

Appendix H

Traffic Analysis Memorandum

MEMORANDUM

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Subject: Transportation Analysis for the Stony Point Flats Project

Date: August 6, 2021, revised August 26, 2021

cc: Christine Fukasawa, Dudek Project Manager

Attachment(s): Attachment A – Traffic Counts
Attachment B – Figures 1 – 12
Attachment C – Queuing and Level of Service Worksheets
Attachment D – Cumulative Project Information

The following Transportation Analysis Technical Memorandum (TA Memorandum) provides a transportation analysis for the Stony Point Flats residential development (proposed project), located in the City of Santa Rosa (City). This TA Memorandum includes a trip generation analysis; a vehicle miles traveled (VMT) screening analysis; a vehicular queuing, project access, pedestrian, bicycle, and transit analysis; as well as an informational level of service (LOS) analysis for the Stony Point Road/Northpoint Parkway intersection. This TA Memorandum is based upon discussions with the City's Planning & Economic Development Department and the Transportation & Public Works Department, and utilizes the City's Guidance for the Preparation of Traffic Operational Analysis (City of Santa Rosa, 2019), as well as the City's VMT Guidelines (City of Santa Rosa, 2020) to evaluate the proposed project. In conjunction with the City's VMT Guidelines, the Governor's Office of Planning and Research (OPR) Guidelines are also considered within the TA Memorandum (OPR, 2018).

This TA Memorandum will analyze the following scenarios in regard to queuing and LOS for the signalized intersection of Stony Point Road/Northpoint Parkway:

- Existing conditions (traffic counts were collected in 2019 and provided on the City's website; with approval from the City, traffic counts were adjusted with an ambient growth rate of 1%/year to be representative of the year 2021);
- Opening Year 2022 (existing traffic with a background ambient growth rate of 1%/year and cumulative projects that are either approved/under construction), and;
- Opening Year 2022 plus Project scenario (Opening Year 2022 baseline traffic plus the traffic generated by the proposed project).

Raw traffic counts are provided within Attachment A.

This TA Memorandum also includes an analysis of the following project components:

- Trip generation and distribution
- Site circulation analysis
- Sight distance analysis
- Pedestrian, bicycle, and transit analysis

1 Project Description

The project site is located at 2268 Stony Point Road, in the incorporated area of Sonoma County, within the limits of the City of Santa Rosa (City). It is on the eastern side of Stony Point Road, directly southeast of the intersection of Stony Point Road and Northpoint Parkway. The project site is accessible from Interstate 101 (US-101) approximately 1.5 miles to the east. The project site consists of one (1) 2.93-acre parcel, identified as Assessor's Parcel Number (APN) 125-521-008. Figure 1 displays the project location and study area. Currently, the existing property contains a single-family residence and sheep grazing areas. The proposed project would demolish all existing structures onsite and construct three (3) new buildings (Building A-C) to create a 50-dwelling unit affordable apartment community. Figure 2 displays the project site plan.

Primary access to the proposed project site would be provided via the existing driveway along Stony Point Road, south of the Stony Point Road/Northpoint Parkway intersection. As required by the City, the project driveway would be 36-feet wide, with a 40-foot wide apron, matching what currently exists at 2115 Stony Point Road. The project driveway would also provide two-way travel and include a 120-foot hammerhead turnaround. Due to the proximity of the Stony Point Road/Northpoint Parkway signalized intersection, the project driveway would be right turn in and right turn out and would therefore provide outbound "right-turn only" signage and associated pavement markings to channelize right turn movements at the project driveway to direct motorists to proceed north on Stony Point Road. This would discourage outbound project vehicles from crossing the northbound through lanes to enter the left-turn storage lane at the intersection and potentially block through traffic.

The project would provide 97 total surface parking spaces (9 more spaces than the required standard for multifamily affordable housing projects in the City's zoning code), inclusive of 8 spaces designed for Americans with Disabilities Act (ADA) accessible spaces and 14 spaces designed for the future installation of electric vehicle charging stations. A separate oversized space, close to Building A, would be dedicated to mail and delivery trucks. In addition, located throughout the property will be bike lockers and bike racks for storage of residents' bikes. Both bicyclists and pedestrians would utilize the project driveway to enter the site, and a pathway would connect the patio and sport court areas of the project.

2 Existing Setting

2.1 Transit Facilities

Currently, the project area is directly served by the Santa Rosa CityBus bus service which provides local service to the City and other areas of Sonoma County. CityBus also provides routes that connect to the Sonoma-Marín Area Rail Transit (SMART) system.

CityBus

As shown in Figure 3, Route 15 most directly serves the proposed project site, while other CityBus routes provide connections to other areas of the City. Currently, due to COVID-19 restrictions some bus routes have been temporarily suspended or have had their frequencies reduced. The project would not relocate any existing bus stops and would not require any changes to existing or future routes as described below. The project would not require an increase in service frequency or additional routes to serve the project area. Therefore, development of the project would not conflict with the existing bus routes or bus stops.

Routes 2/2B

Routes 2/2B operate between the downtown area of the City via a loop connection with the Transit Mall. Both routes travel predominantly along Sebastopol Road, while Route 2 splits off to serve Stony Point Road, Northpoint Parkway and Corporate Center Parkway, Route 2b splits off to serve South Wright Road. Both routes have a peak weekday service frequency of between 15 and 30 minutes. The closest bus stop to the project site for Route 2 is along Stony Point Road, approximately 500-feet south of the project site on both sides of the road. For Route 2b the closest bus stop is at the intersection of Stony Point Road/Sebastopol Road (CityBus, 2020).

Route 6

Route 6 operates between the northern area of the City to connect the Coddington Transit Hub with the downtown Transit Mall and provides a walking distance connection to the SMART system and the Santa Rosa Downtown Station. Route 6 has a peak weekday service frequency of 30 minutes and the closest bus stop to the project site for Route 6 is at the intersection of Stony Point Road/3rd Street, approximately 1.3 miles north of the project site (CityBus, 2020).

Route 12

Route 12 operates between the downtown area of the City via a loop connection with the Transit Mall and connects with the Roseland community area of the City. Route 12 has a peak weekday service frequency of 30 minutes and the closest bus stop to the project site for Route 12 is located in the Southwest Community Park along Hearn Avenue, approximately 500-feet south of the project site on both sides of the road (CityBus, 2020).

Route 15

Route 15 operates between the northern area of the City to connect the Coddington Transit Hub with the Southwest Community Park along Hearn Avenue. Route 15 has a peak weekday service frequency of 60 minutes and the closest bus stop to the project site for Route 15 is along Stony Point Road, approximately 0.5 miles southeast of the project site (CityBus, 2020).

SMART

SMART is a commuter rail system that offers services within Sonoma County and Marin County, and provides a regional connection to other communities within the Bay Area. Currently, there are no separate routes, and the SMART system runs from the Sonoma County Airport to the City of Larkspur. The SMART system is expected to be expanded northward with the opening of the Windsor Station by the end of 2021, with future stations planned in the City of Healdsburg and City of Cloverdale. The nearest station that would serve the project is the Santa Rosa Downtown Station, which is approximately 2 miles northeast of the proposed project site. Currently, due to COVID-19 restrictions, weekday headways average 60 minutes and the number of southbound and northbound trips is limited to 8 runs for each direction.

2.2 Pedestrian and Bicycle Facilities

Pedestrian Facilities

Currently, both sides of Stony Point Road along the proposed project site possess adequate sidewalks with built curbs and gutters. Northpoint Parkway also possesses sidewalks on both sides and, according to the Roseland Area/Sebastopol Road Specific Plan (2016), Northpoint Parkway is expected to maintain sidewalks on both sides of the road once it is extended east of Stony Point Road. Currently, the intersection of Stony Point Road/Northpoint Parkway does not contain a pedestrian crossing on the south leg of the intersection, and therefore pedestrians would utilize the north leg to cross the road, or they may proceed southward on Stony Point Road and utilize the midblock crossing approximately 300-feet south of the project site to connect to the Pearblossom Trail. Pedestrians would utilize the project driveway to enter the site, and a pathway would connect the patio and sport court areas of the project. According to the City's Creek Trails Map & Guide (2018) and the Santa Rosa Citywide Creek Master Plan (2013), the Roseland Creek trail is an undeveloped trail that follows both sides of Roseland Creek to connect to Burbank Avenue. The southern portion of the trail follows directly from the Pearblossom Trail; however this portion of the trail is expected to remain unpaved and would not be expected to reach Burbank Avenue. The northern portion of the Roseland Creek trail is expected to be paved and follow Roseland Creek northward and eastward with bridge trail crossings near Burbank Avenue. Both the northern portion of the Roseland Creek trail and Pearblossom Trail, would allow for both pedestrian, bicycle, and other shared uses.

The project would facilitate access to the northern portion of the Roseland Creek Trail, directly south of the proposed project site, however it would not require any changes to pedestrian facilities, or trails and is not

expected to impact the safety and functioning of the pedestrian facilities in the area. Further, construction of the project would not preclude future offsite pedestrian facility improvements.

Bicycle Facilities

Bicycle facilities are typically divided into several classifications that describe their efficacy. Class I (separated right-of-way) bicycle paths are completely separated from roadways and can be typically shared with pedestrians. Class II (painted) bicycle lanes are designed to be on-street and include a painted stripe to indicate the separation between bicyclists and motorists. Class III (signed) bicycle routes are designated to be on-street; however, they are provided on slower roadways that facilitate safe equal sharing of the roadway between bicyclists and motorists. Class IV (protected) bicycle lanes are separated from roadways and provide for exclusive use for bicyclists, excluding motorists, pedestrians, and other alternative transportation forms which are not permitted.

As shown in Figure 4, currently there are several existing bicycle facilities that serve the proposed project site and study area. Closest to the proposed project site, there are existing Class II (painted) bicycle lanes along both sides of Stony Point Road, as well as along Hearn Avenue, Northpoint Parkway, and Sebastopol Road.

As shown in Figure 5, as part of the Roseland Area/Sebastopol Road Specific Plan, a proposed Class II bicycle lane would follow the eastward extension of Northpoint Parkway, and connect to Hearn Avenue. In the project vicinity several other Class II bicycle lanes identified in the Specific Plan would be constructed along Burbank Avenue, West Avenue, and Dutton Avenue.

There is currently a Class I (separated right-of-way) bicycle path (Pearblossom Trail) that may be shared with pedestrians and other non-motorized uses in between Northpoint Parkway and Edgewater Drive. As part of the development of the Roseland Creek trail a proposed multi-use path (Class I bicycle path) just south of the proposed project site would follow the northside of Roseland Creek and connect to the Roseland Creek Community Park and Burbank Avenue. The project would facilitate access to the northern portion of the Roseland Creek Trail, directly south of the proposed project site, however would not require any changes to existing or future routes and is not expected to impact the safety and functioning of the bicycle facilities in the area. Further, construction of the project would not preclude future offsite bicycle facility improvements.

3 Analysis Methodology

3.1 Vehicle Miles Traveled (VMT) Analysis for CEQA

On September 27, 2013, Senate Bill (SB) 743 was signed into law, which creates a process to change the way that transportation impacts are analyzed under California Environmental Quality Act (CEQA). SB 743 required the Governor's Office of Planning and Research (OPR) to amend the CEQA Guidelines to provide an alternative to level of service (LOS) for evaluating transportation impacts. Under the new transportation guidelines, LOS, or vehicle delay, will no longer be considered an environmental impact under CEQA. OPR

recommended Vehicle Miles Traveled (VMT) as the most appropriate measure of project transportation impacts for land use projects and land use plans. The updates to the CEQA Guidelines required under SB 743 were approved on December 28, 2018. The OPR Technical Advisory (OPR 2018) provides guidance and tools to properly carry out the principles within SB 743 and how to evaluate transportation impacts in CEQA.

Under these guidelines, VMT has been adopted as the most appropriate measure of transportation impacts under CEQA. The OPR's regulatory text indicates that a public agency may immediately commence implementation of the new transportation impact guidelines, and that the guidelines must be implemented statewide by July 1, 2020. The Updated CEQA Guidelines state that "...*generally, vehicle miles traveled (VMT) is the most appropriate measure of transportation impacts...*" and define VMT as "...*the amount and distance of automobile travel attributable to a project...*". It should be noted that "automobile" refers to on-road passenger vehicles, specifically cars and light trucks. Heavy-duty truck VMT could be included for modeling convenience and ease of calculation (for example, where models or data provide combined auto and heavy truck VMT). Other relevant considerations may include the effects of the project on transit and non-motorized travel.

Since the project is located within the City, the City's VMT Guidelines were utilized within this TA Memorandum as the primary source of analysis of VMT and transportation-related impacts. The guidance developed by the City is generally based upon the OPR Guidelines and thresholds.

The details of applicable screening and VMT analysis methodology is provided in Section 5 of the TA Memorandum. If the project does not meet the applicable screening criteria, then further analysis is required.

3.2 Level of Service (LOS) and Queuing

LOS Methodology

The City's traffic operational analysis guidelines require the preparation of a traffic operational study if the peak hour volume exceeds 50 or more trips in both the AM and PM peak hour, otherwise a separate technical operational memorandum may be prepared. As shown in Table 1, the highest amount of peak hour trips that the proposed project would generate is 28 trips in the PM peak hour. Therefore, a complete LOS analysis was not required based on the City's traffic operational analysis guidelines and email correspondence with the City's Transportation & Public Works Department. The LOS analysis provided in this TA Memorandum is informational and focuses only on the Stony Point Road/Northpoint Parkway intersection.

LOS is commonly used as a qualitative description of intersection operations and is based on the design capacity of the intersection configuration compared to the volume of traffic using the facility. The Highway Capacity Manual, 6th Edition (HCM 6) methodology (Transportation Research Board 2016) was used to analyze the operation of the signalized intersection at Stony Point Road/Northpoint Parkway. The HCM analysis methodology describes the operation of an intersection using a range of LOS from LOS A (free-flow

conditions) to LOS F (severely congested conditions), based on the corresponding control delay experienced per vehicle. The Synchro 10 LOS software was used to determine intersection LOS. Synchro is consistent with the HCM 6 methodology. Table 1 shows the LOS values by delay ranges for signalized intersections under the HCM methodology.

Table 1. Levels of Service for Intersections using HCM Methodology

Level of Service	Signalized Intersections Control Delay (in seconds per vehicle)
A	< 10.0
B	> 10.0 to < 20.0
C	> 20.0 to < 35.0
D	> 35.0 to < 55.0
E	> 55.0 to < 80.0
F	> 80.0

Source: HCM 6 (Transportation Research Board 2016).

General Plan Consistency

According to the City’s traffic operational analysis guidelines, LOS D or better, is the expectation as set forth in the City’s General Plan Circulation Element (as stated in policy T-D-1). Therefore, the City’s traffic operational analysis guidelines state the following would be considered a significant project impact:

1. The level of service (LOS) at an intersection degrading from LOS D or better to LOS E or F, OR
2. An increase in average vehicle delay of greater than 5 seconds at a signalized intersection where the current LOS operates at either LOS E or F.
3. Queuing impacts based on a comparative analysis between the design queue length and the available queue storage capacity. Impacts include, but are not limited to, spillback queue at project access locations (both ingress and egress), turn lanes at intersections, lane drops, spill back that impacts upstream intersections or interchange ramps.
4. Exceptions may be granted under the following conditions:
 - a. Within downtown,
 - b. Where attainment would result in significant degradation,
 - c. Where topography or impacts makes the improvement impossible; or
 - d. Where attainment would ensure loss of an area's unique character.

Vehicular Queuing

A queuing analysis using the SimTraffic 10 software was prepared to assess the safety of the Stony Point Road/Northpoint Parkway intersection, due to the proximity of the project driveway being only approximately 75-feet south of the intersection. The queuing analysis focuses on the 95th percentile (design) queue length within the SimTraffic simulation, which corresponds to a vehicular queue length that has a 5% probability of being exceeded during the analysis period. The analysis period utilized corresponds to the peak hour of traffic during the typical AM peak hour period (7:00 AM – 9:00 AM) and the PM peak hour (4:00 PM – 6:00 PM). The analysis was conducted for all scenarios, as previously described, and was conducted for all left turn and right turn vehicle lanes. Queuing worksheets are provided in Attachment C.

4 Trip Generation

The proposed project would construct 50 residential dwelling units of affordable housing within four (4) separate buildings. Trip generation was estimated by using trip rates from the Institute of Transportation Engineers 10th Edition Trip Generation book (ITE 2017). While the Trip Generation book contains trip rates for Affordable Housing – Income Limits DUs (ITE Code 223), there were only two studies conducted for affordable housing developments in suburban areas. The rates of those two studies were higher than ITE’s Multifamily Housing (low-rise) rates (ITE Code 220), and therefore were not considered to be appropriate for this project. Therefore, the rates for Multifamily Housing (low-rise) rates were used instead. Accordingly, daily, AM and PM peak hour trip generation volumes were computed. Trip generation rates, vehicle splits, and the resulting trip generation estimates for the project are summarized in Table 2.

Table 2. Project Trip Generation

Land Use	ITE Code	Size/Units	Daily	AM Peak Hour			PM Peak Hour		
				In	Out	Total	In	Out	Total
Trip Rates¹									
Multifamily Housing (Low-Rise)	220	DU	7.32	0.11	0.35	0.46	0.35	0.21	0.56
Trip Generation									
Stony Point Flats Project	220	50 DU	366	5	18	23	18	10	28
Total Trip Generation			366	5	18	23	18	10	28

Notes: ITE = Institute of Transportation Engineers; DU = Dwelling Units

¹ Trip rates from the Institute of Transportation Engineers, Trip Generation, 10th Edition, 2017.

As shown in Table 2, the proposed project would generate approximately 366 daily trips, 23 AM peak hour trips (5 inbound and 18 outbound), and 28 PM peak hour trips (18 inbound and 10 outbound).

4.1 Trip Distribution and Assignment

Project trip distribution percentages are based on logical travel paths to and from the project site. Vehicular site access would be provided via Stony Point Road. Due to the median that currently exists along the extent of Stony Point Road near the proposed project site, the project driveway is a right-turn in and right-turn out configuration. Project trips were assigned to limit the number of U-turns in the study area since many of the intersections along Stony Point Road prohibit U-turn movements. Therefore, 100% of inbound traffic is expected to arrive traveling northbound on Stony Point Road. Traffic that may originate in the northern area of the City could utilize north-south collector roads parallel to Stony Point Road, to Hearn Avenue or make a U-turn at Pear Blossom Road. Approximately 60% of outbound traffic is expected to travel north along Stony Point Road, while 40% is expected to perform a U-turn at the Stony Point Road/Giffen Avenue signalized intersection, before proceeding southward along Stony Point Road towards Hearn Avenue. Figure 6 displays the project trip distribution and assignment.

4.1.1 Trip Distribution and Assignment with U-turn at Stony Point Road/Pearblossom Drive

The project trip distribution and assignment was prepared to display the results including if a U-turn at the Stony Point Road/Pearblossom Drive intersection were constructed. If constructed, the U-turn would be located on Stony Point Road, along the existing Stony Point Road median, and north of the intersection of Stony Point Road/Pearblossom Drive. A U-turn at this location would provide for a turn pocket and pavement markings that would match what currently exists for the northbound left movement at the intersection. Approximately 60% of inbound traffic is expected to utilize the U-turn, while 40% of inbound traffic would utilize Hearn Avenue. There are no changes to the outbound traffic assumed in Section 4.1 above. The U-turn would allow project traffic to be kept along Stony Point Road, adjacent to the site, and minimally alter the level of existing traffic along north-south collector roads parallel to Stony Point Road. Therefore, to provide for this route of travel for inbound traffic to the proposed project site, the U-turn is presented as part of the LOS and queueing analysis for the proposed project. It is expected that approximately 3 inbound vehicles in the AM peak hour, and 11 inbound vehicles in the PM peak hour would utilize the U-turn. Figure 7 displays the U-turn project trip distribution and assignment.

5 VMT Analysis

5.1 Project Screening

As stated previously, the City's VMT Guidelines were utilized within this TA Memorandum as the primary source of analysis of VMT and transportation-related impacts. The guidance developed by the City is generally based upon the OPR Guidelines and thresholds.

As shown in the screening analysis below, the proposed project would be screened out using one of the criteria noted below and therefore would not require further VMT analysis. The City's VMT Guidelines suggest that land use

projects may screen out of VMT impacts using a variety of factors. The following steps have been used in screening the project's VMT assessment, consistent with the City's VMT guidelines for SB 743 compliance:

- **Small Infill Projects:**
 - Screening Threshold for Small Projects (110 daily trips or less).
 - Since the project generates more than 100 daily trips as shown in Table 2 (366 trips), this threshold cannot be considered.
- **Map Based Screening for Residential and Office Projects:**
 - Low-VMT generating areas (as shown in the low-VMT screening maps within the City's guidelines).
 - Upon review of the residential low-VMT screening map, the proposed project is located in an area that qualifies.
- **Presumption of Less Than Significant Impact for Affordable Residential Development:**
 - 100% affordable housing
 - The proposed project would consist of 100% affordable housing, and therefore would be screened out of additional VMT analysis.
- **Presumption of Less Than Significant Impact Near Transit Stations:**
 - Within 0.5-miles of an existing major transit stop or an existing stop along a high-quality transit corridor.
 - The proposed project site is not located within 0.5-miles of an existing major transit or an existing stop along a high-quality transit corridor.
- **Presumption of Less Than Significant Impact for Local Serving Retail:**
 - Projects including retail uses up to a combined total of 10,000 gross square feet.
 - The proposed project would not consist of local serving retail uses.
- **Mixed Use Projects:**
 - Evaluate each component independently and apply the significance threshold for each project type (residential /retail). Alternatively, consider only the project's dominant use.
 - The proposed project would not constitute a mixed-use project.
- **Local-Serving Public Facilities (excluding schools):**
 - Publicly-owned local-serving facilities such as: Library, Community Center, City Hall, Public Safety Station, Passive Parks, Public Utilities Offices, or Infrastructure.
 - The proposed project would not consist of publicly-owned local-serving facilities.
- **Streamlining Projects that are Consistent with the General Plan and Specific Plans:**
 - Consistent with SB 35.
 - While the proposed project qualifies as 100% affordable housing, this criterion is specifically geared towards residential properties that would be streamlined under SB 35

to meet housing needs in the City. The project is not a ministerial project and is subject to environmental review under CEQA.

