P21110

Folsom AC Hotel by Marriott, Transportation Impact Analysis

Folsom, California

Prepared for:

City of Folsom

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April 2022

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REVISION HISTORY

Date	Title	Comment
Feb 23, 2022	Draft TIS	
March 10, 2022	Final TIS	Addressed minor edits requested by City.
March 31, 2022	Revised TIS	Accounted for change from 134 to 138 rooms.

EXECUTIVE SUMMARY

This Transportation Impact Study (TIS) identifies impacts of the proposed Folsom AC Hotel by Marriott (the Project) on the motorized and unmotorized transportation systems in Folsom, California. This study has been prepared for the City of Folsom (City), Helix Environmental Inc., and Broadstone LLC. A Tentative Parcel Map and Planned Development Permit are requested by Broadstone LLC (the applicant).

Project Description

Figure ES-1 provides a Project vicinity map. The Project consists of a 138-room hotel proposed for the existing surface parking lot in the southeast corner of the Broadstone Parkway/Palladio Parkway intersection (APN 072-3080-042). The Project parcel has a General Plan land use designation of Regional Commercial and is zoned as General Commercial (C-3) Planned Development. Proposed project uses are consistent with the adopted General Plan and zoning.

Figure ES-1. Vicinity Map

Located inside of the Palladio shopping center, access to the site would be provided via existing driveways to Palladio Parkway, Broadstone Parkway, and East Bidwell Street. Internal circulation is facilitated by a series of existing drive aisles. Additional site improvements include redesigned drive aisles, pedestrian walkways, and a guest loading/registration area. There is a net of 190

existing surface parking spaces on the Project site that would be demolished during construction (218 removed and 28 added back with the Project). Project Parking will be provided via 28 on-site spaces plus 134 reciprocal parking spaces in adjacent Palladio lots, for a total parking supply of 162 spaces. There would be a net loss of 190 surface parking spaces from the Palladio with the Project. A preliminary site plan is provided as **Figure ES-2**. On-site pedestrian walkways wrap around most of the Project, with seven crosswalks connecting to the rest of the Palladio.

Analysis Scope

The Project is anticipated to generate fewer than 50 peak-hour vehicle trips and does not require evaluation of intersection or road segment level-of service. This study utilizes existing condition and existing plus Project condition scenarios to evaluate the anticipated trip generation, parking and internal circulation, and VMT.

Findings

Project impacts are anticipated to be less than significant. Nine project specific findings are made.

Finding 1 (Trip Generation): The Project is anticipated to generate 504 new daily vehicle trips including 38 new AM peak-hour vehicle trips, and 6 new PM peak-hour vehicle trips. Fewer than 50 peak-hour project trips are projected to pass through any intersection.

Finding 2 (Vehicle Miles Traveled): Per capita Project VMT is projected to be at least 15% less than regional per capita VMT. Project VMT impacts are considered **less than significant**.

Finding 4 (Parking): The proposed parking supply is adequate and sufficient for the proposed use.

Finding 5 (Minimum Required Throat Depth): The standards for driveway throat depths are met.

Finding 6 (Emergency Vehicle Access): Emergency vehicle access is adequate.

Finding 7 (Pedestrian and Bicycle): The Project does not result in impacts to pedestrian and bicycle facilities. Impacts to pedestrian and bicycle facilities are considered **less than significant**.

Finding 8 (Transit): The Project does not result in impacts to transit facilities. Impacts to transit facilities are considered **less than significant**.

Finding 9 (Safety): Crash history does not indicate any safety concerns at Project driveways. Corner sight distance for right turning vehicles from the Palladio driveway to northeast bound Broadstone Parkway is limited. Two Project specific conditions of approval are recommended:

- Condition 1: Applicant shall maintain street trees fronting the Project along Broadstone Parkway, southwest of the Palladio driveway to maintain a 430-foot sight distance for right turning vehicles exiting the Palladio.
- Condition 2: All commercial delivery trucks for the Project shall be required to utilize the northern most Palladio driveway to Palladio Parkway.

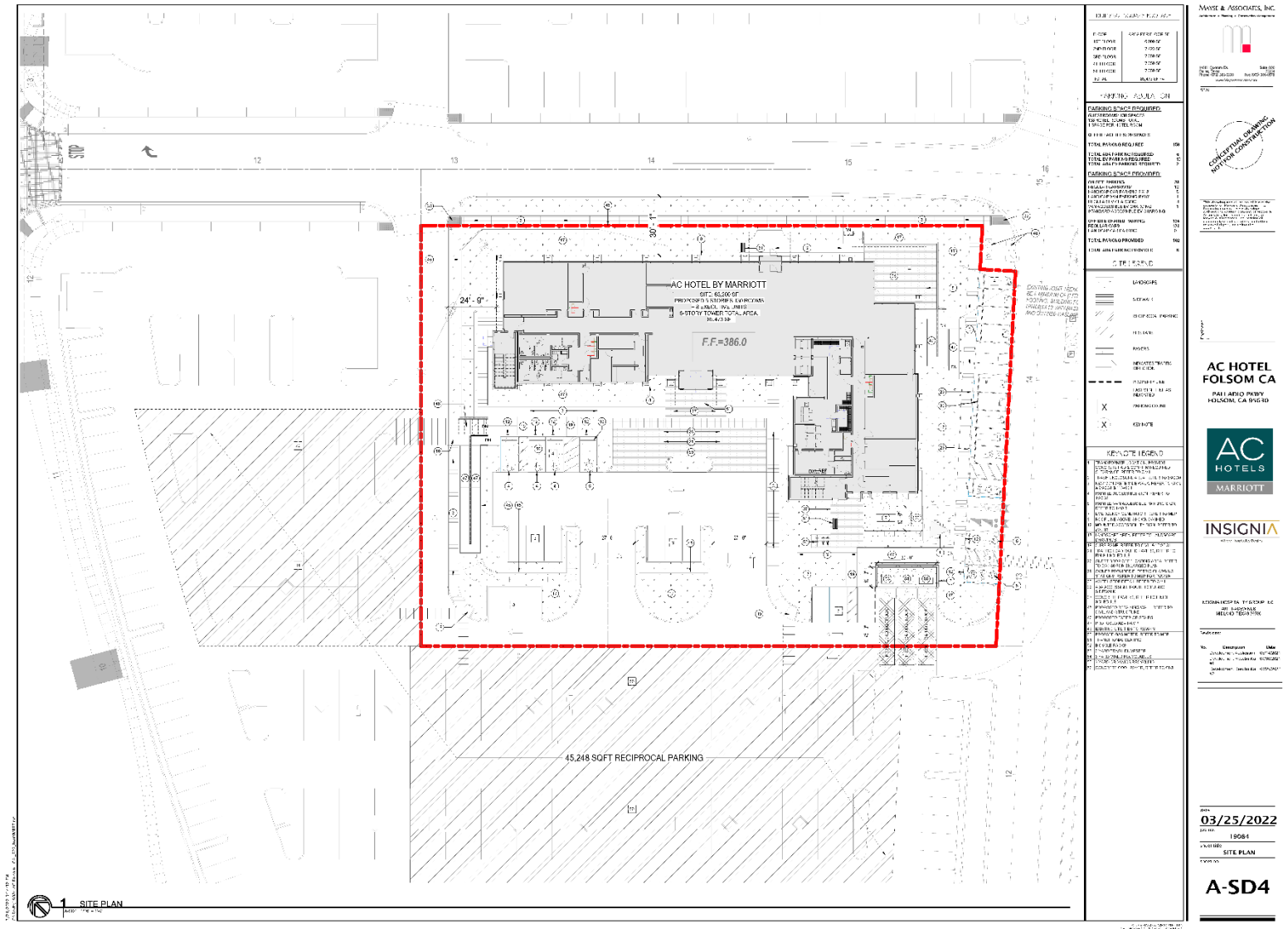

Figure ES-2. Preliminary Site Plan

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1. INTRODUCTION

This Transportation Impact Study (TIS) identifies impacts of the proposed Folsom AC Hotel by Marriott (the Project) on the motorized and unmotorized transportation systems in Folsom, California. This study has been prepared for the City of Folsom (City), Helix Environmental Inc., and Broadstone LLC. A Tentative Parcel Map and Planned Development Permit are requested by Broadstone LLC (the applicant).

