

# Appendix H

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## Traffic Analysis Memorandum

## MEMORANDUM

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Michelle Olson, Phoenix Development

**From:** Mladen Popovic, AICP, Transportation Planner

**Subject:** Transportation Analysis for the Stony Point Flats Project

**Date:** August 6, 2021, revised August 26, 2021

**cc:** Christine Fukasawa, Dudek Project Manager

**Attachment(s):** Attachment A – Traffic Counts  
Attachment B – Figures 1 – 12  
Attachment C – Queuing and Level of Service Worksheets  
Attachment D – Cumulative Project Information

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The following Transportation Analysis Technical Memorandum (TA Memorandum) provides a transportation analysis for the Stony Point Flats residential development (proposed project), located in the City of Santa Rosa (City). This TA Memorandum includes a trip generation analysis; a vehicle miles traveled (VMT) screening analysis; a vehicular queuing, project access, pedestrian, bicycle, and transit analysis; as well as an informational level of service (LOS) analysis for the Stony Point Road/Northpoint Parkway intersection. This TA Memorandum is based upon discussions with the City's Planning & Economic Development Department and the Transportation & Public Works Department, and utilizes the City's Guidance for the Preparation of Traffic Operational Analysis (City of Santa Rosa, 2019), as well as the City's VMT Guidelines (City of Santa Rosa, 2020) to evaluate the proposed project. In conjunction with the City's VMT Guidelines, the Governor's Office of Planning and Research (OPR) Guidelines are also considered within the TA Memorandum (OPR, 2018).

This TA Memorandum will analyze the following scenarios in regard to queuing and LOS for the signalized intersection of Stony Point Road/Northpoint Parkway:

- Existing conditions (traffic counts were collected in 2019 and provided on the City's website; with approval from the City, traffic counts were adjusted with an ambient growth rate of 1%/year to be representative of the year 2021);
- Opening Year 2022 (existing traffic with a background ambient growth rate of 1%/year and cumulative projects that are either approved/under construction), and;
- Opening Year 2022 plus Project scenario (Opening Year 2022 baseline traffic plus the traffic generated by the proposed project).

Raw traffic counts are provided within Attachment A.

This TA Memorandum also includes an analysis of the following project components:

- Trip generation and distribution
- Site circulation analysis
- Sight distance analysis
- Pedestrian, bicycle, and transit analysis

## 1 Project Description

The project site is located at 2268 Stony Point Road, in the incorporated area of Sonoma County, within the limits of the City of Santa Rosa (City). It is on the eastern side of Stony Point Road, directly southeast of the intersection of Stony Point Road and Northpoint Parkway. The project site is accessible from Interstate 101 (US-101) approximately 1.5 miles to the east. The project site consists of one (1) 2.93-acre parcel, identified as Assessor's Parcel Number (APN) 125-521-008. Figure 1 displays the project location and study area. Currently, the existing property contains a single-family residence and sheep grazing areas. The proposed project would demolish all existing structures onsite and construct three (3) new buildings (Building A-C) to create a 50-dwelling unit affordable apartment community. Figure 2 displays the project site plan.

Primary access to the proposed project site would be provided via the existing driveway along Stony Point Road, south of the Stony Point Road/Northpoint Parkway intersection. As required by the City, the project driveway would be 36-feet wide, with a 40-foot wide apron, matching what currently exists at 2115 Stony Point Road. The project driveway would also provide two-way travel and include a 120-foot hammerhead turnaround. Due to the proximity of the Stony Point Road/Northpoint Parkway signalized intersection, the project driveway would be right turn in and right turn out and would therefore provide outbound "right-turn only" signage and associated pavement markings to channelize right turn movements at the project driveway to direct motorists to proceed north on Stony Point Road. This would discourage outbound project vehicles from crossing the northbound through lanes to enter the left-turn storage lane at the intersection and potentially block through traffic.

The project would provide 97 total surface parking spaces (9 more spaces than the required standard for multifamily affordable housing projects in the City's zoning code), inclusive of 8 spaces designed for Americans with Disabilities Act (ADA) accessible spaces and 14 spaces designed for the future installation of electric vehicle charging stations. A separate oversized space, close to Building A, would be dedicated to mail and delivery trucks. In addition, located throughout the property will be bike lockers and bike racks for storage of residents' bikes. Both bicyclists and pedestrians would utilize the project driveway to enter the site, and a pathway would connect the patio and sport court areas of the project.

## 2 Existing Setting

### 2.1 Transit Facilities

Currently, the project area is directly served by the Santa Rosa CityBus bus service which provides local service to the City and other areas of Sonoma County. CityBus also provides routes that connect to the Sonoma-Marín Area Rail Transit (SMART) system.

