



November 16, 2022

Mr. Alex Wignall
 Pura Vida Recovery Services
 130 Stony Point Road, Suite J
 Santa Rosa, CA 95401

Trip Generation Assessment for the Proposed 5761 Mountain Hawk Road Care Facility

Dear Mr. Wignall;

As requested, W-Trans has prepared a trip generation assessment for the proposed 24-bed care facility to be located at 5761 Mountain Hawk Road in the City of Santa Rosa. It is understood that the proposed project would be located within an existing building, converting space that is currently occupied by seven two-bedroom apartments. The onsite residents receiving care would not drive. The facility would be staffed 24 hours per day by six to eight staff during each of three shifts.

The anticipated trip generation for the proposed project was estimated using standard rates published by the Institute of Transportation Engineers (ITE) in *Trip Generation Manual*, 10th Edition, 2017 for “Assisted Living” (ITE LU #254). These rates were determined to best capture the potential auto travel characteristics associated with the project since they reflect facilities that house a non-driving population and are staffed 24 hours per day. Because the project would be located in space that is currently occupied by seven apartment units, the trip generation potential of those units was also considered. Trip rates for a “Multifamily Housing (Low-Rise) Not Close to Rail Transit” land use (ITE LU #220) were applied to estimate the trips that would be removed from the existing apartments.

The expected trip generation potential for the proposed project is indicated in Table 1, with deductions taken for trips made to and from the existing apartment units, which will cease upon completion of the project. The proposed project is expected to generate an average of 62 trips per day, including four trips during the a.m. peak hour and six during the p.m. peak hour. After deductions are taken into account, the project would be expected to generate 15 new trips on a daily basis, including one during the morning peak hour and two during the evening peak hour; these new trips represent the net increase in traffic associated with the project compared to existing volumes.

Table 1 – Trip Generation Summary

Land Use	Units	Daily		AM Peak Hour				PM Peak Hour			
		Rate	Trips	Rate	Trips	In	Out	Rate	Trips	In	Out
Existing											
Apartments	-7 du	6.74	-47	0.40	-3	-1	-2	0.51	-4	-2	-2
Proposed											
Care Facility	24 beds	2.60	62	0.18	4	3	1	0.24	6	2	4
Total			15		1	2	-1		2	0	2

Note: du = dwelling unit

The single added a.m. peak hour trip and two added p.m. peak hour trips estimated to be added by the proposed project would have an imperceptible effect on traffic operation and would be expected to result in no adverse

transportation effects. The publication *Guidance for the Preparation of Traffic Operational Analysis*, City of Santa Rosa Transportation and Public Works Department, July 2019, indicates that operational analyses are required for projects generating over 50 peak hour trips and/or 250 daily trips. Because traffic associated with the proposed project would fall considerably below these levels, no further analysis is required.

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

Sincerely,

A handwritten signature in blue ink that reads "Zachary Matley". The signature is written in a cursive style with a large, sweeping initial "Z".

Zachary Matley, AICP
Principal

JZM/SRO621.L1