1.1 Project Description

Figure 1 provides a Project vicinity map. The Project consists of a 138-room hotel proposed for the existing surface parking lot in the southeast corner of the Broadstone Parkway/Palladio Parkway intersection (APN 072-3080-042). The Project parcel has a General Plan land use designation of Regional Commercial and is zoned as General commercial (C-3) Planned Development. Proposed project uses are consistent with the adopted General Plan and zoning.

Figure 1. AC Hotel Vicinity Map

Located inside of the Palladio shopping center, access to the site would be provided via existing driveways to Palladio Parkway, Broadstone Parkway, and East Bidwell Street. Internal circulation is facilitated by a series of existing drive aisles. Additional site improvements include redesigned drive aisles, pedestrian walkways, and a guest loading/registration area. There is a net of 190 existing surface parking spaces on the Project site that would be demolished during construction (218 removed and 28 added back with the Project). Project Parking will be provided via 28 on-site spaces plus 134 reciprocal parking spaces in adjacent Palladio lots, for a total parking supply of 162 spaces. There would be a net loss of 190 surface parking spaces from the Palladio with the Project. A preliminary site plan is provided as **Figure 2**. On-site pedestrian walkways wrap around most of the Project, with seven crosswalks connecting to the rest of the Palladio.

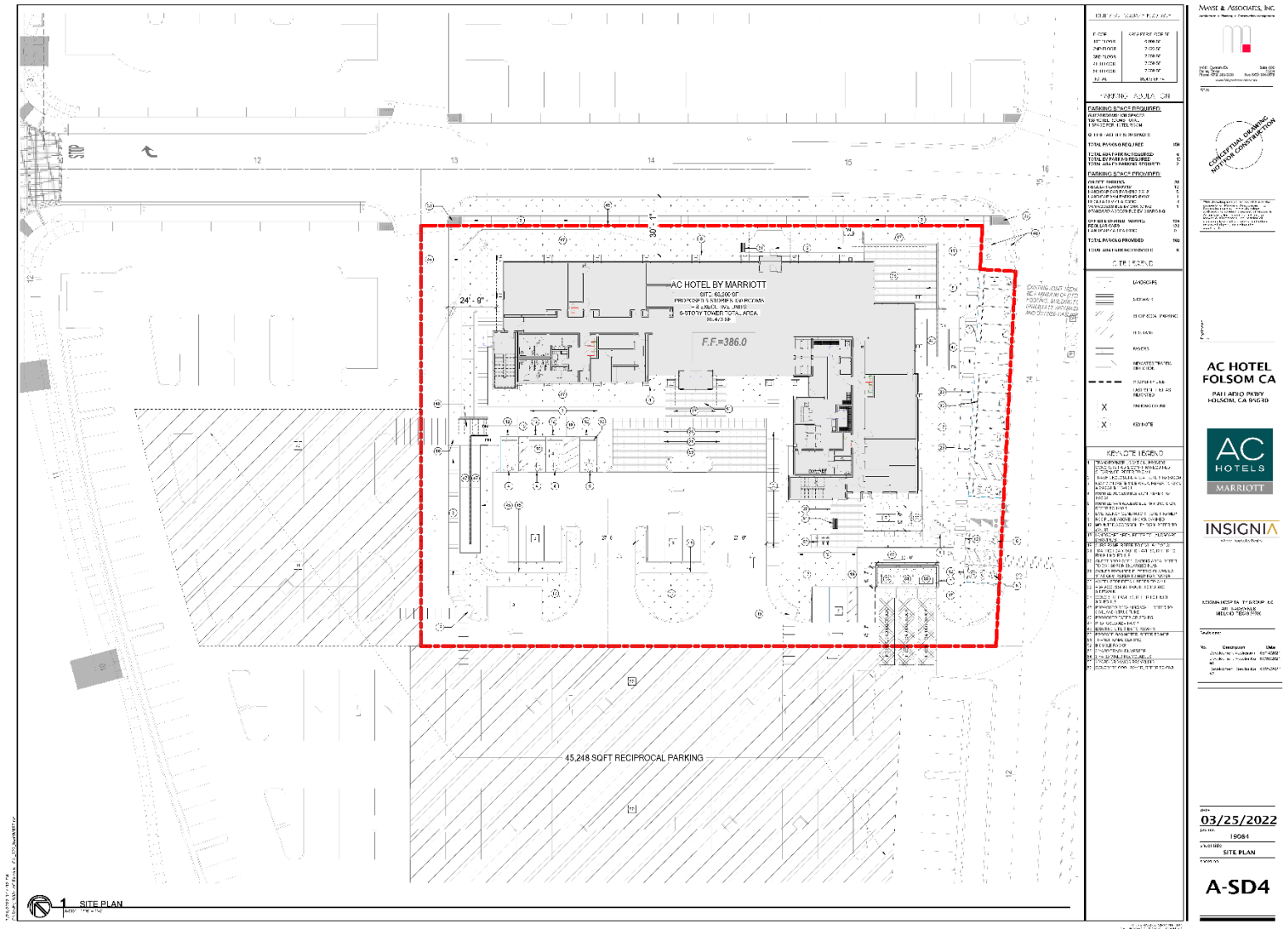

Figure 2. Preliminary Site Plan

1.2 Report Organization

This report includes the following sections: introduction; scenarios, setting and study area; methodology; assessment of proposed Project; and findings and recommendations.

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2. SCENARIOS, SETTING AND STUDY AREA

As detailed in Section 4.1 (page 17), prior to accounting for trip internalization between the hotel and the rest of the Palladio, the Project is anticipated to generate 540 daily vehicle trips, 46 AM peak-hour vehicle trips, and 47 PM peak-hour vehicle trips. Internalization of trips with the Palladio is anticipated to reduce net new external vehicle trips during the AM and PM peak hours to 38 and 6, respectively. Because the number of anticipated external trips from the Project is less than the City's 50 peak-hour trip threshold for level-of-service analysis, this traffic study has been streamlined to focus on anticipated trip generation, parking, internal circulation, and VMT analysis. Level-of-service is not considered.

2.1 Study Scenarios

Two scenarios were identified for inclusion in this TIS through consultation with City staff. These study scenarios were used to evaluate Project impacts:

- Existing 2022 without Project condition
- Existing 2022 with Project condition

Analysis of the existing condition reflects the traffic volumes and roadway geometry at the time the study began. This scenario quantifies performance measures for the existing condition and serves as a known reference point for those familiar with the study area. These scenarios, with and without the Project, identify Project related impacts anticipated to occur if the Project opened this year.

2.2 Transit

Folsom's public transportation includes bus and dial-a-ride service provided by the City through Folsom Stage Lines and light rail service provided by Sacramento Regional Transit District (SRTD). El Dorado County Transit (EDC Transit) also provides limited bus connections to El Dorado County.

Folsom Stage Lines and Dial-A-Ride

The Folsom Stage Line buses, operated by SRTD, run Monday through Friday and there is no weekend service available. There are currently ten buses running on three routes. They are routes 10, 20 and 30 (**Figure 3**). Routes 10 and 20 intersect at Folsom Lake College. There is no charge to transfer from one Folsom Stage Line route to another.

- Route 10 - Serves Historic Folsom, E. Bidwell St., the Broadstone Market Place, Broadstone Plaza, Folsom Aquatics Center, Folsom Lake College, Intel, Kaiser Permanente, Folsom Premium Outlets, Mercy Hospital, Palladio Mall, and Century Theatres. It connects to light rail and with the RT bus service Line 24. Service with a one-hour headway starts at 5:25 AM with the last pickup at 7:25 PM.
- Route 20 - Serves Empire Ranch Road, East Natoma Street, Vista del Lago High School, Folsom Lake College, and transfers to Route 10. There are one morning and two afternoon buses on Route 20.

