



May 6, 2022

Mr. Dan Morgan  
Morgan Properties Inc.  
150 Gate 5 Road, Suite 100  
Sausalito, CA 94965

## Focused Traffic Study for the Kerry Ranch 5-Lot Subdivision

Dear Mr. Morgan;

As requested, W-Trans has prepared a focused traffic study for the proposed Kerry Ranch 5-Lot Subdivision in the City of Santa Rosa. The following analysis was completed in accordance with the criteria established by the City of Santa Rosa and is consistent with standard traffic engineering techniques.

### Project Description

The project is a five-lot subdivision, located on a parcel that was created upon the recordation of Kerry Ranch I, a 25-acre subdivision. Three of the lots would be accessed from San Miguel Avenue while the other two lots would be accessed from Versaro Street, which will be constructed in conjunction with the development of the Kerry Ranch I project. The lots are currently vacant and range in size from 4,322 square feet to 8,047 square feet. The site plan is enclosed.

### Trip Generation

The anticipated trip generation for the proposed project was estimated using standard rates published by the Institute of Transportation Engineers (ITE) in *Trip Generation Manual*, 11<sup>th</sup> Edition, 2021 for "Single Family Detached Housing" (ITE LU #210). The proposed project is expected to generate an average of 47 trips per day, including four trips during the a.m. peak hour and five during the p.m. peak hour, as shown in Table 1.

**Table 1 – Trip Generation Summary**

Land Use	Units	Daily		AM Peak Hour				PM Peak Hour			
		Rate	Trips	Rate	Trips	In	Out	Rate	Trips	In	Out
<b>Proposed</b>											
Single family detached housing	5 du	9.43	47	0.70	4	1	3	0.94	5	3	2

Note: du = dwelling unit

Because the project would result in fewer than 50 new trips during either peak hour, under the City's criterion as published by the City of Santa Rosa in the *Guidance for the Preparation of Traffic Operational Analysis*, July 2019, only a focused traffic study is required.

### Vehicle Miles Traveled (VMT)

The City of Santa Rosa's guidelines for VMT analysis are outlined in *Vehicle Miles Traveled (VMT) Guidelines Final Draft*, dated June 5, 2020. The Santa Rosa guidelines for VMT identify several criteria that may be used to identify certain types of projects that are unlikely to have a significant VMT impact and can be "screened" from further VMT analysis, including small projects estimated to generate 110 trips per day or fewer. The proposed subdivision is anticipated to generate approximately 47 daily vehicle trips, which falls below the City's threshold. As a result, it is reasonable to conclude that the project can be presumed to have a less-than-significant impact on VMT.

**Finding** – The impact of project-related VMT would be less than significant.

## Alternative Modes

### Pedestrian Facilities

Sidewalks are present along both sides of the streets in the residential neighborhoods surrounding the project site. Sidewalks on San Miguel Avenue along the project frontage would be provided as part of the project, as there are currently none present. The approved Kerry Ranch I subdivision includes a condition of approval to construct a pedestrian path along the west side of Francisco Avenue north of San Miguel Avenue, which would connect to the existing path to Jack London Elementary School. Versaro Street will be constructed in accordance with City standards, which require sidewalks on both sides of the street in new developments.

**Finding** – With the construction of sidewalks along the project frontage, pedestrian facilities serving the project would be adequate.

### Bicycle Facilities

Bike lanes are present along a two-block segment of San Miguel Avenue from Peterson Lane to Aria Place. Most streets in the project area are low-volume residential streets, and under current conditions bicyclists share the roadway with vehicle traffic.

Several bicycle facilities are proposed in the *Santa Rosa Bicycle and Pedestrian Master Plan Update, 2018*, including bike lanes along San Miguel Avenue from Francisco Avenue to Fulton Road and along Francisco Avenue north of San Miguel Avenue. Bike routes are also proposed along San Miguel Avenue from Francisco Avenue to Coffey Lane and on Francisco Avenue from San Miguel Avenue to Pincrest Drive. In addition, the proposed SMART multi-use path would cross San Miguel Avenue less than one-half mile from the project; when completed it would provide access to numerous commercial destinations and downtown Santa Rosa.

**Finding** – With the addition of bike lanes along San Miguel Avenue to Francisco Avenue, bicycle facilities serving the project would be adequate. Bicycle access would be improved with the completion of additional planned facilities in the project area.

