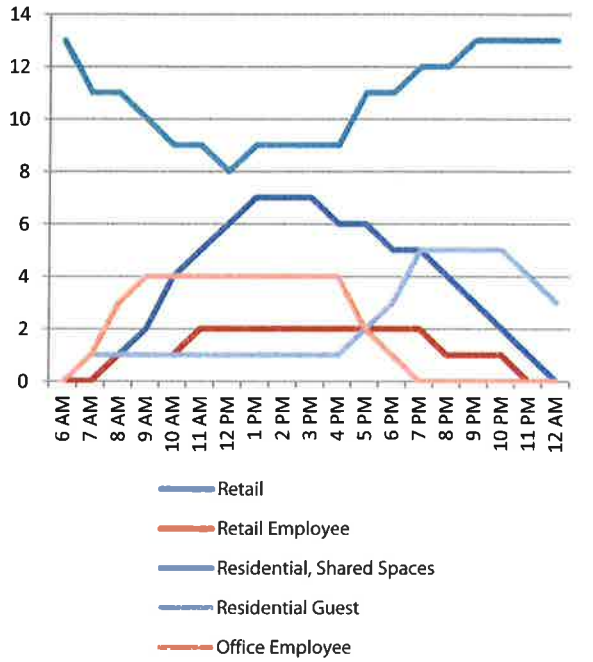
In addition to mode adjustment and internal capture rates, the shared parking model applies hourly and peak month factors to determine the time-of-day demand. The peak month for the proposed project, based on the Shared Parking Model's calculations, is anticipated to be December. With the mode adjustment, non-captive ratio, time-of-day, and peak month factors applied, the hourly parking demands generated by each component of the project for weekdays and weekends were derived.

Weekday Parking Demand

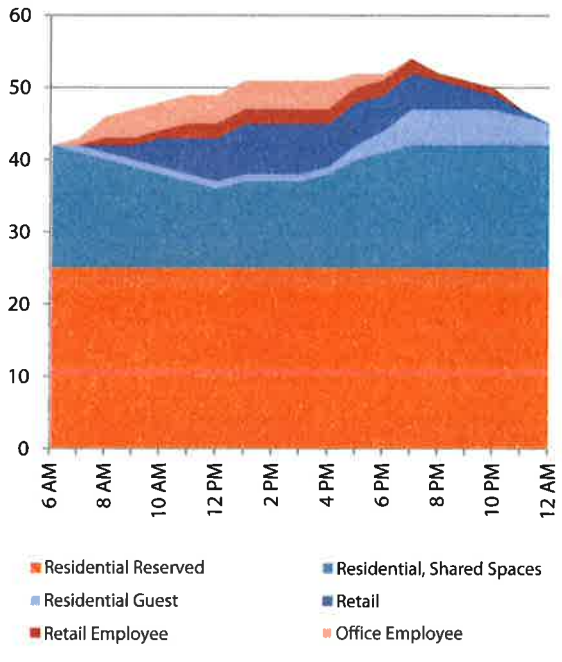
- **Time of Day:** The deductions described above were applied to derive the total estimated parking demand for each land use, as shown in Graph 1.

- **Cumulative:** Upon adding all of the parking demands together, the peak projected demand is expected to occur at 7:00 p.m. on a weekday with a demand of 54 spaces. The Weekday Cumulative parking demand is depicted in Graph 2.