#### **CityBus**

As shown in Figure 3, Route 15 most directly serves the proposed project site, while other CityBus routes provide connections to other areas of the City. Currently, due to COVID-19 restrictions some bus routes have been temporarily suspended or have had their frequencies reduced. The project would not relocate any existing bus stops and would not require any changes to existing or future routes as described below. The project would not require an increase in service frequency or additional routes to serve the project area. Therefore, development of the project would not conflict with the existing bus routes or bus stops.

#### *Routes 2/2B*

Routes 2/2B operate between the downtown area of the City via a loop connection with the Transit Mall. Both routes travel predominantly along Sebastopol Road, while Route 2 splits off to serve Stony Point Road, Northpoint Parkway and Corporate Center Parkway, Route 2b splits off to serve South Wright Road. Both routes have a peak weekday service frequency of between 15 and 30 minutes. The closest bus stop to the project site for Route 2 is along Stony Point Road, approximately 500-feet south of the project site on both sides of the road. For Route 2b the closest bus stop is at the intersection of Stony Point Road/Sebastopol Road (CityBus, 2020).

#### *Route 6*

Route 6 operates between the northern area of the City to connect the Coddington Transit Hub with the downtown Transit Mall and provides a walking distance connection to the SMART system and the Santa Rosa Downtown Station. Route 6 has a peak weekday service frequency of 30 minutes and the closest bus stop to the project site for Route 6 is at the intersection of Stony Point Road/3<sup>rd</sup> Street, approximately 1.3 miles north of the project site (CityBus, 2020).

#### *Route 12*

Route 12 operates between the downtown area of the City via a loop connection with the Transit Mall and connects with the Roseland community area of the City. Route 12 has a peak weekday service frequency of 30 minutes and the closest bus stop to the project site for Route 12 is located in the Southwest Community Park along Hearn Avenue, approximately 500-feet south of the project site on both sides of the road (CityBus, 2020).

## **Route 15**

Route 15 operates between the northern area of the City to connect the Coddington Transit Hub with the Southwest Community Park along Hearn Avenue. Route 15 has a peak weekday service frequency of 60 minutes and the closest bus stop to the project site for Route 15 is along Stony Point Road, approximately 0.5 miles southeast of the project site (CityBus, 2020).

## **SMART**

SMART is a commuter rail system that offers services within Sonoma County and Marin County, and provides a regional connection to other communities within the Bay Area. Currently, there are no separate routes, and the SMART system runs from the Sonoma County Airport to the City of Larkspur. The SMART system is expected to be expanded northward with the opening of the Windsor Station by the end of 2021, with future stations planned in the City of Healdsburg and City of Cloverdale. The nearest station that would serve the project is the Santa Rosa Downtown Station, which is approximately 2 miles northeast of the proposed project site. Currently, due to COVID-19 restrictions, weekday headways average 60 minutes and the number of southbound and northbound trips is limited to 8 runs for each direction.

## **2.2 Pedestrian and Bicycle Facilities**

### **Pedestrian Facilities**

Currently, both sides of Stony Point Road along the proposed project site possess adequate sidewalks with built curbs and gutters. Northpoint Parkway also possesses sidewalks on both sides and, according to the Roseland Area/Sebastopol Road Specific Plan (2016), Northpoint Parkway is expected to maintain sidewalks on both sides of the road once it is extended east of Stony Point Road. Currently, the intersection of Stony Point Road/Northpoint Parkway does not contain a pedestrian crossing on the south leg of the intersection, and therefore pedestrians would utilize the north leg to cross the road, or they may proceed southward on Stony Point Road and utilize the midblock crossing approximately 300-feet south of the project site to connect to the Pearblossom Trail. Pedestrians would utilize the project driveway to enter the site, and a pathway would connect the patio and sport court areas of the project. According to the City's Creek Trails Map & Guide (2018) and the Santa Rosa Citywide Creek Master Plan (2013), the Roseland Creek trail is an undeveloped trail that follows both sides of Roseland Creek to connect to Burbank Avenue. The southern portion of the trail follows directly from the Pearblossom Trail; however this portion of the trail is expected to remain unpaved and would not be expected to reach Burbank Avenue. The northern portion of the Roseland Creek trail is expected to be paved and follow Roseland Creek northward and eastward with bridge trail crossings near Burbank Avenue. Both the northern portion of the Roseland Creek trail and Pearblossom Trail, would allow for both pedestrian, bicycle, and other shared uses.

The project would facilitate access to the northern portion of the Roseland Creek Trail, directly south of the proposed project site, however it would not require any changes to pedestrian facilities, or trails and is not

expected to impact the safety and functioning of the pedestrian facilities in the area. Further, construction of the project would not preclude future offsite pedestrian facility improvements.