Since the project would consist of 100% affordable housing and because the project would be located in an area that is identified as a residential low-VMT generating area, the project would be screened-out of further VMT analysis and impacts from affordable housing are presumed to be less than significant. The above screening criteria apply to the project and it is screened out from further VMT analysis. Therefore, a detailed VMT analysis is not required, and the project would not conflict or be inconsistent with CEQA Guidelines Section 150645.3(b).

6 Project Access, Parking and Sight Distance

6.1 Project Access and Parking

As discussed previously, the project site is located on the eastern side of Stony Point Road, approximately 100-feet southeast of the intersection of Stony Point Road and Northpoint Parkway. The existing driveway at the site would remain and be improved to facilitate right turn inbound and right turn outbound traffic. An outbound “right-turn only” sign would be provided along with pavement markings to channelize right turn movements at the project driveway to direct motorists to proceed north on Stony Point Road. This would discourage outbound project vehicles from crossing the northbound through lanes to enter the left-turn storage lane at the intersection and potentially block through traffic. A U-turn for inbound vehicles at the Stony Point Road/Pearblossom Drive intersection would provide a route for inbound vehicles travelling southbound along Stony Point Road or turning from Northpoint Parkway to access the project site. A U-turn at this location is not required.

Due to the configuration of the Stony Point Road/Northpoint Parkway intersection, emergency vehicles arriving from the north along Stony Point Road, or from Northpoint Parkway and traveling south, could perform a U-turn at the Stony Point Road/Pearblossom Drive intersection. Alternatively, emergency vehicles could proceed cautiously against oncoming traffic for approximately 100-feet south of the Stony Point Road/Northpoint Parkway intersection to reach the project site. From the south, emergency vehicles would be able to access the project site from Stony Point Road and all areas of the proposed project would possess adequate capacity for emergency vehicles.

As mentioned previously, the proposed project would provide 97 parking spaces. According to the City of Santa Rosa City Code (Section 20–36.040 Number of parking spaces required), multifamily affordable housing projects must provide 1 space per unit for studio/1-bedroom style units, and 2 spaces per unit for 2 or more-bedroom style units. The proposed project currently is expected to have a total of 12 1-bedroom units, 24 2-bedroom units, and 14 3-bedroom units. Therefore, the proposed project would exceed the required number of parking spaces required by City code.

6.2 Sight Distance Analysis

A Sight Distance analysis was conducted using the methodology from the American Association of State Highway Transportation Officials' (AASHTO, 2018) – *Geometric Design of Highways and Streets* (“Green Book”), Table 9-9 – Design Intersection Sight Distance, Right Turn from Stop. The intersection sight distance is for a stopped passenger car to turn right onto or to cross a two-lane roadway with no median and with grades of 3% or less. The posted speed limit on Stony Point Road of 40 miles per hour (mph) was utilized as the design speed. Table 3 lists the intersection sight distance for passenger cars. As shown in Table 3 the design intersection sight distance for 40 mph is 385 feet (from the driver’s eye to the front of the crossing vehicle).

Table 3. Design Intersection Sight Distance, Right Turn from Stop

Design Speed (mph)	Intersection Sight Distance (feet)
15	145
20	195
25	240
30	290
35	335
40	385
45	430
50	480
55	530
60	575
65	625
70	670
75	720
80	765

Source: Design Intersection Sight Distance, Right Turn from Stop (2018 AASHTO Table 9-9)

Dudek evaluated the adequacy of the intersection sight distance at the project driveway for right turns onto Stony Point Parkway. Figure 8 illustrates the intersection sight distance analysis at the project driveway/Stony Point Road intersection. Based on the figure, there is adequate intersection sight distance for vehicles traveling northbound along Stony Point Road.

7 Queuing

A queuing analysis was prepared for the intersection of Stony Point Road/Northpoint Parkway utilizing the SimTraffic 10 software. This intersection was selected specifically due to the proximity of the project driveway to the intersection. All queuing worksheets are provided in Attachment C.

7.1 Analysis

As noted previously, the existing peak hour intersection count for the intersection of Stony Point Road/Northpoint Parkway was obtained from the City’s website and was adjusted utilizing a compounded growth rate of 1% per year (adjusted from the year 2019). Therefore, existing peak hour intersection volumes are representative of the year 2021. The existing peak hour traffic volumes are provided in Figure 9.

The proposed project is expected to be constructed and fully operational in the year 2022. In order to analyze the cumulative impact of the proposed project, a list of cumulative projects including developments that are either approved or under construction within the City was obtained and verified by the City’s Planning Department. The list of cumulative projects is provided in Attachment D. The cumulative projects identified were those which would generate measurable traffic through the study area. The traffic generated by these projects was then added to the existing 2021 peak hour traffic volumes, along with a 1% per year ambient growth rate, in total to represent Opening Year 2022 conditions. The Opening Year 2022 peak hour traffic volumes are provided in Figure 10.

In order to evaluate the proposed project’s impact on the study area network in terms of vehicular queuing, the project trip assignment was added to the Opening Year 2022 baseline condition. The project trip assignment shown in Figure 6 was added to the Opening Year 2022 plus Project peak hour traffic volumes in Figure 10 to create the Opening Year 2022 plus Project condition. The Opening Year 2022 plus Project volumes are provided in Figure 11.

Table 4 displays the queuing summary of the scenarios analyzed. This does not include the U-turn at Pearblossom described in Section 6.1.

Table 4. Queuing Summary (Excluding U-turn)

Intersection	Movement	Vehicle Storage Length ²	Vehicle Queue ¹		Exceeds Vehicle Storage Length?	
			AM	PM	AM	PM
Existing Conditions						
Stony Point Road/Northpoint Parkway	EBL ³	600	66	106	No	No
	EBR	175	81	146	No	No
	NBL	300	157	88	No	No
	SBU	120	51	58	No	No
Opening Year 2022						
Stony Point Road/Northpoint Parkway	EBL ³	600	72	136	No	No
	EBR	175	85	167	No	No
	NBL	300	173	101	No	No
	SBU	120	79	55	No	No

Table 4. Queuing Summary (Excluding U-turn)

Intersection	Movement	Vehicle Storage Length ²	Vehicle Queue ¹		Exceeds Vehicle Storage Length?	
			AM	PM	AM	PM
Opening Year 2022 plus Project						
Stony Point Road/Northpoint Parkway	EBL ³	600	71	174	No	No
	EBR	175	81	173	No	No
	NBL	300	180	101	No	No
	SBU	120	88	42	No	No

Notes: EBL = Eastbound Left Turn Lane, EBR = Eastbound Right Turn Lane, NBL = Northbound Left Turn Lane, SBU = Southbound U-turn lane

¹ Measured in feet.

² Based on 95th percentile (design) queue length in SimTraffic 10.

³ Length measured from nearest intersection.

As shown in Table 4, none of the calculated 95th percentile (design) queues for the Existing, Opening Year 2022, and Opening Year 2022 plus Project scenarios exceed, or are forecast to exceed the storage capacities of the Stony Point Road/Northpoint Parkway intersection.

7.1.2 Queuing for U-turn at Stony Point Road/Pearblossom Drive

As described previously, the project trip distribution and assignment was prepared to display the results including a U-turn at the Stony Point Road/Pearblossom Drive intersection. The analysis does not analyze the Pearblossom intersection, per correspondence with the City, as the number of U-turns would have a nominal effect on operations at the Pearblossom intersection. It is expected that approximately 3 inbound vehicles in the AM peak hour, and 11 inbound vehicles in the PM peak hour would utilize the U-turn. Table 5 displays the queuing summary of the Opening Year 2022 plus Project scenario. The Opening Year 2022 plus Project volumes including the U-turn are provided in Figure 12.

Table 5. Queuing Summary (Including U-turn)

Intersection	Movement	Vehicle Storage Length ²	Vehicle Queue ¹		Exceeds Vehicle Storage Length?	
			AM	PM	AM	PM
Opening Year 2022 plus Project						
Stony Point Road/Northpoint Parkway	EBL ³	600	72	140	No	No
	EBR	175	83	173	No	No
	NBL	300	163	102	No	No
	SBU	120	88	51	No	No

Notes: EBL = Eastbound Left Turn Lane, EBR = Eastbound Right Turn Lane, NBL = Northbound Left Turn Lane, SBU = Southbound U-turn lane

¹ Measured in feet.

² Based on 95th percentile (design) queue length in SimTraffic 10.

³ Length measured from nearest intersection.

As shown in Table 5, none of the calculated 95th percentile (design) queues for the Opening Year 2022 plus Project scenario are forecast to exceed the storage capacities of the Stony Point Road/Northpoint Parkway intersection. The proposed project contribution to vehicular queues would be nominal when comparing queues with and without the U-turn.

8 Traffic Operations

8.1 LOS

As discussed previously, an intersection LOS analysis was prepared for all of the analysis scenario described previously, using HCM 6 methodology via the Synchro LOS software. The analysis period utilized corresponds to the peak hour of traffic during the typical AM peak hour period (7:00 AM – 9:00 AM) and the PM peak hour (4:00 PM – 6:00 PM). Table 6 shows the results of the LOS analysis. All LOS worksheets are provided in Attachment C.

Table 6. Peak Hour Intersection Level of Service Summary

Intersection	LOS Method	AM Peak		PM Peak	
		Delay ¹	LOS ²	Delay ¹	LOS ²
Existing Conditions					
Stony Point Road/Northpoint Parkway	HCM 6 Signalized	10.9	B	15.9	B
Opening Year 2022					
Stony Point Road/Northpoint Parkway	HCM 6 Signalized	13.0	B	20.6	C
Opening Year 2022 plus Project					
Stony Point Road/Northpoint Parkway	HCM 6 Signalized	13.1	B	20.6	C

Notes: HCM = Highway Capacity Manual

¹ Delay in seconds per vehicle

² Level of Service (LOS)

As shown in Table 6, the intersection of Stony Point Road/Northpoint Parkway currently operates and is forecast to continue to operate at a satisfactory LOS (LOS D or better) under the Existing, Opening Year 2022, and Opening Year 2022 plus Project scenarios. The proposed project contribution to delay in 2022 would be nominal in 2022 (a 0.1 delay in seconds per vehicle in the AM peak and 0.0 delay in the PM peak).

8.1.2 LOS for U-turn at Stony Point Road/Pearblossom Drive

As described previously, the project trip distribution and assignment was prepared to include a U-turn at the Stony Point Road/Pearblossom Drive intersection. The analysis does not analyze the Pearblossom intersection, per correspondence with the City, as the number of U-turns would have a nominal effect on operations at the Pearblossom intersection. It is expected that approximately 3 inbound vehicles in the AM peak hour, and 11 inbound vehicles in the PM peak hour would utilize the U-turn. Table 7 shows the results of the LOS analysis. All LOS worksheets are provided in Attachment C.

Table 7. Peak Hour Intersection Level of Service Summary – U-turn

Intersection	LOS Method	AM Peak		PM Peak	
		Delay ¹	LOS ²	Delay ¹	LOS ²
Opening Year 2022 plus Project					
Stony Point Road/Northpoint Parkway	HCM 6 Signalized	13.2	B	20.9	C

Notes: HCM = Highway Capacity Manual

¹ Delay in seconds per vehicle

² Level of Service (LOS)

As shown in Table 7, the intersection of Stony Point Road/Northpoint Parkway is forecast to continue to operate at a satisfactory LOS (LOS D or better) under the Opening Year 2022 plus Project U-turn scenario. The proposed project contribution to delay difference when comparing the U-turn to no-U-turn condition (a 0.1 delay in seconds per vehicle increase in the AM peak and 0.3 delay increase in the PM peak) would be nominal.

9 Summary and Conclusions

The proposed project is located along Stony Point Road, approximately 100-feet southeast of the Stony Point Road/Northpoint Parkway intersection. The proposed project consists of 50 residential dwelling units, spread out across four (4) buildings on a 2.93-acre project site.

The existing driveway at the site would be improved to facilitate right turn inbound and right turn outbound traffic. Due to the proximity of the Stony Point Road/Northpoint Parkway signalized intersection, the project driveway would be right turn in and right turn out and would therefore provide outbound “right-turn only” signage and associated pavement markings to channelize right turn movements at the project driveway to direct motorists to proceed north on Stony Point Road. This would discourage outbound project vehicles from crossing the northbound through lanes to enter the left-turn storage lane at the intersection and potentially block through traffic.

The project trip distribution and assignment was prepared to include a U-turn at the Stony Point Road/Pearblossom Drive intersection. The U-turn would be located along the existing Stony Point Road median, south of the project and north of the intersection of Stony Point Road/Pearblossom Drive, and would provide for a turn pocket and pavement markings that would match what currently exists for the northbound left movement at the intersection. Therefore, to account for a new the route of travel for inbound traffic to the proposed project site, the U-turn was presented as part of the LOS and queueing analysis for the proposed project. The analysis does not analyze the Pearblossom intersection, per correspondence with the City, as the number of U-turns would have a nominal effect on operations at the Pearblossom intersection.

The proposed project would generate approximately 366 daily trips, 23 AM peak hour trips (5 inbound and 18 outbound), and 28 PM peak hour trips (18 inbound and 10 outbound). Bicyclists and pedestrians are not expected to be impacted by the proposed project and transit ridership or frequency is not expected to change. It is expected that approximately 3 inbound vehicles in the AM peak hour, and 11 inbound vehicles in the PM peak hour would utilize the U-turn.

A VMT screening analysis was prepared and because the proposed project would consist of 100% affordable housing, and because the project would be located in an area that is identified as a residential low-VMT generating area, no further VMT analysis was required. A queuing analysis was provided and showed that currently all right turn and left turn storage lanes on Stony Point Road would be adequate to support the proposed project as well as cumulative developments. The difference in vehicular queuing associated with the U-turn and no-U-turn condition was nominal.

Finally, an informational LOS analysis for the intersection of Stony Point Road/Northpoint Parkway was prepared and showed that the intersection operated at an acceptable LOS in all analysis scenarios and would remain consistent with the LOS criteria as described in the City's General Plan. The difference in delay associated with the U-turn and no- U-turn condition was nominal.

Attachment A

Raw Traffic Counts

INTERSECTION TURNING MOVEMENT COUNTS

PREPARED BY: AimTD LLC. tel: 714 253 7888 cs@aimtd.com

T816

DATE: Tue, Sep 25, 18	LOCATION: NORTH & SOUTH: EAST & WEST:	Santa Rosa Stony Point Northpoint	PROJECT #: SC1817 LOCATION #: 48 CONTROL: SIGNAL
--------------------------	---	---	--

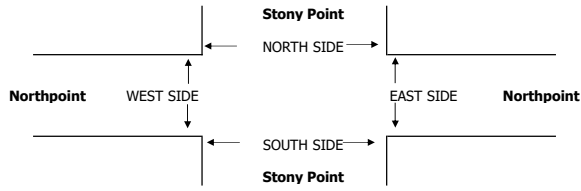
NOTES:

AM
PM
MD
OTHER
OTHER

▲ N
◀ W
S
▶ E

Add U-Turns to Left Turns

	NORTHBOUND			SOUTHBOUND			EASTBOUND			WESTBOUND			TOTAL	U-TURNS				
	NL	NT	NR	SL	ST	SR	EL	ET	ER	WL	WT	WR		NB	SB	EB	WB	TTL
LANES:	1	2	X	X	2	1	1	X	1	X	X	X	0	0	0	0	0	
AM																		
7:00 AM	48	107	0	2	88	16	4	0	37	0	0	0	0	2	0	0	2	
7:15 AM	56	147	0	6	110	20	9	0	41	0	0	0	0	6	0	0	6	
7:30 AM	76	195	0	4	124	20	6	0	38	0	0	0	0	4	0	0	4	
7:45 AM	109	179	0	3	207	36	14	0	52	0	0	0	0	3	0	0	3	
8:00 AM	102	212	0	5	202	27	21	0	49	0	0	0	0	5	0	0	5	
8:15 AM	90	190	0	8	253	28	15	0	43	0	0	0	0	8	0	0	8	
8:30 AM	57	150	0	2	198	12	5	0	34	0	0	0	0	2	0	0	2	
8:45 AM	57	136	0	6	160	13	5	0	40	0	0	0	0	6	0	0	6	
VOLUMES	595	1,316	0	36	1,342	172	79	0	334	0	0	0	0	36	0	0	36	
APPROACH %	31%	69%	0%	2%	87%	11%	19%	0%	81%	0%	0%	0%	0%	0%	0%	0%	0%	
APP/DEPART	1,911	/	1,431	1,550	/	1,676	413	/	0	0	/	767	0	0	0	0	0	
BEGIN PEAK HR	7:30 AM																	
VOLUMES	377	776	0	20	786	111	56	0	182	0	0	0	0	0	0	0	0	
APPROACH %	33%	67%	0%	2%	86%	12%	24%	0%	76%	0%	0%	0%	0%	0%	0%	0%	0%	
PEAK HR FACTOR	0.918			0.793			0.850			0.000			0.920					
APP/DEPART	1,153	/	852	917	/	968	238	/	0	0	/	488	0	0	0	0	0	
MIDDAY																		
11:30 AM	34	104	0	0	95	8	26	0	45	0	0	0	0	0	0	0	0	
11:45 AM	40	105	0	2	111	13	10	0	34	0	0	0	0	2	0	0	2	
12:00 PM	30	116	0	0	117	16	18	0	64	0	0	0	0	0	0	0	0	
12:15 PM	27	101	0	1	117	10	28	0	52	0	0	0	0	1	0	0	1	
12:30 PM	40	123	0	2	115	16	13	0	58	0	0	0	0	2	0	0	2	
12:45 PM	56	122	0	2	109	17	9	0	40	0	0	0	0	2	0	0	2	
1:00 PM	31	144	0	4	110	16	13	0	35	0	0	0	0	4	0	0	4	
1:15 PM	50	136	0	1	145	20	14	0	32	0	0	0	0	1	0	0	1	
VOLUMES	308	951	0	12	919	116	131	0	360	0	0	0	0	12	0	0	12	
APPROACH %	24%	76%	0%	1%	88%	11%	27%	0%	73%	0%	0%	0%	0%	0%	0%	0%	0%	
APP/DEPART	1,259	/	1,094	1,047	/	1,279	491	/	0	0	/	424	0	0	0	0	0	
BEGIN PEAK HR	12:30 PM																	
VOLUMES	177	525	0	9	479	69	49	0	165	0	0	0	0	0	0	0	0	
APPROACH %	25%	75%	0%	2%	86%	12%	23%	0%	77%	0%	0%	0%	0%	0%	0%	0%	0%	
PEAK HR FACTOR	0.944			0.839			0.754			0.000			0.925					
APP/DEPART	702	/	583	557	/	644	214	/	0	0	/	246	0	0	0	0	0	
PM																		
4:00 PM	49	183	0	1	155	4	21	0	66	0	0	0	0	1	1	0	2	
4:15 PM	49	191	0	0	201	12	31	0	61	0	0	0	0	0	2	0	2	
4:30 PM	47	179	0	3	250	10	29	0	104	0	0	0	0	3	0	0	3	
4:45 PM	38	184	0	2	219	8	23	0	65	0	0	0	0	2	0	0	2	
5:00 PM	41	197	0	6	214	13	43	0	140	0	0	0	0	6	0	0	6	
5:15 PM	35	188	0	0	206	10	29	0	93	0	0	0	0	0	0	0	0	
5:30 PM	35	183	0	4	214	13	27	0	61	0	0	0	0	4	0	0	4	
5:45 PM	44	184	0	3	193	9	10	0	52	0	0	0	0	3	0	0	3	
VOLUMES	338	1,489	0	19	1,652	79	213	0	642	0	0	0	0	19	3	0	22	
APPROACH %	19%	81%	0%	1%	94%	5%	25%	0%	75%	0%	0%	0%	0%	0%	0%	0%	0%	
APP/DEPART	1,827	/	1,718	1,750	/	2,294	855	/	0	0	/	420	0	0	0	0	0	
BEGIN PEAK HR	4:30 PM																	
VOLUMES	161	748	0	11	889	41	124	0	402	0	0	0	0	0	0	0	0	
APPROACH %	18%	82%	0%	1%	94%	4%	24%	0%	76%	0%	0%	0%	0%	0%	0%	0%	0%	
PEAK HR FACTOR	0.955			0.894			0.719			0.000			0.908					
APP/DEPART	909	/	883	941	/	1,291	526	/	0	0	/	202	0	0	0	0	0	



