



May 14, 2019

Ms. Michelle Olson-Brueggemann  
Phoenix Development Company  
1620 Olivet Road  
Santa Rosa, CA 95401

## Focused Traffic Study for the Dutton Flats Project

Dear Ms. Olson-Brueggemann;

As requested, W-Trans has prepared a focused traffic analysis for the proposed Dutton Flats Project in the City of Santa Rosa. The purpose of this letter is to address the anticipated number of trips that would be generated by the apartment project and the adequacy of parking.

### Existing Conditions

The project site is fronted by Dutton Avenue and West 3<sup>rd</sup> Street, which intersect at the northwest corner of the site. Dutton Avenue is a north-south five-lane road, including the center two-way left-turn lane. West 3<sup>rd</sup> Street runs in an east-west direction and has one lane in each direction east of the site and two lanes each way to the west of the site; a two-way left-turn lane or left-turn pockets divide the two directions. The segments of both Dutton Avenue and West 3<sup>rd</sup> Street fronting the site have posted speed limits of 30 mph. The intersection of Dutton Avenue/West 3<sup>rd</sup> Street is a four-legged signalized intersection with protected left-turn phasing on all approaches. Crosswalks and associated pedestrian signal heads are present on all four legs.

### Project Description

The project site is located on the southeast corner of West 3<sup>rd</sup> Street/Dutton Avenue in the City of Santa Rosa. As proposed, the project includes construction of 41 affordable multifamily units in a five-story structure. Access to/from the site would be off West 3<sup>rd</sup> Street via Decoe Street. There will be 41 parking spaces provided on-site for the 11 one-bedroom, 15 two-bedroom, and 15 three-bedroom rent-controlled apartments. The project's 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*, 10<sup>th</sup> Edition, 2017. Rates for "Multifamily Housing (Mid-Rise)" (LU #221) were used for the proposed apartment complex. The expected trip generation potential for the proposed project is indicated in Table 1 and includes an average of 223 trips per day, with 15 trips during the a.m. peak hour and 18 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 (Mid-Rise)	41 du	5.44	223	0.36	15	4	11	0.44	18	11	7

Note: du = dwelling unit

Under the City's policies, a project that generates fewer than 50 peak hour trips only requires a focused traffic study. The nominal number of trips associated with this project can reasonably be expected to have a less-than-

significant impact on traffic operation, especially in comparison to the traffic associated with the gas station that previously occupied this site.

## **Non-Auto Modes of Transportation**

### **Pedestrian Facilities**

Pedestrian facilities include sidewalks, crosswalks, pedestrian signal phases, curb ramps, curb extensions, and various streetscape amenities such as lighting, benches, etc. In general, a continuous and connected network of sidewalks, crosswalks, pedestrian signals, and curb ramps provide access for pedestrians near the proposed project site.

### **Bicycle Facilities**

The Class I Santa Rosa Creek Trail and Joe Rodota Trail intersect at the SMART tracks and connect the site westerly to Sebastopol and unincorporated Sonoma County. Class III bicycle routes exist on Dutton Avenue and West 3<sup>rd</sup> Street in the immediate project vicinity, and both roads are planned to be restriped to include bicycle lanes according to the 2018 City of Santa Rosa *Bicycle and Pedestrian Master Plan*. Under the City of Santa Rosa's City Code, Chapter 20.36.040, multifamily dwelling units are required to provide bicycle storage. Based on the site plan, all units will have at least one covered parking space that can be used to store bicycles.

### **Transit Facilities**

#### ***Santa Rosa City Bus***

The Santa Rosa City Bus provides fixed route bus service within the City of Santa Rosa. Route 2/2B is a loop service along Sebastopol Road, providing service between the Santa Rosa Transit Mall and neighborhoods south of Sebastopol Road. Service operates Monday through Saturday with approximately 15- to 30-minute headways between 6:00 a.m. and 7:45 p.m. Sunday service runs between 10:15 a.m. and 5:00 p.m. with 45-minute headways.

Route 6 provides daily service between Coddington Mall and the Santa Rosa Transit Mall, with stops along Fulton Road and West 3<sup>rd</sup> Street. Service operates on the weekdays with 30-minute headways between 6:00 a.m. and 7:30 p.m. Saturday service operates with one-hour headways between 6:30 a.m. and 7:30 p.m., and Sunday service with approximately 45-minute to one-hour headways between 10:30 a.m. and 4:45 p.m.

Route 9 provides daily service to the Santa Rosa Transit Mall, with a stop across the street from the project site, and the neighborhoods off West 9<sup>th</sup> Street. Service operates Monday through Friday with 30-minute headways between 6:15 a.m. and 7:45 p.m., and on the weekend with one-hour headways between 6:45 a.m. and 7:45 p.m. on Saturdays and 10:45 a.m. and 4:45 p.m. on Sundays.

