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January 29, 2020

Mr. Matthew Cappiello
CRC Development
364 41st Street, 2nd Floor
Oakland, CA 94609

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By jg16 at 8:43 am, May 18, 2020

Focused Traffic Study for the Cherry Ranch Project

Dear Mr. Cappiello;

W-Trans has completed a focused analysis that addresses the potential trip generation, parking demand, and access conditions associated with the proposed Cherry Ranch housing project to be located at 930 Fresno Avenue in the City of Santa Rosa.

Project Description

The proposed project includes construction of 67 single family dwellings on a vacant lot on the east side of Fresno Avenue. The project includes 62 duplex units and five standalone homes. The site would be accessible via three access points on Fresno Avenue, with two new streets built within the site. The site plan includes sidewalk connectivity along the entire frontage with Fresno Avenue as well as the new project streets. The project site plan is enclosed for reference.

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*, 10th Edition, 2017 for "Residential Planned Unit Development (PUD)" (LU #270) as this description best represents the proposed housing units. Based on application of these rates, the proposed project would be expected to generate an average of 494 trips per day, including 38 a.m. peak hour trips and 46 p.m. peak hour trips. These results are summarized 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
Residential PUD	67 du	7.38	494	0.57	38	8	30	0.69	46	30	16

Note: du = dwelling unit

As the project would be expected to generate fewer than 50 peak hour trips, under the City's guidelines an analysis of off-site operational impacts is typically not required, so one has not been prepared.

Access Analysis

Access to the project site is proposed via three new street connections on the east side of Fresno Avenue. Terrabrook Drive would loop around the project site and intersect Fresno Avenue in two locations. The second project street, called "Street A", would run parallel to Fresno Avenue before bending and intersecting opposite New Zealand Drive. Fresno Avenue would be widened along the project frontage as part of the project, consistent with the City's future plans for the roadway, including a center median, travel lane, bike lane, and separated sidewalk. The project would have three access points which satisfies City Street Design Standards that require projects with more than 50 residential units to provide a secondary access point.

Finding – Site access would be expected to operate acceptably.

Sight Distance

Sight distances along Fresno Avenue at the proposed new intersections were evaluated based on sight distance criteria contained in the *Highway Design Manual, 6th Edition* published by Caltrans. The recommended sight distances for minor street approaches to intersections are based on corner sight distance. For the posted 25-mph speed limit on Fresno Avenue, the recommended corner sight distance is 275 feet. Based on a review of the field conditions, sight distances at all of the proposed intersection locations extend more than 300 feet in both directions so are adequate for the posted speed limit. Similarly, sight lines along Fresno Avenue approaching the project access points are more than adequate to allow a following driver to observe and react to a vehicle stopped in the roadway while the driver waits to turn left into the site.

Finding – Based on field observations and the project site plan, sight distances along Fresno Avenue are adequate to accommodate all turns into and out of the site.

On-site Circulation

As proposed, Terrabrook Drive would vary in width from 24 to 36 feet depending on the presence of street parking on one side, both sides, or no street parking. Street A would be 24 feet wide and would have no street parking. All project streets would be wide enough to accommodate two-way traffic as well as emergency response vehicles. The proposed street cross-sections are shown on the enclosed plans.

Finding – On-site circulation would be expected to operate acceptably.

Alternative Modes

Given the proximity of the project site to the transit stops located north of Deuce Drive on Fresno Avenue and west of Fresno Avenue on Sebastopol Road, it is reasonable to assume that some project residents would want to use transit for trips from and to the project site. Continuous sidewalks would be constructed along the site's frontage with Fresno Avenue and along both sides of the new streets to be constructed within the project site. Residents would be able to use the project sidewalks, existing sidewalks on the west side of Fresno Avenue south of Sebastopol Road, and an existing four-foot paved shoulder on the east side of Fresno Avenue to reach the nearest transit stops, which are within an acceptable walking distance from the site of less than one-quarter mile.

In the project vicinity there are existing Class II bicycle lanes in the southbound direction on Fresno Avenue between Sebastopol Road and approximately 150 feet south of New Zealand Avenue, and on Sebastopol Road between approximately 450 feet west of Campoy Street and Fresno Avenue and between Corporate Center Parkway and Avalon Avenue. According to the *Santa Rosa Bicycle and Pedestrian Master Plan*, there are plans to provide Class II bike lanes on Fresno Avenue between New Zealand Avenue and Finley Avenue and on Sebastopol Road between Fresno Avenue and Corporate Center Parkway. The project is consistent with this plan as the planned northbound bike lane on Fresno Avenue would be constructed along the project frontage as part of the project.

Finding – Access for pedestrians, bicyclists, and transit riders would be adequate.

Recommendation – The project should include construction of a Class II bike lane along the project's frontage on Fresno Avenue, as proposed.

