October 31, 2023

Mr. Thomas Monahan
116 Associated Investors, LLC
1101 Fifth Avenue, Suite 300
San Rafael, CA 94901

Addendum No. 2 to the *Transportation Impact Study for the Cotati Village Project*

Dear Mr. Monahan;

It is understood that changes have been made to the project description for the proposed Cotati Village project since the preparation of the *Transportation Impact Study for the Cotati Village Project,* June 15, 2023 (TIS). The purpose of this letter is to update the analysis for the sections of the TIS that were affected by these changes. In addition, staff has provided direction to modify the methodology used to evaluate the project's potential VMT impacts. This letter replaces those sections of the TIS that conflict with the new information.

Project Description

As analyzed in the TIS, the project included 177 residential units and 29,400 square feet of retail space. Since the completion of the TIS, the project description has been modified. While the number of proposed residential units has not changed, the retail component of the project has been reduced to 4,700 square feet of retail space.

Site Access

The project access points as studied in the TIS included driveway connections to Alder Lane and two driveways connecting the site to Ford Lane, a private street that currently serves the Cotati Cottages development. Compared to the site plan as analyzed in the TIS, the project as proposed would retain the Alder Lane driveway, but eliminate both connections to Ford Lane. The current site plan also retains the previously proposed driveway connecting the project to SR 116 at the east end of the site. This driveway would provide emergency vehicle access only until the realignment of the SR 116/West Cotati Avenue is completed by the City to create a four-way intersection, with this driveway as the north leg. The redesigned intersection would provide access to and from Cotati Village; this includes construction of an eastbound left-turn lane from SR 116 into the driveway, which would serve Cotati Village as well as the proposed Redwood Row project, adjacent to and east of Cotati Village. The enclosed site plan reflects the project's proposed circulation with the interim SR 116 driveway access.

Trip Generation

The reduction in the project's proposed retail square footage would result in fewer project trips. The more modest size of the retail space would offer limited opportunities for internal capture trips, so such trips were not deducted in the revised trip generation estimate. After accounting for the project changes, the number of project-generated trips would be 1,398 per day, including 75 in the a.m. peak hour and 102 in the p.m. peak hour. Compared to what was analyzed in the TIS, this represents a reduction of 853 trips per day, including 35 fewer trips during the a.m. peak hour and 74 fewer during the p.m. peak hour. The updated trip generation summary is provided in Table 1.

Table 1 – Trip Generation Summary

Land Use	Units	Daily		AM Peak Hour				PM Peak Hour			
Deductions		**Rate**	**Trips**	**Rate**	**Trips**	**In**	**Out**	**Rate**	**Trips**	**In**	**Out**
Strip Retail Plaza	4.7 ksf	54.45	256	2.36	11	7	4	6.59	31	16	15
Pass-By		*-20%*	*-51*	*-40%*	*-7*	*-4*	*-3*	*-40%*	*-19*	*-10*	*-9*
MF Housing (Low-Rise)	177 du	6.74	1,193	0.40	71	17	54	0.51	90	57	33
Total			**1,398**		**75**	**20**	**55**		**102**	**63**	**39**

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

Traffic Operations

The TIS analyzed traffic operations along the project frontages on SR 116 and Alder Lane, as well as at the intersections of SR 116 with Alder Lane, West Cotati Avenue, and at a proposed future north-south street to be constructed west of Locust Avenue. As noted, the number of trips generated by the project would be less than what was analyzed; therefore, the TIS represents a conservative analysis of the impacts of the project on traffic operations in the vicinity of the site. The analysis scenarios and study intersection configurations would remain as presented in the TIS. As noted above, the new access driveway from SR 116 at the east side of the project would initially only provide emergency vehicle access, with full access provided to the site as part of the realignment of the SR 116/West Cotati Avenue intersection.

The elimination of the Ford Lane access driveways would not impact traffic operations as the only connection from Ford Lane to the street network is to Alder Lane; therefore, the number of trips passing through the SR 116/Alder Lane intersection would not change. The analysis in the TIS concluded that the intersection of SR 116/Alder Lane meets warrants for a left turn lane under existing volumes. As noted in the TIS, since the turn lane is warranted without the addition of project trips, it is not triggered by the project and is therefore not considered to be a project-related impact.

Vehicle Miles Traveled (VMT) Assessment

The project's VMT impact was evaluated in accordance with the City of Cotati's VMT policy. Since the project includes residential and commercial uses, each of these was evaluated separately. As presented in the TIS, the proposed retail uses were considered to be local serving and the VMT impact would therefore be less than significant; with the reduced square footage of this component of the project, the VMT would be reduced, reaffirming the conclusions from the TIS.