### **Bicycle Facilities**

Bicycle facilities are typically divided into several classifications that describe their efficacy. Class I (separated right-of-way) bicycle paths are completely separated from roadways and can be typically shared with pedestrians. Class II (painted) bicycle lanes are designed to be on-street and include a painted stripe to indicate the separation between bicyclists and motorists. Class III (signed) bicycle routes are designated to be on-street; however, they are provided on slower roadways that facilitate safe equal sharing of the roadway between bicyclists and motorists. Class IV (protected) bicycle lanes are separated from roadways and provide for exclusive use for bicyclists, excluding motorists, pedestrians, and other alternative transportation forms which are not permitted.

As shown in Figure 4, currently there are several existing bicycle facilities that serve the proposed project site and study area. Closest to the proposed project site, there are existing Class II (painted) bicycle lanes along both sides of Stony Point Road, as well as along Hearn Avenue, Northpoint Parkway, and Sebastopol Road.

As shown in Figure 5, as part of the Roseland Area/Sebastopol Road Specific Plan, a proposed Class II bicycle lane would follow the eastward extension of Northpoint Parkway, and connect to Hearn Avenue. In the project vicinity several other Class II bicycle lanes identified in the Specific Plan would be constructed along Burbank Avenue, West Avenue, and Dutton Avenue.

There is currently a Class I (separated right-of-way) bicycle path (Pearblossom Trail) that may be shared with pedestrians and other non-motorized uses in between Northpoint Parkway and Edgewater Drive. As part of the development of the Roseland Creek trail a proposed multi-use path (Class I bicycle path) just south of the proposed project site would follow the northside of Roseland Creek and connect to the Roseland Creek Community Park and Burbank Avenue. The project would facilitate access to the northern portion of the Roseland Creek Trail, directly south of the proposed project site, however would not require any changes to existing or future routes and is not expected to impact the safety and functioning of the bicycle facilities in the area. Further, construction of the project would not preclude future offsite bicycle facility improvements.

## **3 Analysis Methodology**

### **3.1 Vehicle Miles Traveled (VMT) Analysis for CEQA**

On September 27, 2013, Senate Bill (SB) 743 was signed into law, which creates a process to change the way that transportation impacts are analyzed under California Environmental Quality Act (CEQA). SB 743 required the Governor's Office of Planning and Research (OPR) to amend the CEQA Guidelines to provide an alternative to level of service (LOS) for evaluating transportation impacts. Under the new transportation guidelines, LOS, or vehicle delay, will no longer be considered an environmental impact under CEQA. OPR

recommended Vehicle Miles Traveled (VMT) as the most appropriate measure of project transportation impacts for land use projects and land use plans. The updates to the CEQA Guidelines required under SB 743 were approved on December 28, 2018. The OPR Technical Advisory (OPR 2018) provides guidance and tools to properly carry out the principles within SB 743 and how to evaluate transportation impacts in CEQA.

Under these guidelines, VMT has been adopted as the most appropriate measure of transportation impacts under CEQA. The OPR's regulatory text indicates that a public agency may immediately commence implementation of the new transportation impact guidelines, and that the guidelines must be implemented statewide by July 1, 2020. The Updated CEQA Guidelines state that "...*generally, vehicle miles traveled (VMT) is the most appropriate measure of transportation impacts...*" and define VMT as "...*the amount and distance of automobile travel attributable to a project...*". It should be noted that "automobile" refers to on-road passenger vehicles, specifically cars and light trucks. Heavy-duty truck VMT could be included for modeling convenience and ease of calculation (for example, where models or data provide combined auto and heavy truck VMT). Other relevant considerations may include the effects of the project on transit and non-motorized travel.

Since the project is located within the City, the City's VMT Guidelines were utilized within this TA Memorandum as the primary source of analysis of VMT and transportation-related impacts. The guidance developed by the City is generally based upon the OPR Guidelines and thresholds.

The details of applicable screening and VMT analysis methodology is provided in Section 5 of the TA Memorandum. If the project does not meet the applicable screening criteria, then further analysis is required.

## 3.2 Level of Service (LOS) and Queuing

### LOS Methodology

The City's traffic operational analysis guidelines require the preparation of a traffic operational study if the peak hour volume exceeds 50 or more trips in both the AM and PM peak hour, otherwise a separate technical operational memorandum may be prepared. As shown in Table 1, the highest amount of peak hour trips that the proposed project would generate is 28 trips in the PM peak hour. Therefore, a complete LOS analysis was not required based on the City's traffic operational analysis guidelines and email correspondence with the City's Transportation & Public Works Department. The LOS analysis provided in this TA Memorandum is informational and focuses only on the Stony Point Road/Northpoint Parkway intersection.

