



August 25, 2021

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

Traffic Study for the Acme Apartments Project

Dear Mr. Griffin;

As requested, W-Trans has prepared an evaluation of the potential impacts associated with the proposed Acme Apartments Project to be located at 1885 and 1905 Sebastopol Road in the City of Santa Rosa. The purpose of this letter is to provide the project's anticipated trip generation, evaluate its VMT and the adequacy of site access for all modes of transportation, address potential sight distance issues, and determine parking needs.

Existing Conditions

The study area consists of Sebastopol Road, which runs along the frontage of the project site. Sebastopol Road generally runs east-west and is classified as an arterial street. Along the project frontage the road has two 10-foot travel lanes and a five-foot bicycle lane in each direction with a 12-foot two-way left-turn lane (TWLTL). Traffic counts obtained at the intersection of Burbank Avenue and Sebastopol Avenue on September 11, 2019, indicate that the roadway is carrying about 13,600 vehicles per day.

Project Description

The project as proposed includes the construction of 77 apartments, all of which would be designated as affordable. The multifamily apartments would include 24 one-bedroom units, 26 two-bedroom units, and 27 three-bedroom units within four buildings up to three stories tall.

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 "Multi-Family Housing (Mid-Rise)", Land Use 221. This category was chosen to reflect the proposal that the buildings would have three floors, which is within the range specified for the "mid-rise" land use category. Based on application of these assumptions, the proposed project is expected to generate an average of 419 trips per day, including 28 a.m. peak hour trips and 34 trips during the p.m. peak hour. 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
Multi-Family Housing	77 du	5.44	419	0.36	28	7	21	0.44	34	21	13

Note: du = dwelling unit

Alternative Modes

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 network of sidewalks, crosswalks, pedestrian signals, and curb ramps provide access for pedestrians in the vicinity of the proposed project site.

- **Sebastopol Road** – Continuous sidewalks are provided on both sides of Sebastopol Road between Stony Point Road and Sendero Lane. Lighting is provided by overhead streetlights. A signal with pedestrian phases at Stony Point Road allows pedestrians access between the project site and transit stops on Stony Point Road.

Bicycle Facilities

The *Highway Design Manual*, Caltrans, 2017, classifies bikeways into four categories:

- **Class I Multi-Use Path** – a completely separated right-of-way for the exclusive use of bicycles and pedestrians with cross flows of motorized traffic minimized.
- **Class II Bike Lane** – a striped and signed lane for one-way bike travel on a street or highway.
- **Class III Bike Route** – signing only for shared use with motor vehicles within the same travel lane on a street or highway.
- **Class IV Bikeway** – also known as a separated bikeway, a Class IV Bikeway is for the exclusive use of bicycles and includes a separation between the bikeway and the motor vehicle traffic lane. The separation may include, but is not limited to, grade separation, flexible posts, inflexible physical barriers, or on-street parking.

In the project area, Class II bike lanes exist on Sebastopol Road between Corporate Center Parkway and Avalon Avenue. Bicyclists ride in the roadway and/or on sidewalks along all other streets within the project study area. Table 2 summarizes the existing and planned bicycle facilities in the project vicinity, as contained in the City of Santa Rosa *Bicycle and Pedestrian Master Plan*, 2018.

Status Facility	Class	Length (miles)	Begin Point	End Point
Existing <i>Sebastopol Road</i>	II	1.45	Corporate Center Parkway	Avalon Avenue
Planned <i>Sebastopol Road</i>	IV	1.78	Corporate Center Parkway	Sebastopol Avenue

Source: *City of Santa Rosa Bicycle and Pedestrian Master Plan*, 2018

Transit Facilities

The Santa Rosa CityBus provides fixed route bus service in Santa Rosa. CityBus Routes 2 and 2B provide loop service to destinations in the southwest part of the City and stops on Sebastopol Road between Stony Point Road and Hampton Way. Route 2 operates Monday through Friday with approximately one-half hour headways between 7:00 a.m. and 6:00 p.m. Route 2B operates Monday through Friday with approximately one-half hour headways between 6:15 a.m. and 8:20 p.m. Weekend service operates with 30- to 45-minute headways between 10:15 a.m. to 5:20 p.m. Route 15 provides loop service between the southwest and northwest parts of the city and stops on Stony Point Road at Sebastopol Road. Route 15 operates on Monday through Friday with one-hour headways from 6:20 a.m. to 8:10 p.m. and on weekends with one-hour headways from 10:20 a.m. to 5:10 p.m.

Sonoma County Transit Route 20 provides regional service between Santa Rosa and surrounding communities. Route 20 stops on Sebastopol Road at Stony Point Road and operates every day with approximately two- to three-hour headways between 8:00 a.m. and 6:00 p.m.

Two bicycles can be carried on most CityBus buses. Bike rack space is on a first come, first served basis. Additional bicycles are allowed on CityBus 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. Santa Rosa Paratransit is designed to serve the needs of individuals with disabilities within Santa Rosa and the greater Santa Rosa area.

