



February 3, 2020

Mr. Michael De Castro  
 Huston General Contracting, Inc.  
 110 Spaulding Street, Unit B  
 San Anselmo, CA 94960

## Focused Traffic Study for the Cube Building Project

Dear Mr. De Castro;

As requested, W-Trans has prepared a focused traffic study for the Cube Building Project in the City of Santa Rosa. The purpose of this letter is to address the adequacy of sight lines, parking supply and expected trip generation.

### Existing Conditions

The study area consists of Apollo Way which runs along the frontage of the project site in the City of Santa Rosa. Apollo Way has two 14-foot travel lanes and parking on both sides.

### Project Description

The proposed project includes 6,828 square feet of office space and 4,944 square feet of warehouse space. A new driveway would be constructed along the northern part of the parcel to provide access.

### Trip Generation

The anticipated trip generation for the proposed project was estimated using standard rates published by the Institute of Transportation Engineers (ITE) in *Trip Generation Manual*, 10<sup>th</sup> Edition, 2017 for “General Office Building” (ITE LU 710) and “Warehousing” (ITE LU 150). Because the site is currently unoccupied no reductions for the existing use were taken. As shown in Table 1 the proposed project is expected to generate an average of 75 trips per day, including nine trips during the a.m. peak hour and nine trips during the p.m. peak hour; these new trips represent the increase in traffic associated with the project compared to existing volumes.

**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
<b>Proposed</b>											
General Office Bldg	6.8 ksf	9.74	66	1.16	8	7	1	1.15	8	1	7
Warehousing	5.0 ksf	1.74	9	0.17	1	1	0	0.19	1	0	1
<b>Total</b>	<b>11.8 ksf</b>		<b>75</b>		<b>9</b>	<b>8</b>	<b>1</b>		<b>9</b>	<b>1</b>	<b>8</b>

Note: ksf = 1,000 square feet

## Alternative Modes

### Pedestrian Facilities

Pedestrian facilities include sidewalks, crosswalks, pedestrian signal phases, curb ramps, curb extensions, and various streetscape amenities such as lighting, benches, etc. In general, a network of sidewalks, and curb ramps provide access for pedestrians in the vicinity of the proposed project site; however, sidewalk gaps can be found along all of the roadways connecting to the project site. Existing gaps and obstacles along the connecting roadways impact convenient and continuous access for pedestrians and present safety concerns in those locations where appropriate pedestrian infrastructure would address potential conflict points.

- **Apollo Way** – Intermittent sidewalk coverage is provided on Apollo Way with significant gaps on the west side of the street where the adjacent parcels have not been developed. Sidewalks are provided along developed property frontages. There are not curb ramps and crosswalks at side street approaches. Lighting is provided by overhead streetlights.

### Bicycle Facilities

In the project area, Class II on-street bike lanes exist on Corporate Center Parkway between Sebastopol Road and Northpoint Parkway. Bicyclists ride in the roadway and/or on sidewalks along all other streets within the project study area.

### Transit Facilities

Sonoma County Transit (SCT) provides fixed route bus service in Santa Rosa. SCT Route 22 provides service to destinations between the Santa Rosa Transit Mall and the City of Sebastopol with stops on Sebastopol Road just west of Corporate Center Parkway. Route 22 operates Monday through Friday with approximately two buses in the morning in both directions, one eastbound bus, and two westbound buses in the evening.

Santa Rosa City Routes 2 and 2b provide service along Sebastopol Road, with stops on Corporate Center Parkway near Mercury Way, approximately one-quarter mile from the project site. Route 2 operates Monday through Friday with approximately one-half hour headways between 6:00 a.m. and 7:00 p.m. Route 2b operates on weekends with approximately one-hour headways.

Two bicycles can be carried on most SCT and Santa Rosa City buses. Bike rack space is on a first come, first served basis. Additional bicycles are allowed on SCT buses at the discretion of the driver.