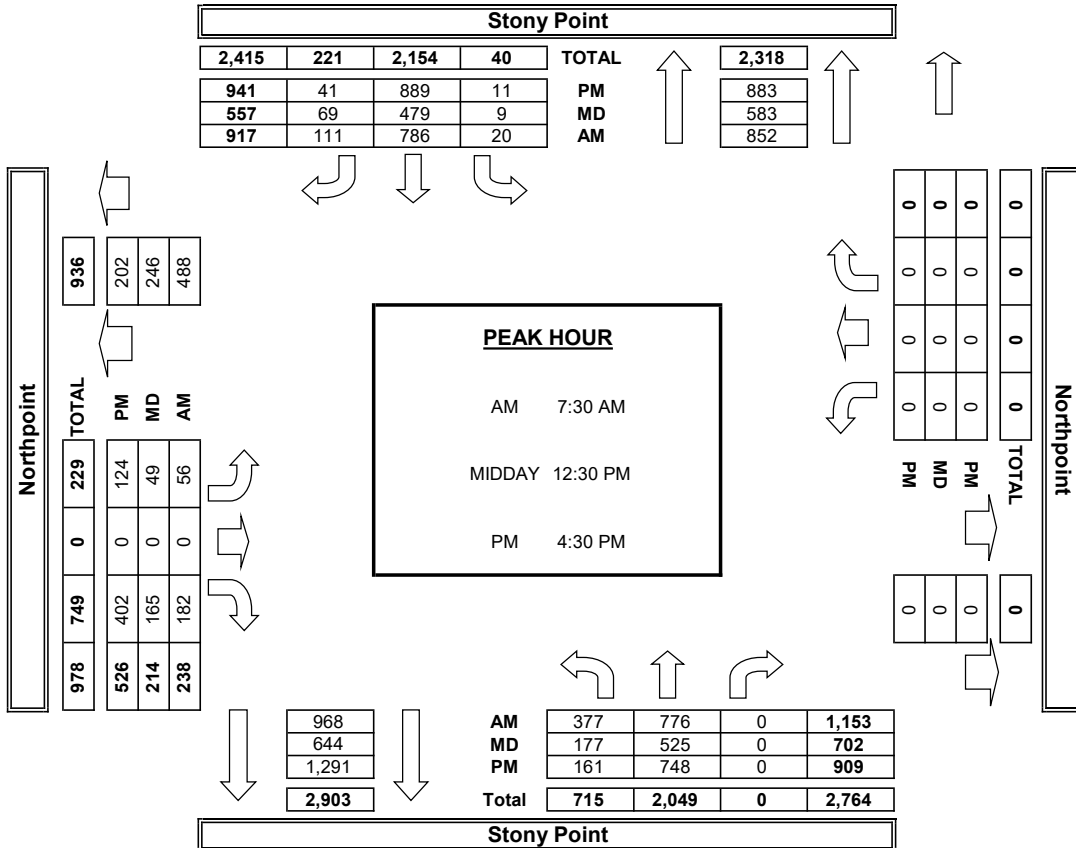
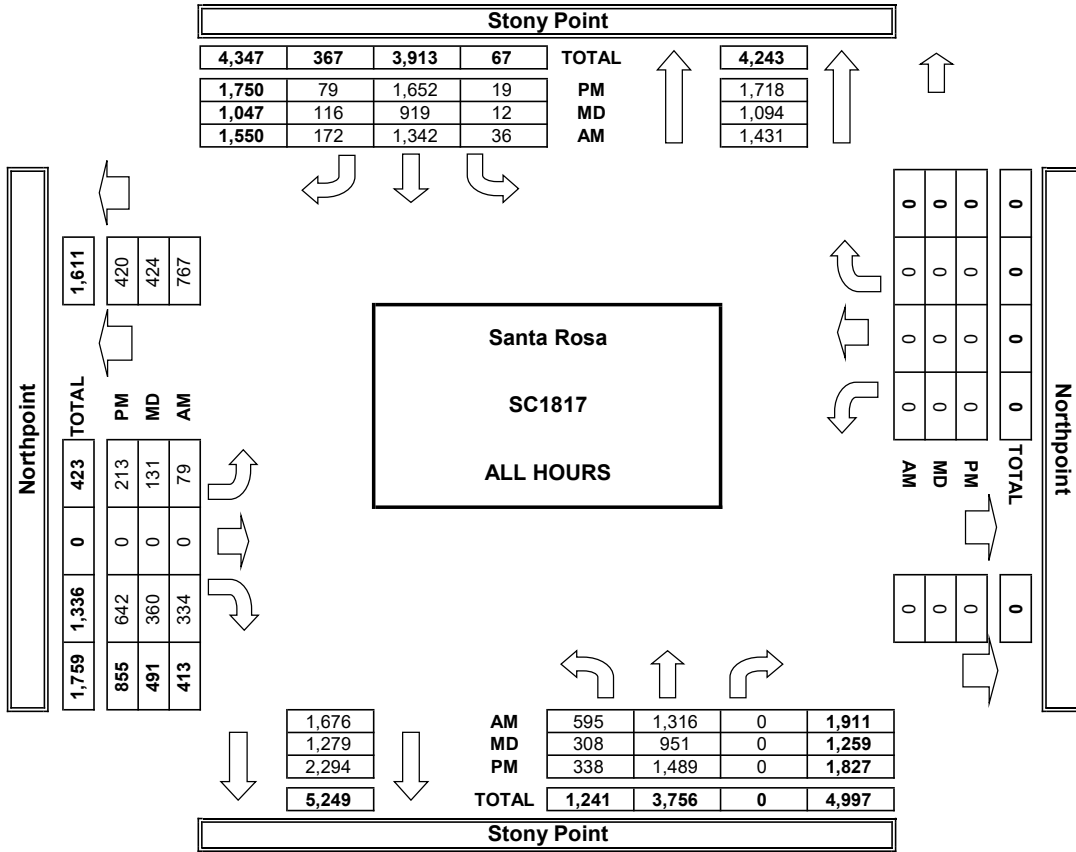
	N SIDE	S SIDE	E SIDE	W SIDE	TOTAL
AM					
7:00 AM	0	0	0	1	1
7:15 AM	0	2	1	2	5
7:30 AM	0	1	0	1	2
7:45 AM	0	1	0	2	3
8:00 AM	5	0	0	5	10
8:15 AM	1	1	1	2	5
8:30 AM	1	0	0	4	5
8:45 AM	0	0	1	1	2
TOTAL	7	5	3	18	33
MIDDAY					
11:30 AM	1	0	3	4	8
11:45 AM	1	1	0	2	4
12:00 PM	1	0	0	0	1
12:15 PM	1	0	0	0	1
12:30 PM	1	0	1	1	3
12:45 PM	1	0	0	0	1
1:00 PM	0	0	1	1	2
1:15 PM	0	0	0	0	0
TOTAL	6	1	5	8	20
PM					
4:00 PM	0	0	2	3	5
4:15 PM	1	0	2	3	6
4:30 PM	1	0	0	7	8
4:45 PM	0	0	3	7	10
5:00 PM	2	0	0	0	2
5:15 PM	1	0	1	2	4
5:30 PM	0	0	1	0	1
5:45 PM	1	0	0	0	1
TOTAL	6	0	9	22	37

PEDESTRIAN + BIKE CROSSINGS				
N SIDE	S SIDE	E SIDE	W SIDE	TOTAL
0	0	0	1	1
0	2	1	2	5
0	1	0	1	2
0	1	0	2	3
5	0	0	5	10
1	1	1	2	5
1	0	0	4	5
0	0	1	1	2
7	5	3	18	33
1	0	3	4	8
1	1	0	2	4
1	0	0	0	1
1	0	0	0	1
1	0	1	1	3
1	0	0	0	1
0	0	1	1	2
0	0	0	0	0
6	1	5	8	20
0	0	2	3	5
1	0	2	3	6
1	0	0	7	8
0	0	3	7	10
2	0	0	0	2
1	0	1	2	4
0	0	1	0	1
1	0	0	0	1
6	0	9	22	37

PEDESTRIAN CROSSINGS				
N SIDE	S SIDE	E SIDE	W SIDE	TOTAL
0	0	0	1	1
0	0	0	0	0
0	0	0	0	0
0	0	0	0	0
1	0	0	3	4
1	0	0	1	2
1	0	0	4	5
0	0	0	0	0
3	0	0	9	12
1	0	0	2	3
1	0	0	0	1
1	0	0	0	1
0	0	0	0	0
1	0	0	1	2
1	0	0	0	1
0	0	0	0	0
0	0	0	0	0
5	0	0	3	8
0	0	0	0	0
0	0	0	3	3
1	0	0	6	7
0	0	0	7	7
1	0	0	0	1
0	0	0	0	0
0	0	0	0	0
1	0	0	0	1
3	0	0	16	19

BICYCLE CROSSINGS				
NS	SS	ES	WS	TOTAL
0	0	0	0	0
0	2	1	2	5
0	1	0	1	2
0	1	0	2	3
4	0	0	2	6
0	1	1	1	3
0	0	0	0	0
0	0	1	0	1
0	0	0	0	0
0	0	1	1	2
0	0	0	0	0
4	5	3	9	21
0	0	3	2	5
0	1	0	2	3
0	0	0	0	0
1	0	0	0	1
0	0	0	0	0
1	0	0	0	1
1	0	1	2	4
0	0	1	0	1
0	0	0	0	0
3	0	9	6	18

AimTD LLC
TURNING MOVEMENT COUNTS



Attachment B

Figures 1 – 12

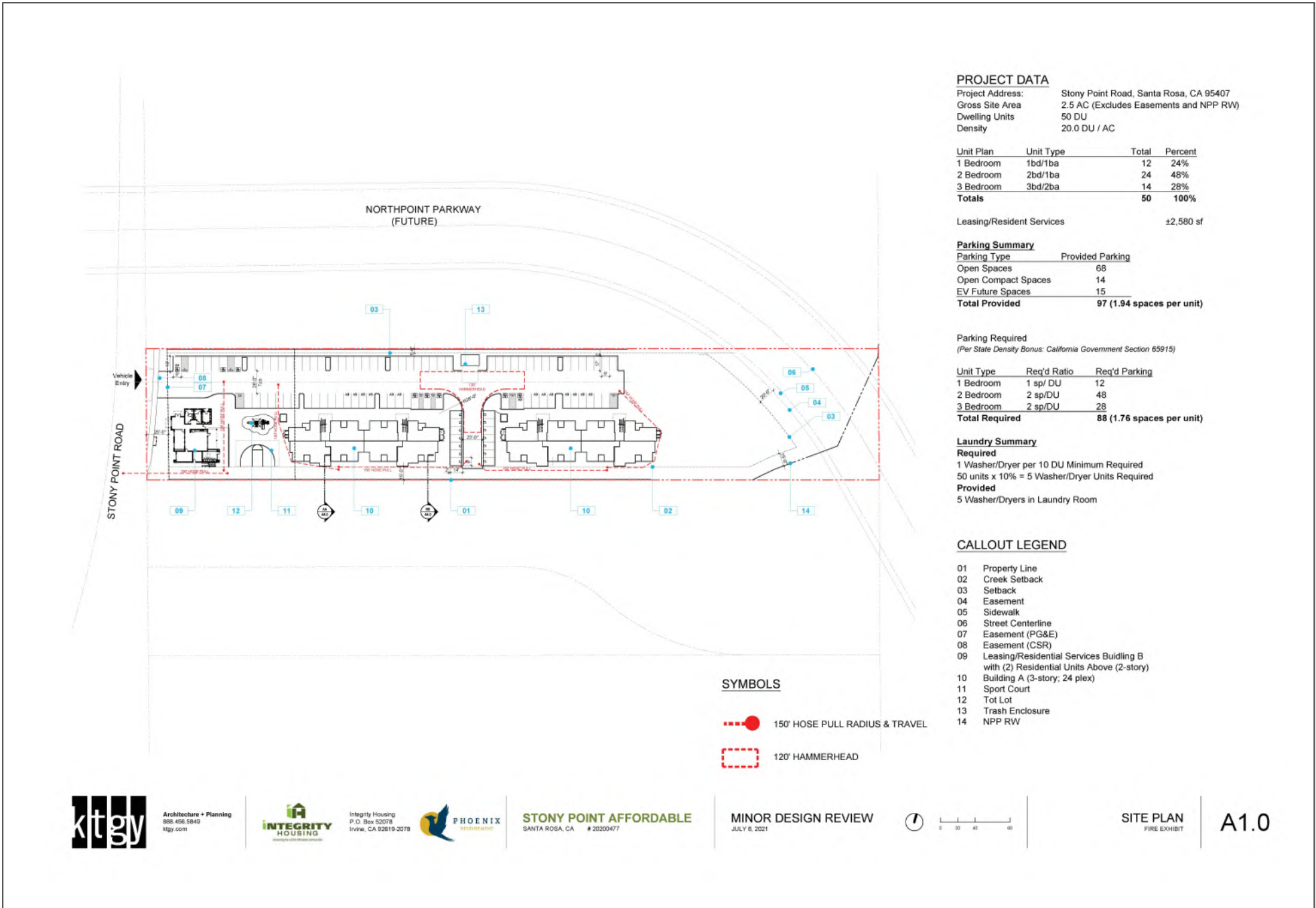


SOURCE: ESRI and Digital Globe 2021; Open Street Map 2021; Google Maps 2021

FIGURE 1

Project Location and Study Area

Stony Point Flats Project



PROJECT DATA

Project Address: Stony Point Road, Santa Rosa, CA 95407
 Gross Site Area 2.5 AC (Excludes Easements and NPP RW)
 Dwelling Units 50 DU
 Density 20.0 DU / AC

Unit Plan	Unit Type	Total	Percent
1 Bedroom	1bd/1ba	12	24%
2 Bedroom	2bd/1ba	24	48%
3 Bedroom	3bd/2ba	14	28%
Totals		50	100%

Leasing/Resident Services ±2,580 sf

Parking Summary

Parking Type	Provided Parking
Open Spaces	68
Open Compact Spaces	14
EV Future Spaces	15
Total Provided	97 (1.94 spaces per unit)

Parking Required

(Per State Density Bonus: California Government Section 65915)

Unit Type	Req'd Ratio	Req'd Parking
1 Bedroom	1 sp/ DU	12
2 Bedroom	2 sp/DU	48
3 Bedroom	2 sp/DU	28
Total Required		88 (1.76 spaces per unit)

Laundry Summary

Required

1 Washer/Dryer per 10 DU Minimum Required
 50 units x 10% = 5 Washer/Dryer Units Required

Provided

5 Washer/Dryers in Laundry Room

CALLOUT LEGEND

- 01 Property Line
- 02 Creek Setback
- 03 Setback
- 04 Easement
- 05 Sidewalk
- 06 Street Centerline
- 07 Easement (PG&E)
- 08 Easement (CSR)
- 09 Leasing/Residential Services Building B with (2) Residential Units Above (2-story)
- 10 Building A (3-story; 24 plex)
- 11 Sport Court
- 12 Tot Lot
- 13 Trash Enclosure
- 14 NPP RW

SYMBOLS

- 150' HOSE PULL RADIUS & TRAVEL
- 120' HAMMERHEAD



Architecture + Planning
 898 456 5849
 ktgy.com



Integrity Housing
 P.O. Box 52076
 Irvine, CA 92619-2076



STONY POINT AFFORDABLE
 SANTA ROSA, CA # 20200477

MINOR DESIGN REVIEW
 JULY 8, 2021



SITE PLAN
 FIRE EXHIBIT

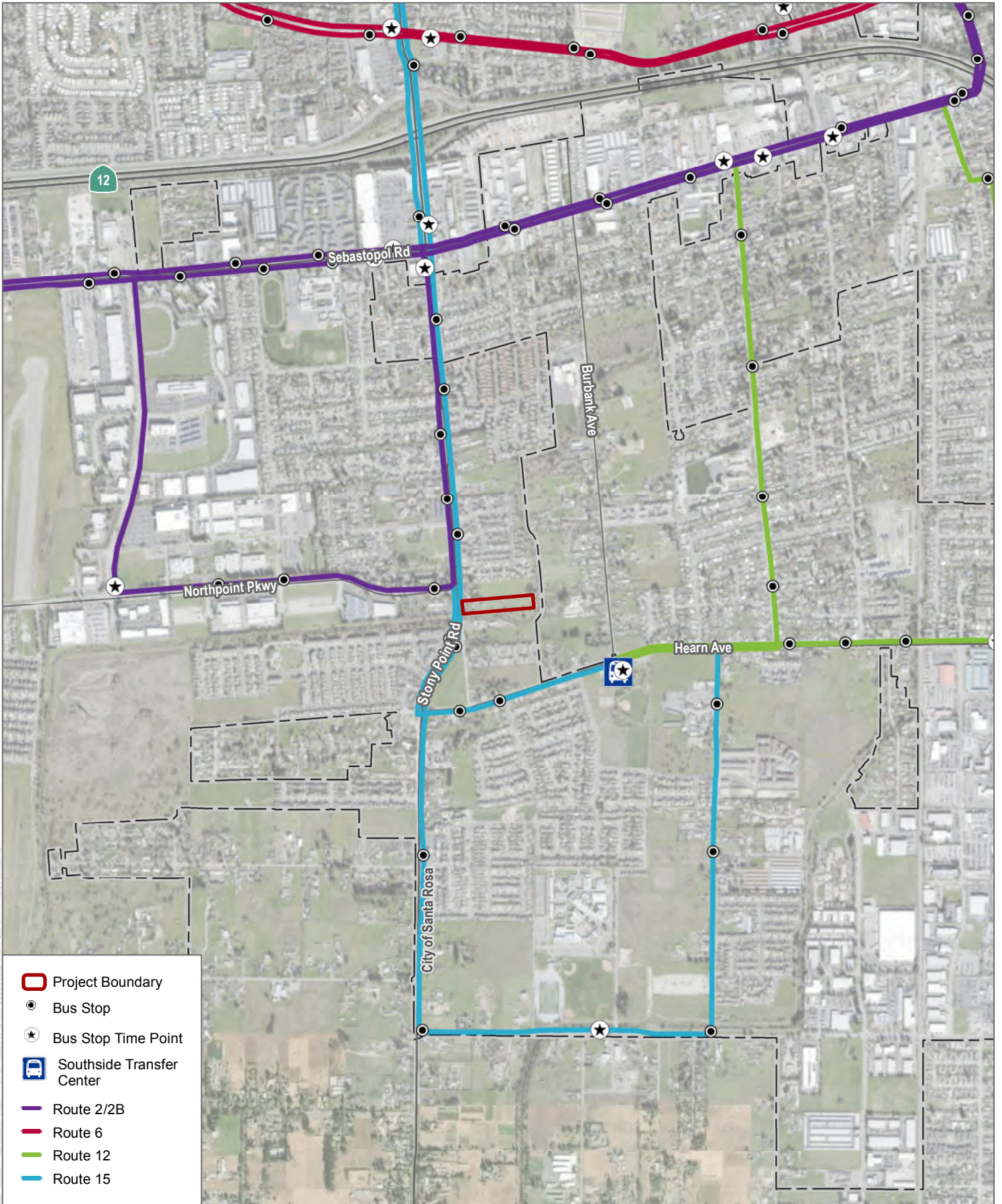
A1.0

SOURCE: Ktgy Architecture + Planning, 2021



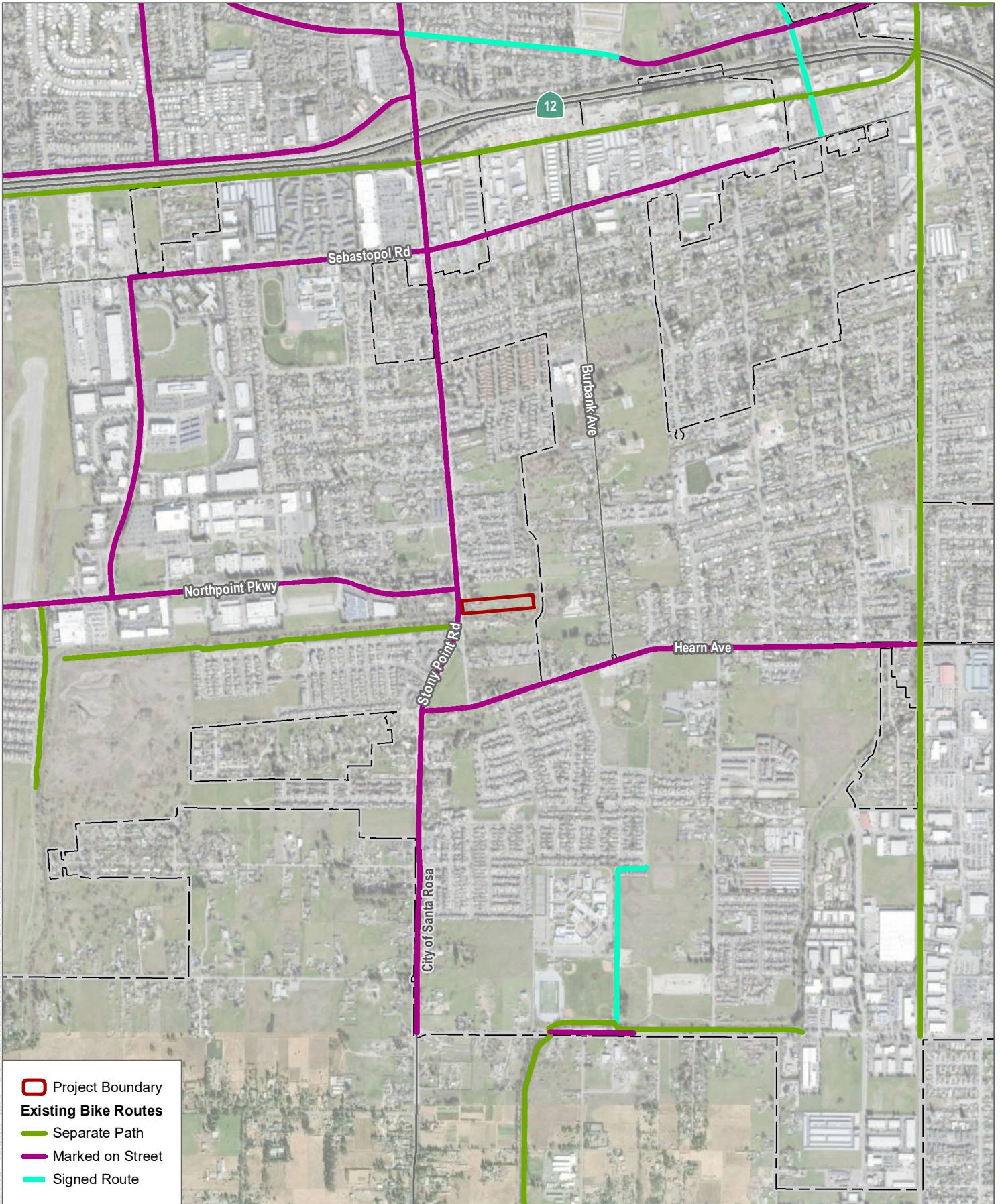
NOT TO SCALE

FIGURE 2
Project Site Plan
 Stony Point Flats Project



SOURCE: ESRI and Digital Globe 2021, Open Street Map 2021, City of Santa Rosa 2021