### Transit Facilities

Santa Rosa CityBus provides fixed route bus service in the City of Santa Rosa. CityBus Route 6 operates along Piner Road and can be accessed at a stop near the intersection of Piner Road and Peterson Lane, approximately 2,900 feet from the site; this is more than one-half mile, which is generally considered acceptable walking distance from transit. It is noted that the project is located near the periphery of the City in an area that is transitioning from primarily agricultural uses to a residential neighborhood.

**Finding** – Transit access is not within an acceptable walking distance of the site, though it is only about 300 feet beyond the desirable distance of one-half mile.

**Recommendation** – The applicant should work with the City to request consideration of modifying the CityBus routes to better serve this part of Santa Rosa.

## Emergency Access

Emergency vehicle access would be available along San Miguel Avenue for the three lots located on that street. The other two lots would be accessed from Versaro Street, which would be designed and constructed to meet City standards, which include consideration of emergency vehicle access and Fire Department requirements. The

minimal volume of traffic associated with the project would not be expected to affect traffic operation and would therefore have no impact on emergency response times.

**Finding** – Emergency vehicle access to the site would be adequate and the project would have a less-than-significant impact on emergency response times.

### Conclusions and Recommendations

- The project is estimated to generate 47 trips per day, including four trips during the a.m. peak period and five trips during the p.m. peak period.
- The project would have a less-than-significant VMT impact as it would generate fewer than 110 trips per day, which is the City's screening threshold for small projects.
- With the addition of sidewalks and bike lanes along the project frontage, facilities serving pedestrians and bicyclists would be adequate.
- The site is not adequately served by transit due to its location near the periphery of the City. The applicant should request that the City consider modifications to its transit routes to better serve this part of the City.
- The project would adequately provide for emergency vehicle access and would have a less-than-significant impact on emergency response times.