Parking

Based on the site plan, the proposed project would provide 194 parking spaces, including 89 in garages, 67 in driveways, and 38 on-street spaces. Per Section 20-36.040 of the City of Santa Rosa Zoning Code, single-family attached housing (duplex units) with two or more bedrooms are required to provide one covered space per unit and one and one-half visitor spaces per unit, which may be uncovered. Single family detached homes are required to provide four spaces each, one of which must be covered. Based on application of standard City rates, the project would need to provide a total of 175 parking spaces on-site, 67 of which would need to be covered. With a proposed supply of 194 spaces, including 89 in garages, the project would exceed City requirements. The proposed supply and City requirements are shown in Table 2.

Table 2 – Parking Summary

Land Use	Units	Rate	Parking Spaces
City Required Parking			
Duplex (2+ bedrooms)	62 du		
Covered Spaces		1.0 space/du	62
Uncovered Visitor Spaces		1.5 space/du	93
Single Family Detached Housing	5 du		
Covered Spaces		1.0 space/du	5
Uncovered Visitor Spaces		3.0 space/du	15
<i>Total City Requirements</i>			175
Proposed Parking Supply			194

Notes: du = dwelling unit

Finding – The proposed parking supply would be adequate to satisfy City requirements.

Bicycle Parking

As proposed, all units would have a garage in which to store their bicycles, therefore additional bicycle storage facilities are not necessary.

Finding – Residents would be able to store bicycles in their private garages, so no parking facilities are required.

Conclusions and Recommendations

- The proposed project is expected to generate an average of 494 new daily vehicle trips, including 38 trips during the morning peak hour and 46 trips during the evening peak hour.
- Site access via Fresno Ave and the proposed new project streets would be expected to operate adequately.
- Sight distance is adequate at all the proposed access points on Fresno Avenue to accommodate all turns into and out of the site.
- On-site circulation would be expected to operate acceptably as proposed.
- The proposed vehicle and bicycle parking supplies comply with City requirements.

- Access for pedestrians, bicyclists, and transit riders would be adequate.
- The project frontage with Fresno Avenue should include a Class II bike lane in the northbound direction, as proposed. A bike lane is already present in the southbound direction.

We hope this information is adequate to address the potential traffic and parking issues associated with the proposed project. Please contact us if you have any further questions. Thank you for giving us the opportunity to provide these services.

Sincerely,

Kimberly Tellez
Assistant Engineer

Cameron Nye, EIT
Associate Engineer

Dalene J. Whitlock, PE, PTOE
Senior Principal

DJW/cn-kt/SRO478-1.L1

Enclosures: Site Plan; Street Cross-sections

CHERRY RANCH

TENTATIVE MAP

GENERAL NOTES

- EXISTING AND PROPOSED ZONING IS R-1-6.
- WATER AND SEWER TO BE PROVIDED AND MAINTAINED BY THE CITY OF SANTA ROSA.
- PROPOSED SETBACKS ARE AS SHOWN ON SHEET 2.
- RESIDENTIAL LOT AREAS:
SMALLEST 1,373 SF (LOT 47)
AVERAGE 30,700 SF (LOT 1)
AVERAGE 2,314 SF
- ALL GRADING TO BE IN CONFORMANCE WITH CHAPTER 33 AND A33 OF THE CURRENT CALIFORNIA BUILDING CODE, AND THE GEOTECHNICAL ENGINEERING REPORT.
- REMOVE ALL ON-SITE EXISTING FEATURES, INCLUDING STRUCTURES, CONCRETE AND FENCING UNLESS OTHERWISE NOTED ON PLANS.
- THERE ARE NO KNOWN EXISTING LEACHFIELDS OR WELLS ONSITE. IF THEY ARE FOUND, THEY SHALL BE ABANDONED.
- ALL PROPOSED UTILITIES SHALL BE PUBLIC UNLESS OTHERWISE NOTED.
- ALL SUMP FEATURES SHALL BE PRIVATELY OWNED AND MAINTAINED BY THE HOMEOWNER
- NO AREAS OF THIS SITE ARE SUBJECT TO INUNDATION. NO HAZARDOUS MATERIALS ARE KNOWN TO EXIST ON THIS SITE.
- SITE SOILS APPEAR SUITABLE FOR RESIDENTIAL DEVELOPMENT.
- STREET TREES SHALL BE PLANTED IN ACCORDANCE WITH THE CITY OF SANTA ROSA REQUIREMENTS WITHIN THE PLANTER STRIPS AND PLANTING WELLS.
- STREET LIGHTING SHALL BE INSTALLED IN ACCORDANCE WITH THE CITY OF SANTA ROSA STANDARDS.
- SEWER LINE THAT DEVELOPMENT IS TRIBUTARY = EXISTING SEWAGE GENERATION — 0 GALLONS PER DAY PROJECTED SEWAGE GENERATION — 0.031 MGD.
- THE PROJECT SITE IS NOT IN A HIGH FIRE SEVERITY ZONE