FIGURE 3
Transit Facilities
 Stony Point Flats Project



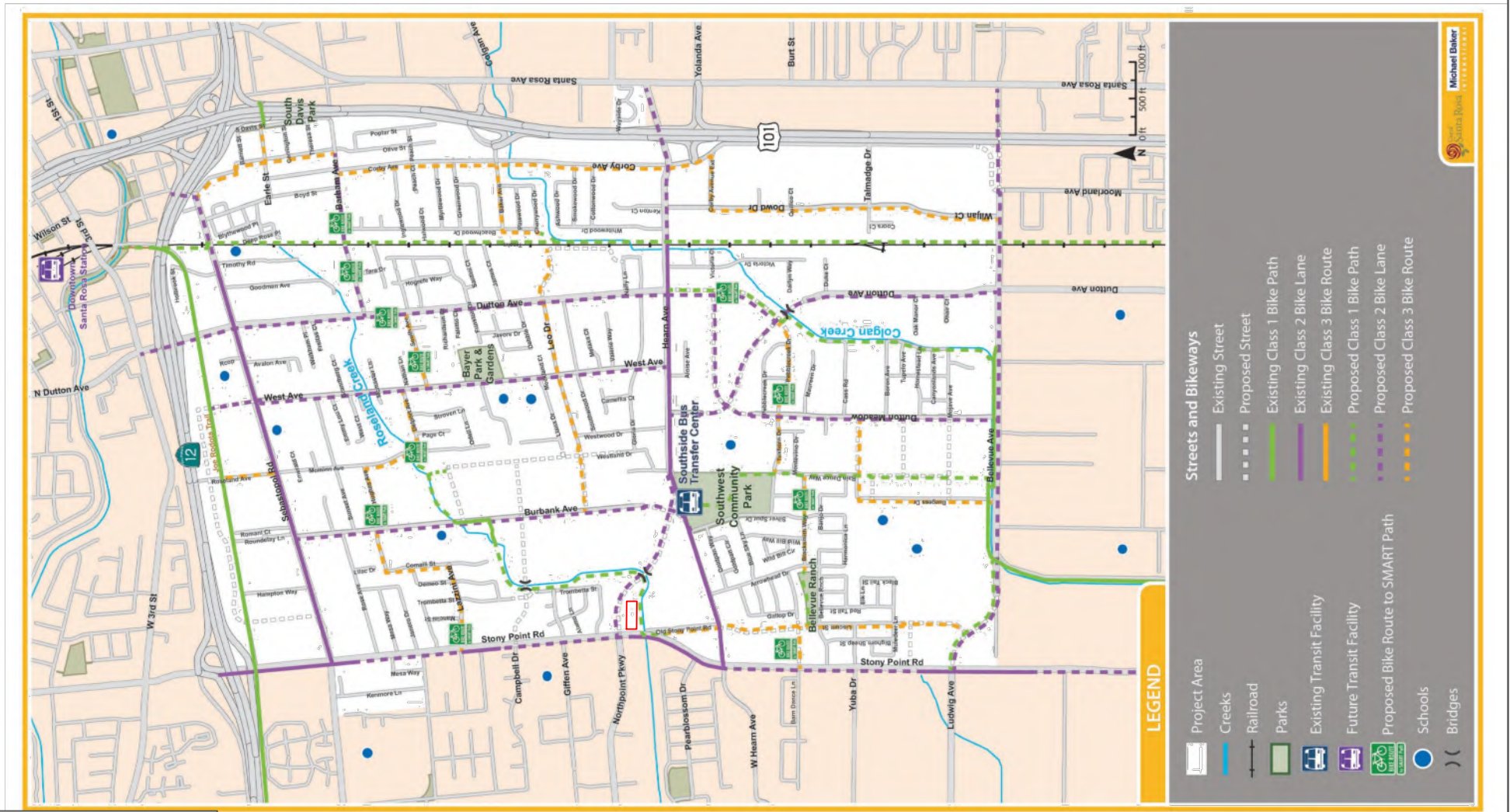
SOURCE: ESRI and Digital Globe 2021, Open Street Map 2021, City of Santa Rosa 2021

FIGURE 4

Existing Bike Facilities

Stony Point Flats Project

Figure 4-3: Pedestrian and Bicycle Network



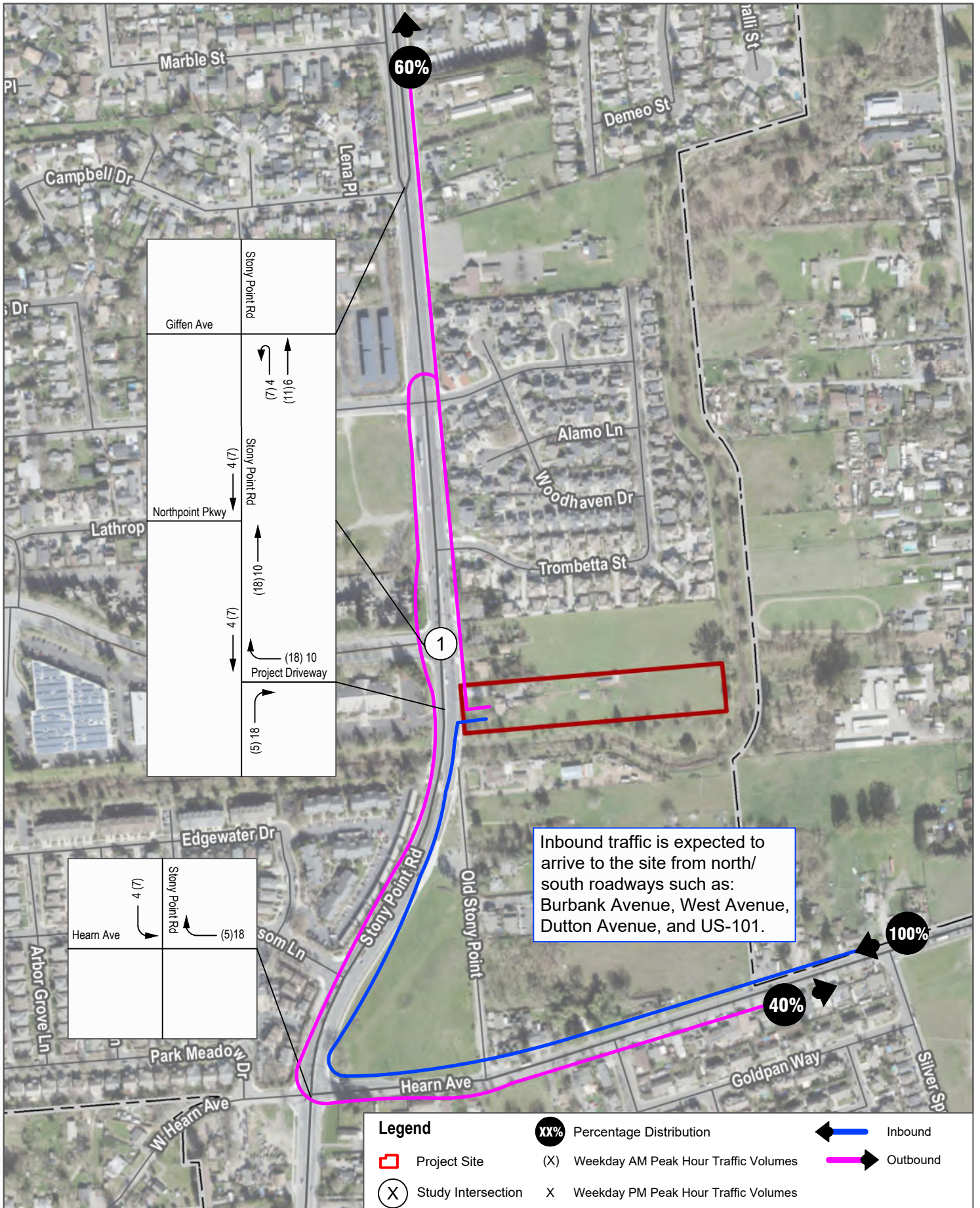
Legend

Project Site

LEGEND

- Project Area
- Creeks
- Railroad
- Parks
- Existing Transit Facility
- Future Transit Facility
- Proposed Bike Route to SMART Path
- Schools
- Bridges

SOURCE: City of Santa Rosa, Roseland Area/Sebastopol Road Specific Plan, 2016

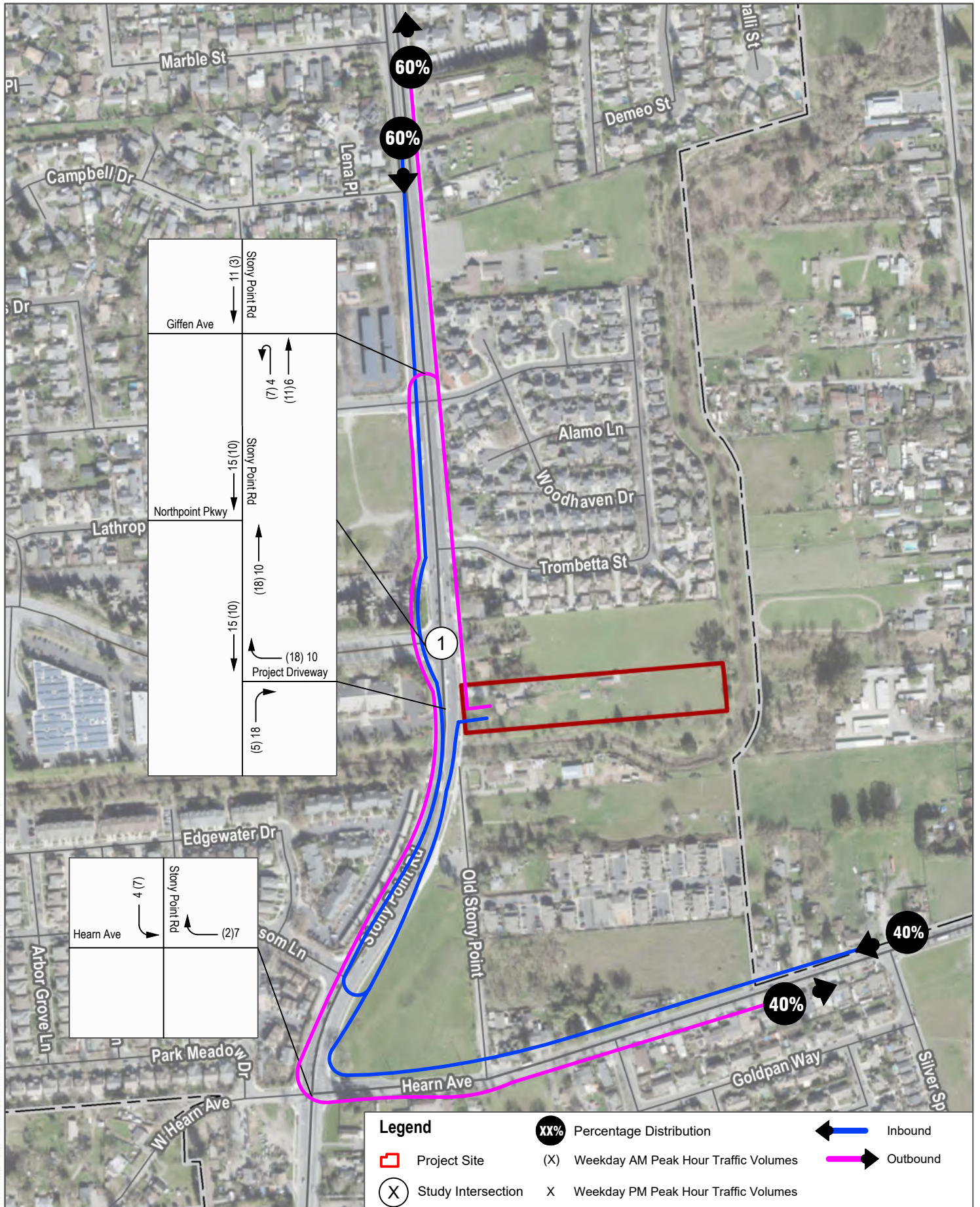


SOURCE: Google Earth 2019

FIGURE 6

Project Trip Distribution & Assignment

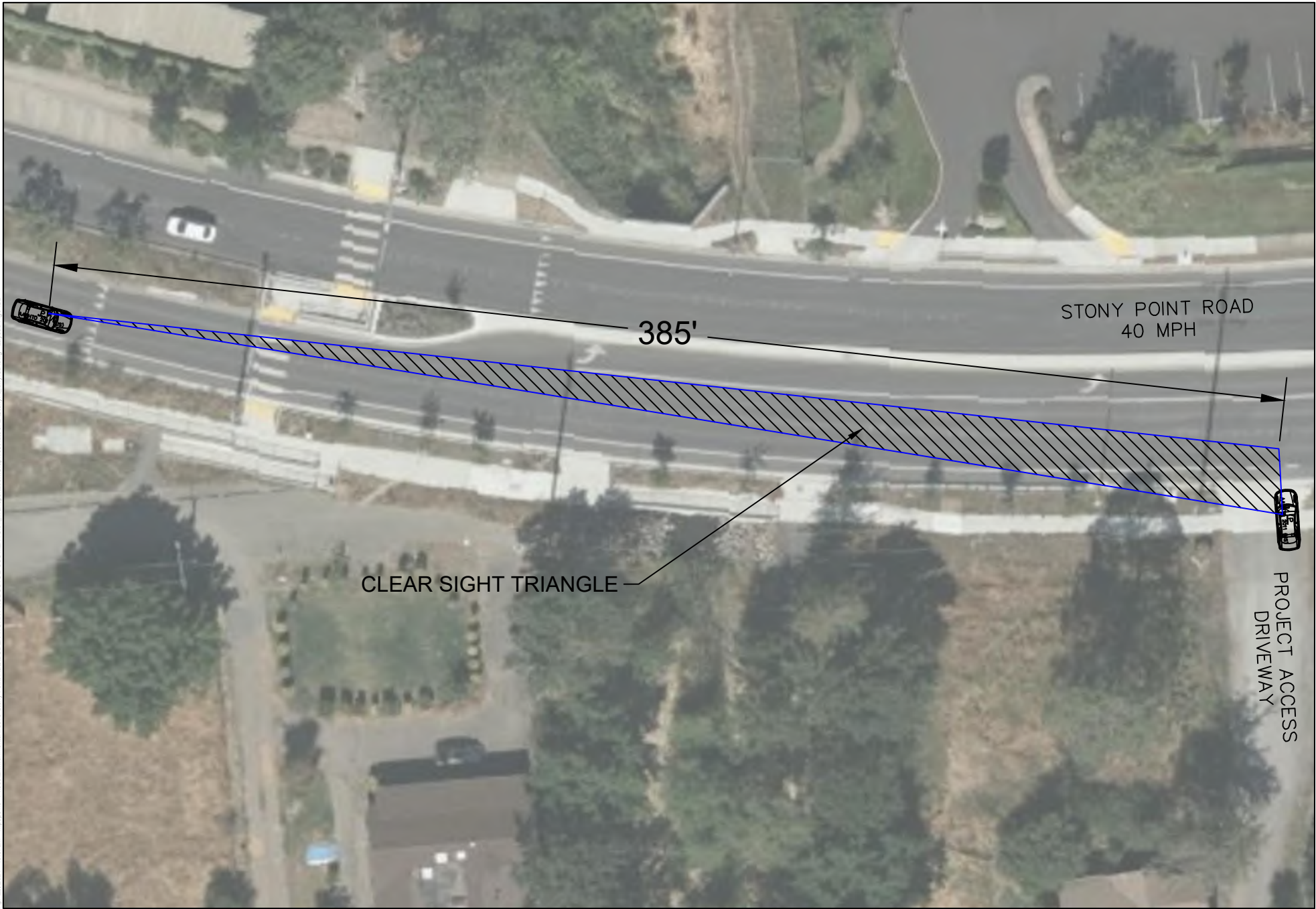
Stony Point Flats Project



SOURCE: Google Earth 2019



FIGURE 7
Project Trip Distribution & Assignment (w/U-Turn)



Apr 22, 2021, 10:57 am - improve: P:\300_Environmental\3073_Stony Point Flats\DUDEK WORK PRODUCTS\DOCUMENTS\04_Transportation\Graphics\MultiCAD\StonyPt_dwr\ISD.dwg Layout: Fig8.ISD

SOURCE: AASHTO 2018

DUDEK



NOT TO SCALE

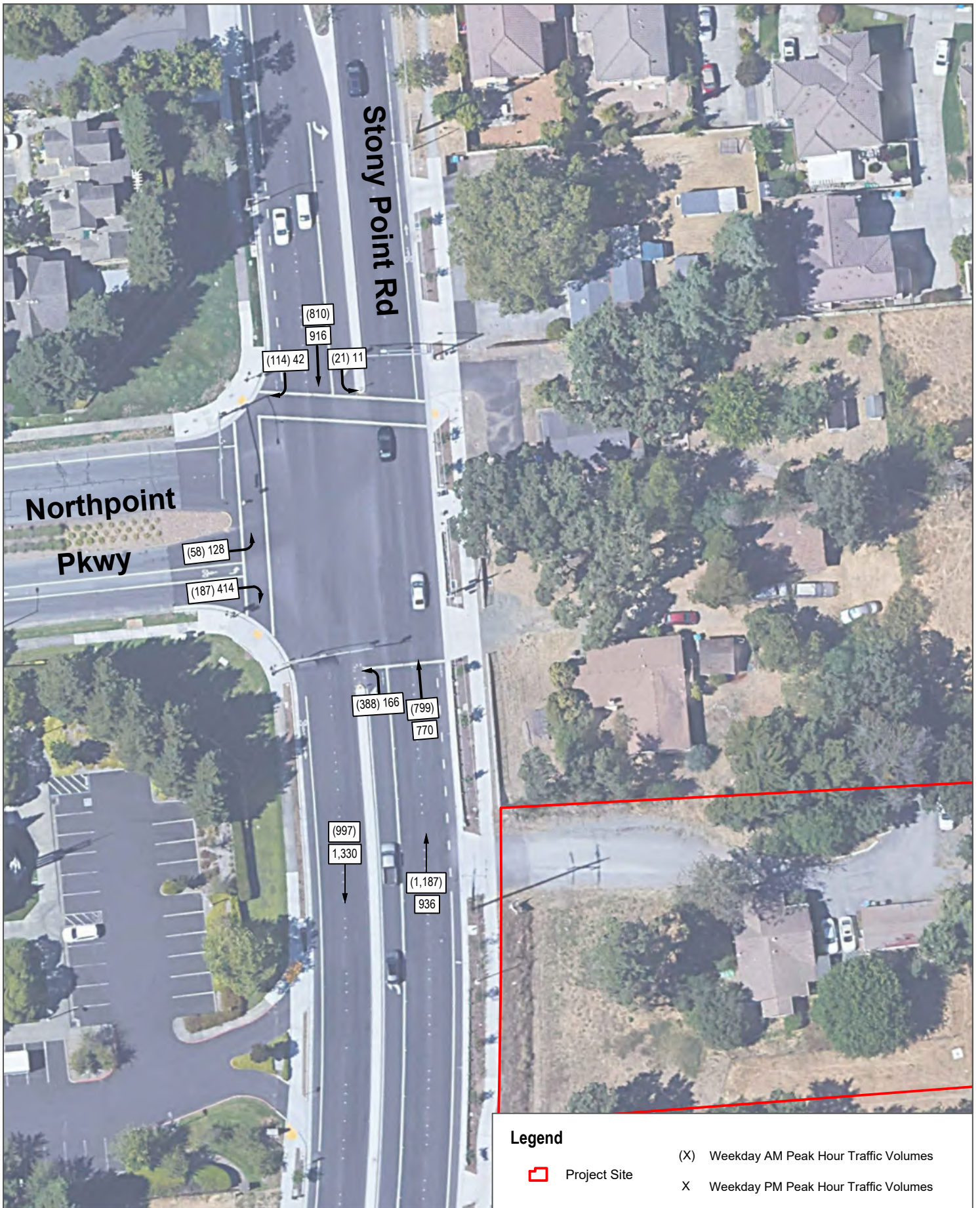
PROJECT ACCESS
DRIVEWAY

STONY POINT ROAD
40 MPH

385'

