

**MARIN COUNTY COMMUNITY DEVELOPMENT AGENCY
PLANNING DIVISION**

M E M O R A N D U M

TO: Planning Commissioners

FROM: Kris Krasnove, Planner

RE: Supplemental Issues for the April 23, 2007 Public Hearing on the Marin Countywide Plan

DATE: April 23, 2007

This supplement includes clarification to the April 23, 2007 staff report regarding Sub-Issue BE-22 – Circulation Impacts of City-Centered Corridor Housing Sites and provides a preview of the Staff recommendation for the April 30, 2007 meeting concerning Issue BE-4-How Is Growth In The County Supported By Infrastructure.

Issue BE-22 – Circulation Impacts of City-Centered Corridor Housing Sites

Recommendation:

The list of Mitigation Measures/Transportation Improvements contained in the April 23, 2007 Staff Report are those improvements related to specific City Centered Corridor Housing Sites. On April 16th, the Planning Commission deliberated the list of proposed mitigation measures/transportation improvements related to Countywide growth and development. At the April 16th hearing, the Planning Commission directed Staff to bring back specific policy and program language with two lists: (1) transportation improvements that are already fully funded and/or under construction as proposed improvements and (2) improvements that are not fully funded or under construction. The second list would be subject to a program calling for additional evaluation of listed alternatives in connection with development proposals or proposals for County-initiated projects. These alternatives could be implemented where the evaluation determines that other alternatives are not feasible and the measure is necessary and would be effective in addressing traffic impacts.

Based on this direction, Staff recommends that the Planning Commission consider the following modified Policy and program:

TR-1.5 Require Necessary Transportation Improvements. Require necessary transportation improvements to be in place, or otherwise guaranteed to result in their timely installation, before or concurrent with new developments. In evaluating whether a traffic improvement is necessary, the County shall consider alternatives to the improvement consistent with Policy TR-1.1, and the extent to which the improvement will offset the traffic impacts generated by proposed and expected development and restore acceptable traffic levels of service.

TR-1.g Determine Appropriate Transportation Mitigation. Work with the Transportation Authority of Marin to monitor the traffic impacts of development and identify mitigation requirements for proposed development that would cause a drop below adopted LOS, including proposed transportation system

improvements (See Maps 3-6a and 3-6b), impact fees, Transportation Demand Management strategies, direct support of alternative travel modes, or project redesign; and amend the Development Code to incorporate those requirements. Require the preparation of a traffic impact analysis report to identify impacts and mitigation measures for projects that may result in significant traffic impacts. The following transportation improvements are fully funded and/or under construction and require no further evaluation:

- Widen U.S. 101 northbound and southbound from three lanes and one auxiliary lane to four lanes and one auxiliary lane between Second Street and I-580.
- Etc.

FULL LIST TO BE PROVIDED MAY 7

The following proposed transportation system improvements are not fully funded but have the potential to reduce regional and project-related traffic impacts. Before implementation, these improvements must be further evaluated to ascertain the extent to which they will offset the traffic impacts generated by expected development and remedy existing deficiencies by restoring acceptable traffic levels of service. Based on this evaluation the County will determine whether the improvement is necessary.

- Widening State Route 1 between US 101 and Almonte Blvd from one to two lanes in each direction or to 3 lanes (2 leaving Tam Junction and 1 entering).
- Etc.

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For Information Only on April 23, 2007: Built Environment Issues from April 16, 2007 Carried Over for Deliberation to April 30, 2007

ISSUE BE-4: How Is Growth In The County Supported By Infrastructure?

This Issue is previewed in this Supplemental Memo to the Planning Commission because the policy direction on LOS may be relevant to the Commission’s Issue deliberations on April 23, 2007. The Planning Commission is not being asked to straw vote this Issue until April 30, 2007.

Background:

On April 16th the Planning Commission requested staff bring back the following program as modified below by the Commission with additional recommended modifications that would provide an exception for affordable housing projects.

TR-1.e with modifications proposed by the PC on April 16, 2007:

TR-1.e Uphold Vehicle Level of Service Standards. Uphold peak-hour vehicle Level of Service standard (LOS) D or better for urban and suburban arterials and LOS E or better for freeways and rural expressways. Only the Congestion Management Program specified roadway and highway segments operating at a lower LOS than the standard in 1991 are “grandfathered” and may continue to operate at the lower LOS standard until such time as the roads are improved or the traffic load or demand is altered or diverted. An

improvement plan should be developed on Highway 101 and the grandfathered roadway segments to address existing deficiencies. Development shall occur at the low end of the density range where the LOS standards will be exceeded at any intersection or road segment or worsened on any grandfathered segment (unless development is for affordable housing) ~~*Prohibit development which results in the level of service standards to be exceeded at any intersection (or worsened on any grandfathered segment) unless no alternatives exist and an overriding public need can be demonstrated. In making this determination the County may find development is permissible where that development contributes its fair share to a roadway improvement scheduled to be completed within 5 years or contributes to a TDM program to be adopted by the County.*~~

In order to develop recommended modifications to provide exceptions for affordable housing projects, the Staff researched the status of currently grandfathered roadway segments to determine the impact of this program on proposed policies and programs in the draft CWP including the Housing Overlay and mixed use policies and programs. Of the 24 monitored roadway locations in the Draft 2005 CWP, 14 are grandfathered segments not subject to a deficiency plan due to levels of service below the CWP standards. As a result, application of the low end of the density range would preclude development of the suggested HOD and mixed use sites located in the areas identified on Map 3-7.a, Grandfathered Roadway Locations for Level of Service.