ABBREVIATIONS

AB	AGGREGATE BASE	SSCO	SANITARY SEWER CLEAN OUT
AC	ASPHALT CONCRETE	SSMT	SANITARY SEWER MANHOLE
APN	ASSessor's PARCEL NUMBER	STD	STANDARD
BSL	BUILDING SETBACK LINE	SW	SIDEWALK
CL	CENTERLINE OR GLASS	TC	TOP OF CURB
DN	DOCUMENT NUMBER	TYP	TYPICAL
EX	EXISTING	W	WATER MAIN
EG	EXISTING GRADE	WM	WATER METER
FC	FACE OF CURB	WS	WATER SERVICE
FG	FINISHED GRADE		
FL	FLOWLINE		
GB	GRADE BREAK		
GS	GRADE SETBACK LINE		
GV	GATE VALVE		
HOA	HOMEOWNERS ASSOCIATION		
HP	HIGH POINT		
IC	INVERT GRADE		
LA	LATERAL		
LAT	LOT LINE		
LL	LIVE OAK		
LP	LOW POINT		
NO	NUMBER		
P	PARKING		
PE	PEDESTRIAN		
PL	PLANTER		
PLNTR	PLANTER		
PUE	PUBLIC UTILITY EASEMENT		
PVT	PAVEMENT		
R	RADIUS		
RWD	REDWOOD		
R/W	RIGHT OF WAY		
SCR	SONOMA COUNTY RECORDS		
SD	STORM DRAIN		
SDCB	STORM DRAIN CATCH BASIN		
SDDI	STORM DRAIN DROP INLET		
SDE	PUBLIC STORM DRAIN EASEMENT		
SDJB	STORM DRAIN JUNCTION BOX		
SDMH	STORM DRAIN MANHOLE		
SS	SANITARY SEWER		
SSCO	SANITARY SEWER CLEAN OUT		
SSMT	SANITARY SEWER MANHOLE		
STD	STANDARD		
SW	SIDEWALK		
TC	TOP OF CURB		
TYP	TYPICAL		
W	WATER MAIN		
WM	WATER METER		
WS	WATER SERVICE		



LOCATION MAP

BENCHMARK

CITY OF SANTA ROSA BENCHMARK, NO. E-86, CITY STANDARD WELL MONUMENT LOCATED AT THE CENTERLINE INTERSECTION OF SEASTOPOL ROAD AND CORPORATE CENTER PARKWAY.
ELEVATION = 106.658'

OWNER / DEVELOPER

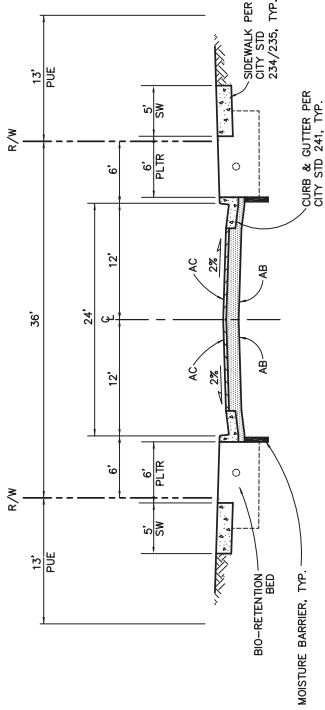
JOHN COPPIELLO
CRC DEVELOPMENT, LLC
P.O. BOX 472230
SANTA ROSA, CA 95403
(415) 441-7411

ENGINEER SURVEYOR

CINQUINI & PASSARINO, INC.
2200 RANGE AVENUE, SUITE 204
SANTA ROSA, CA 95401
(707) 542-4820

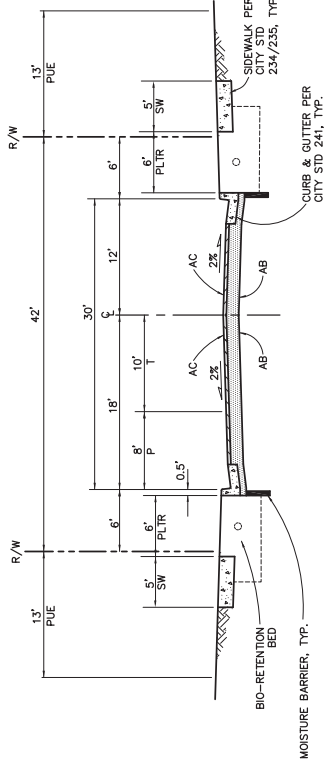
SHEET INDEX

- COVER SHEET
- TENTATIVE MAP — SITE PLAN
- TENTATIVE MAP — GRADING, DRAINAGE AND UTILITY PLAN
- TENTATIVE MAP — ENLARGED VIEW OF LOT 1



TERRABROOK DRIVE

NO SCALE



TERRABROOK DRIVE

NO SCALE



ANDREW BORDEASSA
PCE 34368



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Santa Rosa, CA 95403
(707) 542-4820

APN: 095-101-004

COVER SHEET
CHERRY RANCH
930 FRESNO AVENUE
SANTA ROSA, CALIFORNIA

SEPTEMBER 2019
6.87 ACRES
52 LOTS

JOB NO. 18-103
SHEET NO.

1
OF 4 SHEETS