CLEAR SIGHT TRIANGLE

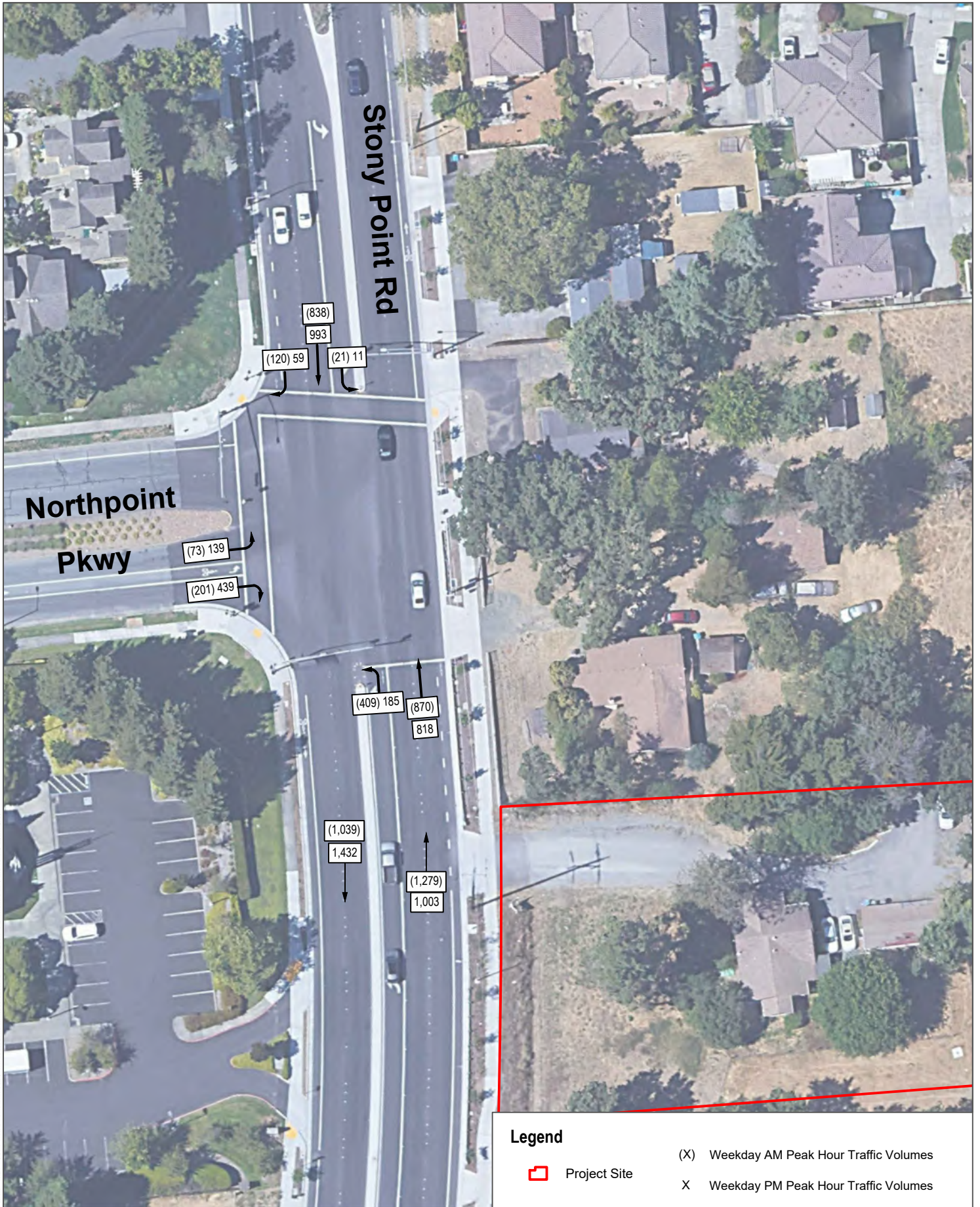
FIGURE 8
Sight Distance Analysis
Stony Point Flats Project



SOURCE: Google Earth 2019



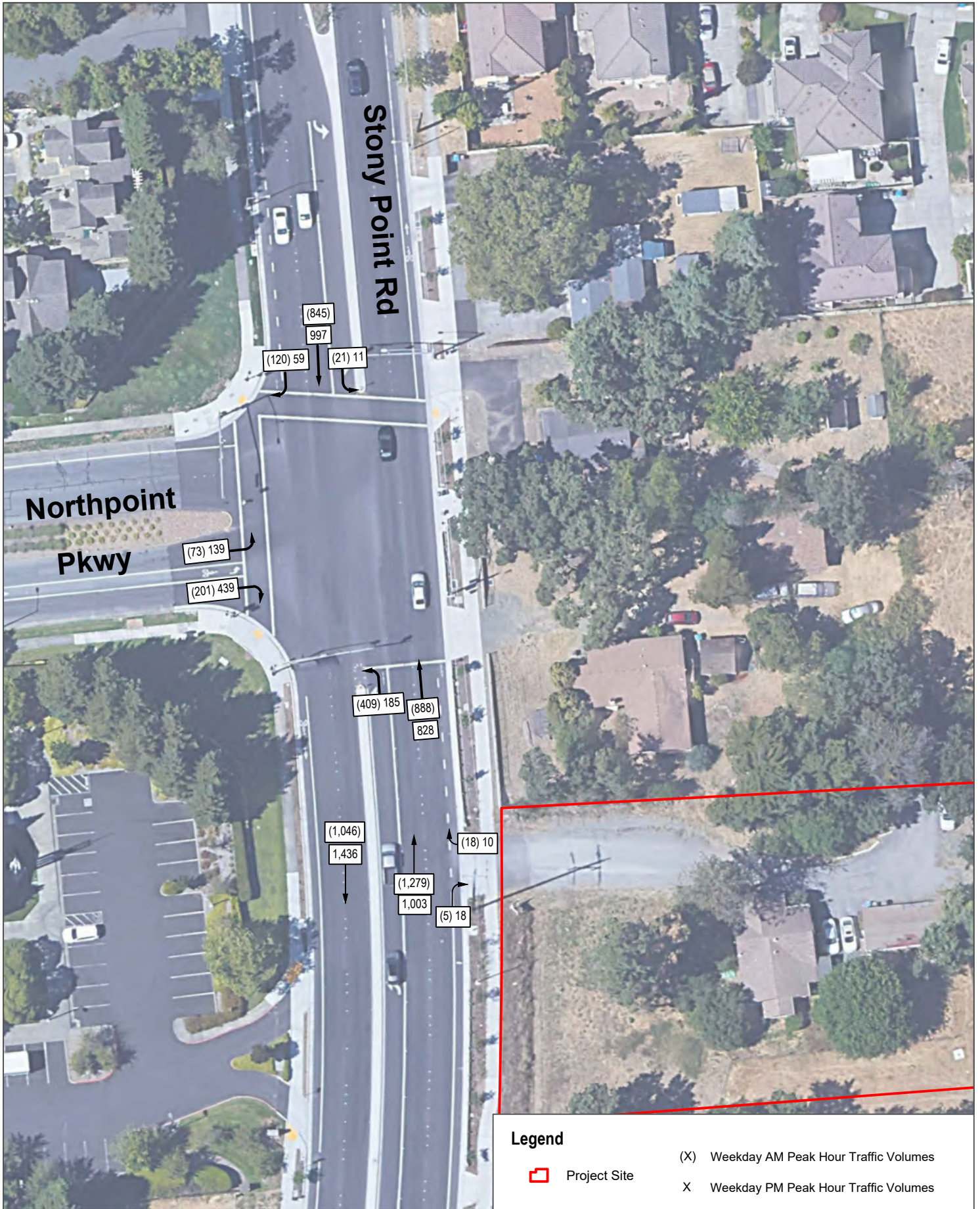
FIGURE 9
Existing Peak Hour Traffic Volumes



SOURCE: Google Earth 2019



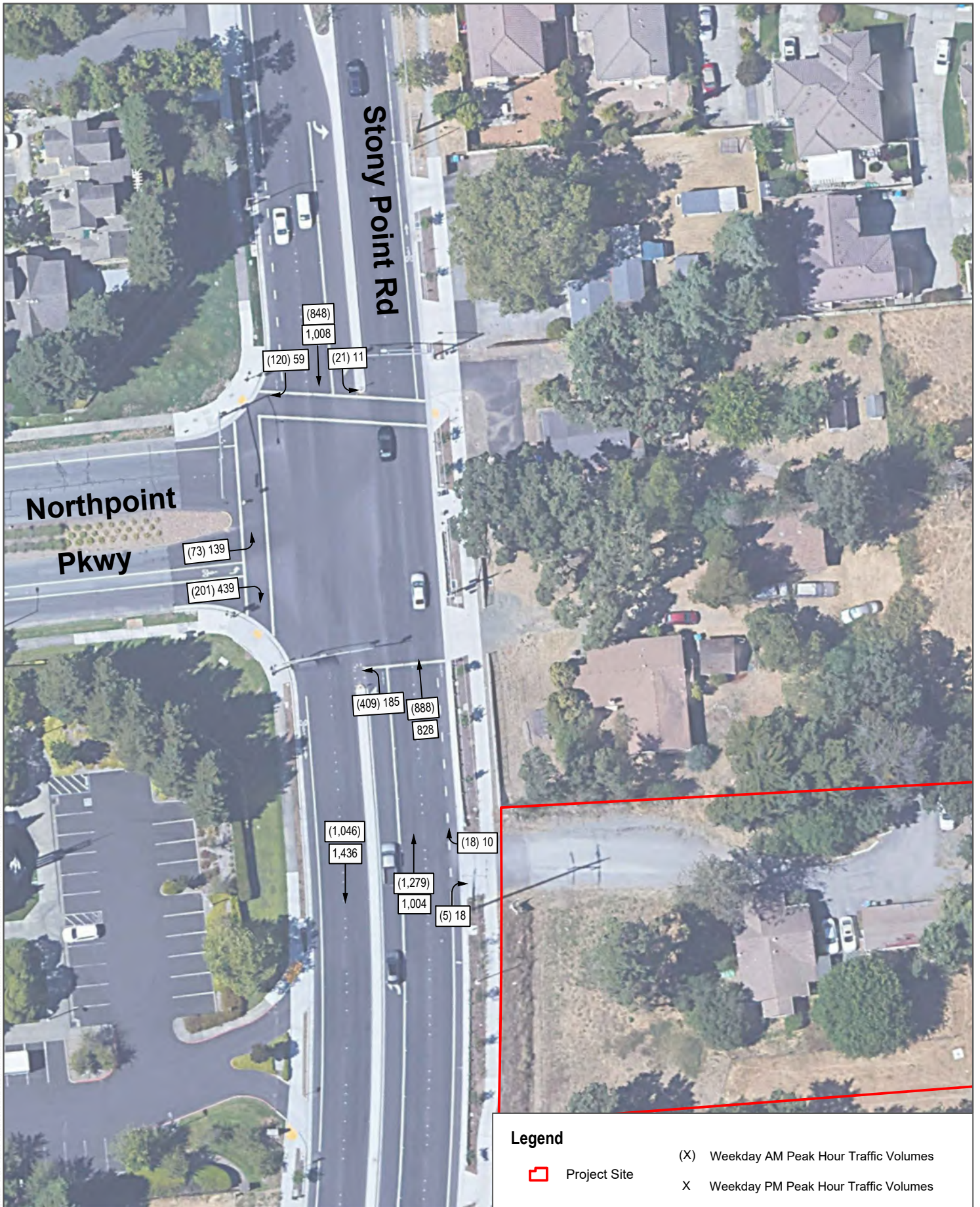
FIGURE 10
Opening Year 2022 Peak Hour Traffic Volumes



SOURCE: Google Earth 2019



FIGURE 11
Opening Year 2022 plus Project Peak Hour Traffic Volumes



SOURCE: Google Earth 2019



FIGURE 12
Opening Year 2022 plus Project (w/U-Turn) Peak Hour Traffic Volumes

Attachment C

Queuing and Level of Service Worksheets

HCM 6th Signalized Intersection Summary
2: Stony Point Rd & Northpoint Pkwy

Existing Conditions
Timing Plan: AM Peak Hour



Movement	EBL	EBR	NBL	NBT	SBU	SBT	SBR
Lane Configurations							
Traffic Volume (veh/h)	58	187	388	799	21	810	114
Future Volume (veh/h)	58	187	388	799	21	810	114
Initial Q (Qb), veh	0	0	0	0		0	0
Ped-Bike Adj(A_pbT)	1.00	1.00	1.00				0.97
Parking Bus, Adj	1.00	1.00	1.00	1.00		1.00	1.00
Work Zone On Approach	No			No		No	
Adj Sat Flow, veh/h/ln	1870	1870	1870	1870		1870	1870
Adj Flow Rate, veh/h	63	203	422	868		880	124
Peak Hour Factor	0.92	0.92	0.92	0.92		0.92	0.92
Percent Heavy Veh, %	2	2	2	2		2	2
Cap, veh/h	283	490	513	2238		1145	161
Arrive On Green	0.16	0.16	0.15	0.63		0.37	0.37
Sat Flow, veh/h	1781	1585	1781	3647		3206	439
Grp Volume(v), veh/h	63	203	422	868		502	502
Grp Sat Flow(s),veh/h/ln	1781	1585	1781	1777		1777	1775
Q Serve(g_s), s	1.2	4.1	3.3	4.8		10.0	10.0
Cycle Q Clear(g_c), s	1.2	4.1	3.3	4.8		10.0	10.0
Prop In Lane	1.00	1.00	1.00				0.25
Lane Grp Cap(c), veh/h	283	490	513	2238		654	653
V/C Ratio(X)	0.22	0.41	0.82	0.39		0.77	0.77
Avail Cap(c_a), veh/h	797	947	763	2238		764	763
HCM Platoon Ratio	1.00	1.00	1.00	1.00		1.00	1.00
Upstream Filter(l)	1.00	1.00	1.00	1.00		1.00	1.00
Uniform Delay (d), s/veh	14.8	11.0	9.5	3.6		11.2	11.2
Incr Delay (d2), s/veh	0.4	0.6	4.6	0.1		4.1	4.1
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0		0.0	0.0
%ile BackOfQ(50%),veh/ln	0.5	0.1	2.2	0.5		3.3	3.3
Unsig. Movement Delay, s/veh							
LnGrp Delay(d),s/veh	15.1	11.6	14.0	3.8		15.3	15.3
LnGrp LOS	B	B	B	A		B	B
Approach Vol, veh/h				1290		1004	
Approach Delay, s/veh				7.1		15.3	
Approach LOS				A		B	
Timer - Assigned Phs	1	2		4		6	
Phs Duration (G+Y+Rc), s	10.5	18.8		10.9		29.3	
Change Period (Y+Rc), s	4.5	4.0		4.5		4.0	
Max Green Setting (Gmax), s	11.7	17.3		18.0		24.0	
Max Q Clear Time (g_c+I1), s	5.3	12.0		6.1		6.8	
Green Ext Time (p_c), s	0.8	2.7		0.7		5.4	

Intersection Summary

HCM 6th Ctrl Delay	10.9
HCM 6th LOS	B

Notes

User approved ignoring U-Turning movement.

HCM 6th Signalized Intersection Summary

2: Stony Point Rd & Northpoint Pkwy

Existing Conditions
Timing Plan: PM Peak Hour



Movement	EBL	EBR	NBL	NBT	SBU	SBT	SBR
Lane Configurations							
Traffic Volume (veh/h)	128	414	166	770	11	916	42
Future Volume (veh/h)	128	414	166	770	11	916	42
Initial Q (Qb), veh	0	0	0	0		0	0
Ped-Bike Adj(A_pbT)	1.00	1.00	1.00				0.96
Parking Bus, Adj	1.00	1.00	1.00	1.00		1.00	1.00
Work Zone On Approach	No			No		No	
Adj Sat Flow, veh/h/ln	1870	1870	1870	1870		1870	1870
Adj Flow Rate, veh/h	141	455	182	846		1007	46
Peak Hour Factor	0.91	0.91	0.91	0.91		0.91	0.91
Percent Heavy Veh, %	2	2	2	2		2	2
Cap, veh/h	348	472	432	2165		1394	64
Arrive On Green	0.20	0.20	0.10	0.61		0.40	0.40
Sat Flow, veh/h	1781	1585	1781	3647		3547	158
Grp Volume(v), veh/h	141	455	182	846		518	535
Grp Sat Flow(s),veh/h/ln	1781	1585	1781	1777		1777	1835
Q Serve(g_s), s	3.0	8.5	1.4	5.3		10.7	10.7
Cycle Q Clear(g_c), s	3.0	8.5	1.4	5.3		10.7	10.7
Prop In Lane	1.00	1.00	1.00				0.09
Lane Grp Cap(c), veh/h	348	472	432	2165		717	740
V/C Ratio(X)	0.41	0.96	0.42	0.39		0.72	0.72
Avail Cap(c_a), veh/h	348	472	844	2736		980	1012
HCM Platoon Ratio	1.00	1.00	1.00	1.00		1.00	1.00
Upstream Filter(l)	1.00	1.00	1.00	1.00		1.00	1.00
Uniform Delay (d), s/veh	15.3	15.1	8.5	4.4		10.9	10.9
Incr Delay (d2), s/veh	0.8	32.4	0.7	0.1		1.7	1.6
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0		0.0	0.0
%ile BackOfQ(50%),veh/ln	1.1	4.2	0.7	0.8		3.2	3.2
Unsig. Movement Delay, s/veh							
LnGrp Delay(d),s/veh	16.1	47.5	9.1	4.5		12.6	12.6
LnGrp LOS	B	D	A	A		B	B
Approach Vol, veh/h	596			1028		1053	
Approach Delay, s/veh	40.0			5.3		12.6	
Approach LOS	D			A		B	
Timer - Assigned Phs	1	2		4		6	
Phs Duration (G+Y+Rc), s	8.9	21.6		13.0		30.5	
Change Period (Y+Rc), s	4.5	4.0		4.5		4.0	
Max Green Setting (Gmax), s	14.5	24.0		8.5		33.5	
Max Q Clear Time (g_c+I1), s	3.4	12.7		10.5		7.3	
Green Ext Time (p_c), s	0.3	4.9		0.0		6.0	

Intersection Summary

HCM 6th Ctrl Delay			15.9				
HCM 6th LOS			B				

Notes

User approved ignoring U-Turning movement.

HCM 6th Signalized Intersection Summary
 2: Stony Point Rd & Northpoint Pkwy

Opening Year 2023
 Timing Plan: AM Peak Hour



Movement	EBL	EBR	NBL	NBT	SBU	SBT	SBR
Lane Configurations							
Traffic Volume (veh/h)	73	201	409	870	21	838	120
Future Volume (veh/h)	73	201	409	870	21	838	120
Initial Q (Qb), veh	0	0	0	0		0	0
Ped-Bike Adj(A_pbT)	1.00	1.00	1.00				0.97
Parking Bus, Adj	1.00	1.00	1.00	1.00		1.00	1.00
Work Zone On Approach	No			No		No	
Adj Sat Flow, veh/h/ln	1870	1870	1870	1870		1870	1870
Adj Flow Rate, veh/h	79	218	445	946		911	130
Peak Hour Factor	0.92	0.92	0.92	0.92		0.92	0.92
Percent Heavy Veh, %	2	2	2	2		2	2
Cap, veh/h	293	534	527	2270		1125	161
Arrive On Green	0.16	0.16	0.17	0.64		0.36	0.36
Sat Flow, veh/h	1781	1585	1781	3647		3201	443
Grp Volume(v), veh/h	79	218	445	946		521	520
Grp Sat Flow(s),veh/h/ln	1781	1585	1781	1777		1777	1774
Q Serve(g_s), s	1.7	4.6	4.8	5.7		11.4	11.4
Cycle Q Clear(g_c), s	1.7	4.6	4.8	5.7		11.4	11.4
Prop In Lane	1.00	1.00	1.00				0.25
Lane Grp Cap(c), veh/h	293	534	527	2270		643	642
V/C Ratio(X)	0.27	0.41	0.84	0.42		0.81	0.81
Avail Cap(c_a), veh/h	743	934	702	2270		712	711
HCM Platoon Ratio	1.00	1.00	1.00	1.00		1.00	1.00
Upstream Filter(l)	1.00	1.00	1.00	1.00		1.00	1.00
Uniform Delay (d), s/veh	15.8	11.0	11.3	3.8		12.4	12.4
Incr Delay (d2), s/veh	0.5	0.5	7.2	0.1		6.4	6.4
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0		0.0	0.0
%ile BackOfQ(50%),veh/ln	0.6	4.4	3.0	0.7		4.3	4.3
Unsig. Movement Delay, s/veh							
LnGrp Delay(d),s/veh	16.3	11.5	18.5	4.0		18.8	18.9
LnGrp LOS	B	B	B	A		B	B
Approach Vol, veh/h	297			1391		1041	
Approach Delay, s/veh	12.8			8.6		18.8	
Approach LOS	B			A		B	
Timer - Assigned Phs	1	2		4		6	
Phs Duration (G+Y+Rc), s	11.9	19.6		11.6		31.6	
Change Period (Y+Rc), s	4.5	4.0		4.5		4.0	
Max Green Setting (Gmax), s	11.7	17.3		18.0		24.0	
Max Q Clear Time (g_c+I1), s	6.8	13.4		6.6		7.7	
Green Ext Time (p_c), s	0.7	2.2		0.7		5.8	

Intersection Summary

HCM 6th Ctrl Delay	13.0
HCM 6th LOS	B

Notes

User approved ignoring U-Turning movement.