Graph 1 – Weekday Parking Demand by Land Use



Graph 2 – Weekday Cumulative Parking Demand

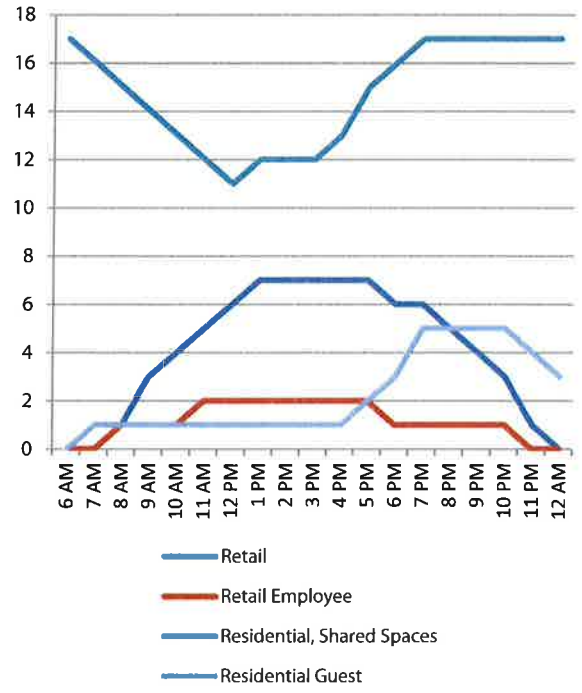


Weekend Parking Demand

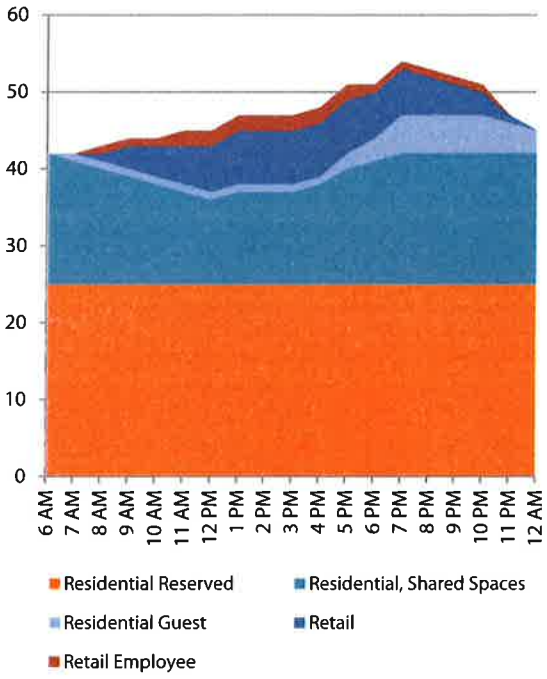
- **Time of Day:** The demand by time-of-day was estimated for a weekend day, as shown in Graph 3.

- **Cumulative:** The projected peak parking demand for the site is expected to occur on weekend evenings at 7:00 p.m., when a total of 54 parking spaces are expected to be needed. The Weekend Cumulative parking demand is depicted in Graph 4.

Graph 3 – Weekend Parking Demand by Land Use



Graph 4 – Weekend Cumulative Parking Demand



With plans to provide 61 spaces, the proposed supply is expected to be adequate to meet, and in fact exceed, the anticipated demand.

Conclusions and Recommendations

- The City of Rohnert Park's Municipal Code would require the proposed project to provide 54 parking spaces. The proposed project includes a planned supply of 61 parking spaces, including 52 spaces on-site and nine on the street, which would meet the City's requirements and provide a surplus of seven spaces.

- Based on the shared parking analysis, the project as proposed is expected to experience a peak parking demand for 54 spaces. With a planned supply of 61 spaces, the parking supply would be sufficient to meet peak parking demand and provide excess parking that could offset other unserved demand in the area.

- Peak demand would be expected to occur at 7 p.m. on weekdays and weekends, which is when the nine off-street spaces would most likely be occupied by visitors to the commercial uses or residential guests. All projected parking demand could be accommodated by the planned 52 off-street spaces by 9:00 p.m. on weekdays and weekends.

We hope this information is useful to you and City staff in addressing the adequacy of the proposed parking supply. Please call if you have any questions.

Sincerely,

Shannon Baker
Assistant Planner

Dalene J. Whitlock, PE, PTOE
Principal

DJW/scb/RPA072-1.L1

April 19, 2017

Mr. Norm Weisbrod
City of Rohnert Park
130 Avram Avenue
Rohnert Park, CA 94928

Proposal to Prepare an Updated Parking Study for the Vintage Point III Project

Dear Mr. Weisbrod:

W-Trans is pleased to provide this proposal to evaluate potential parking needs associated with the Vintage Point III to be located at 1445 East Cotati Avenue in the City of Rohnert Park. As you know, we prepared similar information for another project previously proposed for the same site, and the following scope of services builds on that work as well as our experience with numerous other traffic studies for projects in Rohnert Park.

The following scope of services is suggested.

Tasks

1. Information relative to the anticipated mix of uses and numbers of units will be obtained and used along with standard parking rates as contained in the City's zoning code as well as industry rates as published by the Institute of Transportation Engineers to develop the anticipated parking demand for the site. Consideration will be given to time-based demand as well as the potential for residents to use the SMART train in lieu of owning vehicles to determine adequacy of the proposed supply. Previous investigations performed for other projects will be applied as appropriate in terms of issues such as shared parking, car sharing, non-auto travel, unbundled parking, etc.

2. A draft letter report addressing the likely parking demand will be prepared and submitted along with supporting documentation for staff review.

3. One round of comments will be addressed prior to issuing a final letter report.

4. One hearing will be attended.

Exclusions – The scope of services includes only those items that are specifically identified above. Any additional services, such as meetings or additional hearings, requests for further analysis, or multiple rounds of comments, if needed could be provided on a time and materials basis after receiving written authorization for the extra work.

Schedule and Budget

The draft letter report can be submitted for your comments within approximately three to four weeks following receipt of a Purchase Order. Our services will be conducted on a time and materials basis at the rates indicated on the enclosed sheet. Monthly invoices will be provided electronically unless a hard copy via mail is requested. The estimated maximum fee for this work is $4,350.