Regarding the residential component of Cotati Village, the City's VMT policy identifies a significance-threshold of 15 percent below the citywide VMT per capita as calculated by the Sonoma County Transportation Authority's (SCTA) travel demand model. The City of Cotati has a VMT per capita of 18.3 miles, so the significance threshold is 15.5 miles. The project is located in transportation analysis zone (TAZ) 425, which has a VMT per capita of 20.2 miles; therefore, for the project to achieve a less-than significant impact, the VMT would need to be 23.2 percent lower than the average for the project TAZ. The TIS concluded that due to the residential density of the project, a 30 percent reduction in VMT per resident could be presumed, based on the application of the VMT tool developed for the SCTA. This tool is based on the findings of research as cited in the *Handbook for Analyzing Greenhouse Gas Emission Reductions, Assessing Climate Vulnerabilities, and Advancing Health and Equity*, 2021 (CAPCOA), and a comparison of the project's density to the national average density of single-family residential developments.

In response to comments received from the City, the methodology for assessing the residential VMT was modified. Rather than using the national average density as a point of comparison for the project, the project density was

compared to the existing residential density of the SCTA travel demand model's TAZ encompassing the project. The density was calculated based on the developable land rather than total acreage for both the Cotati Village site and the adjacent 46-unit Cotati Cottages project, which makes up approximately 90 percent of the existing residential development in the TAZ. As directed, portions of both developments used for internal streets were excluded from the analysis. To provide a conservative analysis of VMT for Cotati Village, the acreage included the area occupied by the residential buildings as well as the commercial buildings and the common space with the pool and clubhouse; since the total assumed acreage of the site would therefore be higher for the same number of residential units, this in effect reduces the estimated density of the project. Diagrams of the areas included in the density calculations are enclosed. The area of the surface parking was also included in the estimate of developable land for both projects.

Since Cotati Cottages makes up such a large portion of the existing residential development for the project TAZ, its density was used as a proxy for the density of the entire zone. According to the SCTA travel demand model, there are eight other residential units in the TAZ, all of which are on parcels larger than one acre. To provide a conservative estimate of the residential density, these low-density parcels were excluded from this analysis. Applying these assumptions, the density of Cotati Village is 42.2 units per developed acre, while the density of the TAZ is 21.4 units per developed acre. As calculated using the SCTA VMT tool, the proposed density for Cotati Village would allow for a VMT reduction of 21.3 percent.

The SCTA VMT tool also provides for VMT reductions based on the inclusion of affordable units as part of residential projects, as affordable units have been found to produce lower levels of VMT. Cotati Village would designate 10 percent of its total units as affordable, which reduces VMT by 2.9 percent based on the SCTA VMT tool.

Applying the calculated densities of the Cotati Village project and the TAZ to the SCTA VMT tool and factoring in the affordable housing component of the project, the project's estimated VMT can be reduced by 23.5 percent (this is less than the sum of the density and affordable housing reductions because the SCTA VMT tool applies a dampening factor to avoid double counting). This is greater than the 23.2 percent reduction needed to achieve a less-than-significant impact for the project. Therefore, applying the modified methodology for evaluating VMT, it was determined that the VMT impact for Cotati Village would be less than significant.

Parking

Parking demand was analyzed in the TIS based on City requirements and the state density bonus law. The demand was also estimated using a shared parking methodology to account for the complementary parking needs of the residential and retail uses. The adequacy of the parking supply has been reevaluated based on the revised project description, which includes changes to the mix of unit types and an increase in the number of on-site spaces to be provided. The current site plan also locates the commercial uses adjacent to the residential uses rather than on the ground floor of the residential buildings, so the reduction in parking requirements for vertical mixed-use projects that was applied in the TIS is no longer applicable. The required number of parking spaces based on City and state density bonus law requirements and the adequacy of the proposed supply are indicated in Table 2.

Table 2 – Parking Requirements and Adequacy of Proposed Supply

Land Use	Units	Rate	Parking Spaces
City Required Parking			
Multifamily Housing	97 1-bdr units	1 space/du	97
	48 2-bdr units	2 spaces/du	96
	32 3-bdr units	2 spaces/du	64
Shopping Center	4.7 ksf	1 space/250 sf	19
City Required Parking Total			*276**
State Density Bonus Requirements			
Multifamily Housing	97 1-bdr units	1 space/du	97
	48 2-bdr units	1.5 spaces/du	72
	32 3-bdr units	1.5 spaces/du	48
Shopping Center (City Requirements)	4.7 ksf	1 space/250 sf	19
State Density Bonus Requirements			*236*
Proposed Project Parking Supply			**322**

Notes: ksf = 1,000 square feet; du = dwelling unit; bdr = bedroom; * guest parking not required for density bonus projects

The proposed parking supply exceeds the required number of spaces for density bonus projects and is therefore adequate. It is noted that the project also provides more spaces than would be required to meet the City's standard parking requirements, without considering the reduced density bonus project reduction.