Route 12 provides daily loop service between the Roseland community and the Santa Rosa Transit Mall. Service operates Monday through Friday with 30-minute headways between 6:15 a.m. and 7:45 p.m., and on the weekend with one-hour headways between 6:15 a.m. and 7:15 p.m. on Saturdays and 10:15 a.m. and 4:15 p.m. on Sundays.

Two bicycles can be carried on most City buses. Bike rack space is on a first come, first served basis. Additional bicycles are allowed on City buses at the discretion of the driver.

Dial-a-ride, also known as paratransit, or door-to-door service, is available for those who are unable to independently use the transit system due to a physical or mental disability. City Bus Paratransit is designed to serve the needs of individuals with disabilities within the project vicinity and the greater Santa Rosa area.

**SMART Train**

It is noted that the Downtown Santa Rosa SMART Station is located approximately 0.4 miles east of the project site, and while not within the one-quarter mile walking distance typically considered “convenient,” this station is within an acceptable walking distance for most people. The SMART Train provides service between the Sonoma County Airport and San Rafael downtown, with stops in Santa Rosa, Rohnert Park, Cotati, Petaluma, and Novato. Weekday service operates with approximately 30-minute to one-hour headways between 4:19 a.m. and 9:42 p.m. Weekend service operates with one- to three-hour headways between 10:13 a.m. and 9:57 p.m.

**Site Access**

The site would be accessed via a driveway to Decoe Street, which would provide access to West 3<sup>rd</sup> Street. There is an existing two-way left-turn lane on West 3<sup>rd</sup> Street that provides full access to the site; therefore, access is expected to be adequate.

**Sight Distance**

Sight distance from Decoe Street along West 3<sup>rd</sup> Street was evaluated based on sight distance criteria contained in the *Highway Design Manual* published by Caltrans. The recommended sight distance at intersections of public streets is based on corner sight distances associated with the approach travel speed. For the design speed of 30 mph on West 3<sup>rd</sup> Street, the minimum corner sight distance needed is 330 feet. Based on a review of field conditions, at the position of a driver waiting on Decoe Street sight lines extend west to the intersection of Dutton Avenue/West 3<sup>rd</sup> Street which is more than 330 feet; sight lines east of Decoe Street extend more than 500 feet, thus the existing sight lines in both directions on West 3<sup>rd</sup> Street at Decoe Street are adequate.

The stopping sight distance needed for a following driver to stop if there is a vehicle waiting to turn into a side street or driveway is evaluated based on stopping sight distance criterion and the approach speed on the major street. As there is an existing center turn lane, following sight distance is not a consideration for this intersection.

The project driveway will be located on Decoe Street, a short cul-de-sac that currently serves only a handful of homes. As the road is straight and flat, sight lines are adequate in both directions for the 25-mph speed limit that applies to this residential street. Any landscaping or signage installed as part of the project should be designed to ensure that adequate sight lines are maintained.

**Parking**

The proposed project would provide 41 off-street parking spaces. The City of Santa Rosa’s City Code stipulates the City’s parking requirements for new developments. Because the project site is within the *Downtown Station Area Specific Plan* boundary, and is proposed as an affordable housing development project, parking requirements are significantly lower than for general multifamily dwelling units. Based on the project site’s location, and the understanding that the project meets affordable housing requirements, the proposed project would be required to supply one space per unit, or 41 parking spaces. As 41 spaces are proposed, the project would provide an adequate amount of parking to meet the City’s requirements.

**Conclusions and Recommendations**

- The proposed 41 multifamily dwelling units would be expected to generate an average of 223 trips daily, with 15 trips in the morning peak hour and 18 trips during the evening peak hour.
- Existing facilities for pedestrians, bicyclists, and public transit users are adequate to access the site and surrounding areas such as the SMART train station and Downtown.

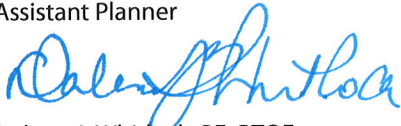
- Existing sight lines are more than adequate in both directions from Decoe Street along West 3<sup>rd</sup> Street and at the proposed project driveway. It is recommended that any new signage or landscaping installed near the driveway be placed outside of the vision triangle of a driver waiting on either Decoe Street or the driveway.
- Since the proposed project would be located within the Downtown Station Area Specific Plan border, and the project is proposed to provide affordable housing units, the proposed parking supply is adequate to meet City requirements.