Please forward your contract documentation if you wish to initiate our services. This proposal will remain a firm offer for 90 days from the date of this letter.

Thank you for giving us the opportunity to propose on these services.

Sincerely,

Dalene J. Whitlock, PE, PTOE
Principal

DJW/djw/RPA072-1.P1

Enclosure: 2017 Fee Schedule

Fee Schedule

2017 Staff Billing Rates

Position	Billing Rate (per hour)
Principal	$205 – $250
Associate Principal	$185 – $200
Senior Engineer/Planner	$160 – $190
Engineer/Planner	$130 – $150
Associate Engineer/Planner	$120 – $130
Assistant Engineer/Planner	$95 – $115
Technician/Administrative	$85 – $95
Intern	$30 – $80
Field Technician	$20 – $40

2017 Expense Charges

Item	Charge
Mileage	$0.594/mile*
Services and Expenses	10% surcharge

These rates are valid for work initiated prior to December 31, 2017. Work initiated after January 1, 2018, and any subsequent year may be billed at the revised rates established for that year.

* Mileage charge will be based on the IRS Standard Mileage Rate (set at $0.54 for July through December 2016; subject to change) plus 10 percent.

490 Mendocino Avenue, Suite 201 **SANTA ROSA**, CA 95401 707.542.9500
505 17th Street, 2nd Floor **OAKLAND**, CA 94612 510.444.2600
1276 Lincoln Avenue, Suite 204 **SAN JOSE**, CA 95125 650.314.8313
w-trans.com

hybridCore™ HOMES

STEVEN SCARPA

VINTAGE POINTE III MIXED-USE PROJECT
ROHNERT PARK, CALIFONIA

EXHIBIT A

DATE 2/17

DRAWN BY:
CHECKED BY:
REVISIONS: DATE:

NOTES

FARRELL-FABER & ASSOCIATES INC.
ARCHITECTURE - PLANNING
1022 Mendocino Avenue
Santa Rosa, CA 95401
TEL: 707.578.3811
www.farrellfaber.com

DESIGN FOR
STEVEN SCARPA
VINTAGE POINTE III MIXED-USE PROJECT
ROHNERT PARK, CALIFORNIA

SHEET NO. 17003-HCH

hybridCore™ HOMES

STEVEN SCARPA

VINTAGE POINTE III MIXED-USE PROJECT
ROHNERT PARK, CALIFONIA

EXHIBIT B

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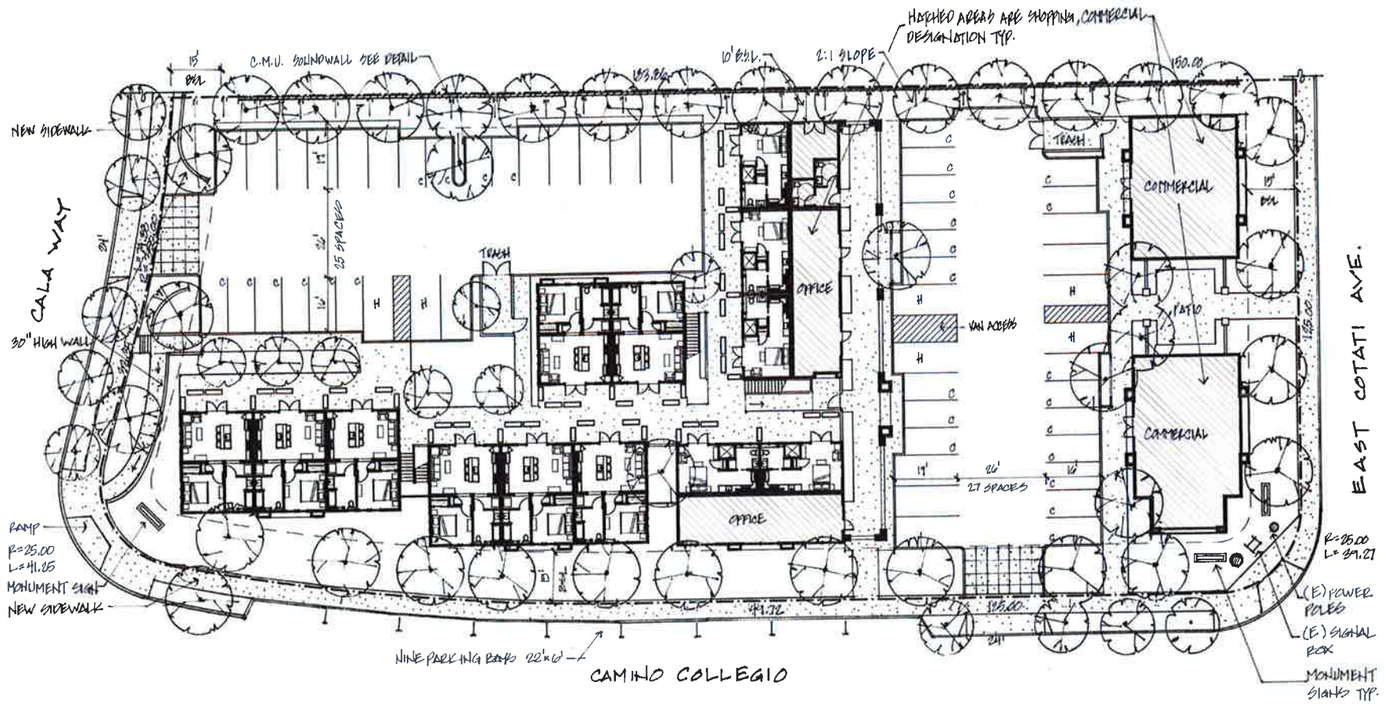
ROHNERT PARK, CALIFORNIA