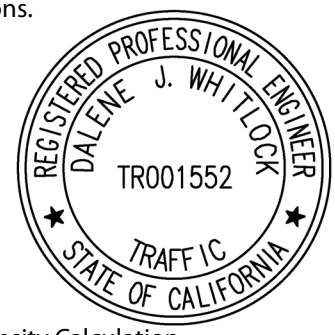
Conclusions

- The project as currently defined would result in 1,398 daily trips, including 75 during the a.m. peak hour and 102 during the p.m. peak hour. This represents a reduction compared to the number that were analyzed in the TIS.
- After accounting for the modified site access and trip generation, there would be no adverse impacts from the project to traffic operations.
- The project would have a less-than-significant VMT impact.
- The proposed parking supply would be adequate.

Please let us know if you have any questions.

Sincerely,

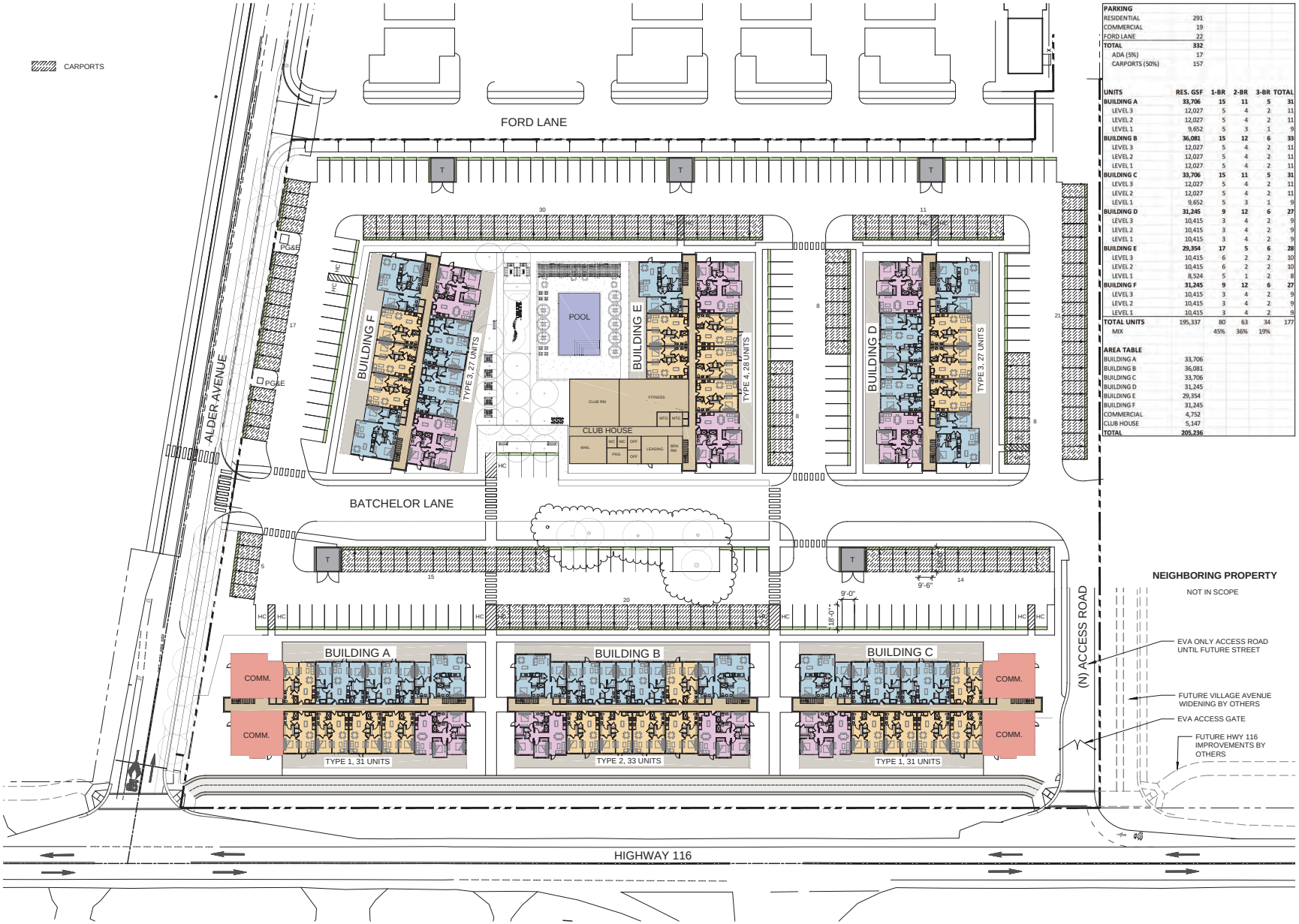
Barry Bergman, AICP
Senior Planner



Dalene J. Whitlock, PE, PTOE
Senior Principal

DJW/bdb/COT91-4.L2

Enclosures: Site Plan; Land Included in Density Calculation



PARKING	
RESIDENTIAL	291
COMMERCIAL	19
FORD LANE	22
TOTAL	332
ADA (5%)	17
CARPORTS (50%)	157

UNITS	RES. GSF	1-BR	2-BR	3-BR	TOTAL
BUILDING A	33,706	15	11	5	31
LEVEL 3	12,027	5	4	2	11
LEVEL 2	12,027	5	4	2	11
LEVEL 1	9,652	5	3	1	9
BUILDING B	36,081	15	12	6	33