HCM 6th Signalized Intersection Summary
2: Stony Point Rd & Northpoint Pkwy

Opening Year 2023
Timing Plan: PM Peak Hour



Movement	EBL	EBR	NBL	NBT	SBU	SBT	SBR
Lane Configurations							
Traffic Volume (veh/h)	139	439	185	818	11	993	59
Future Volume (veh/h)	139	439	185	818	11	993	59
Initial Q (Qb), veh	0	0	0	0		0	0
Ped-Bike Adj(A_pbT)	1.00	1.00	1.00				0.96
Parking Bus, Adj	1.00	1.00	1.00	1.00		1.00	1.00
Work Zone On Approach	No			No		No	
Adj Sat Flow, veh/h/ln	1870	1870	1870	1870		1870	1870
Adj Flow Rate, veh/h	153	482	203	899		1091	65
Peak Hour Factor	0.91	0.91	0.91	0.91		0.91	0.91
Percent Heavy Veh, %	2	2	2	2		2	2
Cap, veh/h	334	458	414	2221		1441	86
Arrive On Green	0.19	0.19	0.10	0.62		0.42	0.42
Sat Flow, veh/h	1781	1585	1781	3647		3493	202
Grp Volume(v), veh/h	153	482	203	899		570	586
Grp Sat Flow(s),veh/h/ln	1781	1585	1781	1777		1777	1825
Q Serve(g_s), s	3.5	8.5	1.6	5.8		12.3	12.4
Cycle Q Clear(g_c), s	3.5	8.5	1.6	5.8		12.3	12.4
Prop In Lane	1.00	1.00	1.00				0.11
Lane Grp Cap(c), veh/h	334	458	414	2221		753	774
V/C Ratio(X)	0.46	1.05	0.49	0.40		0.76	0.76
Avail Cap(c_a), veh/h	334	458	802	2626		941	966
HCM Platoon Ratio	1.00	1.00	1.00	1.00		1.00	1.00
Upstream Filter(l)	1.00	1.00	1.00	1.00		1.00	1.00
Uniform Delay (d), s/veh	16.4	16.1	9.5	4.3		11.1	11.1
Incr Delay (d2), s/veh	1.0	56.2	0.9	0.1		2.8	2.7
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0		0.0	0.0
%ile BackOfQ(50%),veh/ln	1.3	7.2	1.0	0.8		3.9	4.0
Unsig. Movement Delay, s/veh							
LnGrp Delay(d),s/veh	17.3	72.3	10.4	4.4		13.8	13.8
LnGrp LOS	B	F	B	A		B	B
Approach Vol, veh/h	635			1102		1156	
Approach Delay, s/veh	59.0			5.5		13.8	
Approach LOS	E			A		B	
Timer - Assigned Phs	1	2		4		6	
Phs Duration (G+Y+Rc), s	9.1	23.2		13.0		32.3	
Change Period (Y+Rc), s	4.5	4.0		4.5		4.0	
Max Green Setting (Gmax), s	14.5	24.0		8.5		33.5	
Max Q Clear Time (g_c+I1), s	3.6	14.4		10.5		7.8	
Green Ext Time (p_c), s	0.4	4.9		0.0		6.5	

Intersection Summary

HCM 6th Ctrl Delay			20.6				
HCM 6th LOS			C				

Notes

User approved ignoring U-Turning movement.

HCM 6th Signalized Intersection Summary
 2: Stony Point Rd & Northpoint Pkwy

Opening Year 2023 plus Project
 Timing Plan: AM Peak Hour



Movement	EBL	EBR	NBL	NBT	SBU	SBT	SBR
Lane Configurations							
Traffic Volume (veh/h)	73	201	409	888	21	845	120
Future Volume (veh/h)	73	201	409	888	21	845	120
Initial Q (Qb), veh	0	0	0	0		0	0
Ped-Bike Adj(A_pbT)	1.00	1.00	1.00				0.97
Parking Bus, Adj	1.00	1.00	1.00	1.00		1.00	1.00
Work Zone On Approach	No			No		No	
Adj Sat Flow, veh/h/ln	1870	1870	1870	1870		1870	1870
Adj Flow Rate, veh/h	79	218	445	965		918	130
Peak Hour Factor	0.92	0.92	0.92	0.92		0.92	0.92
Percent Heavy Veh, %	2	2	2	2		2	2
Cap, veh/h	292	535	526	2273		1128	160
Arrive On Green	0.16	0.16	0.17	0.64		0.36	0.36
Sat Flow, veh/h	1781	1585	1781	3647		3204	440
Grp Volume(v), veh/h	79	218	445	965		524	524
Grp Sat Flow(s),veh/h/ln	1781	1585	1781	1777		1777	1774
Q Serve(g_s), s	1.7	4.6	4.9	5.8		11.6	11.6
Cycle Q Clear(g_c), s	1.7	4.6	4.9	5.8		11.6	11.6
Prop In Lane	1.00	1.00	1.00				0.25
Lane Grp Cap(c), veh/h	292	535	526	2273		644	643
V/C Ratio(X)	0.27	0.41	0.85	0.42		0.81	0.81
Avail Cap(c_a), veh/h	740	933	699	2273		710	709
HCM Platoon Ratio	1.00	1.00	1.00	1.00		1.00	1.00
Upstream Filter(l)	1.00	1.00	1.00	1.00		1.00	1.00
Uniform Delay (d), s/veh	15.8	11.0	11.4	3.9		12.5	12.5
Incr Delay (d2), s/veh	0.5	0.5	7.3	0.1		6.7	6.7
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0		0.0	0.0
%ile BackOfQ(50%),veh/ln	0.6	0.1	3.0	0.7		4.4	4.4
Unsig. Movement Delay, s/veh							
LnGrp Delay(d),s/veh	16.3	11.5	18.7	4.0		19.2	19.2
LnGrp LOS	B	B	B	A		B	B
Approach Vol, veh/h				1410		1048	
Approach Delay, s/veh				8.6		19.2	
Approach LOS				A		B	
Timer - Assigned Phs	1	2		4		6	
Phs Duration (G+Y+Rc), s	12.0	19.7		11.6		31.7	
Change Period (Y+Rc), s	4.5	4.0		4.5		4.0	
Max Green Setting (Gmax), s	11.7	17.3		18.0		24.0	
Max Q Clear Time (g_c+I1), s	6.9	13.6		6.6		7.8	
Green Ext Time (p_c), s	0.7	2.1		0.7		5.9	

Intersection Summary

HCM 6th Ctrl Delay	13.1
HCM 6th LOS	B

Notes

User approved ignoring U-Turning movement.

HCM 6th Signalized Intersection Summary
2: Stony Point Rd & Northpoint Pkwy

Opening Year 2023 plus Project
Timing Plan: PM Peak Hour



Movement	EBL	EBR	NBL	NBT	SBU	SBT	SBR
Lane Configurations							
Traffic Volume (veh/h)	139	439	185	828	11	997	59
Future Volume (veh/h)	139	439	185	828	11	997	59
Initial Q (Qb), veh	0	0	0	0		0	0
Ped-Bike Adj(A_pbT)	1.00	1.00	1.00				0.96
Parking Bus, Adj	1.00	1.00	1.00	1.00		1.00	1.00
Work Zone On Approach	No			No		No	
Adj Sat Flow, veh/h/ln	1870	1870	1870	1870		1870	1870
Adj Flow Rate, veh/h	153	482	203	910		1096	65
Peak Hour Factor	0.91	0.91	0.91	0.91		0.91	0.91
Percent Heavy Veh, %	2	2	2	2		2	2
Cap, veh/h	333	458	413	2223		1445	86
Arrive On Green	0.19	0.19	0.10	0.63		0.42	0.42
Sat Flow, veh/h	1781	1585	1781	3647		3494	202
Grp Volume(v), veh/h	153	482	203	910		573	588
Grp Sat Flow(s),veh/h/ln	1781	1585	1781	1777		1777	1825
Q Serve(g_s), s	3.5	8.5	1.6	5.9		12.4	12.4
Cycle Q Clear(g_c), s	3.5	8.5	1.6	5.9		12.4	12.4
Prop In Lane	1.00	1.00	1.00				0.11
Lane Grp Cap(c), veh/h	333	458	413	2223		755	775
V/C Ratio(X)	0.46	1.05	0.49	0.41		0.76	0.76
Avail Cap(c_a), veh/h	333	458	801	2622		939	965
HCM Platoon Ratio	1.00	1.00	1.00	1.00		1.00	1.00
Upstream Filter(l)	1.00	1.00	1.00	1.00		1.00	1.00
Uniform Delay (d), s/veh	16.4	16.1	9.6	4.3		11.1	11.1
Incr Delay (d2), s/veh	1.0	56.7	0.9	0.1		2.8	2.8
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0		0.0	0.0
%ile BackOfQ(50%),veh/ln	1.3	7.2	1.0	0.9		3.9	4.0
Unsig. Movement Delay, s/veh							
LnGrp Delay(d),s/veh	17.4	72.8	10.5	4.4		13.9	13.9
LnGrp LOS	B	F	B	A		B	B
Approach Vol, veh/h	635			1113		1161	
Approach Delay, s/veh	59.5			5.5		13.9	
Approach LOS	E			A		B	
Timer - Assigned Phs	1	2		4		6	
Phs Duration (G+Y+Rc), s	9.1	23.3		13.0		32.4	
Change Period (Y+Rc), s	4.5	4.0		4.5		4.0	
Max Green Setting (Gmax), s	14.5	24.0		8.5		33.5	
Max Q Clear Time (g_c+I1), s	3.6	14.4		10.5		7.9	
Green Ext Time (p_c), s	0.4	4.9		0.0		6.6	
Intersection Summary							
HCM 6th Ctrl Delay			20.6				
HCM 6th LOS			C				
Notes							
User approved ignoring U-Turning movement.							

Intersection: 2: Stony Point Rd & Northpoint Pkwy

Movement	EB	EB	NB	NB	NB	SB	SB	SB
Directions Served	L	R	L	T	T	U	T	TR
Maximum Queue (ft)	73	104	184	112	108	80	271	238
Average Queue (ft)	32	47	93	38	34	14	139	103
95th Queue (ft)	66	81	157	90	83	51	230	190
Link Distance (ft)	465			551	551			
Upstream Blk Time (%)								
Queuing Penalty (veh)								
Storage Bay Dist (ft)		175	300			120		
Storage Blk Time (%)							10	
Queuing Penalty (veh)							2	

Zone Summary

Zone wide Queuing Penalty: 2

Intersection: 2: Stony Point Rd & Northpoint Pkwy

Movement	EB	EB	NB	NB	NB	SB	SB	SB
Directions Served	L	R	L	T	T	U	T	TR
Maximum Queue (ft)	131	160	110	123	98	99	268	181
Average Queue (ft)	62	93	51	43	29	12	145	92
95th Queue (ft)	106	146	88	91	72	58	232	166
Link Distance (ft)	465			551	551			
Upstream Blk Time (%)								
Queuing Penalty (veh)								
Storage Bay Dist (ft)		175	300			120		
Storage Blk Time (%)	0	0					10	
Queuing Penalty (veh)	0	0					1	

Zone Summary

Zone wide Queuing Penalty: 2

Intersection: 2: Stony Point Rd & Northpoint Pkwy

Movement	EB	EB	NB	NB	NB	SB	SB	SB
Directions Served	L	R	L	T	T	U	T	TR
Maximum Queue (ft)	83	103	226	135	113	145	320	262
Average Queue (ft)	40	50	104	46	40	20	165	124
95th Queue (ft)	72	85	173	103	87	79	264	214
Link Distance (ft)	465		551		551			
Upstream Blk Time (%)								
Queuing Penalty (veh)								
Storage Bay Dist (ft)	175		300		120			
Storage Blk Time (%)					0		18	
Queuing Penalty (veh)					0		4	

Zone Summary

Zone wide Queuing Penalty: 4

Intersection: 2: Stony Point Rd & Northpoint Pkwy

Movement	EB	EB	NB	NB	NB	SB	SB	SB
Directions Served	L	R	L	T	T	U	T	TR
Maximum Queue (ft)	167	187	132	107	87	104	329	268
Average Queue (ft)	76	102	59	46	31	12	179	122
95th Queue (ft)	136	167	101	90	67	55	286	215
Link Distance (ft)	465			551	551			
Upstream Blk Time (%)								
Queuing Penalty (veh)								
Storage Bay Dist (ft)		175	300			120		
Storage Blk Time (%)	0	1					18	
Queuing Penalty (veh)	0	1					2	

Zone Summary

Zone wide Queuing Penalty: 3

Intersection: 2: Stony Point Rd & Northpoint Pkwy

Movement	EB	EB	NB	NB	NB	SB	SB	SB
Directions Served	L	R	L	T	T	U	T	TR
Maximum Queue (ft)	85	93	231	127	120	144	308	265
Average Queue (ft)	38	46	103	50	46	24	166	131
95th Queue (ft)	71	81	180	110	106	88	270	227
Link Distance (ft)	465			551	551			
Upstream Blk Time (%)								
Queuing Penalty (veh)								
Storage Bay Dist (ft)		175	300			120		
Storage Blk Time (%)			0				16	
Queuing Penalty (veh)			0				3	

Zone Summary

Zone wide Queuing Penalty: 3

Intersection: 2: Stony Point Rd & Northpoint Pkwy

Movement	EB	EB	NB	NB	NB	SB	SB	SB
Directions Served	L	R	L	T	T	U	T	TR
Maximum Queue (ft)	247	192	118	161	123	81	329	257
Average Queue (ft)	80	102	58	50	34	9	168	115
95th Queue (ft)	174	173	101	107	82	42	268	206
Link Distance (ft)	465			551	551			
Upstream Blk Time (%)	0							
Queuing Penalty (veh)	0							
Storage Bay Dist (ft)		175	300			120		
Storage Blk Time (%)	1	1					16	
Queuing Penalty (veh)	4	1					2	

Zone Summary

Zone wide Queuing Penalty: 7

HCM 6th Signalized Intersection Summary
 2: Stony Point Rd & Northpoint Pkwy

U-TURN - Opening Year 2023 plus Project
 Timing Plan: AM Peak Hour



Movement	EBL	EBR	NBL	NBT	SBU	SBT	SBR
Lane Configurations							
Traffic Volume (veh/h)	73	201	409	888	21	848	120
Future Volume (veh/h)	73	201	409	888	21	848	120
Initial Q (Qb), veh	0	0	0	0		0	0
Ped-Bike Adj(A_pbT)	1.00	1.00	1.00				0.97
Parking Bus, Adj	1.00	1.00	1.00	1.00		1.00	1.00
Work Zone On Approach	No			No		No	
Adj Sat Flow, veh/h/ln	1870	1870	1870	1870		1870	1870
Adj Flow Rate, veh/h	79	218	445	965		922	130
Peak Hour Factor	0.92	0.92	0.92	0.92		0.92	0.92
Percent Heavy Veh, %	2	2	2	2		2	2
Cap, veh/h	292	535	526	2275		1130	159
Arrive On Green	0.16	0.16	0.17	0.64		0.36	0.36
Sat Flow, veh/h	1781	1585	1781	3647		3206	439
Grp Volume(v), veh/h	79	218	445	965		526	526
Grp Sat Flow(s),veh/h/ln	1781	1585	1781	1777		1777	1775
Q Serve(g_s), s	1.7	4.6	4.9	5.8		11.6	11.6
Cycle Q Clear(g_c), s	1.7	4.6	4.9	5.8		11.6	11.6
Prop In Lane	1.00	1.00	1.00				0.25
Lane Grp Cap(c), veh/h	292	535	526	2275		645	644
V/C Ratio(X)	0.27	0.41	0.85	0.42		0.82	0.82
Avail Cap(c_a), veh/h	739	933	697	2275		708	707
HCM Platoon Ratio	1.00	1.00	1.00	1.00		1.00	1.00
Upstream Filter(l)	1.00	1.00	1.00	1.00		1.00	1.00
Uniform Delay (d), s/veh	15.9	11.0	11.5	3.9		12.5	12.5
Incr Delay (d2), s/veh	0.5	0.5	7.4	0.1		6.8	6.9
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0		0.0	0.0
%ile BackOfQ(50%),veh/ln	0.6	0.1	3.0	0.7		4.5	4.5
Unsig. Movement Delay, s/veh							
LnGrp Delay(d),s/veh	16.4	11.5	18.8	4.0		19.3	19.4
LnGrp LOS	B	B	B	A		B	B
Approach Vol, veh/h				1410		1052	
Approach Delay, s/veh				8.7		19.4	
Approach LOS				A		B	
Timer - Assigned Phs	1	2		4		6	
Phs Duration (G+Y+Rc), s	12.0	19.8		11.6		31.8	
Change Period (Y+Rc), s	4.5	4.0		4.5		4.0	
Max Green Setting (Gmax), s	11.7	17.3		18.0		24.0	
Max Q Clear Time (g_c+I1), s	6.9	13.6		6.6		7.8	
Green Ext Time (p_c), s	0.7	2.1		0.7		5.9	

Intersection Summary

HCM 6th Ctrl Delay	13.2
HCM 6th LOS	B

Notes

User approved ignoring U-Turning movement.

HCM 6th Signalized Intersection Summary
 2: Stony Point Rd & Northpoint Pkwy

U-TURN - Opening Year 2023 plus Project
 Timing Plan: PM Peak Hour



Movement	EBL	EBR	NBL	NBT	SBU	SBT	SBR
Lane Configurations							
Traffic Volume (veh/h)	139	439	185	828	11	1008	59
Future Volume (veh/h)	139	439	185	828	11	1008	59
Initial Q (Qb), veh	0	0	0	0		0	0
Ped-Bike Adj(A_pbT)	1.00	1.00	1.00				0.96
Parking Bus, Adj	1.00	1.00	1.00	1.00		1.00	1.00
Work Zone On Approach	No			No		No	
Adj Sat Flow, veh/h/ln	1870	1870	1870	1870		1870	1870
Adj Flow Rate, veh/h	153	482	203	910		1108	65
Peak Hour Factor	0.91	0.91	0.91	0.91		0.91	0.91
Percent Heavy Veh, %	2	2	2	2		2	2
Cap, veh/h	332	456	410	2228		1453	85
Arrive On Green	0.19	0.19	0.10	0.63		0.43	0.43
Sat Flow, veh/h	1781	1585	1781	3647		3496	200
Grp Volume(v), veh/h	153	482	203	910		578	595
Grp Sat Flow(s),veh/h/ln	1781	1585	1781	1777		1777	1825
Q Serve(g_s), s	3.5	8.5	1.6	5.9		12.6	12.6
Cycle Q Clear(g_c), s	3.5	8.5	1.6	5.9		12.6	12.6
Prop In Lane	1.00	1.00	1.00				0.11
Lane Grp Cap(c), veh/h	332	456	410	2228		759	779
V/C Ratio(X)	0.46	1.06	0.49	0.41		0.76	0.76
Avail Cap(c_a), veh/h	332	456	796	2612		936	961
HCM Platoon Ratio	1.00	1.00	1.00	1.00		1.00	1.00
Upstream Filter(l)	1.00	1.00	1.00	1.00		1.00	1.00
Uniform Delay (d), s/veh	16.5	16.2	9.6	4.3		11.1	11.1
Incr Delay (d2), s/veh	1.0	57.9	0.9	0.1		3.0	2.9
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0		0.0	0.0
%ile BackOfQ(50%),veh/ln	1.3	17.2	1.0	0.9		4.0	4.1
Unsig. Movement Delay, s/veh							
LnGrp Delay(d),s/veh	17.5	74.2	10.6	4.4		14.1	14.0
LnGrp LOS	B	F	B	A		B	B
Approach Vol, veh/h	635			1113		1173	
Approach Delay, s/veh	60.5			5.5		14.0	
Approach LOS	E			A		B	
Timer - Assigned Phs	1	2		4		6	
Phs Duration (G+Y+Rc), s	9.1	23.5		13.0		32.6	
Change Period (Y+Rc), s	4.5	4.0		4.5		4.0	
Max Green Setting (Gmax), s	14.5	24.0		8.5		33.5	
Max Q Clear Time (g_c+I1), s	3.6	14.6		10.5		7.9	
Green Ext Time (p_c), s	0.4	4.8		0.0		6.6	

Intersection Summary

HCM 6th Ctrl Delay	20.9
HCM 6th LOS	C

Notes

User approved ignoring U-Turning movement.

Intersection: 2: Stony Point Rd & Northpoint Pkwy

Movement	EB	EB	NB	NB	NB	SB	SB	SB
Directions Served	L	R	L	T	T	U	T	TR
Maximum Queue (ft)	92	90	207	141	123	145	304	261
Average Queue (ft)	40	47	98	53	48	24	164	131
95th Queue (ft)	72	83	163	118	106	88	265	231
Link Distance (ft)	465		551		551			
Upstream Blk Time (%)								
Queuing Penalty (veh)								
Storage Bay Dist (ft)	175		300		120			
Storage Blk Time (%)							16	
Queuing Penalty (veh)							3	

Zone Summary

Zone wide Queuing Penalty: 3

Intersection: 2: Stony Point Rd & Northpoint Pkwy

Movement	EB	EB	NB	NB	NB	SB	SB	SB
Directions Served	L	R	L	T	T	U	T	TR
Maximum Queue (ft)	196	187	116	143	130	98	300	224
Average Queue (ft)	75	106	62	51	38	11	174	124
95th Queue (ft)	140	173	102	102	87	51	267	208
Link Distance (ft)	465			551	551			
Upstream Blk Time (%)								
Queuing Penalty (veh)								
Storage Bay Dist (ft)		175	300			120		
Storage Blk Time (%)	0	1					17	
Queuing Penalty (veh)	0	1					2	

Zone Summary

Zone wide Queuing Penalty: 3

Attachment D

Cumulative Project Information

City of Santa Rosa Department of Planning and Economic Development
 Citywide Summary of Pending Development
 January, 2021

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Status Key:

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In Progress - Application has been submitted, under review.