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

Sincerely,

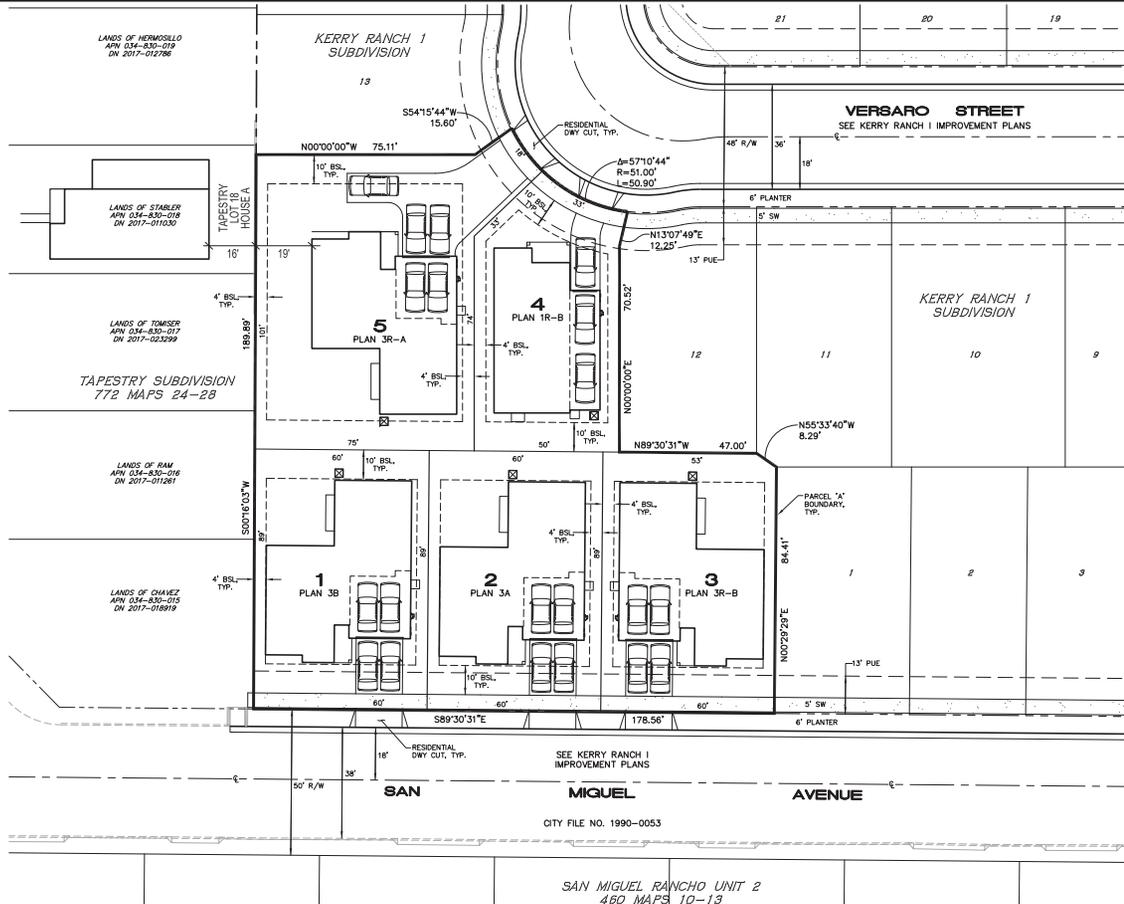
  
Barry Bergman, AICP  
Senior Planner

  
Dalene J. Whitlock, PE, PTOE  
Senior Principal



DJW/bdb/SRO598.L1

Enclosure: Site plan



SAN MIGUEL RANCHO UNIT 2  
460 MAPS 10-13

CITY FILE NO. 1990-0053

**PROJECT AND SITE DATA**

**OWNER**  
DANIEL H. MORGAN  
2658 BRIDGEWAY, SUITE 100  
SAUSALITO, CA 94965  
(415) 515-2179

**DEVELOPER**  
MORGAN PROPERTIES INC.  
2658 BRIDGEWAY, SUITE 100  
SAUSALITO, CA 94965  
(415) 515-2179

**ENGINEER**  
CIVIL DESIGN CONSULTANTS, INC.  
2200 RANGE AVENUE, SUITE 204  
SANTA ROSA, CA 95403  
(707) 542-4820

**SURVEYOR**  
CINQUINI AND PASSARINO, INC.  
1360 NO. DUTTON AVENUE, #150  
SANTA ROSA, CA 95401  
(707) 542-6268

**SITE DATA**  
SITE AREA = 0.65 ACRES  
PROJECT DENSITY = 7.7 UNITS/ACRE  
EXISTING ZONING = R-1-6  
PROPOSED ZONING = R-1-6

**LOT DETAILS**  
SMALLEST LOT SIZE = 4,322 SQ. FT. (LOT 4)  
LARGEST LOT SIZE = 8,047 SQ. FT. (LOT 5)  
AVERAGE LOT SIZE = 5,654 SQ. FT.  
SEE LOT AREA TABLE FOR INDIVIDUAL LOT SIZES

**SETBACKS**

PORCH	5 FT.	SETBACKS MEASURED FROM BACK OF SIDEWALK OR PROPERTY LINE
BUILDING - FRONT	10 FT.	
BUILDING - REAR	10 FT.	
BUILDING - SIDE	4 FT.	
GARAGE - FRONT	19 FT.	
GARAGE - REAR	10 FT.	
GARAGE - SIDE	4 FT.	

**PARKING**

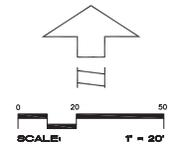
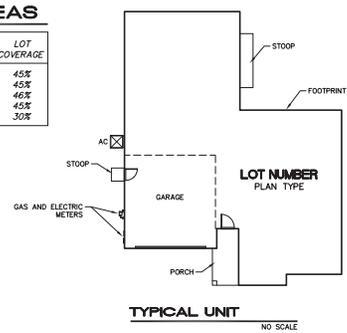
GARAGE SPACES	10
OFF-STREET PARKING SPACES	10
TOTAL PARKING SPACES	20
PARKING SPACES PER UNIT	4.0

**UNIT TYPES**

PLAN 1	1 UNIT
PLAN 3	4 UNITS
	5 UNITS

**LOT AREAS**

LOT NO.	LOT SIZE SQ. FT.	LOT COVERAGE
1	5,312	45%
2	5,302	45%
3	5,296	46%
4	4,322	45%
5	8,047	30%



DATE

REGISTERED PROFESSIONAL ENGINEER & SURVEYOR  
No. 14389  
CIVIL  
ACQUINNO, INCORPORATED  
1020 BAY

CIVIL DESIGN CONSULTANTS, INC.  
2200 Range Avenue, Suite 204  
Santa Rosa, CA 95403  
(707) 542-4820

SITE PLAN  
PARCEL 'A' OF KERRY RANCH I  
0.65 ACRES  
6 LOTS  
APRIL 2022

JOB NO.  
17-119

SHEET NO.  
1

OF 1 SHEETS