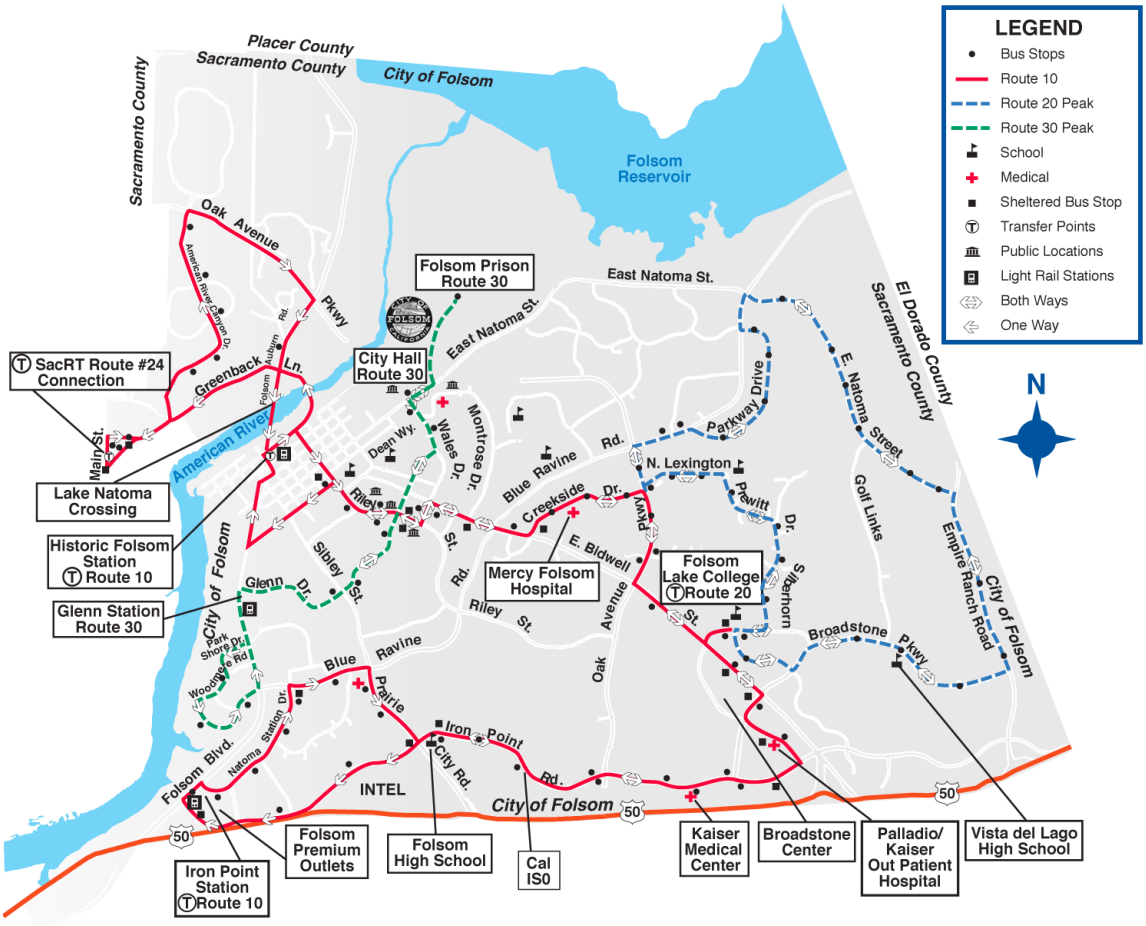

Figure 3. Folsom Stage Lines Routes 10, 20 and 30

- Route 30 - Serves Folsom State Prison, City Hall, and Woodmere Drive during peak-hours (6 a.m. – 8:10 a.m. and 2:35 p.m. – 4:55 p.m.) with four AM peak-period buses and five PM peak-period buses.

Dial-A-Ride is a curb-to-curb transportation service that operates within the Folsom city limits. It provides transportation to residents who have a physical, developmental, or mental disability. Senior citizens who are 55 years of age or older also qualify for this program.

Sacramento Regional Transit

SRTD light rail provides light rail service via the Gold Line connecting the Historic Folsom, Glenn, and Iron Point light rail stations to downtown Sacramento and points in between. Service is provided from 5 AM to 7 PM with 30-minute headways. There is also a connection to SRTD bus

route 24 from Folsom Stage Lines route 10 at the Madison/Main stop. SRTD route 24 provides service to Sunrise Mall on an approximately hourly headway from 6 AM to 7 PM.

El Dorado County Transit

The EDC Transit route 50X (the 50 Express) operates every hour from 6 AM until 7 PM Monday through Friday, with service from the Missouri Flat Transfer Center in El Dorado County to the Folsom Iron Point light rail station, Folsom Lake College, and back.

2.3 Bicycle Facilities

Folsom is one of the most bike friendly settings in California, with an existing comprehensive bikeway system that is extensive and connects to a vast number of historical and recreational attractions. Existing and planned bicycle facilities within the Project area are described in the 2007 Folsom Bikeway Master Plan[1] which provides a framework for the design of a bikeway system that meets the California Street and Highway Code Section 890-894.2 - Bicycle Transportation Act and improves safety and convenience for all users. An updated bike plan is currently being prepared as part of the Folsom Active Transportation Plan. There are four types of bicycle facilities (Class 1, 2, 3, and 4) in Folsom.

Class 1 Bike Path: A bikeway physically separated from motorized vehicular traffic by an open space or barrier and either within the highway right-of-way or within an independent right-of-way (**Figure 4**).

Class 2 Bike Lane: Any portion of roadway designated for bicycle use and defined by pavement marking, curbs, signs, or other traffic-control devices (**Figure 4**).

Class 3 Bike Route: A designated route through high demand corridors on existing streets that are usually shared with motor vehicles, are indicated by periodic signs, and do not require pavement markings (**Figure 4**). A variant on Class III bikeways, shared lanes, or "sharrow" lanes, are becoming more common. Sharrows are a form of Class III bikeways where the general-purpose lane is too narrow for a bicycle and a vehicle to travel safely side-by-side within the same lane. A sharrow symbol painted (**Figure 5**) on the roadway is used to indicate the likely lateral location of bikes in the lane to inform motor vehicles.

Class 4 Bikeway: (Separated Bikeway or "Cycle Track") The Protected Bikeways Act of 2014 (Assembly Bill 1193 - Ting, Chapter 495) established Class IV bikeways for California. Class IV bikeways provide a right-of-way designated exclusively for bicycle travel adjacent to a

[1] Folsom (2007) Bikeway Master Plan, www.folsom.ca.us/city_hall/depts/parks/parks_n_trails/trails/bikeway_master_plan.asp.

roadway and which are protected from vehicular traffic. Types of separation include, but are not limited to, grade separation, flexible posts, inflexible physical barriers, or on-street parking. An example is shown in **Figure 6**.

Figure 7 provides a Folsom bike map. All road segments fronting the Project include Class 2 bike lanes.

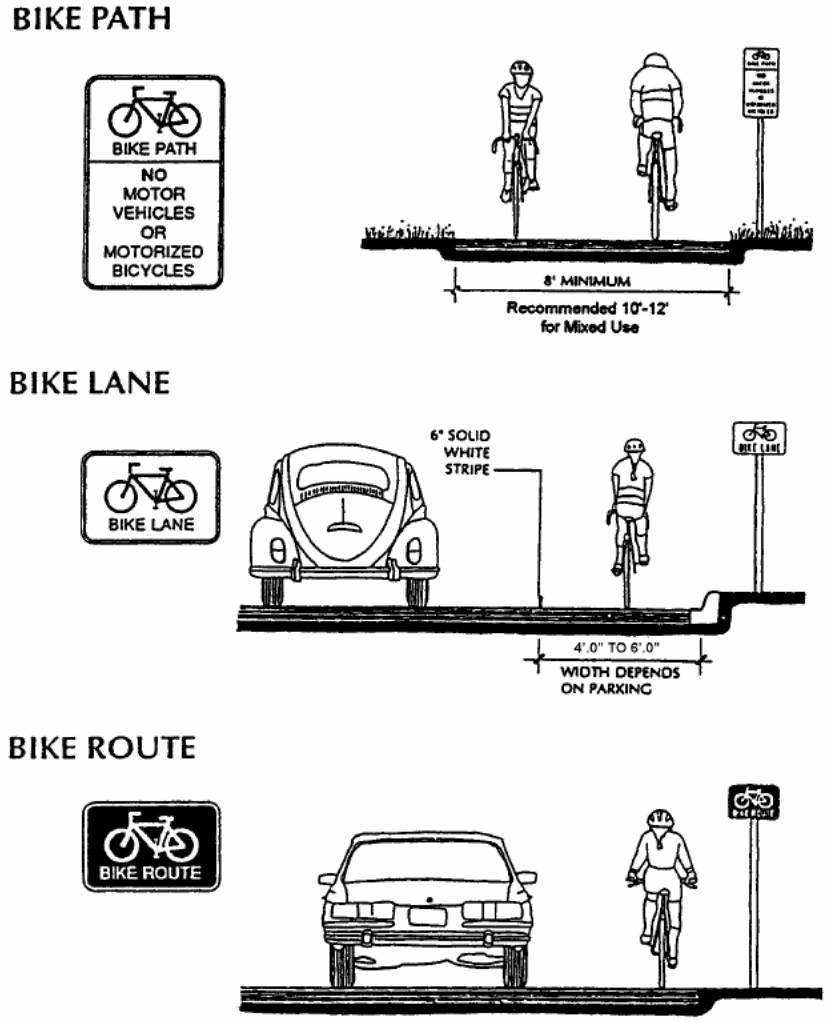

Figure 4. Bike Paths, Lanes, and Routes

Figure 5. Sharrow

Figure 6. Class IV Bikeway

(source: Gary Kavanagh image 1272: https://flic.kr/p/hxp5eL)