JOB NO. 17003-HCH

SHEET



SITE DEVELOPMENT PLAN

SCALE 1"=20'-0"

EXHIBIT C

SITE TABULATION:

16 1-BEDROOM UNITS:	APPROX. 655	SQ. FT.
15 STUDIO UNITS	APPROX. 375	SQ. FT.
OFFICE SPACE:	APPROX. 1485	SQ. FT.
COMMERCIAL SPACE:	APPROX. 2715	SQ. FT.
ON-SITE PARKING SPACES:		52
STREET PARKING SPACES:		9

28 COMPACT PARKING SPACES

DATE 2/17

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REVISIONS: DATE:

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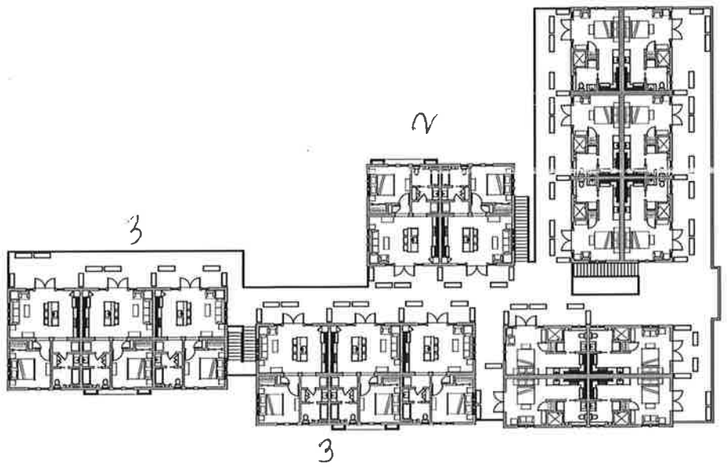
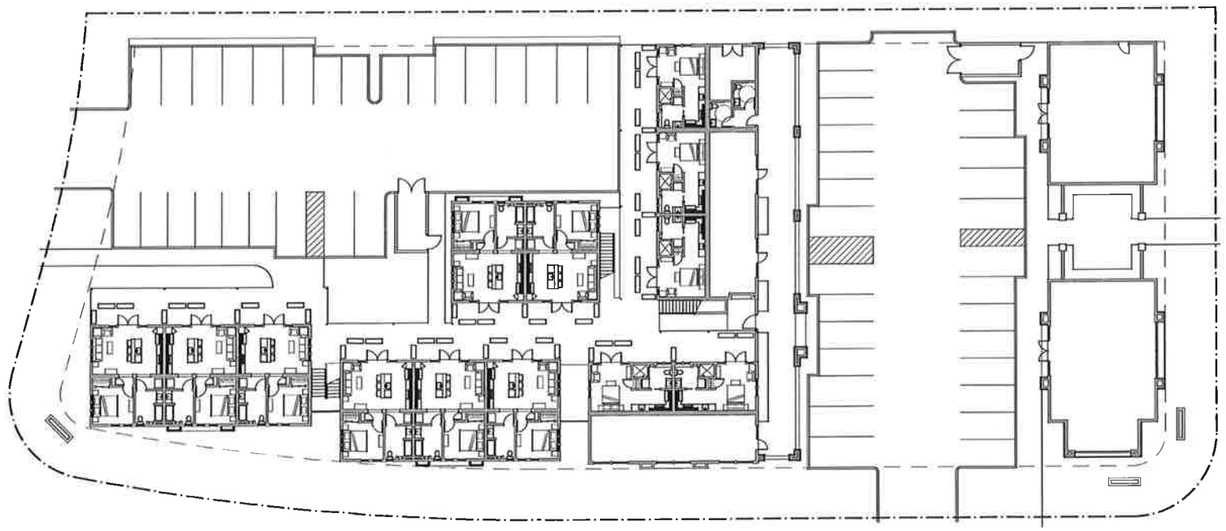


