



January 12, 2023

Scott Stone
Senior Project Manager
3760 Kilroy Airport Way, Suite 130
Long Beach, CA 90806
Transmitted via email: sstone@comstock-homes.com

Re: Anticipated changes in parking at North Village

Dear Scott:

We understand that Comstock is updating and amending its master conditional use permit (MCUP) for North Village. I am writing in response to your question regarding two changes that have been made to the plans for North Village. The first examines potential impacts on minor reductions in the total supply of parking provided, and considerations that should be made with regard to planning the parking supply for the site. The second examines changes to the demand (need) for parking at the site, due to the changes in land use.

CHANGES TO THE PARKING SUPPLY

You have described the following changes to the parking supply:

1. The addition of spaces designated for people with disabilities, which will require wider spaces and therefore reduce the number of total spaces that can be provided on the site.
2. Spaces lost to garbage storage and its access.

Walker understands that the changes will result in a reduction of parking supply, from 583 spaces to 573 spaces.

As outlined later in this letter, we have revised our calculation of parking needs on the site due to small changes in the land use configuration. We project parking needs at 539 parking spaces for the entire site during a typical peak parking condition. This need remains below the 573 parking spaces planned for the site. We therefore project a surplus of 34 parking spaces on the site during typically busy periods. The changes in the parking supply therefore do not affect the adequacy of the number of spaces being provided on the North Village site; a projected surplus in the number of parking spaces remains.

The Master Conditional Use Permit Exhibit Rev-01.12.23 that your design team has shared with Walker provides a reasonable plan for accommodating the parking demand we projected using shared parking modeling and principles, site wide. The Preferred Parking designation shows reasonable locations for parkers associated with the indicated land use most hours of the day and days of the week while the spaces designated as "Shared Parking" indicates spaces that can easily serve multiple land uses on the site. As in downtown Healdsburg, where public parking lots and street parking are not reserved for any one building or land use, parking spaces in the North Village site will primarily serve the land uses near them, but virtually all spaces (even those spaces not designated as "Shared Parking") will be available to serve the entire site, maximizing access to the site. This also makes for a more walkable location, that encourages people to walk around the site and not requiring parking immediately in front of their destination. General exceptions include spaces reserved for specific users such as ADA parking, valet pick-up/drop-off, and the townhome covered garages.

Our model for the site shows an approximately 31% reduction in the number of spaces needed to address peak parking demand on the site compared to a scenario where parking spaces are reserved for their individual land uses, a demonstration of the efficiency of shared parking.

CHANGES IN PARKING NEEDS

Based on a review of the proposed changes in land use and expected parking allocations, and inputting these changes into our model, we project adequate parking availability at the site, during periods of typical peak parking demand. We also understand other conditions, such as transportation demand management (TDM) measures, in the case of unusually large events, will be in place.

Our additional review and findings are based on understanding of the following changes in the land use program on the site:

1. Moving the Affordable housing units to the mixed-use site and
2. Developing a for-sale Townhome product on the previously designated Affordable housing site. Per Comstock, these townhome units will be Category "C" affordable units and will fall under the State parking requirements for Affordable housing.

Comstock has inquired as to whether these changes would materially affect the adequacy of the number of spaces being provided on the North Village site, including the consideration that the parking for the for-sale units will now be dedicated parking.

Walker projects that the changes will result in a total need for 539± parking spaces for the entire site. In the previous section of this letter, we discussed how changes to parking in North Village have resulted in a revised supply of parking at the site of 573 spaces. The need for 539 parking spaces is below the total supply of 573 spaces planned for the site. The planned parking supply will therefore be adequate, due to the following considerations regarding the demand for parking at the site:

1. The initial study made no distinction between parking needs for Affordable and market rate housing when calculating the parking demand and needs for parking in the model results. Therefore, changes between the Affordable and Market rate/ townhome product will not change the parking needs of the project.
2. Further, the parking needs for the residential units was calculated based on projected parking demand, not municipal, state or other parking requirements, which in most cases have been reduced. The parking needs for Affordable units did not and do not include the State's reduced requirements for Affordable housing.
3. The changes we observe that will increase parking needs are:
 - A. Dedicated parking: To the extent that any of the new residential units will have dedicated (reserved) parking unable to be shared, they will increase the need for parking by approximately 25% per unit; the previous shared parking model for the site demonstrated approximately 20% of residential parking spaces being shared during the period of peak demand.
 - B. An increase in the number of residential units. For obvious reasons, more units will generate a greater demand for parking.
4. It is noted that the transportation demand management (TDM) plan for the site provides additional flexibility for accommodating spikes in parking demand for the site, such as for large events.

We note that with the projected, typical peak parking demand for the site still 34± spaces below the provided supply, the supply of spaces is still adequate to accommodate expected demand. Comstock has noted the following changes to the allocation of parking spaces on the site:

1. The twenty four 2 – and 3-bedroom townhomes will have forty-eight dedicated on-site parking spaces. We note that during the peak hour, 20% or less of residential parking had been assumed as being shared during the peak hour. These newly dedicated parking spaces have been taken into account for our determination of the need for 539 spaces during the typical peak hour.
2. The expected changes in other parking allocations, based on projected parking demand during the typical peak demand for parking on the North Village site do not impact our finding that Comstock is building an adequate number of parking spaces within the site which, as explained above, is projected to remain adequate for typical peak parking demand conditions.

We are available to answer any questions regarding our observations and findings.

Thank you,

Sincerely,

WALKER CONSULTANTS

A handwritten signature in black ink, appearing to read 'Steffen Turoff', written in a cursive style.

Steffen Turoff
Principal, Director of Planning
Director and Principal, Parking and Mobility Planning
West Coast