Figure 7. Folsom Bike Map

2.4 The Palladio and Project Area Roadways

The Palladio shopping center, where the Project is located, consists of approximately 562.7 ksf of commercial space plus two cinemas with a combined 23 movie screens.

- 500,394 square feet of Retail/Restaurant space,
- 62,352 square feet of office space, and
- 1,450 cinema seats

Required parking per City requirements is 2,764 spaces for the existing uses. There are currently 3,272 spaces, which provides 508 excess parking spaces. (Note that the Project will increase required parking while eliminating parking spaces. Adequacy of the supplied parking with the Project is discussed in Section 4.1 (page 17) of this report.

East Bidwell Street runs through the City of Folsom from White Rock Road to Riley Street. Near the Project area, East Bidwell Street is a six-lane arterial roadway with a raised median, bike lanes, sidewalk, curb, and gutter. Turn pockets are provided at intersections. The speed limit on East Bidwell Street north of US 50 is 45 mph. East Bidwell Street fronts the eastern edge of the Palladio.

Iron Point Road is an east-west arterial roadway with a raised median that runs from Folsom Boulevard to the eastern city limit along the north side of US 50. Within the vicinity of the Project, Iron Point Road has six lanes, bike lanes, sidewalk, curb, and gutter. The posted speed limit is 45 mph. Turn pockets are provided at intersections.

Palladio Parkway is a private two-lane north-south roadway fronting the western edge of the Palladio. Folsom stage line route 10 utilizes Palladio Parkway. The roadway includes turn pockets, curb, gutter, and sidewalks. Raised medians are provided near the intersection with Iron Point Rd and the intersection with Broadstone Parkway. Posted speed 25 mph.

Broadstone Parkway in the project vicinity is a four-lane arterial. It is an east-west connection running from Iron Point Rd to Empire Ranch Road near the Sacramento - El Dorado County line, wrapping around the northern edge of the Palladio. Broadstone Parkway has bike lanes, sidewalk, curb, and gutter. Turn pockets are provided at intersections. Folsom Stage Line route 10 fronts the Project along Broadstone Parkway, with the nearest stops being approximately 250 feet and 350 feet from the Project (depending on direction of travel). Posted speed is 45 mph.

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3. METHODOLOGY AND SIGNIFICANCE CRITERIA

This section discusses the methods/criteria used to evaluate the Project. Discussion of significance criteria is included. The overall analysis process was structured to identify potential adverse transportation effects related to the Project and evaluate consistency with General Plan Policy M4.1.3 relative to traffic level-of-service.

- California Environmental Quality Act (CEQA) impacts are based on qualitative vehicle miles of travel (VMT) analysis and significance criteria from the General Plan (Policy NCR 3.1.3), and CEQA guidance from the Governor's Office of Planning and Research[2] [3].
- Pedestrian, bicycle, and transit impacts are based on a review of attributes of the proposed project and published plans from the City and schedule/route information from Sacramento Regional RT, Folsom Stage Lines, and El Dorado County Transit.
- Parking and internal circulation analysis is based on a review of attributes of the proposed Project and City parking and emergency vehicle access requirements.

3.1 Project Trip Generation Methodology

Trip Generation is estimated as part of the Project analysis and used to document that traditional level-of-service analysis is not required for the Project. Project trip generation is based on the Institute of Transportation Engineers (ITE) trip generation manual[4], to estimate daily, AM peak-hour, and PM peak-hour trips for the Project, and the remainder of the Palladio shopping center. Internal trip capture between the Project and the reminder of the Palladio was estimated based on the methodologies published by the Transportation research board[5], and ITE[6]

3.2 Vehicle Miles Traveled

Under State Law (SB 743), on July 1, 2020, vehicle miles traveled (VMT) will become the only metric for evaluating significant transportation impacts in environmental impact analyses required under the California Environmental Quality Act (CEQA). Without specific General Plan guidance for VMT thresholds, this analysis uses a qualitative screening against The Governors' Office of Planning and Research (OPR) guidance of a 15% per capita VMT reduction and utilizes OPR's suggested exemption for affordable housing projects.

Folsom General Plan policy NCR 3.1.3 addresses VMT, as stated below:

Policy NCR 3.1.3 "Encourage efforts to reduce the amount of vehicle miles traveled (VMT). These efforts could include encouraging mixed-use development promoting a

[2] OPR (2018) Technical Advisory on Evaluating Transportation Impacts In CEQA, http://www.opr.ca.gov/docs/20190122-743_Technical_Advisory.pdf.
[3] OPR's webinar on SB 743 implementation, 4/16/2020.
[4] ITE (2021) ITE Trip Generation Manual 11th ed, Institute of Transportation Engineers, Washington DC.
[5] NCHRP (2011) Enhancing Internal Trip Capture Estimation for Mixed-Use Developments, Transportation Research Board, Washington DC.
[6] ITE (2017) Trip Generation Handbook, Institute of Transportation Engineers, Washington DC.

jobs/housing balance, and encouraging alternative transportation such as walking, cycling, and public transit."

OPR has published guidance recommending a CEQA threshold for transportation impacts of land use projects of a 15% VMT reduction per capita, relative to either city or regional averages based on the California's Climate Scoping Plan[7]. Qualitative assessment of VMT reduction is acceptable to screen projects[8].

Based on these criteria, a project will be considered to have a potentially significant impact if:

- Per capita VMT from residential projects is anticipated to be greater than 85% of the regional average per capita VMT.
- The project is anticipated to inhibit implementation of planned pedestrian, bicycle, or transit improvements.

To support jurisdictions' SB743 implementation, The Sacramento Area Council of Governments (SACOG) staff developed thresholds and screening maps for residential and office projects, using outputs from the 2016 base year travel demand model run for the 2020 Metropolitan Transportation Plan/Sustainable Communities Strategies (MTP/SCS). SACOG travel demand model is activity/tour based and is designed to estimate an individual's daily travel, accounting for land use, transportation and demographics that influence peoples' travel behaviors.

For residential projects, the threshold is defined as total household VMT per capita achieving 15% of reduction compared to regional (or any appropriate sub-area) average. The SACOG screening map uses "hex" geography, with each hex being about 1000 feet on edge. Residential VMT per capita per hex is calculated by tallying all household VMTs, including VMT traveling outside the region, generated by the residents living at the hex and divided by the total population in the hex. Hexes are then color coded with green and blue hexes depicting neighborhoods with at least a 15% reduction in residential VMT relative to the SACOG region. Yellow, orange, pink and red hexes have less than a 15% VMT reduction.

3.3 Bicycle/Pedestrian/Transit Facilities

Pedestrian, bicycle, and transit impacts are based on a review of attributes of the proposed project and published plans from the City and schedule/route information from Sacramento Regional RT, Folsom Stage Lines, and El Dorado County Transit. A Project impact is considered significant if implementation of the Project would:

- Inhibit the use of bicycle, pedestrian, or transit facilities;
- Eliminate existing bicycle, pedestrian, or transit facilities;
- Prevent the implementation of planned bicycle, pedestrian, or transit facilities.

[7] OPR (2018) Technical Advisory on Evaluating Transportation Impacts In CEQA, http://www.opr.ca.gov/docs/20190122-743_Technical_Advisory.pdf.
[8] OPR's webinar on SB 743 implementation, 4/16/2020.

