March 15, 2023

Ms. Sarah Allen
Eden Housing
22645 Grand Street
Hayward, CA 94541

DRAFT Focused Transportation Impact Study for the Pt. Reyes Coast Guard Housing Project

Dear Ms. Allen;

W-Trans has completed an evaluation of the potential transportation impacts associated with the Point Reyes Coast Guard Housing project to be located at 100 Commodore Webster Drive in the County of Marin. The purpose of this letter is to set forth the project's anticipated trip generation and potential transportation impacts as identified in the California Environmental Quality Act (CEQA).

Project Description

The project as proposed is the renovation of existing buildings to provide 54 affordable housing units and resident services on a 33-acre site that was formerly used as housing for Coast Guard personnel. The 54 units will include re-use of 36 existing townhomes, 15 units created by remodeling an existing barracks building and three units created by converting the existing administrative offices to three-bedroom living units. The barracks contained 21 sleeping rooms, offices, and bathrooms, so accommodated approximately the same number of adult residents as the proposed 15 units. The management office and resident services would occupy a space previously used as a galley supporting the barracks with its footprint expanded to 3,198 square feet from the existing size of 1,822 square feet. Three staff members are anticipated in this building. Streets constructed as part of the previous use would be retained to provide access to the proposed project.

Trip Generation

The anticipated trip generation for previous site uses as well as the proposed project were estimated using standard rates published by the Institute of Transportation Engineers (ITE) in *Trip Generation Manual*, 11th Edition, 2021, for Single Family Attached Housing (LU #215) for the townhomes and units in the administrative offices building and Multi-family Housing (Low-Rise) (LU #220) for the barracks. These land uses were chosen as the closest approximations to the prior and proposed uses. For the barracks it was assumed that 1.5 sleeping rooms would be approximately equivalent to one apartment unit, or 14 apartments.

It is noted that any trips that would be generated by property management staff to and from the resident services building are presumed to be included in the estimate of the residential trip generation since resident services are a typical component of a multifamily housing project. Therefore, a separate trip generation estimate for the resident services building was not included.

Based on application of these rates and assumptions, the proposed project is expected to generate an average of 382 trips per day, including 25 a.m. peak hour trips and 30 trips during the p.m. peak hour. After accounting for the trips associated with prior uses at the site, the project would be expected to result in a

net increase of 49 daily trips, with 2 additional trips during both the a.m. and p.m. peak hours. These results are summarized in Table 1.

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
Previous											
Attached Single-Family Resid'l	36 du	7.20	259	0.48	17	5	12	0.57	21	12	9
Multi-Family Housing	14 du	6.74	94	0.40	6	1	5	0.51	7	4	3
Subtotal Previous			***353***		***23***	***6***	***17***		***28***	***16***	***12***
Proposed											
Attached Single-Family Resid'l	39 du	7.20	281	0.48	19	5	14	0.57	22	13	9
Multi-Family Housing	15 du	6.74	101	0.40	6	1	5	0.51	8	5	3
Subtotal Proposed			***382***		***25***	***6***	***19***		***30***	***18***	***12***
Net New Trips			**49**		**2**	**0**	**2**		**2**	**2**	**0**

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

Given the very low number of new trips as well as the acceptable service levels experienced on the surrounding street network (as detailed in the *Traffic Impact Study for the Grandi Hotel Renovation*, W-Trans, April 3, 2017), no operational analysis appears to be warranted and one was therefore not prepared.

Alternative Modes

Given the proximity of commercial and recreational uses within one-half mile surrounding the site, it is reasonable to assume that some project residents will want to walk, bicycle, and/or use transit to travel from and to the project site.

Pedestrian Facilities

Pedestrian facilities include sidewalks, crosswalks, pedestrian signal phases, curb ramps, curb extensions, and various streetscape amenities such as lighting, benches, etc. A sidewalk exists on the southern side of Commodore Webster Drive and on both sides along the east-west segment of SR 1, though there are gaps. Crosswalks are present on the south and west legs of the SR 1/Mesa Road intersection. Overhead streetlights exist along Commodore Webster Drive. Overall, existing facilities provide limited pedestrian access and connections between the project site and surrounding residential neighborhoods and commercial uses.

Bicycle Facilities

There are existing Class III bicycle routes on Pt. Reyes–Petaluma Road between SR 1 and Platform Bridge Road and on Sir Francis Drake Boulevard to the west of Point Reyes Station. According to the Marin County Unincorporated Area *Bicycle & Pedestrian Master Plan*, 2018, Class II bike lanes are planned on SR 1, along with a Class I multi-use path along Commodore Webster Drive that meets an existing Class I path along Platform Bridge Road. Cyclists would also be able to share the travel lanes with motorists on minor

residential streets surrounding the site or ride on sidewalks. As a result, adequate access for bicyclists is currently provided and would be improved upon completion of the planned facilities identified in the *Bicycle & Pedestrian Master Plan*.