LOS is commonly used as a qualitative description of intersection operations and is based on the design capacity of the intersection configuration compared to the volume of traffic using the facility. The Highway Capacity Manual, 6<sup>th</sup> Edition (HCM 6) methodology (Transportation Research Board 2016) was used to analyze the operation of the signalized intersection at Stony Point Road/Northpoint Parkway. The HCM analysis methodology describes the operation of an intersection using a range of LOS from LOS A (free-flow

conditions) to LOS F (severely congested conditions), based on the corresponding control delay experienced per vehicle. The Synchro 10 LOS software was used to determine intersection LOS. Synchro is consistent with the HCM 6 methodology. Table 1 shows the LOS values by delay ranges for signalized intersections under the HCM methodology.

**Table 1. Levels of Service for Intersections using HCM Methodology**

| Level of Service | Signalized Intersections Control Delay<br>(in seconds per vehicle) |
|------------------|--|
| A                | < 10.0   |
| B                | > 10.0 to < 20.0   |
| C                | > 20.0 to < 35.0   |
| D                | > 35.0 to < 55.0   |
| E                | > 55.0 to < 80.0   |
| F                | > 80.0   |

Source: HCM 6 (Transportation Research Board 2016).

### General Plan Consistency

According to the City’s traffic operational analysis guidelines, LOS D or better, is the expectation as set forth in the City’s General Plan Circulation Element (as stated in policy T-D-1). Therefore, the City’s traffic operational analysis guidelines state the following would be considered a significant project impact:

1. The level of service (LOS) at an intersection degrading from LOS D or better to LOS E or F, OR
2. An increase in average vehicle delay of greater than 5 seconds at a signalized intersection where the current LOS operates at either LOS E or F.
3. Queuing impacts based on a comparative analysis between the design queue length and the available queue storage capacity. Impacts include, but are not limited to, spillback queue at project access locations (both ingress and egress), turn lanes at intersections, lane drops, spill back that impacts upstream intersections or interchange ramps.
4. Exceptions may be granted under the following conditions:
  - a. Within downtown,
  - b. Where attainment would result in significant degradation,
  - c. Where topography or impacts makes the improvement impossible; or
  - d. Where attainment would ensure loss of an area's unique character.

## Vehicular Queuing

A queuing analysis using the SimTraffic 10 software was prepared to assess the safety of the Stony Point Road/Northpoint Parkway intersection, due to the proximity of the project driveway being only approximately 75-feet south of the intersection. The queuing analysis focuses on the 95th percentile (design) queue length within the SimTraffic simulation, which corresponds to a vehicular queue length that has a 5% probability of being exceeded during the analysis period. The analysis period utilized corresponds to the peak hour of traffic during the typical AM peak hour period (7:00 AM – 9:00 AM) and the PM peak hour (4:00 PM – 6:00 PM). The analysis was conducted for all scenarios, as previously described, and was conducted for all left turn and right turn vehicle lanes. Queuing worksheets are provided in Attachment C.

## 4 Trip Generation

The proposed project would construct 50 residential dwelling units of affordable housing within four (4) separate buildings. Trip generation was estimated by using trip rates from the Institute of Transportation Engineers 10th Edition Trip Generation book (ITE 2017). While the Trip Generation book contains trip rates for Affordable Housing – Income Limits DUs (ITE Code 223), there were only two studies conducted for affordable housing developments in suburban areas. The rates of those two studies were higher than ITE’s Multifamily Housing (low-rise) rates (ITE Code 220), and therefore were not considered to be appropriate for this project. Therefore, the rates for Multifamily Housing (low-rise) rates were used instead. Accordingly, daily, AM and PM peak hour trip generation volumes were computed. Trip generation rates, vehicle splits, and the resulting trip generation estimates for the project are summarized in Table 2.

**Table 2. Project Trip Generation**

| Land Use                       | ITE Code | Size/Units | Daily      | AM Peak Hour |           |           | PM Peak Hour |           |           |
|--------------------------------|----------|------------|------------|--------------|-----------|-----------|--------------|-----------|-----------|
|                                |          |            |            | In           | Out       | Total     | In           | Out       | Total     |
| <b>Trip Rates<sup>1</sup></b>  |          |            |            |              |           |           |              |           |           |
| Multifamily Housing (Low-Rise) | 220      | DU         | 7.32       | 0.11         | 0.35      | 0.46      | 0.35         | 0.21      | 0.56      |
| <b>Trip Generation</b>         |          |            |            |              |           |           |              |           |           |
| Stony Point Flats Project      | 220      | 50 DU      | 366        | 5            | 18        | 23        | 18           | 10        | 28        |
| <b>Total Trip Generation</b>   |          |            | <b>366</b> | <b>5</b>     | <b>18</b> | <b>23</b> | <b>18</b>    | <b>10</b> | <b>28</b> |

**Notes:** ITE = Institute of Transportation Engineers; DU = Dwelling Units

<sup>1</sup> Trip rates from the Institute of Transportation Engineers, Trip Generation, 10th Edition, 2017.