A goal of the proposed draft CWP is to provide incentives for development of housing, particularly affordable housing. Projects containing affordable housing will generate less vehicle trips than market rate housing, and mixed use projects will generate fewer new vehicle trips than non-mixed use projects.

Based on the data in the table on the next page, 10,000 square feet of Shopping Center could be converted into significant numbers of (10+ depending on their size) housing units with significantly fewer peak hour and total trips. Similarly, data indicates that affordable housing units generate fewer trips than market rate units

To the extent that the policies and programs in the Draft CWP provide incentives for affordable housing and mixed use projects where market rate and commercial projects would have occurred, total and peak period trips will be significantly less.

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ITE 7th Edition PM Peak Hour Trip Generation						PM Peak Hour trip generation for 10,000 SF			
Commercial per Thousand sq ft	Avg Rate	% In	% Out	In	Out	Avg Rate	In	Out	
Study (820) Shopping Center	3.75	48%	52%	1.8	1.95	37.5	15	19.5	
Study (814) Specialty Retail Center	2.71	44%	56%	1.1924	1.5175	27.1	11.924	15.175	
Study (710) General Office	1.49	17%	83%	0.2533	1.2367	14.9	2.533	12.367	
Residential per Dwelling						Dwelling equivalencies			
Study (222) High-Rise Apartment	0.35	51%	49%	0.2135	0.1365	Shopping Center	107.1	84.3	142.9
						Spec Retail Center	77.4	55.9	111.2
						Gen Office	42.6	11.9	80.6
Study (223) Mid-Rise Apartment	0.30	58%	42%	0.2262	0.1638	Shopping Center	98.2	78.8	119.0
						Spec Retail Center	69.5	52.7	82.6
						Gen Office	38.2	11.2	75.5

Conclusions

Based on the above national data 10,000 square feet of **Shopping Center** could be converted into 84 High-Rise Apartments or 79 Mid-Rise Apartments without any risk of new significant PM peak hour traffic impacts.

Based on the above national data 10,000 square feet of **Specialty Retail Center** could be converted into 56 High-Rise Apartments or 52 Mid-Rise Apartments without any risk of new significant PM peak hour traffic impacts.

Based on the above national data 10,000 square feet of **General Office** could be converted into 11 High-Rise Apartments or 11 Mid-Rise Apartments without any risk of new significant PM peak hour traffic impacts.

An increase up to the Average Rate conversion could be considered subject to a detailed traffic movement analysis through the primarily affected intersections to insure that the difference in movement directions does not trigger additional impacts.

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Recommendation

Staff recommends that on April 30th, the Planning Commission consider the following further modifications to Program **TR-1.e Uphold Vehicle Level of Service Standards**, to allow for affordable and mixed use projects. This discussion is provided for informational purposes only in this staff report.

Proposed modifications to TR-1.e:

TR-1.e Uphold Vehicle Level of Service Standards. Uphold peak-hour vehicle Level of Service standard (LOS) D or better for urban and suburban arterials including highways that serve as arterials (e.g., State Route 1, State Route 131) and LOS E or better for Highway 101, Interstate 580, and State Route 37. Only the Congestion Management Program specified roadway and highway segments operating at a lower LOS than the standard in 1991 are “grandfathered” and may continue to operate at the lower LOS standard until such time as the roads are improved or the traffic load or demand is altered or diverted. An improvement plan should be developed on Highway 101 and the grandfathered roadway segments to address existing deficiencies. ~~Development shall occur at the low end of the density range where the LOS standards will be exceeded at any intersection or road segment or worsened on any grandfathered segment (unless development is for affordable housing).~~ through transportation demand management.

transit, and infrastructure improvements where non-infrastructure alternatives are not feasible.

New development shall be restricted to the low end of the applicable residential density and/or commercial floor area ratio range where the LOS standards will be exceeded at any intersection or road segment or worsened on any grandfathered segment because of the development with the following exceptions:

- Projects that qualify as Housing Overlay Projects in accordance with Policy CD-2.3 and Program CD-2.d.
- Minor improvements or renovation of existing neighborhood serving retail uses so long as total square footage is not increased in order to retain or accommodate the continuation of these uses
- Duplexes and duets developed in accordance with Policy CD-2.1 (new) where they are deed restricted to be permanently affordable.
- Second units developed pursuant to state law
- New development projects that contain 100% of their units for very low and low income households subject to Planning Commission approval
- Mixed use projects developed in accordance with Policy CD-8.7 and that meet each of the following criteria:
 - At minimum of 50% of the expanded floor area for should be for housing;
 - A minimum of 30 % of new housing should be affordable very low and low income households.
 - Existing neighborhood serving and retail uses should be retained
 - High quality building and site design that fits with the surrounding neighborhood and incorporates design elements such as podium parking, usable common/open space areas, vertical mix of uses, consistent with design guidelines should be included in the project.

Project approval shall be conditioned to include feasible mitigation measures for project-related traffic impacts.