UPPER FLOOR PLAN

SCALE: 1/20



LOWER FLOOR PLAN

SCALE: 1/20

EXHIBIT D

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CAMINO COLEGIO MIXED-USE PROJECT
ROHNERT PARK, CALIFORNIA

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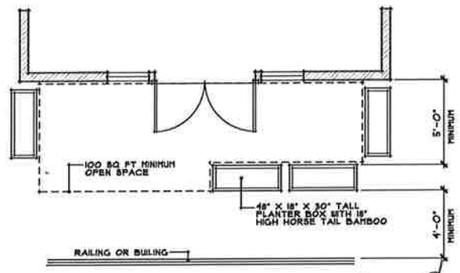
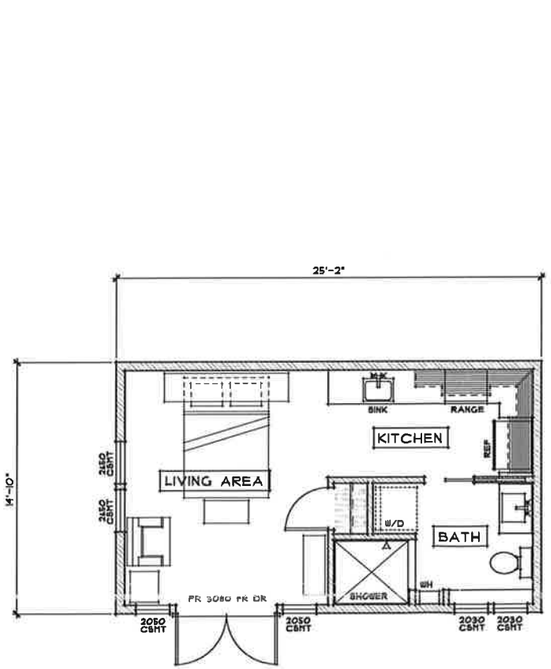


Studio 88 ft
1 bd. 100 ft

PLANTER LOCATION MAY VARY PER UNIT

TYPICAL PRIVATE PATIO DETAIL

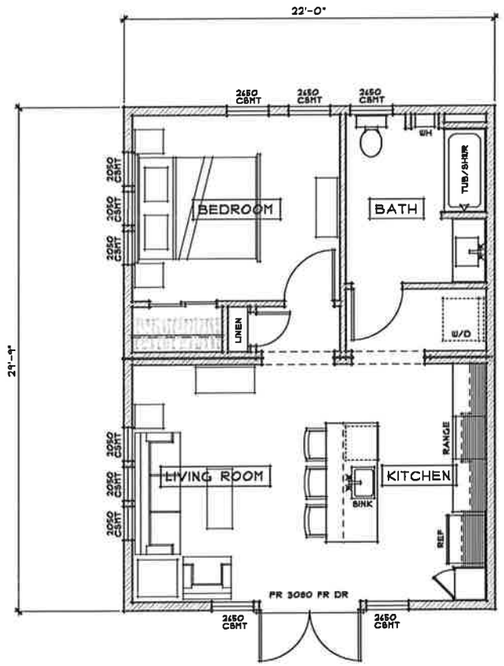
SCALE: 1/4" = 1'-0"



STUDIO FLOOR PLAN

SCALE: 1/4" = 1'-0"

APPROX 375 SQ FT



ONE BEDROOM FLOOR PLAN

SCALE: 1/4" = 1'-0"

APPROX 655 SQ FT

EXHIBIT E

DATE 2/17

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ROHNERT PARK, CALIFORNIA

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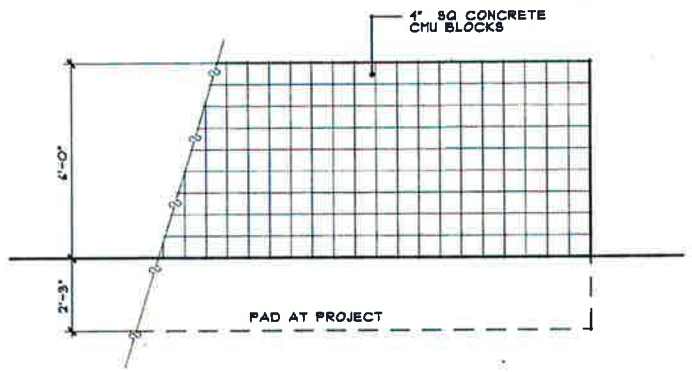