LEVEL 3	12,027	5	4	2	11
LEVEL 2	12,027	5	4	2	11
LEVEL 1	12,027	5	4	2	11
BUILDING C	33,706	15	11	5	31
LEVEL 3	12,027	5	4	2	11
LEVEL 2	12,027	5	4	2	11
LEVEL 1	9,652	5	3	1	9
BUILDING D	31,245	9	12	6	27
LEVEL 3	10,415	3	4	2	9
LEVEL 2	10,415	3	4	2	9
LEVEL 1	10,415	3	4	2	9
BUILDING E	29,354	17	5	6	28
LEVEL 3	10,415	6	2	2	10
LEVEL 2	10,415	6	2	2	10
LEVEL 1	8,524	5	1	2	8
BUILDING F	31,245	9	12	6	27
LEVEL 3	10,415	3	4	2	9
LEVEL 2	10,415	3	4	2	9
LEVEL 1	10,415	3	4	2	9
TOTAL UNITS	195,337	80	63	34	177
MIX		45%	36%	19%	

AREA TABLE	
BUILDING A	33,706
BUILDING B	36,081
BUILDING C	33,706
BUILDING D	31,245
BUILDING E	29,354
BUILDING F	31,245
COMMERCIAL	4,752
CLUB HOUSE	5,147
TOTAL	205,236

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COTATI VILLAGE COMMUNITY

Cotati, CA

10.30.2023 PROGRESS PLAN

JOB: 2304

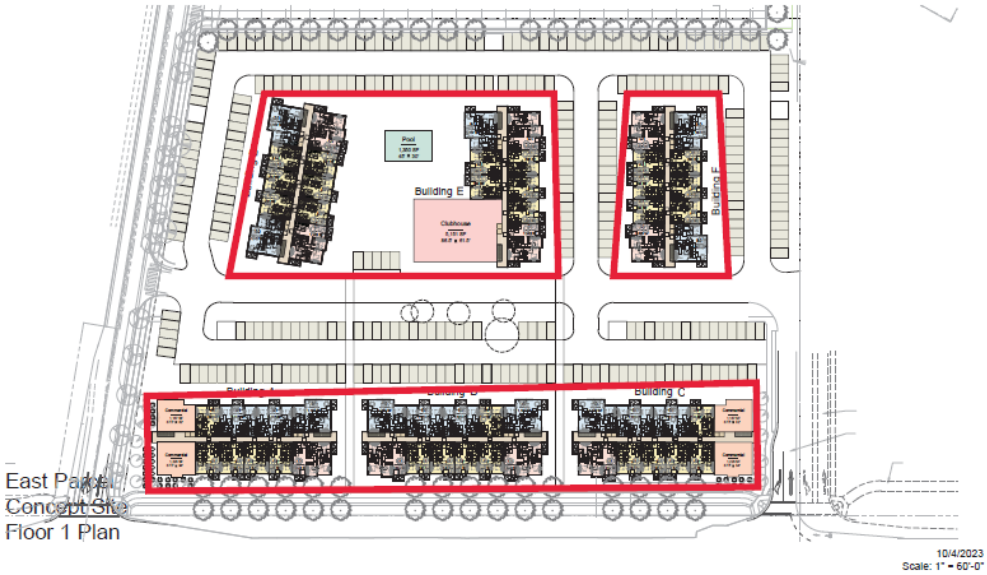
SHEET:

SITE PLAN
GROUND FLOOR

A5.1

Cotati Village

Developable Land included in Project Density Calculation



Cotati Cottages

Developable Land Used to Calculate Overall TAZ Density