3.4 Parking and Onsite Circulation Review Methodology

Parking and internal circulation analysis is based on a comparison between the attributes of the Project and City requirements for parking and emergency vehicle access. Crash history at the Palladio's adjacent driveways is also summarized and discussed. Access or parking that fail to meet city requirements are considered to be deficient[9], as is the potential addition of traffic to any driveway found to have a comparatively high rate of accidents which could be prevented or reduced by safety treatments would be considered an impact.

[9] "Deficient" is used rather than "impact" where the concern relates to a General Plan or City requirement rather than a CEQA impact.

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4. ASSESSMENT OF PROPOSED PROJECT

4.1 Trip Generation

Projected traffic generated by the proposed Project is provided in **Table 1** below. Because the Project is anticipated to generate fewer than 50 new external AM or PM peak-hour trips, no level-of-service analysis is required or performed. Internal trip calculations are attached for reference.

Table 1. Project Trip Generation

Land Use	ITE Land Use	Quantity	Units	Category	Daily	AM Peak Hour			PM Peak Hour		
						Tot	In	Out	Tot	In	Out
AC Hotel (Project)	#312	138	Rooms	Total Rate	4.02	0.34	41%	59%	0.35	59%	41%
				Total Veh Trips	555	47	19	28	48	28	20
Palladio Retail (Occupied)	#820	263.2	KSF	Total Rate	37.01	2.87	55%	45%	4.09	50%	50%
				Total Veh Trips	9741	755	415	340	1076	538	538
Palladio Retail (Available)	#820	108.3	KSF	Total Rate	37.01	2.87	55%	45%	4.09	50%	50%
				Total Veh Trips	4008	311	171	140	443	222	221
Palladio Restaurants (Occupied)	#932	90.9	KSF	Total Rate	66.72	13.68	57%	43%	16.35	51%	49%
				Total Veh Trips	9,744	1244	709	535	1486	758	728
Preschool & Daycare (Occupied)	#565	4.4	KSF	Total Rate	47.62	11.73	57%	43%	11.82	47%	53%
				Total Veh Trips	210	52	30	22	52	24	28
Medical (Occupied)	#720	10.1	KSF	Total Rate	36.00	3.74	59%	41%	4.79	40%	60%
				Total Veh Trips	364	38	22	16	48	19	29
Aquarium (Occupied)	#580	22.5	KSF	Total Rate	n/a	0.35	40%	60%	0.66	71%	29%
				Total Veh Trips	n/a	8	3	5	15	11	4
Palladio Cinemas	#445	23	Screens	Total Rate	220	n/a	n/a	n/a	27.11	49%	521%
				Total Veh Trips	5060	n/a	n/a	n/a	624	306	318
Palladio Office Uses (Occupied)	#712	29	KSF	Total Rate	14.39	2.61	60%	40%	3.15	42%	58%
				Total Veh Trips	417	76	46	30	91	38	53
Palladio Office Uses (Available)	#712	34.3	KSF	Total Rate	14.39	2.61	60%	40%	3.15	42%	58%
				Total Veh Trips	494	90	54	36	108	45	63
Palladio Total (Occupied without Project)				Total Veh Trips	25,536	2173	1225	948	3392	1694	1698
Palladio Total (Available)				Total Veh Trips	4,502	401	225	176	551	267	284
Project				Total Veh Trips	555	47	19	28	48	28	20
				Palladio Internal to/from Hotel	> 51	9	1	8	42	25	17
				New External Project Trips	**< 504**	**38**	**18**	**20**	**6**	**3**	**3**

Trip Generation Source

ITE (2021) ITE Trip Generation Manual 11th ed, Institute of Transportation Engineers, Washington DC.

Trip Internalization Source

NCHRP (2011) Enhancing Internal Trip Capture Estimation for Mixed-Use Developments, Transportation Research Board, Washington DC.

ITE (2017) Trip Generation Handbook, Institute of Transportation Engineers, Washington DC.

4.2 Vehicle Miles Traveled

Folsom General Plan policy NCR 3.1.3 addressed vehicle miles traveled (VMT) as shown below:

Policy NCR 3.1.3 "Encourage efforts to reduce the amount of vehicle miles traveled (VMT). These efforts could include encouraging mixed-use development promoting a jobs/housing balance, and, encouraging alternative transportation such as walking, cycling, and public transit."

The Governors' Office of Planning and Research (OPR) has published guidance recommending a CEQA threshold for transportation impacts of land use projects of a 15% VMT reduction per capita, relative to either city or regional averages, based on the California's Climate Scoping Plan[10]. Qualitative assessment of VMT reduction is acceptable to screen projects[11].

Under State Law (SB 743), VMT became the only CEQA threshold of significance for transportation impacts on July 1, 2020. Without specific General Plan guidance for VMT thresholds, this analysis uses qualitative screening against OPR's guidance of a 15% per capita VMT reduction.

To support jurisdictions' SB743 implementation, SACOG developed thresholds and screening maps. Commercial (office) and residential projects have separate screening tools to screen office projects located in areas with work-tour VMT 15% below the regional average for office projects and residential projects located in areas with residential VMT 15% below the regional average. The Project (a hotel) is being treated as a residential project for screening purposes because its primary function is short to medium term housing. It should also be noted that, in general, hotel projects reduce VMT. The Project site is not located in an area with a unique draw, but rather will pull from other existing hotels. The proximity to gas, food, and general retail establishments in the adjacent shopping center is anticipated to reduce trips over a stand-alone hotel development. The net effect of the Project on VMT should shift trips from other properties to create more efficient origin-destination pairs, and to reduce ancillary trips by hotel guests and employees through utilization of the adjacent shopping. If the Project is not constructed, potential guests would stay at the next most convenient hotel which is in general going to be further from the business or resident the hotel guests ultimately need to visit.

A portion of SACOG's screening map is provided in **Figure 8** for residential projects[12]. SACOG generated these maps using outputs from the 2016 base year travel demand model run for the 2020 MTP/SCS. SACOG's travel demand model is activity/tour based and is designed to estimate an individual's daily travel, accounting for land use, transportation and demographics that influence peoples' travel behaviors. For residential projects, the threshold is defined as total household VMT per capita achieving 15% of reduction compared to regional average VMT. The

[10] OPR (2018) Technical Advisory on Evaluating Transportation Impacts In CEQA, http://www.opr.ca.gov/docs/20190122-743_Technical_Advisory.pdf.
[11] OPR's webinar on SB 743 implementation, 4/16/2020.
[12] SACOG (2021) https://sb743-sacog.opendata.arcgis.com/