Dial-a-ride, also known as paratransit, or door-to-door service, is available for those who are unable to independently use the transit system due to a physical or mental disability. SCT Paratransit is designed to serve the needs of individuals with disabilities within Santa Rosa and the greater Santa Rosa area.

### Site Access

The project site would be accessed via a driveway along the northern edge of the parcel.

### Sight Distance

Sight distance along Apollo Way at the project driveway was evaluated based on sight distance criteria contained in the *Highway Design Manual* published by Caltrans. The recommended sight distance for driveways is based on stopping sight distance. The stopping sight distance needed for a following driver to stop if there is a vehicle waiting to turn into a driveway is also evaluated based on stopping sight distance criterion and the approach speed on the major street.

Sight distance at the proposed driveway was field measured. Although sight distance requirements are not technically applicable to urban driveways, the stopping sight distance criterion for private street intersections was

applied for evaluation purposes. Based on a prima facie speed limit of 25 mph, the minimum stopping sight distance needed is 150 feet. The street parking shown on the site plan dated October 11, 2019 does not impede sight distance; however if parking were to be allowed further north on Apollo Way, it would result in insufficient sight distance and shown in the enclosed diagram.

## Parking

The project was analyzed to determine whether the proposed parking supply would be sufficient for the anticipated parking demand. The project site as proposed would provide a total of 24 on-site parking spaces including two Americans with Disabilities Act (ADA) compliant spaces. The proposed parking supply would not be shared by the two different land uses and therefore the parking analysis was conducted separately for each land use.

Jurisdiction parking supply requirements are based on the Santa Rosa City Code, 20-36.040; Number of Parking Spaces Required. As shown in Table 2, the proposed parking supply is adequate to meet the City's minimum parking requirements for both the office and warehousing portions of the site.

Table 2 – Parking Analysis Summary						
Land Use	Units	Supply (spaces)	City Requirements		ITE Parking Generation	
			Rate	Spaces Required	Rate	Est. Parking Demand
General Office Building	6.8 ksf	27	1.0 per .25 ksf	27	2.38 per 1 ksf	16
Warehousing	5.0 ksf	5	1.0 per 1 ksf	5	0.39 per 1 ksf	2
<b>Total</b>		<b>32</b>		<b>32</b>		<b>18</b>
<i>Parking Reduction</i>		<i>-25%</i>		<i>-8</i>		<i>n/a</i>
<b>Net Total</b>		<b>24</b>		<b>24</b>		<b>18</b>

Notes: ksf = 1,000 square feet

Because the parking supply is less than the City's requirements, parking demand was estimated using standard rates published by ITE in *Parking Generation*, 5<sup>th</sup> Edition, 2019 for "General Office Building" (ITE LU 710) and "Warehousing" (ITE LU 150). As shown in Table 2, the peak demand anticipated for these uses is substantially less than the parking supply needed to meet the City's requirements. The parking supply is therefore expected to be more than adequate to meet the site's demand.

Parking is allowed along the site's street frontage, and there is currently no other demand for this parking. Since there is street parking available in the vicinity of the project and the projected demand is less than the proposed supply, it is suggested that the City grant a 25 percent parking reduction, which would bring the onsite parking requirement to 24 spaces, which is met by the proposed supply and is expected to be six more spaces than would be need based on the estimated parking demand of 18 spaces.

## Conclusions and Recommendations

- The proposed project is expected to generate fewer than ten (10) vehicles trips during either peak hour.
- Adequate sight distance is available at the project driveway.
- A reduction of 25 percent compared to the City's parking requirement is recommended due to the availability of on-street parking as well as the projected demand, which is less than the proposed supply. With a 25 percent reduction, the parking supply would meet the City's minimum requirements.

Thank you for giving W-Trans the opportunity to provide these services. Please call if you have any questions.