Vehicle Miles Traveled

Senate Bill (SB) 743 established a change in the metric to be applied to determining transportation impacts associated with development projects. Rather than the delay-based criteria associated with a Level of Service (LOS) analysis, the change in Vehicle Miles Traveled (VMT) as a result of a project is now the basis for determining impacts with respect to transportation and traffic under the California Environmental Quality Act (CEQA). The City of Santa Rosa issued guidelines for VMT analysis, as outlined in *Vehicle Miles Traveled (VMT) Guidelines Final Draft*, dated June 5, 2020. Many of the VMT significance criteria in these guidelines are consistent with guidance provided by the California Governor's Office of Planning and Research (OPR) in the publication *Transportation Impacts (SB 743) CEQA Guidelines Update and Technical Advisory*, 2018.

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. Two screening criteria pertain to projects near transit stations and affordable residential developments. The guidelines indicate that projects within a half-mile of an existing major transit stop or an existing stop along a high-quality transit corridor can be screened out of completing a detailed VMT analysis. Also, 100 percent affordable residential developments can be screened from a detailed VMT analysis. The project is presumed to have a less-than-significant impact on VMT as it satisfies both of the above criteria by providing 100 percent affordable housing within a half-mile of an existing high-quality transit corridor.

Parking

Parking was evaluated to determine if the proposed parking supply would be adequate to satisfy City requirements upon the construction of 77 multifamily affordable housing units. Per the concept design site plan, a total of 130 parking spaces would be provided on-site, including 80 tandem garage stalls and 50 surface stalls. Section 20-36.040 of the Santa Rosa City Code requires multifamily affordable housing to provide parking at a rate of one space per unit with one bedroom, and two spaces per units with two or more bedrooms. Based on the 24 one-bedroom units, 26 two-bedroom units, and 27 three-bedroom units, 130 parking spaces would need to be provided on-site to meet City requirements.

Finding – The on-site parking supply would be adequate to meet City requirements.

Bicycle Parking

According to the City of Santa Rosa's Municipal Code, Chapter 20.36.040, multifamily dwellings are required to provide bicycle storage at the rate of one space per four units if the units do not have a private garage or private storage space; therefore, the 37 residential units that would not have garages would require 10 bicycle parking spaces. The project will include three bicycle storage rooms with nine bicycles spaces each for a total of 27 bicycle spaces.

Finding – The on-site bike storage would be adequate.

Site Access

Sight Distance

Sight distance along Sebastopol Road at the project driveway was evaluated based on sight distance criteria contained in the *Highway Design Manual*, 6th Edition published by Caltrans. The recommended sight distance for driveway approaches is based on stopping sight distance, with the approach travel speed used as the basis for determining the recommended sight distance.

Sebastopol Road, which has a posted speed of 30 mph, requires a minimum stopping sight distance of 200 feet. Based on a review of existing field conditions, sight lines to and from the project driveway at Sebastopol Road extend more than 300 feet in each direction, which is more than adequate for the posted speed limit. Additionally, due to the flat and straight roadway geometry of Sebastopol, adequate stopping sight distance is available for a following driver to notice and react to a preceding motorist slowing to turn into the project site. Eastbound left turns would be accommodated in the TWLTL so the flow of through traffic would not be impacted by these movements.

Finding – Adequate sight distances are available on Sebastopol Road at the project driveway.

Emergency Access

Emergency response vehicles could access the site via the existing driveways. The AutoTURN application of AutoCAD was used to evaluate the adequacy of access for emergency vehicles based on the project site plan. As designed, there would be no anticipated issues with fire truck access as long as the connection to Sendero Lane is adequate. Exhibits showing the expected travel paths and the site plan are enclosed.

Finding – Emergency access is expected to operate acceptably.

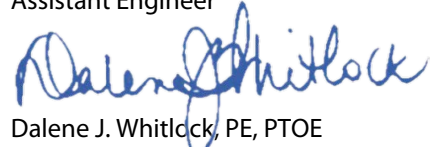
Conclusions

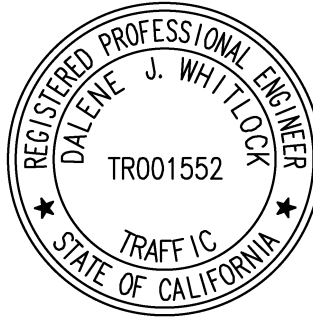
- The project includes construction of 77 multifamily dwelling units, all of which would be designated as affordable. The project as proposed would be expected to generate 419 trips daily, with 28 trips during the a.m. peak hour and 34 trips during the p.m. peak hour.
- Based on the City of Santa Rosa's Vehicle Miles Traveled (VMT) Guidelines Final Draft, affordable housing projects that are 100 percent affordable can be screened from performing a detailed VMT analysis. Similarly, projects within one-half mile of a high-quality transit corridor meet a second screening criterion. Because the project meets two of these screening criteria, it is presumed to have a less-than-significant impact on VMT.
- Pedestrian, bicycle, and transit facilities are adequate to serve the project.
- The parking supply is expected to be adequate to serve the residents of the apartment complex as it meets the City's requirements. The site would provide 80 tandem garage stalls, 50 surface stalls, and a bicycle storage room.
- Emergency access is expected to operate acceptably.
- Sight distances at the project driveway are more than adequate for the posted speed limit.

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

Sincerely,


Brendan Lin
Assistant Engineer


Dalene J. Whitlock, PE, PTOE
Senior Principal



DJW/bl/SRO586.L1

Enclosures: Fire Truck Access Plan