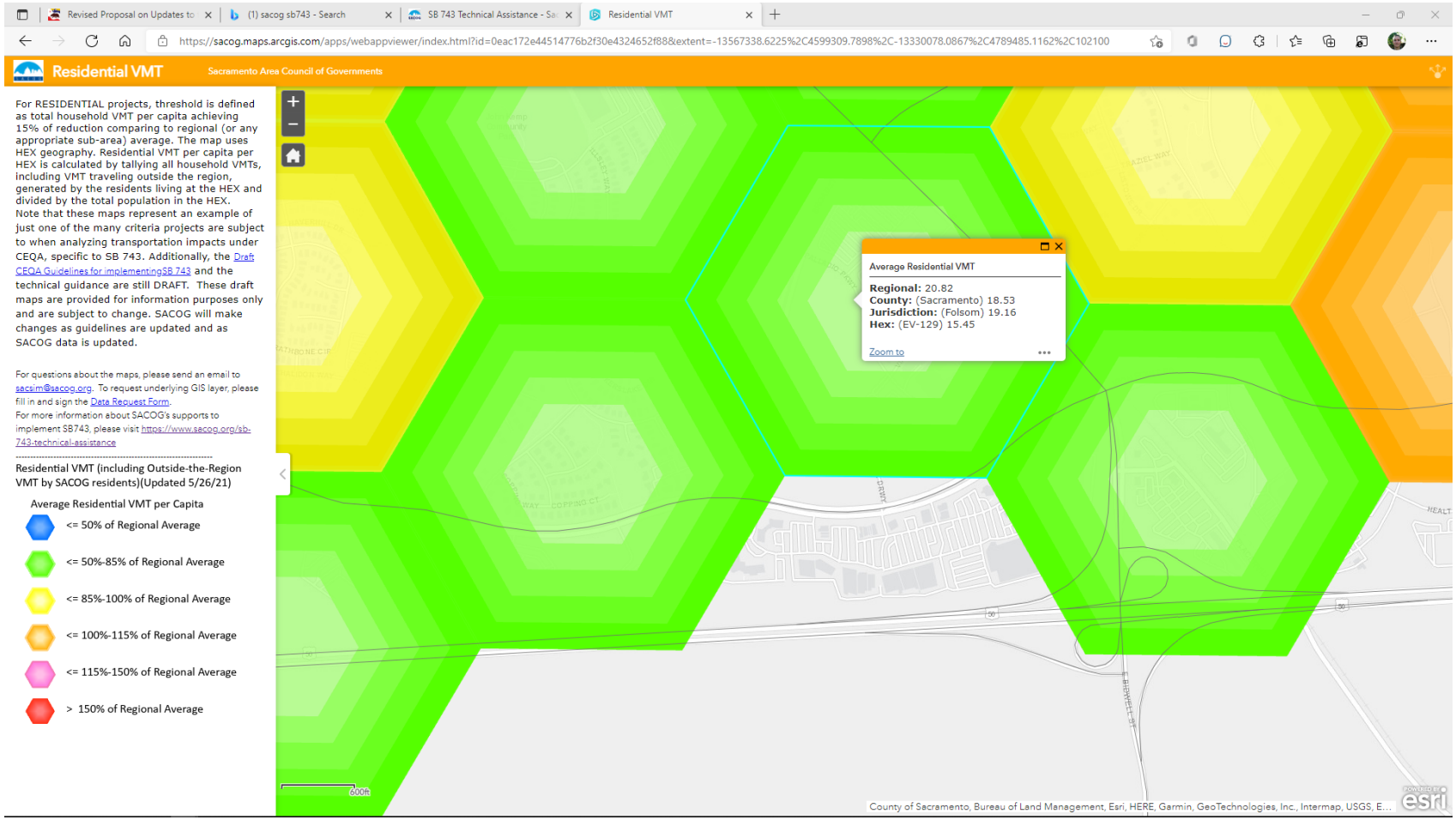

Figure 8. SACOG SB 743 Regional VMT Screening Map

map uses HEX geography. Residential VMT per capita per HEX is calculated by tallying all household VMTs, including VMT traveling outside the region, generated by the land uses within the HEX and divided by the total population in the HEX. Green hexagons denote areas where residential VMT is 50% to 85% of the regional average and yellow hexagons denote areas where residential VMT is 85% to 100% of the regional average. Orange denotes anticipated VMT greater than the regional average.

The Project is located within one of the green hexagons with average residential VMT of 15.45 miles per capita (per day). The Project is anticipated to generate less than 85% of the regional, county, or City of Folsom average per capita residential daily VMT.

Finding: The Project is therefore anticipated to have a **less-than-significant** impact on VMT.

4.3 Internal Circulation and Site Plan Review

This section reviews parking, driveway throat-depth, and emergency vehicle access shown on the preliminary site plan shown in **Figure 2** (page 2).

Parking Requirements

Parking is discussed both in terms of the Project, and the Palladio shopping center as a whole (accounting for reciprocal parking). Note that the Palladio has unique parking requirements that reflect existing reciprocal parking agreements.

City requirements for the Project:

- 138 rooms at 1 space per room = 138 spaces;
- Other facilities (retail, office, food services @ 1 space per 225 for sqft for retail/dining and 1 space per 250 sqft for office) = 20 spaces;
- Total required parking = 158 spaces.

Project parking spaces provided:

- On-site parking: 28 spaces (12 regular + 5 handicap + 1 handicap van accessible + 8 regular EV charging + 1 handicap EV Charging + 1 handicap van accessible EV Charging = 28);
- Reciprocal Parking in adjacent Palladio surface lot: 134 spaces;
- Total parking provided = 162 spaces.

City Requirements for the Palladio with the Project:

Note that the Palladio has unique parking requirements that reflect existing reciprocal parking agreements.

- Retail/Restaurant: 500,394 sqft @ 1 space per 225 sqft = 2,224 spaces.
- Office: 62,352 sqft @ 1 space per 250 sqft = 250 spaces.
- Cinema: 1450 seats at 1 space per 5 seats = 290 spaces.
- Project (AC Hotel) = 162 spaces.

- Total required parking = 2,926 spaces.

Palladio with Project parking provided:

- Existing 3272 spaces;
- Less, lost surface parking at Project site of 218 spaces;
- Plus, new on-site parking at Project site of 28 spaces;
- Total Palladio parking with Project = 3,110 spaces.

The project provides 4 excess parking spaces, and the Palladio, as a whole, provides 184 excess parking spaces with the addition of the Project.

Finding: Both the Project, and the Palladio, as a whole with the Project, are adequately parked.

Minimum Required Throat-Depth

Minimum Required Throat-Depth (MRTD): The Project does not change the provided throat depth of the Palladio driveways. The Palladio includes less than 800 ksf of space (existing land uses, assuming 120 KSF for the cinemas and 86 KSF for the Project). Development standards require 975-feet of throat depth for an 800 ksf shopping center accessing streets with greater than a 60' right-of-way[13]. This 975-foot length represents vehicle storage equivalents, which means the total required length may be achieved by summing the throat depths for several access points if more than one access point is to serve the site.

Throat-Depth Provided: Aerial imagery shows 10 Palladio driveways with a combined throat depth of approximately 1,600 feet.

Finding: The MRTD of the Project/Palladio driveways meet the City's MRTD standard with the Project.

Emergency Vehicle Access

The Project's internal drive aisles are designed with minimum 25-foot inner and 50-foot turning radii to accommodate Fire Department access.

Finding: Emergency vehicle access is designed consistent with standards and is adequate.

4.4 Bicycle/Pedestrian/Transit Facilities

The Project does not inhibit the use of bicycle or pedestrian facilities; eliminate existing bicycle, or pedestrian facilities; or prevent the implementation of planned bicycle, or pedestrian facilities. On-site pedestrian walkways wrap around most of the Project, with seven crosswalks connecting to the rest of the Palladio.

Finding: The Project has a **less-than-significant** impact on pedestrians, bicycles, and transit.

[13] Folsom (2020) Design and Procedures Manual and Improvement Standards, site access Table 12-1, https://www.folsom.ca.us/civicax/filebank/blobdload.aspx?t=66183.89&BlobID=38340.

4.5 Accident History and Safety

Five years (1/1/2015 – 12/31/2020) of Statewide Integrated Traffic Records System (SWITRS) collision data for the three Palladio driveways closest to the Project were reviewed to identify any potential safety issues associated with the Project access points. Two injury accidents occurred at the northernmost Palladio driveway to East Bidwell Street during that period:

- All parties in both accidents were headed southbound on East Bidwell Street;
- Both were rear-end crashes where the at-fault party rear-ended a stopped vehicle and were cited for unsafe speed.

These two accidents associated with through traffic on East Bidwell Street and downstream signals and would not be affected by Project traffic utilizing that driveway. There were no reported accidents at the Palladio driveways to Broadstone Parkway or Palladio Parkway.

Site triangles were also reviewed at the three Palladio driveways closest to the Project. The Palladio driveway to Broadstone Parkway is located on the inside of a corner where landscaping can limit visibility. **Figure 9** is a historic view from this driveway showing that existing street trees have the potential to limit visibility. It should be noted that this potential issue was not identified during site visits and likely does not exist today, but, should be monitored and maintained by the applicant.

