



October 31, 2022

Mr. Marcus Griffin  
 Milestone Housing Group LP  
 51 University Avenue, Suite D  
 Los Gatos, CA 95030

## Updated Focused Traffic Study for the 1801 Ridley Avenue Project

Dear Mr. Griffin;

As requested, W-Trans has prepared a focused transportation analysis for the proposed Ridley Avenue Apartments to be located at 1801 Ridley Avenue in the City of Santa Rosa. The purpose of this letter is to present the project's trip generation as well as an analysis of safety issues associated with the driveway locations. As requested by City staff, the project's parking demand has also been addressed.

### Project Description

The proposed project is an affordable apartment complex with 50 units and a total of 67 on-site parking spaces. The project would be accessed via two proposed driveways; one on Ridley Avenue and one on Wyngate Drive, a new street to be constructed as part of the project.

### Trip Generation

The anticipated trip generation for the proposed project was estimated using standard rates published in the 10<sup>th</sup> Edition of the *Trip Generation Manual, 2018* for "Multifamily Housing (Mid-Rise)" (LU #221). As shown in Table 1, the proposed project would be expected to generate an average of 272 trips per day, including 18 trips during the a.m. peak hour and 22 trips during the p.m. peak hour.

**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
Multifamily Housing	50 du	5.44	272	0.36	18	5	13	0.44	22	13	9

Note: du = dwelling unit

It is noted that because the project would generate fewer than 50 peak hour trips only a focused traffic study is required per City's guidelines.

### Sight Distance

Sight distances along Ridley Avenue at the two proposed driveway locations was evaluated based on sight distance criteria contained in the *Highway Design Manual* published by Caltrans. The recommended sight distances for minor street approaches that are either a private road or a driveway are based on stopping sight distance with approach travel speed used as the basis for determining the recommended sight distance.

Ridley Avenue has a *prima facie* 25-mph speed limit, which requires a minimum stopping sight distance of 150 feet. Based on a review of the site, sight lines extend more than 200 feet in each direction from both driveways, which is more than adequate for the anticipated travel speeds.

Additionally, due to the straight and flat roadway geometry of Ridley Avenue, adequate stopping sight distance is available for a following driver to notice and react to a preceding motorist slowing to turn into the project driveways.

## Vehicle Miles Traveled

Senate Bill (SB) 743 established the change in Vehicle Miles Traveled (VMT) as a result of a project as the basis for determining California Environmental Quality Act (CEQA) impacts with respect to transportation and traffic. The City of Santa Rosa issued guidelines for VMT analysis, as outlined in *Vehicle Miles Traveled (VMT) Guidelines Final Draft*, dated June 5, 2020. This document identifies 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 analysis. One of the screening criteria is 100 percent affordable housing projects. As the proposed project qualifies for this criterion, it would automatically be considered to have a less-than-significant impact on VMT. Further, the project site is within an area for which resident-based trips are pre-screened as having a less-than-significant impact in terms of VMT per the mapping in the City’s Guidelines.

## Parking

City of Santa Rosa parking supply requirements for an affordable housing project are based on the Santa Rosa Municipal Code, Section 20-31.100. This code requires one-half of a space for 100-percent affordable housing within one-half mile of a fixed bus route. The nearest stop on Guerneville Road at Ridley Avenue is less than one-tenth of a mile from the site and is served by Route 15, so this requirement is met. Based on this code section, the project would be required to provide 25 parking spaces for the 50 units. The site plan shows a total of 67 proposed off-street parking stalls.

Given that parking requirements for affordable housing are lower than would otherwise be required, peak parking demand was estimated using standard rates published by ITE in *Parking Generation*, 5<sup>th</sup> Edition, 2019, to determine if the supply would be expected to be sufficient to accommodate the needs of the site’s residents. The parking demand of the project was estimated using the published standard rates for Mid-Rise Apartment (ITE LU#221). Application of the rate per bedroom indicates a demand for 73 spaces, which is greater than the proposed supply of spaces on-site. However, there are eight on-street spaces along the project’s frontage on the new street that would be constructed as part of the project that could reasonably be included as part of the project’s parking supply, resulting in a supply of 75 spaces, or two more than the projected demand. While not included as part of the project supply, there are also ten spaces on the opposite side of the new street that would be adjacent to a vacant parcel; these spaces could reasonably be expected to be available for any overflow parking that might occur.

The proposed parking supply and expected demand are shown in Table 2.

Land Use	Units (dwelling units)	Supply (spaces)	ITE Parking Generation		
			Rate	Units (bdr)	Spaced Req’d
Multifamily Housing (Mid-Rise)	18 One Bdr	67	0.75	18	14
	18 Two-Bdr		0.75	36	27
	14 Three-Bdr		0.75	42	32
<b>Total</b>		<b>67</b>		<b>73</b>	

Notes: bdr = bedrooms; ITE Rate is per bedroom

Given that the projected peak parking demand is less than the proposed supply when adjacent on-street parking is included and that there are ten additional spaces along the street that would be constructed as part of the project and that would therefore be available in addition to the on-site supply, the project's parking supply is anticipated to be adequate.

## Conclusions

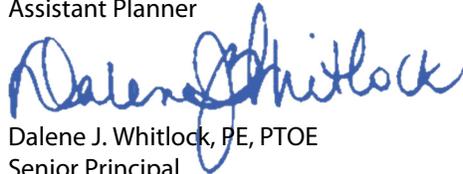
- The proposed project would be expected to generate an average of 272 daily trips including 18 trips during a.m. peak hour and 22 p.m. peak hour trips.
- Adequate sight distances are available at the two proposed driveways for both entering and exiting traffic.
- The proposed project would have a less-than-significant impact on VMT based on the City's guidelines.
- The proposed project would supply sufficient parking to meet and slightly exceed the anticipated peak demand.

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

Sincerely,



Jade Kim  
Assistant Planner



Dalene J. Whitlock, PE, PTOE  
Senior Principal