As shown in Table 2, the proposed project would generate approximately 366 daily trips, 23 AM peak hour trips (5 inbound and 18 outbound), and 28 PM peak hour trips (18 inbound and 10 outbound).

## 4.1 Trip Distribution and Assignment

Project trip distribution percentages are based on logical travel paths to and from the project site. Vehicular site access would be provided via Stony Point Road. Due to the median that currently exists along the extent of Stony Point Road near the proposed project site, the project driveway is a right-turn in and right-turn out configuration. Project trips were assigned to limit the number of U-turns in the study area since many of the intersections along Stony Point Road prohibit U-turn movements. Therefore, 100% of inbound traffic is expected to arrive traveling northbound on Stony Point Road. Traffic that may originate in the northern area of the City could utilize north-south collector roads parallel to Stony Point Road, to Hearn Avenue or make a U-turn at Pear Blossom Road. Approximately 60% of outbound traffic is expected to travel north along Stony Point Road, while 40% is expected to perform a U-turn at the Stony Point Road/Giffen Avenue signalized intersection, before proceeding southward along Stony Point Road towards Hearn Avenue. Figure 6 displays the project trip distribution and assignment.

### 4.1.1 Trip Distribution and Assignment with U-turn at Stony Point Road/Pearblossom Drive

The project trip distribution and assignment was prepared to display the results including if a U-turn at the Stony Point Road/Pearblossom Drive intersection were constructed. If constructed, the U-turn would be located on Stony Point Road, along the existing Stony Point Road median, and north of the intersection of Stony Point Road/Pearblossom Drive. A U-turn at this location would provide for a turn pocket and pavement markings that would match what currently exists for the northbound left movement at the intersection. Approximately 60% of inbound traffic is expected to utilize the U-turn, while 40% of inbound traffic would utilize Hearn Avenue. There are no changes to the outbound traffic assumed in Section 4.1 above. The U-turn would allow project traffic to be kept along Stony Point Road, adjacent to the site, and minimally alter the level of existing traffic along north-south collector roads parallel to Stony Point Road. Therefore, to provide for this route of travel for inbound traffic to the proposed project site, the U-turn is presented as part of the LOS and queueing analysis for the proposed project. It is expected that approximately 3 inbound vehicles in the AM peak hour, and 11 inbound vehicles in the PM peak hour would utilize the U-turn. Figure 7 displays the U-turn project trip distribution and assignment.

## 5 VMT Analysis

### 5.1 Project Screening

As stated previously, the City's VMT Guidelines were utilized within this TA Memorandum as the primary source of analysis of VMT and transportation-related impacts. The guidance developed by the City is generally based upon the OPR Guidelines and thresholds.

As shown in the screening analysis below, the proposed project would be screened out using one of the criteria noted below and therefore would not require further VMT analysis. The City's VMT Guidelines suggest that land use

projects may screen out of VMT impacts using a variety of factors. The following steps have been used in screening the project's VMT assessment, consistent with the City's VMT guidelines for SB 743 compliance:

- **Small Infill Projects:**
  - Screening Threshold for Small Projects (110 daily trips or less).
    - Since the project generates more than 100 daily trips as shown in Table 2 (366 trips), this threshold cannot be considered.
- **Map Based Screening for Residential and Office Projects:**
  - Low-VMT generating areas (as shown in the low-VMT screening maps within the City's guidelines).
    - Upon review of the residential low-VMT screening map, the proposed project is located in an area that qualifies.
- **Presumption of Less Than Significant Impact for Affordable Residential Development:**
  - 100% affordable housing
    - The proposed project would consist of 100% affordable housing, and therefore would be screened out of additional VMT analysis.
- **Presumption of Less Than Significant Impact Near Transit Stations:**
  - Within 0.5-miles of an existing major transit stop or an existing stop along a high-quality transit corridor.
    - The proposed project site is not located within 0.5-miles of an existing major transit or an existing stop along a high-quality transit corridor.
- **Presumption of Less Than Significant Impact for Local Serving Retail:**
  - Projects including retail uses up to a combined total of 10,000 gross square feet.
    - The proposed project would not consist of local serving retail uses.
- **Mixed Use Projects:**
  - Evaluate each component independently and apply the significance threshold for each project type (residential /retail). Alternatively, consider only the project's dominant use.
    - The proposed project would not constitute a mixed-use project.
- **Local-Serving Public Facilities (excluding schools):**
  - Publicly-owned local-serving facilities such as: Library, Community Center, City Hall, Public Safety Station, Passive Parks, Public Utilities Offices, or Infrastructure.
    - The proposed project would not consist of publicly-owned local-serving facilities.
- **Streamlining Projects that are Consistent with the General Plan and Specific Plans:**
  - Consistent with SB 35.
    - While the proposed project qualifies as 100% affordable housing, this criterion is specifically geared towards residential properties that would be streamlined under SB 35

to meet housing needs in the City. The project is not a ministerial project and is subject to environmental review under CEQA.