EAST PROPERTY LINE WALL

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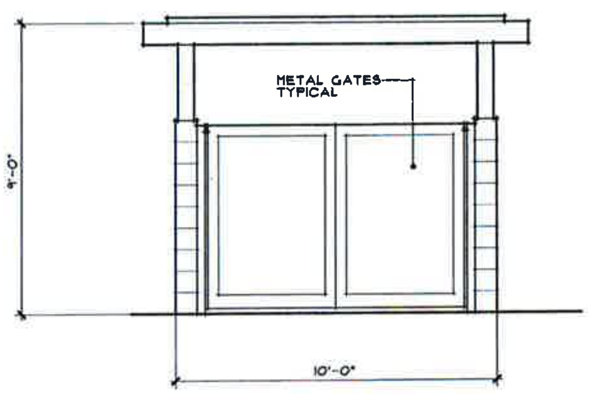

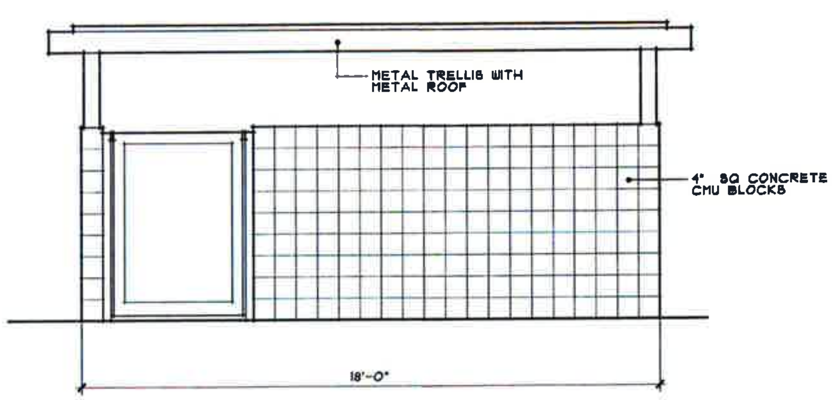

TRASH ENCLOSURES

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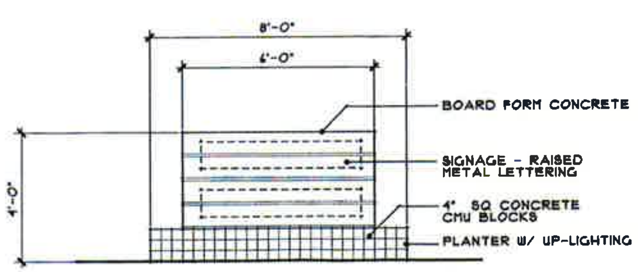

MONUMENT SIGNS

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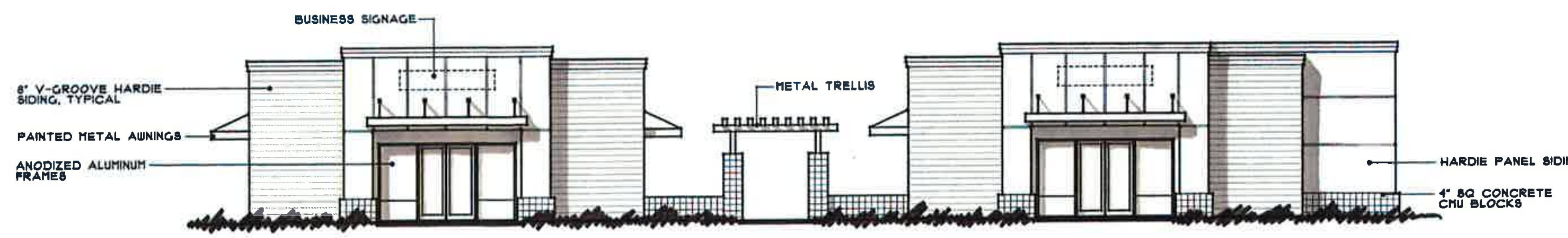
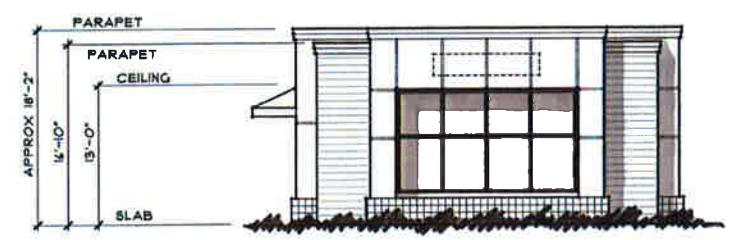


COMMERCIAL NORTH ELEVATION (FROM PARKING LOT)

SCALE: 1/8" = 1'-0"



COMMERCIAL WEST ELEVATION (FROM CAMINO COLEGIO)

