

October 27, 2015

Mr. John Spenst  
607 Cherry Street  
Santa Rosa, CA 95404

## Trip Generation Study for 818 Aston Avenue

Dear Mr. Spenst;

W-Trans completed an assessment of the likely trip generation associated with the D&J Carriage Homes project to be located at 818 Aston Avenue in the City of Santa Rosa. We understand that the project as proposed includes the development of 16 townhomes and four flats and a zoning amendment for a three-lot merger as well as an update of the zoning to R3-18 consistent with the *City of Santa Rosa General Plan 2035*.

### 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*, 9<sup>th</sup> Edition, 2012 for "Townhouse" (ITE LU 230), which best fits the proposed project. The site is currently occupied by five single family dwelling units, for which the trip generation rates for "Single Family Detached Housing" (ITE LU #210) were applied for the existing use. According to City of Santa Rosa staff, only four of the five existing single family dwellings are permitted, so the trips associated with both the permitted and existing use were calculated.

The four single family dwellings that are permitted would be expected to generate an average of 38 trips per day, including 3 trips during the a.m. peak hour and 4 trips during the p.m. peak hour, while the five dwellings that actually exist would have an average daily trip generation of 116 trips, including 4 during the morning peak hour and 5 during the evening peak hour. The proposed change in land use to accommodate 20 townhouses would be expected to result in the site generating an average of 116 trips per day, including 9 trips during the a.m. peak hour and 10 during the p.m. peak hour. The change would be expected to result in 68 new trips per day, which represents the increase in traffic associated with the change in land use compared to existing uses or 78 more trips on a daily basis than what would be expected if the site were developed under its current zoning potential. The trip generation potentials for the existing, permitted and proposed land uses are indicated 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>Permitted</b>											
Single-Family Housing	4 du	9.52	38	0.75	3	1	2	1.00	4	3	1
<b>Existing</b>											
Single-Family Housing	5 du	9.52	48	0.75	4	1	3	1.00	5	3	2
<b>Proposed</b>											
Residential Townhouse	20 du	5.81	116	0.44	9	1	8	0.52	10	7	3
<b>Net New Trips</b> (Proposed minus Permitted)			78	6				6			
<b>Total New Trips</b> (Proposed minus Existing)			68	5				5			

Note: du = dwelling unit

## Conclusions and Recommendations

- The proposed change in the land use designation and zoning for the three parcels would be expected to result in a nominal increase in the trip generating potential for the site compared to its existing use, with 5 additional peak hour trips during either the a.m. or p.m. peak hour compared to existing uses.
- The potential traffic impacts associated with the proposed General Plan Amendment and re-zoning can reasonably be expected to have been captured in long-term modeling and traffic projections given the minimal number of added peak hour trips together with the typical trend towards development being actually built at the lower end of the density range and analysis assumptions that trend toward the higher end, resulting in an over-counting of trips in long-range projections.

Because the maximum number of additional trips in a peak hour is less than 50, a formal traffic study is not required under the City's guidelines for traffic studies. Further, because the project would be expected to add minimal traffic to US 101, which has recently been improved to reach its ultimate width, or to SR 12, which operates acceptably, analysis is also not required under the Caltrans guidelines.

We hope this information adequately addresses the project's trip generation potential. Thank you for giving us the opportunity to provide these services.

Sincerely,

David Thorpe  
Planning Intern

Dalene J. Whitlock, PE, PTOE  
Principal

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