Since the project would consist of 100% affordable housing and because the project would be located in an area that is identified as a residential low-VMT generating area, the project would be screened-out of further VMT analysis and impacts from affordable housing are presumed to be less than significant. The above screening criteria apply to the project and it is screened out from further VMT analysis. Therefore, a detailed VMT analysis is not required, and the project would not conflict or be inconsistent with CEQA Guidelines Section 150645.3(b).

## 6 Project Access, Parking and Sight Distance

### 6.1 Project Access and Parking

As discussed previously, the project site is located on the eastern side of Stony Point Road, approximately 100-feet southeast of the intersection of Stony Point Road and Northpoint Parkway. The existing driveway at the site would remain and be improved to facilitate right turn inbound and right turn outbound traffic. An outbound “right-turn only” sign would be provided along with pavement markings to channelize right turn movements at the project driveway to direct motorists to proceed north on Stony Point Road. This would discourage outbound project vehicles from crossing the northbound through lanes to enter the left-turn storage lane at the intersection and potentially block through traffic. A U-turn for inbound vehicles at the Stony Point Road/Pearblossom Drive intersection would provide a route for inbound vehicles travelling southbound along Stony Point Road or turning from Northpoint Parkway to access the project site. A U-turn at this location is not required.

Due to the configuration of the Stony Point Road/Northpoint Parkway intersection, emergency vehicles arriving from the north along Stony Point Road, or from Northpoint Parkway and traveling south, could perform a U-turn at the Stony Point Road/Pearblossom Drive intersection. Alternatively, emergency vehicles could proceed cautiously against oncoming traffic for approximately 100-feet south of the Stony Point Road/Northpoint Parkway intersection to reach the project site. From the south, emergency vehicles would be able to access the project site from Stony Point Road and all areas of the proposed project would possess adequate capacity for emergency vehicles.

As mentioned previously, the proposed project would provide 97 parking spaces. According to the City of Santa Rosa City Code (Section 20–36.040 Number of parking spaces required), multifamily affordable housing projects must provide 1 space per unit for studio/1-bedroom style units, and 2 spaces per unit for 2 or more-bedroom style units. The proposed project currently is expected to have a total of 12 1-bedroom units, 24 2-bedroom units, and 14 3-bedroom units. Therefore, the proposed project would exceed the required number of parking spaces required by City code.

## 6.2 Sight Distance Analysis

A Sight Distance analysis was conducted using the methodology from the American Association of State Highway Transportation Officials' (AASHTO, 2018) – *Geometric Design of Highways and Streets* (“Green Book”), Table 9-9 – Design Intersection Sight Distance, Right Turn from Stop. The intersection sight distance is for a stopped passenger car to turn right onto or to cross a two-lane roadway with no median and with grades of 3% or less. The posted speed limit on Stony Point Road of 40 miles per hour (mph) was utilized as the design speed. Table 3 lists the intersection sight distance for passenger cars. As shown in Table 3 the design intersection sight distance for 40 mph is 385 feet (from the driver’s eye to the front of the crossing vehicle).

**Table 3. Design Intersection Sight Distance, Right Turn from Stop**

| Design Speed (mph) | Intersection Sight Distance (feet) |
|--------------------|------------------------------------|
| 15                 | 145                                |
| 20                 | 195                                |
| 25                 | 240                                |
| 30                 | 290                                |
| 35                 | 335                                |
| 40                 | 385                                |
| 45                 | 430                                |
| 50                 | 480                                |
| 55                 | 530                                |
| 60                 | 575                                |
| 65                 | 625                                |
| 70                 | 670                                |
| 75                 | 720                                |
| 80                 | 765                                |

**Source:** Design Intersection Sight Distance, Right Turn from Stop (2018 AASHTO Table 9-9)

Dudek evaluated the adequacy of the intersection sight distance at the project driveway for right turns onto Stony Point Parkway. Figure 8 illustrates the intersection sight distance analysis at the project driveway/Stony Point Road intersection. Based on the figure, there is adequate intersection sight distance for vehicles traveling northbound along Stony Point Road.

## 7 Queuing

A queuing analysis was prepared for the intersection of Stony Point Road/Northpoint Parkway utilizing the SimTraffic 10 software. This intersection was selected specifically due to the proximity of the project driveway to the intersection. All queuing worksheets are provided in Attachment C.

## 7.1 Analysis

As noted previously, the existing peak hour intersection count for the intersection of Stony Point Road/Northpoint Parkway was obtained from the City’s website and was adjusted utilizing a compounded growth rate of 1% per year (adjusted from the year 2019). Therefore, existing peak hour intersection volumes are representative of the year 2021. The existing peak hour traffic volumes are provided in Figure 9.