All Quadrants

Residential (Units)	Approved	In Progress
Multi-Family	2,964	1,453
Single-Family	992	471
Second Unit	62	0
Total	4,018	1,924

Non - Residential (Square Feet)	Approved	In Progress
Industrial	34,282	6,647
Commercial	363,108	5,100
Public/Institutional	68,204	0
Total	465,594	11,747

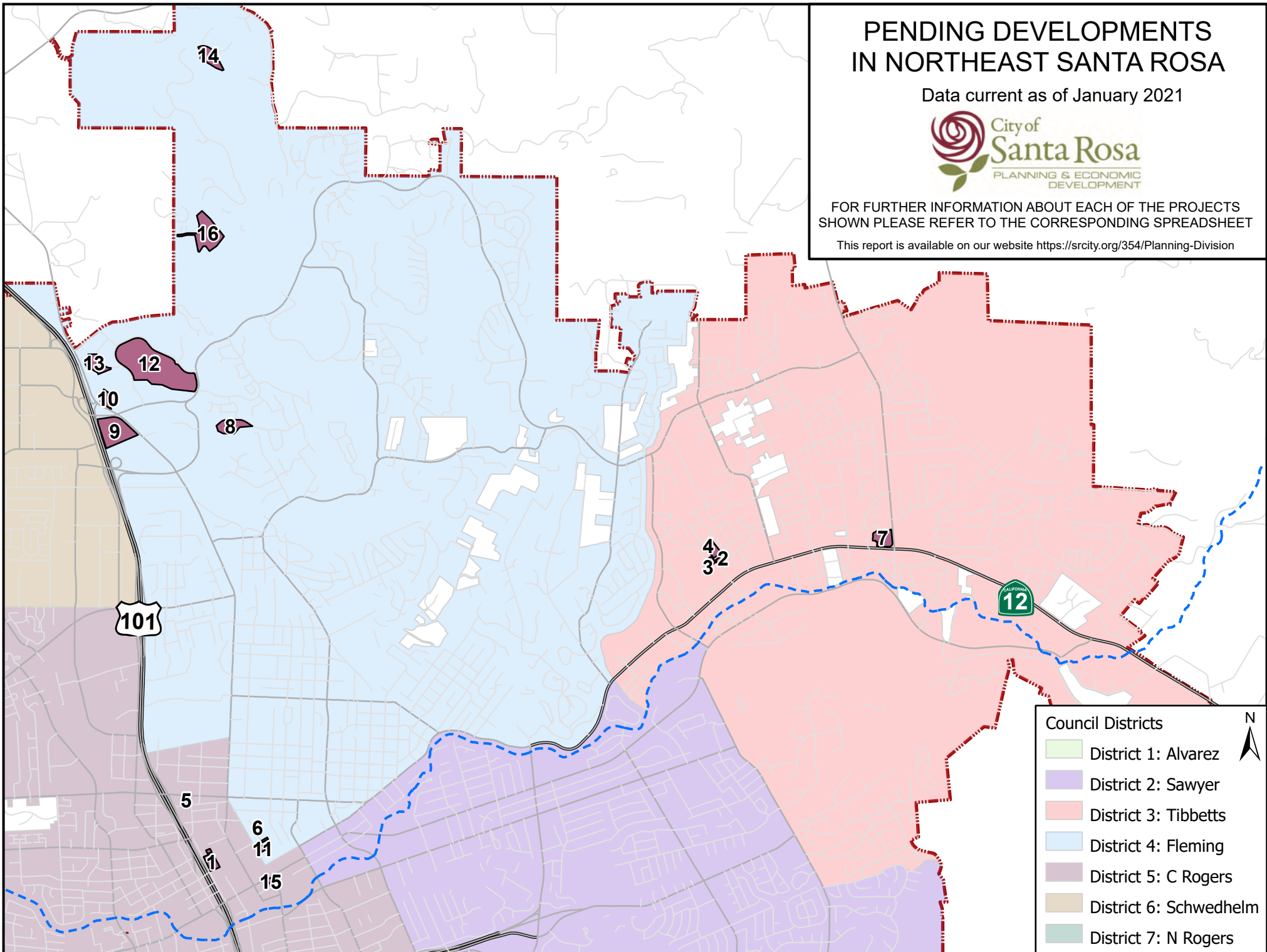
PENDING DEVELOPMENTS IN NORTHEAST SANTA ROSA

Data current as of January 2021



FOR FURTHER INFORMATION ABOUT EACH OF THE PROJECTS SHOWN PLEASE REFER TO THE CORRESPONDING SPREADSHEET

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City of Santa Rosa
Pending Development Report

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Northeast Quadrant

Status Key:

Approved - Development Entitlements have been granted.

In Progress - Application has been submitted, under review.

Project Name	Site Address	Applicant	File Number	Type of Activity	Acres	Units	Non Res	Land Use	Status	Planner Name
1 Caritas Village	465 A St	Len Marabella Po Box 4900 Santa Rosa Ca 95402 (707) 528-8712	PRJ18-052 CUP18-134 DB19-007 DR19-047 GPAM18-005 LMA18-024 MIN18-003 REZ18-009	Planning Project Conditional Use Permit Density Bonus Design Review Concept General Plan Diagram Amendment Landmark Alteration Tentative Map Minor Rezoning Map Amendment		128	0	Multi-Family Dwelling	In Progress	Kristinae Toomians KToomians@srcity.org
2 Acacia East	660 Acacia Ln	Traboulsi Farid Tr Et Al Po Box 14517 Santa Rosa Ca 95402-0000 (707) 577-0425	MJP07-030 CUP07-090 CUP17-029 MAJ07-017 PRJ17-027 PRJ18-026	Planning Project Conditional Use Permit Conditional Use Permit Tentative Map Major Planning Project Planning Project	0.88	7	0	Single Family Dwelling	Approved	Susie Murray SMurray@srcity.org
3 Saraceni Village	705 Acacia Ln	Saraceni Richard F & Saraceni Theresa B 705 Acacia Ln Santa Rosa Ca 95409-3403 (707) 530-0879	MJP05-028 CUP05-048 MAJ05-011	Planning Project Conditional Use Permit Tentative Map Major	1.34	8	0	Single Family Dwelling	Approved	Monet Sheikhal msheikhal@srcity.org
4 Acacia Village	746 Acacia Ln	Acacia Village Llc Po Box 564 Larkspur Ca 94977 (707) 792-1800	PRJ18-036 CUP18-090 DB18-002 MAJ18-005	Planning Project Conditional Use Permit Density Bonus Tentative Map Major		25	0	Single Family Dwelling	Approved	Susie Murray SMurray@srcity.org
5 Avenue 320 Apartments	320 College Ave	2777 Cleveland Ave, Suite 110 Santa Rosa Ca 95403 (707) 529-1722	PRJ19-028 DR19-045 LMA19-013	Planning Project Design Review Major Landmark Alteration	.63	40	0	Multi-Family Dwelling	In Progress	Adam Ross ARoss@srcity.org
6 425 Humboldt Street Apartments	431 Humboldt St	425 Humboldt, Llc 171 Main St Los Altos Ca 94022	DR20-061	Design Review Concept	.51	94	0	Multi-Family Dwelling	In Progress	Adam Ross ARoss@srcity.org
7 Mahonia Glen	5173 Hwy 12	350 College Avenue Suite 250 Santa Rosa Ca 95401 (707) 398-2369	DR20-022	Design Review Minor		99	0	Multi-Family Dwelling	Approved	Susie Murray SMurray@srcity.org
8 The Arbors	3500 Lake Park Dr	Chamberlain Lake Park Llc 655 Skyway Ste #230 94070-2711 (650) 595-5582	MJP07-016 CUP07-057 DR07-064 DR20-056 HDP07-014 MAJ07-009 PRJ17-012	Planning Project Conditional Use Permit Design Review Major Design Review Major Hillside Development Tentative Map Major Planning Project	5.69	37	0	Single Family Dwelling	Approved	Susie Murray SMurray@srcity.org

City of Santa Rosa
Pending Development Report

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Northeast Quadrant

9	3575 Mendocino Avenue	3575 Mendocino Ave	Brje Communities Llc 790 Sonoma Avenue Santa Rosa Ca 95404 (707) 200-2351	PRJ20-002 DR20-010 GPAM20-001 MAJ20-001 REZ20-002	Planning Project Design Review Minor General Plan Diagram Amendment Tentative Map Major Rezoning Map Amendment	13.3	532	0	Multi-Family Dwelling	Approved	Amy Nicholson anicholson@srcity.org
10	Fountaingrove Inn Multi-Family Rental Housing Project	3586 Mendocino Ave	Angelo Ferro 559 6Th Street San Francisco Ca 94103 (415) 982-0680	PRJ20-021 DR20-052 HDP20-011	Planning Project Design Review Minor Hillside Development		239	0	Multi-Family Dwelling	In Progress	Monet Shekhali msheikhali@srcity.org
11	420 Mendocino	420 Mendocino Ave	Zach Berkowitz 439 Avila St San Francisco Ca 94123 (415) 613-7111	PRJ18-044 CUP18-116 CUP19-043 DR18-049	Planning Project Conditional Use Permit Conditional Use Permit Design Review Minor		104	1609	Multi-Family Dwelling Restaurant Cafe Coffee Shop - Counter Ordering	Approved	Amy Nicholson anicholson@srcity.org
12	Round Barn Village	0 Round Barn Blvd	Jason Bernstein 444 Spear Street, Ste 100 San Francisco Ca 9 (415) 298-3325	PRJ18-015 CUP18-026 DR18-017 DR18-069 DR19-067 HDP18-006 MAJ18-003	Planning Project Conditional Use Permit Design Review Concept Design Review Major Design Review Major Hillside Development Tentative Map Major	40.48	237	0	Single Family Dwelling	Approved	Shari Meads SMeads@srcity.org
13	Residence Inn By Marriot	3558 Round Barn Cir	Ajaib Bhadare 3589 Roundbarn Blvd Santa Rosa Ca 95403 (707) 696-1738	PRJ17-045 CUP18-162 DR17-039 HDP17-013	Planning Project Conditional Use Permit Design Review Major Hillside Development		0	92100	Lodging - Hotel or Motel	Approved	Amy Nicholson anicholson@srcity.org
14	Skyfarm Unit 3	3925 Saint Andrews Dr	Andremer Developers Inc 4521 Campus Drive 317 Irvine Ca 92612 (707) 571-0182	MJP05-035 CUP05-107 HDP05-056 MAJ05-021	Planning Project Conditional Use Permit Hillside Development Tentative Map Major	10.42	30	0	Single Family Dwelling	Approved	Amy Nicholson anicholson@srcity.org
15	1 Santa Rosa Avenue	1 Santa Rosa Ave	4048 Sonoma Hwy Napa Ca 94559 (707) 251-9898	DR20-033	Design Review Minor		120	0	Multi-Family Dwelling General Retail - Up To 20 000 Sf	Approved	Andrew Trippel atrippel@srcity.org
16	Emerald Isle Condominiums	0 Thomas Lake Harris Dr		PRJ19-014 CUP19-019 DR19-018 HDP19-003 MAJ19-001	Planning Project Conditional Use Permit Design Review Major Hillside Development Tentative Map Major	12.5	82	0	Multi-Family Dwelling	Approved	Andrew Trippel atrippel@srcity.org

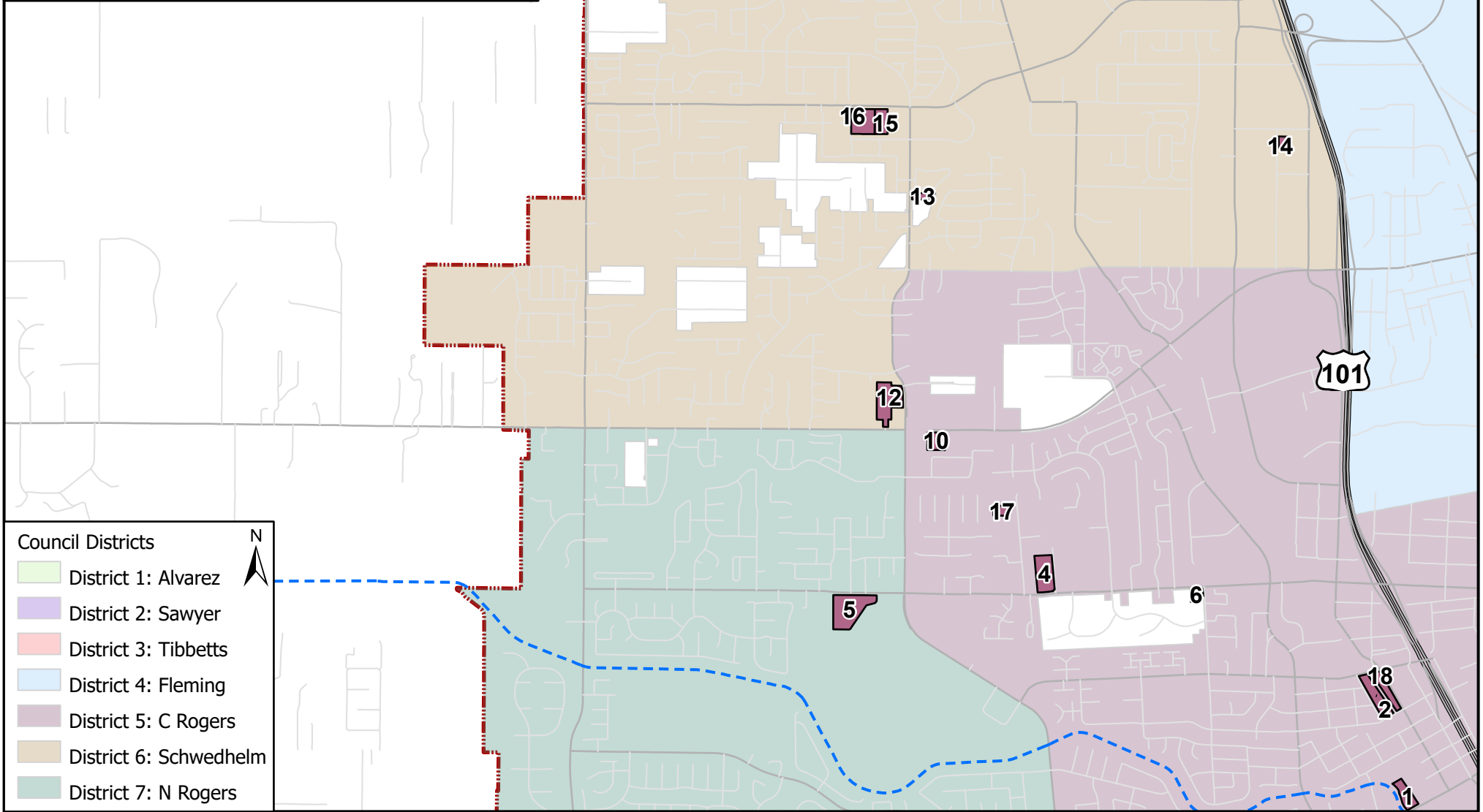
PENDING DEVELOPMENTS IN NORTHWEST SANTA ROSA

Data current as of January 2021



FOR FURTHER INFORMATION ABOUT EACH OF THE PROJECTS
SHOWN PLEASE REFER TO THE CORRESPONDING SPREADSHEET

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- Council Districts**
- District 1: Alvarez
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 - District 5: C Rogers
 - District 6: Schwedhelm
 - District 7: N Rogers

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Northwest Quadrant

Status Key:

Approved - Development Entitlements have been granted.

In Progress - Application has been submitted, under review.

Project Name	Site Address	Applicant	File Number	Type of Activity	Acres	Units	Non Res	Land Use	Status	Planner Name
1 Cannery At Railroad Square	3 W 3Rd St	John Stewart 1388 Sutter Street 11Th Floor San Francisco Ca 94109 (415) 345-4400	DR20-026	Design Review Minor		126	0	Multi-Family Dwelling	Approved	Susie Murray SMurray@srcity.org
2 Deturk Winery Village	55 W 8Th St	Richard Deringer 808 Donahue St Santa Rosa Ca 95401 (707) 310-2291	PRJ18-087 DB19-006 DR18-084 DR18-085 LMA18-029	Planning Project Density Bonus Design Review Major Design Review Concept Landmark Alteration	3.43	185	20000	Multi-Family Dwelling Commercial Recreational Facility - Indoor	Approved	Adam Ross ARoss@srcity.org
3 Hampton Inn And Suites	0 Airway Dr	Theraldson Investments 4255 Dean Martin Dr Ste J Las Vegas Nv 89103 (702) 385-4988	PRJ17-076 CUP17-103 DR17-040	Planning Project Conditional Use Permit Design Review Major		0	61405	Lodging - Hotel or Motel	Approved	Susie Murray SMurray@srcity.org
4 W College Apartments	1385 W College Ave	5075 Shoreham Place Suite 280 San Diego Ca 92122 (858) 353-2397	DR20-006	Design Review Minor		117	0	Multi-Family Dwelling	Approved	Adam Ross ARoss@srcity.org
5 College Creek Apartments Major Design Review	2150 W College Ave	Usa Properties Fund, Inc. By Usa Multifamily Development 3200 Douglas Blvd., Ste. 200 Roseville Ca 95661 (916) 724-3840	DR20-011	Design Review Major		168	0	Multi-Family Dwelling	Approved	Adam Ross ARoss@srcity.org
6 Lillian Court Subdivision	600 W College Ave	Greg Levy 3069 Porter Creek Road Santa Rosa Ca 95403 (707) 888-0419	PRJ18-002 CUP18-003 MAJ18-001	Planning Project Conditional Use Permit Tentative Map Major		10	0	Small Lot Residential Project	In Progress	Susie Murray SMurray@srcity.org
7 Kerry Ranch 1-3	2181 Francisco Ave	Kerry Ranch Llc 336 Bon Air Center/Po Box 115 Greenbrae Ca 94904 (415) 472-1086	MJP05-053 CUP05-165 MAJ05-039 MAJ05-040 MAJ05-041 PRJ18-071 REZ05-031 VAC05-003	Planning Project Conditional Use Permit Tentative Map Major Tentative Map Major Tentative Map Major Planning Project Rezoning Map Amendment Vacation	5.2	136	0	Second Dwelling Unit Single Family Dwelling	Approved	Adam Ross ARoss@srcity.org
8 Stonebridge Subdivision	2220 Fulton Rd	Peter Hellmann 1615 Bonanza Street Ste 314 Walnut Creek Ca 94956 (510) 612-2027	PRJ19-049 CUP19-121 MAJ19-004	Planning Project Conditional Use Permit Tentative Map Major	28.6	105	0	Single Family Dwelling	In Progress	Adam Ross ARoss@srcity.org
9 North Village li	2406 Fulton Rd	Fulton Road Investors 200 Fourth St Suite 250 Santa Rosa Ca 95401 (707) 568-3482	MJP07-003 CUP07-009 DR07-009 MAJ07-002 PRJ17-019	Planning Project Conditional Use Permit Design Review Major Tentative Map Major Planning Project	20.2	116	0	Multi-Family Dwelling	Approved	Adam Ross ARoss@srcity.org

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Northwest Quadrant

10	Katherine Subdivision	1810 Guerneville Rd	Austin Katherine	MJP11-002 CUP11-018 MAJ11-001	Planning Project Conditional Use Permit Tentative Map Major	1.9	14	0	Single Family Dwelling	Approved	Adam Ross ARoss@srcity.org
11	O'rourke New Industrial Building	3300 Industrial Blvd	Dan O'rourke 2130 Smoketree Lane Santa Rosa Ca 95403 (707) 528-8539	DR20-014	Design Review Minor	28215	0	9282	Warehouse Wholesaling and Distribution	Approved	Adam Ross ARoss@srcity.org
12	Marlow Commons	2199 Marlow Rd	Enclave Santa Rosa Lp 150 Gate 5 Rd Ste 100 Sausalito Ca 94965 (415) 515-2179	DR19-082	Design Review Major		64	0	Single Family Dwelling	Approved	Susie Murray SMurray@srcity.org
13	Marlow Mews	3018 Marlow Rd	Tdg Consulting Civil Engineers 3289 Regional Pky Santa Rosa Ca 95403 (707) 577-0425	MJP07-026 CUP07-069 MAJ07-011 REZ07-006	Planning Project Conditional Use Permit Tentative Map Major Rezoning Map Amendment	0.7	12	0	Single Family Dwelling	Approved	Adam Ross ARoss@srcity.org
14	Berto Place	2906 Mcbride Ln	Dave & Nancy Berto 1705 Park Way Santa Rosa Ca 95404 (707) 843-1265	PRJ19-038 CUP19-105 DB19-010 DR19-071	Planning Project Conditional Use Permit Density Bonus Design Review Minor		14	0	Multi-Family Dwelling	Approved	Monet Sheikhal msheikhal@srcity.org
15	The Lodge At Piner Road	1980 Piner Rd	Robert Moody 707 Aldridge Road Vacaville Ca 95688 (925) 357-1340	DR19-044	Design Review Major		92	0	Community Care Facility - 7 or More Clients	Approved	Susie Murray SMurray@srcity.org
16	Redwood Oaks Village	2000 Piner Rd	Curtis Clemmer Po Box 1333 Sebastopol Ca 95425 (714) 332-9091	PRJ19-022 DB19-004 DR19-034 REZ19-008	Planning Project Density Bonus Design Review Major Rezoning Map Amendment	3.64	73	0		In Progress	Kristinae Toomians KToomians@srcity.org
17	Oak Park Village	1550 Ridley Ave	Phil Natoli 3724 Hadley Hill Santa Rosa Ca 95404 (707) 292-4114	PRJ16-003 CUP16-004 DB16-003 MAJ16-001	Planning Project Conditional Use Permit Density Bonus Tentative Map Major	.93	8	0	Single Family Dwelling	Approved	Susie Murray SMurray@srcity.org
18	Pullman Lofts	701 Wilson St	Phoenix Development 1620 Olivet Rd Santa Rosa Ca 95401 (707) 528-3631	DR14-064 DR17-058	Design Review Major Design Review Concept	1.83	72	4600	Multi-family Dwelling General Retail - Up To 20 000 Sf	Approved	Andrew Trippel atrippel@srcity.org