Sincerely,

*Allison Jaromin*

Allison Jaromin, EIT  
Assistant Engineer

*Dalene J. Whitlock*

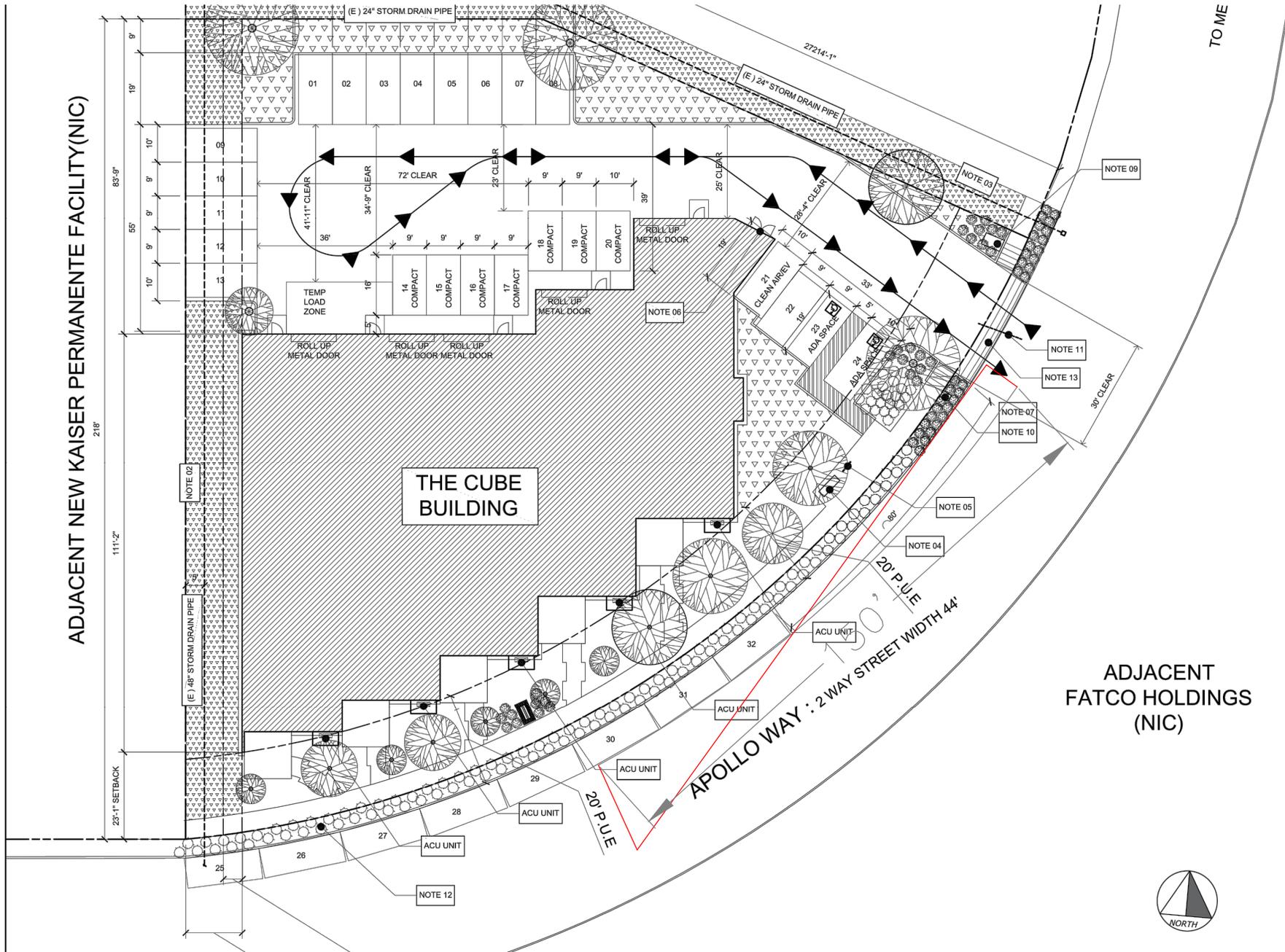
Dalene J. Whitlock, PE, PTOE  
Senior Principal



DJW/acj/SRO520.L1

Enclosure: Sight Distance Diagram

ADJACENT NEW KAISER PERMANENTE FACILITY (NIC)



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