The proposed project is expected to be constructed and fully operational in the year 2022. In order to analyze the cumulative impact of the proposed project, a list of cumulative projects including developments that are either approved or under construction within the City was obtained and verified by the City’s Planning Department. The list of cumulative projects is provided in Attachment D. The cumulative projects identified were those which would generate measurable traffic through the study area. The traffic generated by these projects was then adding to the existing 2021 peak hour traffic volumes, along with a 1% per year ambient growth rate, in total to represent Opening Year 2022 conditions. The Opening Year 2022 peak hour traffic volumes are provided in Figure 10.

In order to evaluate the proposed project’s impact on the study area network in terms of vehicular queuing, the project trip assignment was added to the Opening Year 2022 baseline condition. The project trip assignment shown in Figure 6 was added to the Opening Year 2022 plus Project peak hour traffic volumes in Figure 10 to create the Opening Year 2022 plus Project condition. The Opening Year 2022 plus Project volumes are provided in Figure 11.

Table 4 displays the queuing summary of the scenarios analyzed. This does not include the U-turn at Pearblossom described in Section 6.1.

**Table 4. Queuing Summary (Excluding U-turn)**

| Intersection                        | Movement         | Vehicle Storage Length <sup>2</sup> | Vehicle Queue <sup>1</sup> |     | Exceeds Vehicle Storage Length? |    |
|-------------------------------------|------------------|-------------------------------------|----------------------------|-----|---------------------------------|----|
|                                     |                  |                                     | AM                         | PM  | AM                              | PM |
| <b>Existing Conditions</b>          |                  |                                     |                            |     |                                 |    |
| Stony Point Road/Northpoint Parkway | EBL <sup>3</sup> | 600                                 | 66                         | 106 | No                              | No |
|                                     | EBR              | 175                                 | 81                         | 146 | No                              | No |
|                                     | NBL              | 300                                 | 157                        | 88  | No                              | No |
|                                     | SBU              | 120                                 | 51                         | 58  | No                              | No |
| <b>Opening Year 2022</b>            |                  |                                     |                            |     |                                 |    |
| Stony Point Road/Northpoint Parkway | EBL <sup>3</sup> | 600                                 | 72                         | 136 | No                              | No |
|                                     | EBR              | 175                                 | 85                         | 167 | No                              | No |
|                                     | NBL              | 300                                 | 173                        | 101 | No                              | No |
|                                     | SBU              | 120                                 | 79                         | 55  | No                              | No |

**Table 4. Queuing Summary (Excluding U-turn)**

| Intersection                          | Movement         | Vehicle Storage Length <sup>2</sup> | Vehicle Queue <sup>1</sup> |     | Exceeds Vehicle Storage Length? |    |
|---------------------------------------|------------------|-------------------------------------|----------------------------|-----|---------------------------------|----|
|                                       |                  |                                     | AM                         | PM  | AM                              | PM |
| <b>Opening Year 2022 plus Project</b> |                  |                                     |                            |     |                                 |    |
| Stony Point Road/Northpoint Parkway   | EBL <sup>3</sup> | 600                                 | 71                         | 174 | No                              | No |
|                                       | EBR              | 175                                 | 81                         | 173 | No                              | No |
|                                       | NBL              | 300                                 | 180                        | 101 | No                              | No |
|                                       | SBU              | 120                                 | 88                         | 42  | No                              | No |

**Notes:** EBL = Eastbound Left Turn Lane, EBR = Eastbound Right Turn Lane, NBL = Northbound Left Turn Lane, SBU = Southbound U-turn lane

<sup>1</sup> Measured in feet.

<sup>2</sup> Based on 95<sup>th</sup> percentile (design) queue length in SimTraffic 10.

<sup>3</sup> Length measured from nearest intersection.

As shown in Table 4, none of the calculated 95<sup>th</sup> percentile (design) queues for the Existing, Opening Year 2022, and Opening Year 2022 plus Project scenarios exceed, or are forecast to exceed the storage capacities of the Stony Point Road/Northpoint Parkway intersection.

### 7.1.2 Queuing for U-turn at Stony Point Road/Pearblossom Drive

As described previously, the project trip distribution and assignment was prepared to display the results including a U-turn at the Stony Point Road/Pearblossom Drive intersection. The analysis does not analyze the Pearblossom intersection, per correspondence with the City, as the number of U-turns would have a nominal effect on operations at the Pearblossom intersection. It is expected that approximately 3 inbound vehicles in the AM peak hour, and 11 inbound vehicles in the PM peak hour would utilize the U-turn. Table 5 displays the queuing summary of the Opening Year 2022 plus Project scenario. The Opening Year 2022 plus Project volumes including the U-turn are provided in Figure 12.