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

Sincerely,



Julia Walker  
Assistant Planner

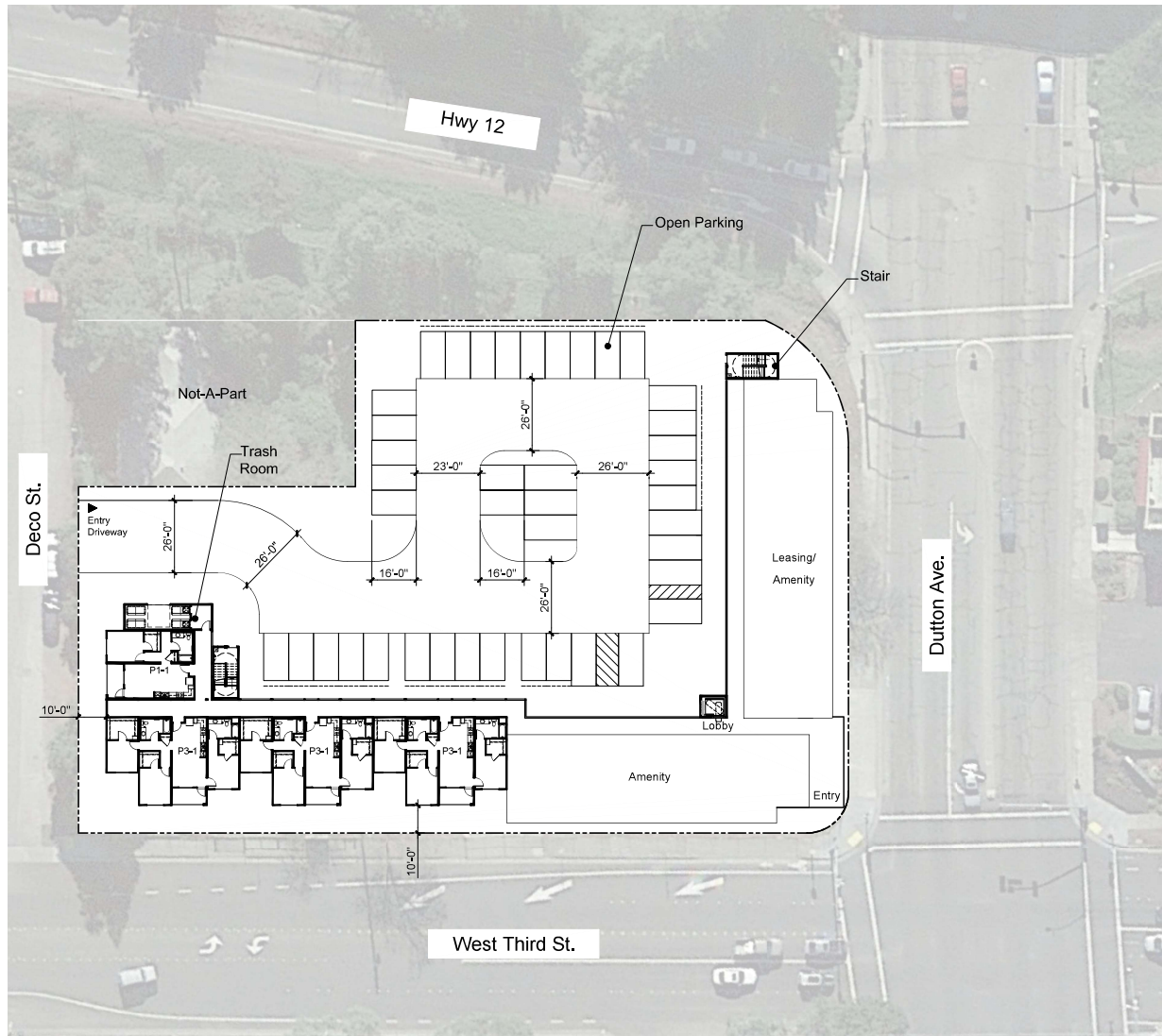


Dalene J. Whitlock, PE, PTOE  
Senior Principal

DJW/jaw/SRO511.L1

Enclosure: Site Plan





### Project Summary

#### Site Summary

Site Area: ±.95 gross acres  
 Density ±43 du/acre  
 Dwelling Units ±41 du  
 5 Story Apartments

#### Unit Summary

1Bd (27%) =11 units  
 2Bd (41%) =15 units  
 3 Bd (32%) =15 units  
 Total ±41 units

#### Parking Provided

Standard Parking: 34 Spaces  
 Compact Parking: 07 Spaces  
 Total Parking Provided: ±41 Spaces

#### Parking Required

1bd 11 x1 11 Spaces  
 2bd 17 x1 15 Spaces  
 3bd 13 x1 15 Spaces  
 Total Parking Provided: 41 Spaces



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**DUTTON FLATS**  
 SANTA ROSA, CALIFORNIA # 2018-0793

CONCEPTUAL DESIGN  
 DECEMBER 7, 2018



**SITE PLAN**  
 GROUND LEVEL PLAN

**A1.0**