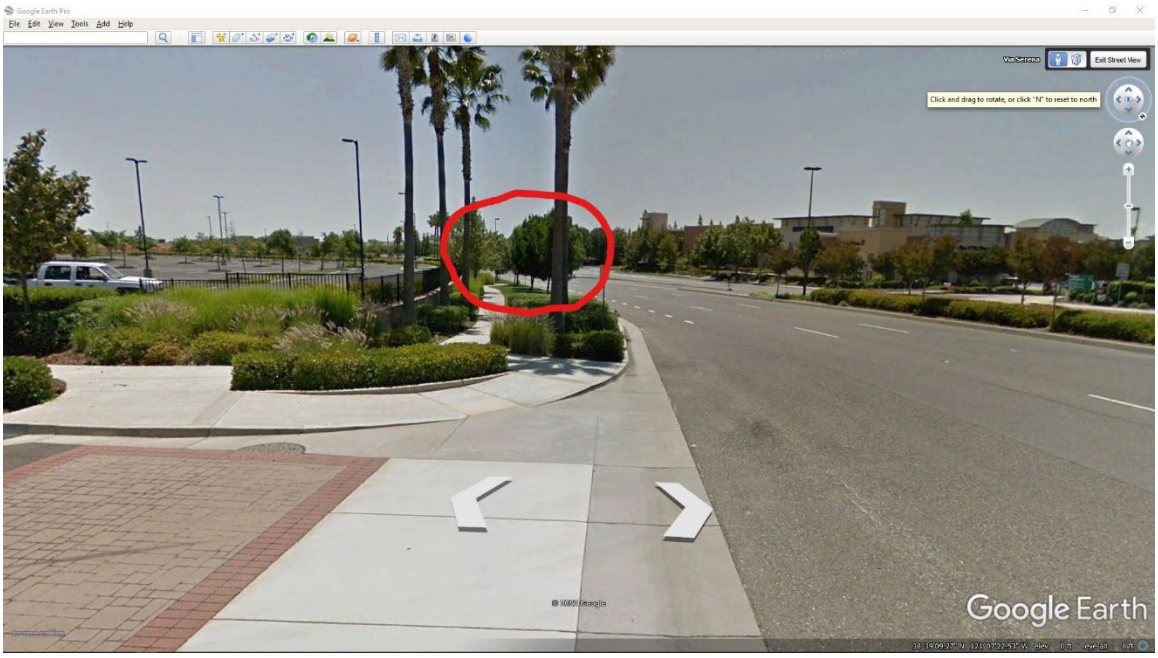

Figure 9. Potential street tree sight constraint looking west from Palladio driveway to Broadstone Parkway

Finding: There is no accident history of concern, however there is a potential corner sight distance issue for vehicles exiting the Palladio to Broadstone Parkway. Without accident history

this is not a CEQA issue, but the City should condition the Project to maintain street trees fronting the Palladio on Broadstone Parkway to maintain adequate site distance. Using a 45mph design speed the Caltrans Highway Design Manual sight distance from the driveway to traffic northeast bound on Broadstone Parkway should be a minimum of 430 feet for cars and 563 feet to accommodate single-unit trucks making a right turn from the driveway. Trucks accessing the Project should be restricted to the northernmost driveway to Palladio Parkway.

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5. FINDINGS AND RECOMMENDED CONDITIONS

Finding 1 (Trip Generation): The Project is anticipated to generate 504 new daily vehicle trips including 38 new AM peak-hour vehicle trips, and 6 new PM peak-hour vehicle trips. Fewer than 50 peak-hour project trips are projected to pass through any intersection.

Finding 2 (Vehicle Miles Traveled): Per capita Project VMT is projected to be at least 15% less than regional per capita VMT. Project VMT impacts are considered **less than significant**.

Finding 4 (Parking): The proposed parking supply is adequate and sufficient for the proposed use.

Finding 5 (Minimum Required Throat Depth): The standards for driveway throat depths are met.

Finding 6 (Emergency Vehicle Access): Emergency vehicle access is adequate.

Finding 7 (Pedestrian and Bicycle): The Project does not result in impacts to pedestrian and bicycle facilities. Impacts to pedestrian and bicycle facilities are considered **less than significant**.

Finding 8 (Transit): The Project does not result in impacts to transit facilities. Impacts to transit facilities are considered **less than significant**.

Finding 9 (Safety): Crash history does not indicate any safety concerns at Project driveways. Corner sight distance for right turning vehicles from the Palladio driveway to northeast bound Broadstone Parkway is limited. Two Project specific conditions of approval are recommended:

- Condition 1: Applicant shall maintain street trees fronting the Project along Broadstone Parkway, southwest of the Palladio driveway to maintain a 430-foot sight distance for right turning vehicles exiting the Palladio.
- Condition 2: All commercial delivery trucks for the Project shall be required to utilize the northern most Palladio driveway to Palladio Parkway.

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APPENDIX

(Internal Trip Capture Calculations)

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Six-Use Internal Capture Output

Project Number	P21110
Project Name	AC Hotel
Scenario	AM Peak Hour AC Hotel Trip Internalization w/ Palladio
Analyst	TKTPM

Conversion of Vehicle-Trip Ends to Person-Trip Ends

Land Use	Entering Trips				Exiting Trips		
	Veh. Occ.	Vehicle-Trips	Person-Trips		Veh. Occ.	Vehicle-Trips	Person-Trips
Office	1.00	46	46		1.00	30	30
Retail	1.00	415	415		1.00	340	340
Restaurant	1.00	709	709		1.00	535	535
Cinema	1.00	0	0		1.00	0	0
Residential	1.00	0	0		1.00	0	0
Hotel	1.00	19	19		1.00	28	28
Others	1.00	0	0		1.00	0	0

Entering Trips_Internal and External Trips Summary

Destination Land Use	ITE Veh Trips	Person-Trip Estimates				External Trips by Mode		
		Internal	External	Total		Vehicles	Transit	Walk/Bike
Office	46	9	37	46		37	0	0
Retail	415	45	370	415		370	0	0
Restaurant	709	66	643	709		643	0	0
Cinema	0	0	0	0		0	0	0
Residential	0	0	0	0		0	0	0
Hotel	19	1	18	19		18	0	0
Others	0	0	0	0		0	0	0

Exiting Trips_Internal and External Trips Summary

Origin Land Use	ITE Veh Trips	Person-Trip Estimates				External Trips by Mode		
		Internal	External	Total		Vehicles	Transit	Walk/Bike
Office	30	27	3	30		3	0	0
Retail	340	46	294	340		294	0	0
Restaurant	535	40	495	535		495	0	0
Cinema	0	0	0	0		0	0	0
Residential	0	0	0	0		0	0	0
Hotel	28	8	20	28		20	0	0
Others	0	0	0	0		0	0	0

	ITE Veh Trips	Person-Trip Estimates				External Trips by Mode		
		Internal	External	Total		Vehicles	Transit	Walk/Bike
Total	2122	242	1880	2122		1880	0	0