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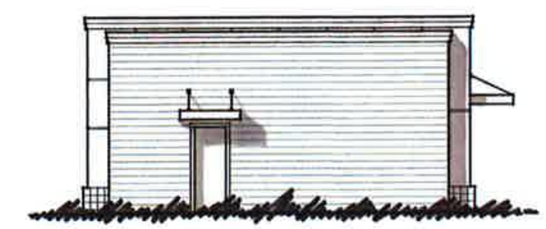
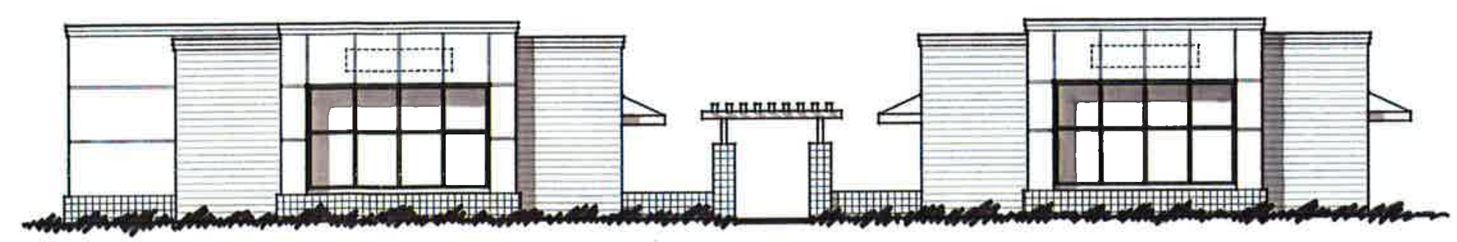


COMMERCIAL EAST ELEVATION

SCALE: 1/8" = 1'-0"



COMMERCIAL SOUTH ELEVATION (FROM EAST COTATI AVE)

SCALE: 1/8" = 1'-0"

EXHIBIT F

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DESIGN FOR

STEVEN SCARPA

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JOB NO 11003-HCH

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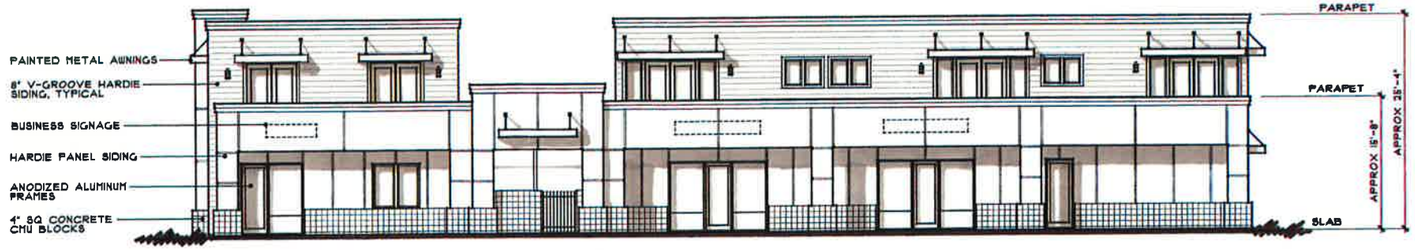
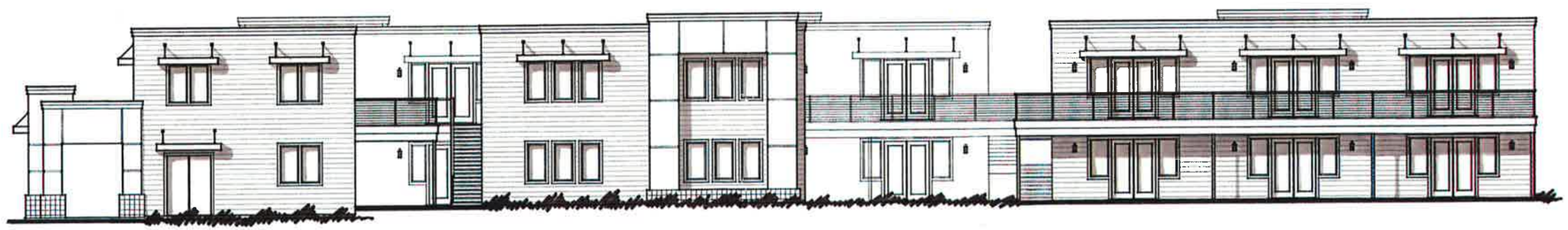


RESIDENTIAL/OFFICE SOUTH ELEVATION (FROM PARKING LOT)

SCALE: 1/8" = 1'-0"