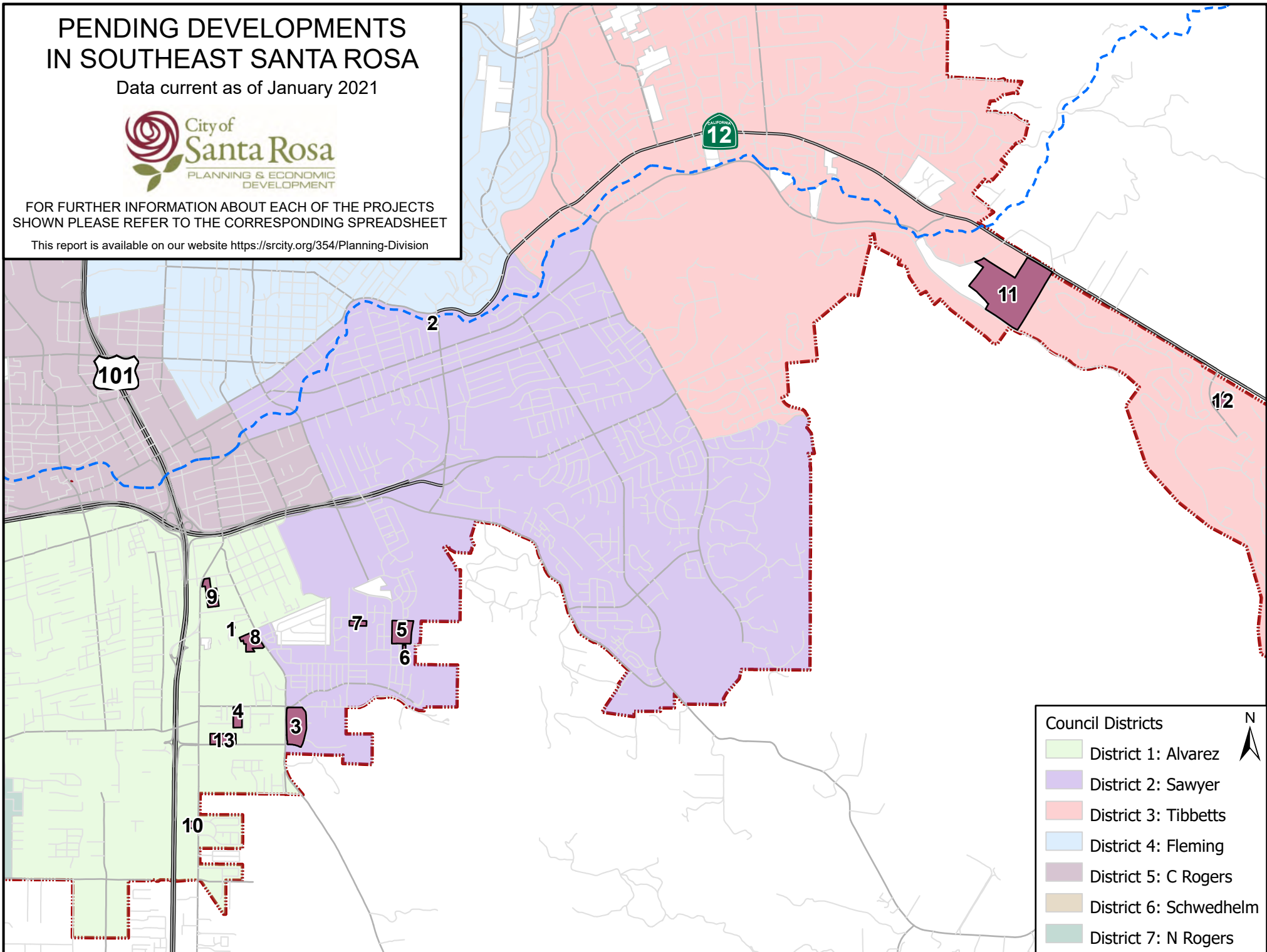
PENDING DEVELOPMENTS IN SOUTHEAST SANTA ROSA

Data current as of January 2021



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City of Santa Rosa
Pending Development Report

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Southeast Quadrant

Status Key:

Approved - Development Entitlements have been granted.

In Progress - Application has been submitted, under review.

Project Name	Site Address	Applicant	File Number	Type of Activity	Acres	Units	Non Res	Land Use	Status	Planner Name
1 Aston Way Development	532 Aston Way	Steve Berlin Po Box 2248 Santa Rosa Ca 95405 (707) 696-2580	DR18-053	Design Review Minor		28	0	Multi-Family Dwelling	Approved	Amy Nicholson anicholson@srcity.org
2 Farmers Lane Senior Housing Project	201 Farmers Ln	Barbara Hayes 1535 Farmers Lane, #276 Santa Rosa Ca 95405 (707) 548-1308	PRJ16-018 DB16-004 DR16-046 MAJ16-002 REZ16-002	Planning Project Density Bonus Design Review Major Tentative Map Major Rezoning Map Amendment	1.1584	26	0	Multi-Family Dwelling	Approved	Susie Murray SMurray@srcity.org
3 Kawana Meadows	1162 Kawana Springs Rd	Carinalli Clement C & Ann Marie 520 Mendocino Ave Ste #250 Santa Rosa Ca 95401 (707) 578-1302	MAJ04-004	Tentative Map Major	35.5	62	0	Single Family Dwelling	Approved	Amy Nicholson anicholson@srcity.org
4 Kawana Springs Apartments	500 Kawana Springs Rd	Jake Lingo 20750 Ventura Blvd. Woodland Hills Ca 91364 (818) 974-2966	PRJ19-045 DB19-012 DR19-086 DR20-003	Planning Project Density Bonus Design Review Concept Design Review Minor		151	0	Multi-Family Dwelling	Approved	Andrew Trippel atrippel@srcity.org
5 Penstemon Place	2552 Linwood Ave	Matz Aaron Po Box 6858 Santa Rosa Ca 95406 (707) 544-7194	PRJ16-032 CUP16-088 HDP16-010 MAJ16-005	Planning Project Conditional Use Permit Hillside Development Tentative Map Major	9.75	59	0	Small Lot Residential Project	In Progress	Susie Murray SMurray@srcity.org
6 The Terraces At Mt. Taylor	2853 Linwood Ave	Phil Natoli 3724 Hadley Hill Drive Santa Rosa Ca 95404 (707) 292-4114	PRJ16-024 CUP16-069 HDP17-004 MAJ16-004	Planning Project Conditional Use Permit Hillside Development Tentative Map Major	1.97	11	0	Small Lot Residential Project	Approved	Amy Nicholson anicholson@srcity.org
7 Holly Hock Subdiv Plan 2	1650 Meda Ave	Hugh Futrell Corporation 200 4Th St. Ste 240 Santa Rosa Ca 95401 (707) 568-3482	PRJ16-022 CUP16-063 MAJ16-003	Planning Project Conditional Use Permit Tentative Map Major	2.0	16	0	Single Family Dwelling	Approved	Susie Murray SMurray@srcity.org
8 Mosaic Apartments	1683 Petaluma Hill Rd	5075 Shoreham Place Suite 280 San Diego Ca 92122 (858) 353-2397	DR20-051	Design Review Major		147	0	Multi-Family Dwelling	In Progress	Adam Ross ARoss@srcity.org
9 Santa Rosa Self Storage	1100 Santa Rosa Ave	111 Cancha De Golf Rancho Santa Fe Ca 92091 (858) 245-7276	PRJ19-015 CUP19-023 DR19-019	Planning Project Conditional Use Permit Design Review Major	3.85	0	82954	Storage - Personal Storage Facility (Mini Storage)	Approved	Adam Ross ARoss@srcity.org
10 Santa Rosa Avenue Apartments	2905 Santa Rosa Ave	Jake Lingo 20750 Ventura Boulevard Suite 155 Woodland Hill Ca 91364 (818) 974-2966	PRJ19-044 DR19-085 DR20-004 PRJ19-045	Planning Project Design Review Concept Design Review Minor Planning Project	3.84	154	0	Multi-Family Dwelling	Approved	Andrew Trippel atrippel@srcity.org

City of Santa Rosa
Pending Development Report

This report contains a list of land use permits currently in process or that have been approved without yet having building permit activity. This is not an exhaustive list of all land use entitlements, but is limited to projects that include a minimum of five new residential units or a minimum of 5,000 s.f. of new non-residential space. Please contact the listed planner for more information.

11	Elnoka Ccrc	6100 Sonoma Hwy	Oakmont Senior Living Llc 9240 Old Redwood Hwy, Ste 200 Windsor Ca 95492 (707) 535-3200	PRJ17-040 CUP17-060 DR17-036 HDP17-011 REZ19-004	Planning Project Conditional Use Permit Design Review Major Hillside Development Rezoning Zoning Text Amendment	68.73	676	0 Multi-Family Dwelling Single Family Dwelling	In Progress	Susie Murray SMurray@srcity.org
12	The Oaks At Stonebridge	6618 Stone Bridge Rd	S-H Mre/Hcp Propco Ventures li Llc 4 Park Plaza Ste 1700 Irvine Ca 92614 (949) 242-1447	PRJ20-009 EXT19-0016 EXT19-0017	Planning Project Extension Request Extension Request	2.8	74	0 Community Care Facility - 7 or More Clients	Approved	Susie Murray SMurray@srcity.org
13	Yolanda Apartments	325 Yolanda Ave	The Wolff Company 6710 E Camelback Rd Ste 100 Scottsdale Az 85251 (480) 406-6818	DR18-044	Design Review Minor	8.4	252	0 Multi-Family Dwelling	Approved	Susie Murray SMurray@srcity.org

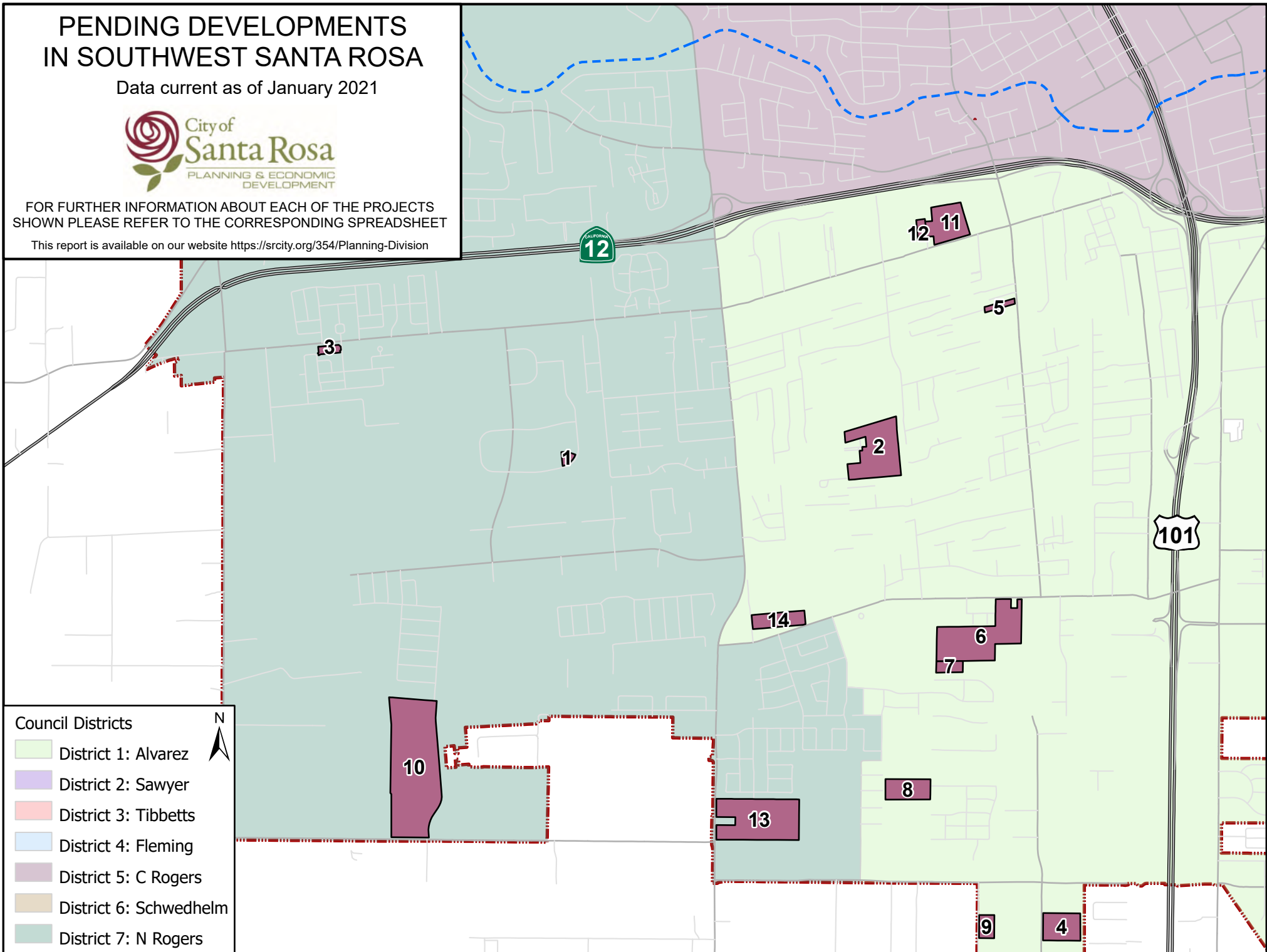
PENDING DEVELOPMENTS IN SOUTHWEST SANTA ROSA

Data current as of January 2021



FOR FURTHER INFORMATION ABOUT EACH OF THE PROJECTS
SHOWN PLEASE REFER TO THE CORRESPONDING SPREADSHEET

This report is available on our website <https://srcity.org/354/Planning-Division>



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Southwest Quadrant

Status Key:

Approved - Development Entitlements have been granted.

In Progress - Application has been submitted, under review.

Project Name	Site Address	Applicant	File Number	Type of Activity	Acres	Units	Non Res	Land Use	Status	Planner Name
1 The Cube Building	125 Apollo Way	James Huston 110 Spaulding St, Unit B San Anselmo Ca 94960 (415) 597-6880	DR18-081	Design Review Major		0	11747	Warehouse Wholesaling and Distribution Office - Professional	In Progress	Susie Murray SMurray@srcity.org
2 Burbank Ave Subdivision	1400 Burbank Ave	Joe Ripple 1270 Airport Blvd Santa Rosa Ca 95403 (707) 545-1600	PRJ19-031 CUP19-095 DB19-009 DR19-053 DR19-054 MAJ19-003	Planning Project Conditional Use Permit Density Bonus Design Review Concept Design Review Major Tentative Map Major	14.25	136	0	Single Family Dwelling Multi-Family Dwelling	Approved	Adam Ross ARoss@srcity.org
3 Park Lane II Apartments	1001 Doubles Dr	Bergesen Art & Brad / Pab Investments Lic 5241 Sunridge Dr Fairfield Ca 94534 (925) 963-7408	MJP14-010 CUP14-071 DR14-070 REZ14-009	Planning Project Conditional Use Permit Design Review Major Rezoning Map Amendment	1.01	26	0	Multi-Family Dwelling	Approved	Susie Murray SMurray@srcity.org
4 Dutton Avenue Residences	3150 Dutton Ave	Mark Garay & Narsai Tailo 430 Ridge Rd. Tiburon Ca 94920 (415) 722-0100	PRJ16-033 DR16-072 DR17-074	Planning Project Design Review Concept Design Review Major	5.95	107	0	Multi-Family Dwelling	Approved	Conor McKay CTMcKay@srcity.org
5 Dutton Ave Subdivision	895 Dutton Ave	Young Richard C & Trisha 1077 Lakeville Street Petaluma Ca 94952 0000 (707) 763-6981	MJP07-037 CUP07-000 MAJ07-021 REZ07-017	Planning Project Conditional Use Permit Tentative Map Major Rezoning Map Amendment	1	6	0	Single Family Dwelling	Approved	Adam Ross ARoss@srcity.org
6 Dutton Meadows Subdivision	2684 Dutton Meadow	Trumark Homes 3001 Bishop Drive, Suite 100 San Ramon Ca 94583 (925) 999-3975	PRJ18-039 CUP18-101 GPAM18-003 MAJ18-006	Planning Project Conditional Use Permit General Plan Diagram Amendment Tentative Map Major		211	0	Single Family Dwelling	In Progress	Amy Nicholson anicholson@srcity.org
7 Dutton Meadow Multi-Family Residential Project	2706 Dutton Meadow	Frank Gobar 40 Mark Drive San Rafael Ca 94903 (415) 491-4813	PRJ19-006	Planning Project		70	0	Multi-Family Dwelling	Approved	Kristinae Toomians KToomians@srcity.org
8 Bellevue Ranch 7	2903 Dutton Meadow	Ryder Homes 1425 Treat Blvd Walnut Creek Ca 94596 (925) 937-4373	MJP13-009 CUP15-022 MAJ13-002 REZ15-004	Planning Project Conditional Use Permit Tentative Map Major Rezoning Map Amendment	5.3497	30	0	Single Family Dwelling	Approved	Susie Murray SMurray@srcity.org

This report contains a list of land use permits currently in process or that have been approved without yet having building permit activity. This is not an exhaustive list of all land use entitlements, but is limited to projects that include a minimum of five new residential units or a minimum of 5,000 s.f. of new non-residential space. Please contact the listed planner for more information.

Southwest Quadrant

9	Good Onward, Inc. Cannabis Processing Facility	3192 Juniper Ave	Tim Shannon 525 College Ave Santa Rosa Ca 95494 (707) 799-3923	PRJ18-082 CUP18-146 DR18-072	Planning Project Conditional Use Permit Design Review Major	0	25000	Cannabis - Commercial Cultivation - 5 001 Sf or greater Cannabis - Distribution Cannabis - Manufacturing Level 1 (Non-volatile) Cannabis - Manufacturing Level 2 (Volatile)	Approved	Conor McKay CMcKay@srcity.org
10	Air Center East Phase 2	1301 Ludwig Ave	Industrial Reality Co Of Ca 1091 Industrial Road, 101 94070-4118 (650) 592-5425	MJP99-038 CUP99-358 MAJ99-022	Planning Project Conditional Use Permit Tentative Map Major	37.1	133	0 Single Family Dwelling Park - Playground - Public or Quasi Public	Approved	Amy Nicholson anicholson@srcity.org
11	Roseland Village	665 Sebastopol Rd	Midpen Housing Corporation 303 Vintage Park Dr Ste 250 Foster City Ca 94404 (707) 398-2369	PRJ17-075 CUP17-137 DR19-001 DR17-084 MAJ17-006	Planning Project Conditional Use Permit Density Bonus Design Review Major Tentative Map Major	7.41	175	144000 Multi-Family Dwelling Open Space Public or Private General Retail - More Than 50 000 Sf	Approved	Andy Gustavson AGustavson@srcity.org
12	Boys And Girls Club-Roseland	929 Sebastopol Rd	Gregg Wanke 9240 Old Redwood Highway Suite 200 Windsor Ca 95492 (707) 535-3234	PRJ20-003 CUP20-004 DR20-007	Planning Project Conditional Use Permit Design Review Major	0	24464	Meeting Facility Public or Private	Approved	Kristinae Toomians KToomians@srcity.org
13	Grove Village	2880 Stony Point Rd	City Ventures 444 Spear St Ste #200 San Francisco Ca 94105 (415) 298-3325	MJP15-001 CUP15-002 MAJ15-001 PRJ18-033 REZ15-001	Planning Project Conditional Use Permit Tentative Map Major Planning Project Rezoning Map Amendment	19	157	0 Second Dwelling Unit Single Family Dwelling	Approved	Susie Murray SMurray@srcity.org
14	Stony Oaks Apartments	2542 Old Stony Point Rd	11150 West Olympic Blvd. Los Angeles Ca 90064 (310) 575-3543	PRJ20-022	Planning Project	4.39	142	0 Multi-Family Dwelling	In Progress	Adam Ross ARoss@srcity.org

[REDACTED]

From: McKay, Conor <CTMcKay@srcity.org>
Sent: Tuesday, March 9, 2021 11:05 AM
To: [REDACTED]
Cc: [REDACTED]
Subject: Re: [EXTERNAL] Stony Point Flats Affordable Housing: Transportation Analysis

Hello [REDACTED],

Another project to add to the list is:

-Hearn Veterans Village

--Subdivision of two parcels to create four lots, with each lot containing a 6-bedroom residence and 2-bedroom ADU for a total of 24 primary residence bedrooms and 8 ADU bedrooms.

Corrections / Project Updates:

Dutton Meadow is now 137 SFR units

Air Center East contains 131 SFR units

Thank you,

Conor McKay (he/his) | **City Planner**

Planning & Economic Development | 100 Santa Rosa Avenue | Santa Rosa, CA 95404

CTmckay@srcity.org



I am working remotely during this time. The City of Santa Rosa has restricted City facilities to the public and is [offering in-person City Hall support by appointment only](#). The Planning and Economic Development Department has recently launched its [Planning Application Portal](#) which contains process checklists for the majority of planning entitlements. Please check on the status of your submitted permit application [here](#). For general planning inquiries, please contact planning@srcity.org. To submit permit application materials, please submit all required documents to permitsubmittal@srcity.org.

From: [REDACTED]
Sent: Wednesday, March 3, 2021 11:16 AM
To: McKay, Conor <CTMcKay@srcity.org>

Subject: RE: [EXTERNAL] Stony Point Flats Affordable Housing: Transportation Analysis

Hi Conor,

That's great, thank you for forwarding that along and please let us know if any questions arise.

Thanks!