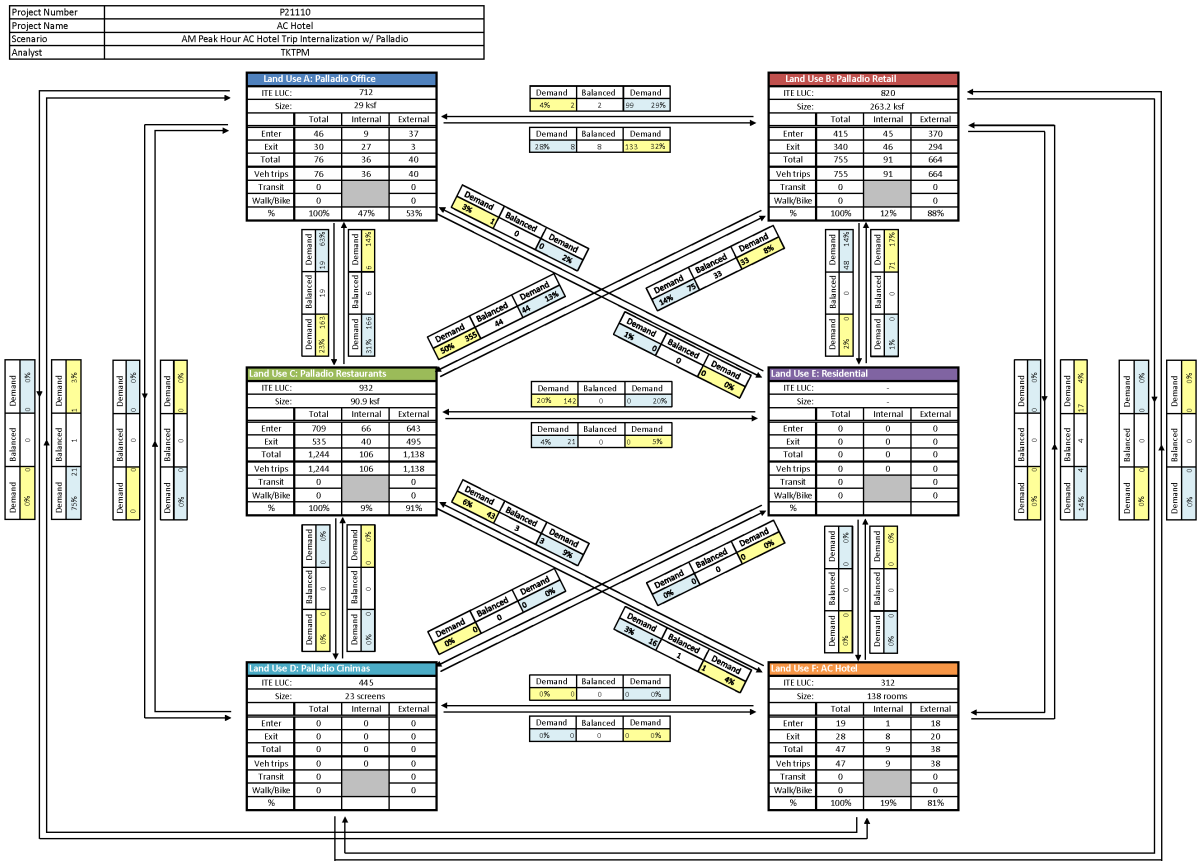
Person Trip internalization by Land Use

Origin Land Use	Entering Trips	Exiting Trips
Office	20%	90%
Retail	11%	14%
Restaurant	9%	7%
Cinema	0%	0%
Residential	0%	0%
Hotel	5%	29%
Others	0%	0%
Total	11.4%	

Veh Trip Internalization & Diversion by Land Use

Origin Land Use	Entering Trips	Exiting Trips
Office	20%	90%
Retail	11%	14%
Restaurant	9%	7%
Cinema	0%	0%
Residential	0%	0%
Hotel	5%	29%
Others	0%	0%
Total	11.4%	

Multi-Use Internal Capture



Six-Use Internal Capture Output

Project Number	P21110
Project Name	AC Hotel
Scenario	PM Peak Hour AC Hotel Trip Internalization w/ Palladio
Analyst	TKTPM

Conversion of Vehicle-Trip Ends to Person-Trip Ends

Land Use	Entering Trips				Exiting Trips		
	Veh. Occ.	Vehicle-Trips	Person-Trips		Veh. Occ.	Vehicle-Trips	Person-Trips
Office	1.00	38	38		1.00	53	53
Retail	1.00	538	538		1.00	538	538
Restaurant	1.00	758	758		1.00	728	728
Cinema	1.00	306	306		1.00	318	318
Residential	1.00	0	0		1.00	0	0
Hotel	1.00	28	28		1.00	20	20
Others	1.00	0	0		1.00	0	0

Entering Trips_Internal and External Trips Summary

Destination Land Use	ITE Veh Trips	Person-Trip Estimates				External Trips by Mode		
		Internal	External	Total		Vehicles	Transit	Walk/Bike
Office	38	24	14	38		14	0	0
Retail	538	303	235	538		235	0	0
Restaurant	758	195	563	758		563	0	0
Cinema	306	80	226	306		226	0	0
Residential	0	0	0	0		0	0	0
Hotel	28	25	3	28		3	0	0
Others	0	0	0	0		0	0	0

Exiting Trips_Internal and External Trips Summary

Origin Land Use	ITE Veh Trips	Person-Trip Estimates				External Trips by Mode		
		Internal	External	Total		Vehicles	Transit	Walk/Bike
Office	53	11	42	53		42	0	0
Retail	538	194	344	538		344	0	0
Restaurant	728	358	370	728		370	0	0
Cinema	318	47	271	318		271	0	0
Residential	0	0	0	0		0	0	0
Hotel	20	17	3	20		3	0	0
Others	0	0	0	0		0	0	0

	ITE Veh Trips	Person-Trip Estimates				External Trips by Mode		
		Internal	External	Total		Vehicles	Transit	Walk/Bike
Total	3325	1254	2071	3325		2071	0	0

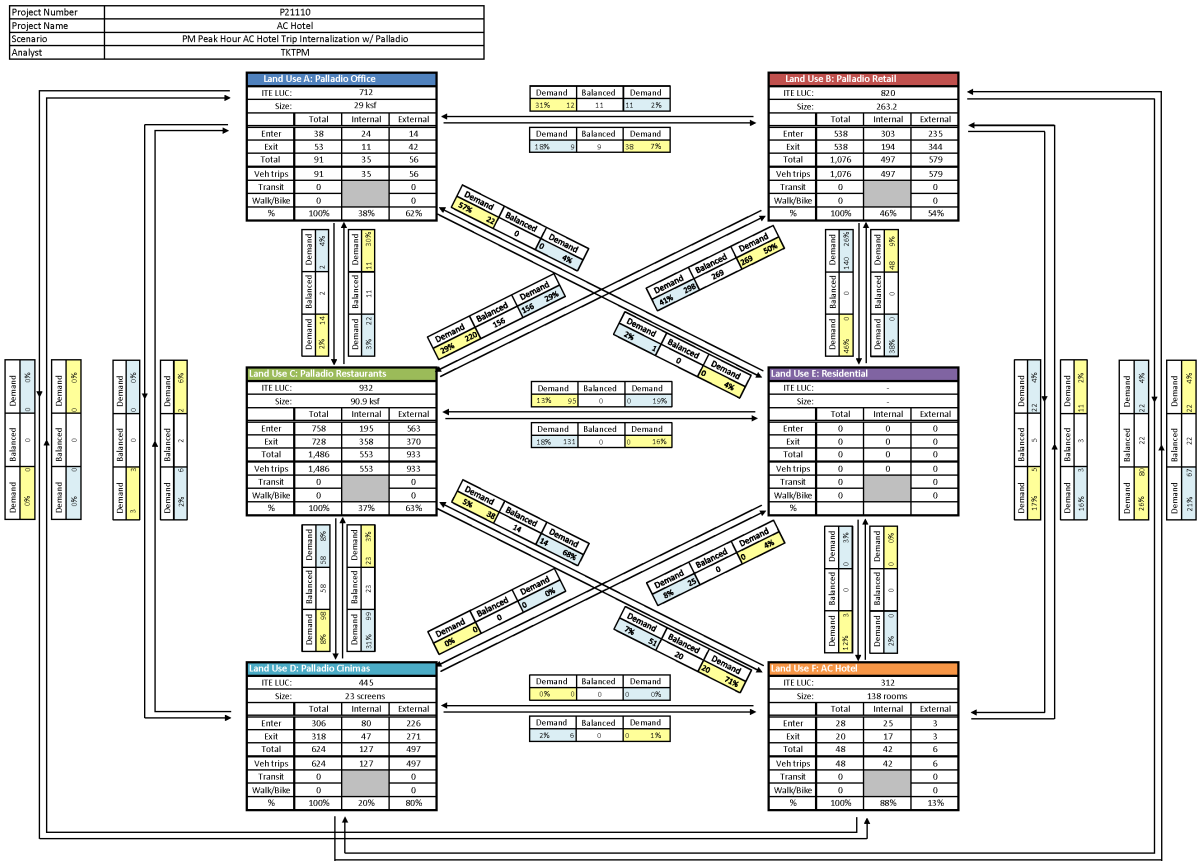
Person Trip internalization by Land Use

Origin Land Use	Entering Trips	Exiting Trips
Office	63%	21%
Retail	56%	36%
Restaurant	26%	49%
Cinema	26%	15%
Residential	0%	0%
Hotel	89%	85%
Others	0%	0%
Total	37.7%	

Veh Trip Internalization & Diversion by Land Use

Origin Land Use	Entering Trips	Exiting Trips
Office	63%	21%
Retail	56%	36%
Restaurant	26%	49%
Cinema	26%	15%
Residential	0%	0%
Hotel	89%	85%
Others	0%	0%
Total	37.7%	

Multi-Use Internal Capture



Internal and External Trip Summary

Origin Land Use		Total		Internal		External	
		Enter	Exit	Enter	Exit	Enter	Exit
A	Palladio Office	38	53	24	11	14	42
B	Palladio Retail	538	538	303	194	235	344
C	Palladio Restaurants	758	728	195	358	563	370
D	Palladio Cinimas	306	318	80	47	226	271
E	Residential	0	0	0	0	0	0
F	AC Hotel	28	20	25	17	3	3

Internal Capture	37.71%