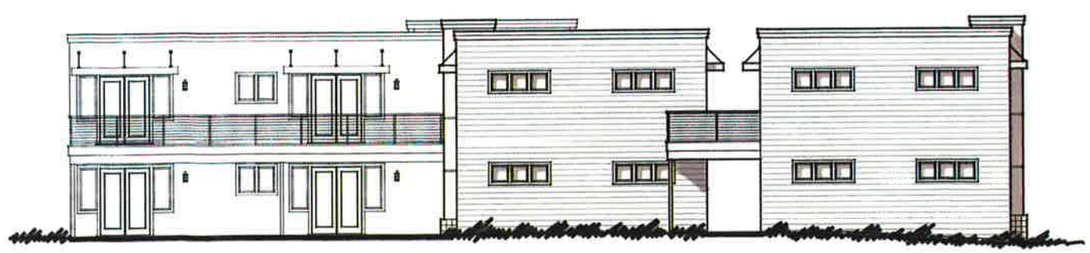
RESIDENTIAL/OFFICE WEST ELEVATION (FROM CAMINO COLEGIO)

SCALE: 1/8" = 1'-0"



RESIDENTIAL/OFFICE EAST ELEVATION

SCALE: 1/8" = 1'-0"



RESIDENTIAL/OFFICE NORTH ELEVATION (FROM CALA WAY)

SCALE: 1/8" = 1'-0"

DATE 2/17

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REVISIONS: DATE:

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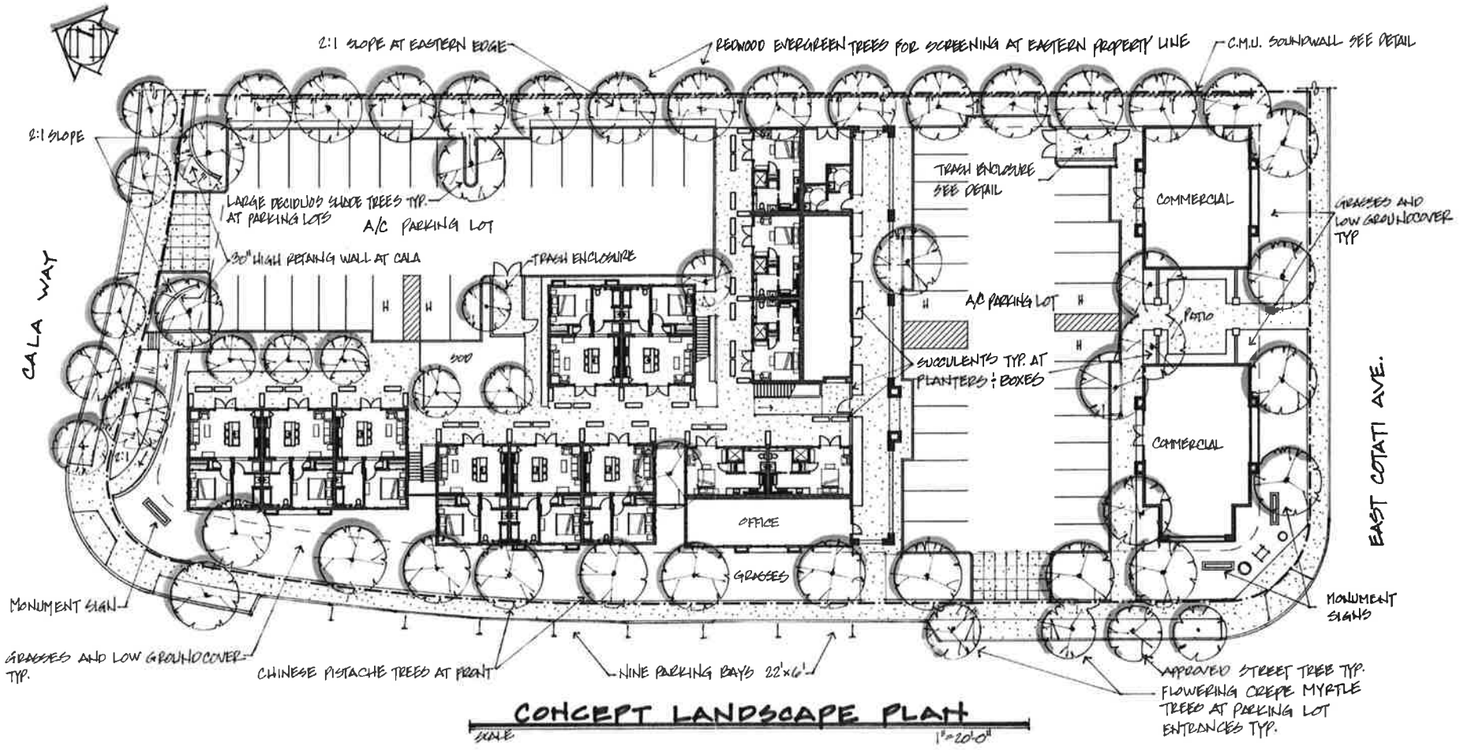

CONCEPT LANDSCAPE PLAN

SCALE 1"=20'-0"

EXHIBIT H

DATE 2/17

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DESIGN FOR

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ROHNERT PARK, CALIFORNIA

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