Transit

The transit stop nearest the project site is located on SR 1 approximately 500 feet west of the intersection with Mesa Road, which is 0.25 miles from the site. The stop is served by Marin Transit Route 68 on weekdays from 6:30 a.m. to 8:30 p.m. and on weekends from 7:30 a.m. to 8:30 p.m. Headways are one or two hours. Route 68 provides connectivity between the communities of San Rafael and Inverness. The existing transit facilities and routes provide adequate connections between the project site and other cities and unincorporated communities within the County.

Finding – Existing pedestrian, bicycle, and transit facilities provide adequate access to and from the project site for alternative modes of transportation.

Vehicle Miles Traveled

Consideration was given to the project's potential generation of Vehicle Miles Traveled (VMT), using guidance provided by the California Governor's Office of Planning and Research (OPR) in the publication *Transportation Impacts (SB 743) CEQA Guidelines Update and Technical Advisory*, 2018. The OPR Technical Advisory notes that "a project consisting of a high percentage of affordable housing may be a basis for the lead agency to find a less-than-significant impact on VMT. Evidence supports a presumption of less-than-significant impact for a 100-percent affordable residential development in infill locations." Because the project proposes only affordable housing, it is reasonable to conclude that the project would have a less-than-significant impact on VMT.

Finding – The proposed project would be expected to have a less-than-significant transportation impact on VMT.

Safety

The project as proposed would include re-use of existing buildings and infrastructure facilities. As no new construction of roads or other transportation facilities is proposed, the project would not introduce any safety hazards and would therefore have a less-than-significant impact in terms of hazards.

Emergency Response and Access

The existing roadways and driveways within the site have adequate widths for fire apparatus access, and a turnaround at the northern terminus of Commodore Webster Drive provides adequate emergency vehicle circulation. Two gates that exist along Commodore Webster Drive are proposed to be removed, so emergency access would be expected to function acceptably for emergency response vehicles.

Finding – Upon removal of the two existing gates along Commodore Webster Drive, emergency response and access would be expected to function acceptably.

Parking

Jurisdiction parking supply requirements are based on the Marin County Municipal Code, Chapter 24-04.340; Minimum Required Parking Spaces, which requires 1.25 standard spaces per one-bedroom dwelling unit, 1.5 standard spaces per two-bedroom unit, and two standard spaces for units with three or more bedrooms. Guest parking is also required at a rate of one space per five units for all the residential units on the site.

A supply of one quarter of the maximum occupant load for the resident services building is required, but a total of four spaces to satisfy the anticipated demand has been proposed and approved by the County given that the residents will have parking near their homes and the facility would have a staff of three persons.

The County requirements are summarized in Table 2.

Table 2 – Parking Analysis Summary

Land Use	Units	Supply (spaces)	County Requirements	
			Rate	Spaces Required
Affordable Senior Apartments				
Resident Parking	(15) 1-bdr		0.5 per 1-bdr	7.5
Guest Parking	15 du		1.0 per 5 du	3
Affordable Townhomes				
Resident Parking	(5) 2-bdr		1.5 per 2-bdr	7.5
	(27) 3-bdr		2.0 per 3-bdr	54
	(7) 4-bdr		2.0 per 4-bdr	14
Guest Parking	39 du		1.0 per 5 du	7.8
Affordable Housing Total		***102***		***94***
Resident Services*	3 staff	6	0.25 per OL	4
Total		**108**		**98***

Notes: bdr = bedrooms; du = dwelling units; OL = occupant load; n/a = not applicable;
*Spaces required for Resident Services (Building 100A) reduced from 23 to 4 based on anticipated staffing demand and primary use by residents who have parking elsewhere.

The Federal Accessibility Guidelines require a total of four accessible spaces for the affordable housing and resident services land uses. The project would provide seven accessible spaces for the affordable housing land uses, including four that are van accessible.

Finding – The proposed parking supply would satisfy County requirements for supply and include an adequate number of accessible spaces.

Conclusions and Recommendations

- The proposed project would be expected to generate an average of 503 trip ends per day, including 33 during the morning peak hour and 41 during the evening peak hour. After deducting trips that would have been generated by the Coast Guard housing, the project would have an average of 150 net-new daily trips, including 10 during the a.m. peak hour and 13 during the p.m. peak hour.

- Existing facilities for pedestrians, bicyclists, and transit users are adequate and will be enhanced upon completion of planned future improvements.

- The proposed project would be expected to have a less-than-significant transportation impact on VMT.

- Upon removal of both existing gates along Commodore Webster Drive, emergency access would be expected to function acceptably.

- A total supply of 98 parking spaces, including 94 for the affordable housing and 4 for the resident services building, should be provided to meet County requirements. The proposed parking supply of 108 spaces, including seven accessible spaces, would exceed these requirements.

We hope the above information is of assistance to staff in preparing the environmental clearance documentation for the project. If there are any questions, please contact us. Thank you for giving us the opportunity to provide these services.

Sincerely,

Dalene J. Whitlock, PE, PTOE
Senior Principal

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