**Table 5. Queuing Summary (Including U-turn)**

| Intersection                          | Movement         | Vehicle Storage Length <sup>2</sup> | Vehicle Queue <sup>1</sup> |     | Exceeds Vehicle Storage Length? |    |
|---------------------------------------|------------------|-------------------------------------|----------------------------|-----|---------------------------------|----|
|                                       |                  |                                     | AM                         | PM  | AM                              | PM |
| <b>Opening Year 2022 plus Project</b> |                  |                                     |                            |     |                                 |    |
| Stony Point Road/Northpoint Parkway   | EBL <sup>3</sup> | 600                                 | 72                         | 140 | No                              | No |
|                                       | EBR              | 175                                 | 83                         | 173 | No                              | No |
|                                       | NBL              | 300                                 | 163                        | 102 | No                              | No |
|                                       | SBU              | 120                                 | 88                         | 51  | No                              | No |

**Notes:** EBL = Eastbound Left Turn Lane, EBR = Eastbound Right Turn Lane, NBL = Northbound Left Turn Lane, SBU = Southbound U-turn lane

<sup>1</sup> Measured in feet.

<sup>2</sup> Based on 95<sup>th</sup> percentile (design) queue length in SimTraffic 10.

<sup>3</sup> Length measured from nearest intersection.

As shown in Table 5, none of the calculated 95th percentile (design) queues for the Opening Year 2022 plus Project scenario are forecast to exceed the storage capacities of the Stony Point Road/Northpoint Parkway intersection. The proposed project contribution to vehicular queues would be nominal when comparing queues with and without the U-turn.

## 8 Traffic Operations

### 8.1 LOS

As discussed previously, an intersection LOS analysis was prepared for all of the analysis scenario described previously, using HCM 6 methodology via the Synchro LOS software. The analysis period utilized corresponds to the peak hour of traffic during the typical AM peak hour period (7:00 AM – 9:00 AM) and the PM peak hour (4:00 PM – 6:00 PM). Table 6 shows the results of the LOS analysis. All LOS worksheets are provided in Attachment C.

**Table 6. Peak Hour Intersection Level of Service Summary**

| Intersection                          | LOS Method       | AM Peak            |                  | PM Peak            |                  |
|---------------------------------------|------------------|--------------------|------------------|--------------------|------------------|
|                                       |                  | Delay <sup>1</sup> | LOS <sup>2</sup> | Delay <sup>1</sup> | LOS <sup>2</sup> |
| <b>Existing Conditions</b>            |                  |                    |                  |                    |                  |
| Stony Point Road/Northpoint Parkway   | HCM 6 Signalized | 10.9               | B                | 15.9               | B                |
| <b>Opening Year 2022</b>              |                  |                    |                  |                    |                  |
| Stony Point Road/Northpoint Parkway   | HCM 6 Signalized | 13.0               | B                | 20.6               | C                |
| <b>Opening Year 2022 plus Project</b> |                  |                    |                  |                    |                  |
| Stony Point Road/Northpoint Parkway   | HCM 6 Signalized | 13.1               | B                | 20.6               | C                |

**Notes:** HCM = Highway Capacity Manual

<sup>1</sup> Delay in seconds per vehicle

<sup>2</sup> Level of Service (LOS)

As shown in Table 6, the intersection of Stony Point Road/Northpoint Parkway currently operates and is forecast to continue to operate at a satisfactory LOS (LOS D or better) under the Existing, Opening Year 2022, and Opening Year 2022 plus Project scenarios. The proposed project contribution to delay in 2022 would be nominal in 2022 (a 0.1 delay in seconds per vehicle in the AM peak and 0.0 delay in the PM peak).

### 8.1.2 LOS for U-turn at Stony Point Road/Pearblossom Drive

As described previously, the project trip distribution and assignment was prepared to include a U-turn at the Stony Point Road/Pearblossom Drive intersection. The analysis does not analyze the Pearblossom intersection, per correspondence with the City, as the number of U-turns would have a nominal effect on operations at the Pearblossom intersection. It is expected that approximately 3 inbound vehicles in the AM peak hour, and 11 inbound vehicles in the PM peak hour would utilize the U-turn. Table 7 shows the results of the LOS analysis. All LOS worksheets are provided in Attachment C.

**Table 7. Peak Hour Intersection Level of Service Summary – U-turn**

| Intersection                          | LOS Method       | AM Peak            |                  | PM Peak            |                  |
|---------------------------------------|------------------|--------------------|------------------|--------------------|------------------|
|                                       |                  | Delay <sup>1</sup> | LOS <sup>2</sup> | Delay <sup>1</sup> | LOS <sup>2</sup> |
| <b>Opening Year 2022 plus Project</b> |                  |                    |                  |                    |                  |
| Stony Point Road/Northpoint Parkway   | HCM 6 Signalized | 13.2               | B                | 20.9               | C                |

**Notes:** HCM = Highway Capacity Manual

<sup>1</sup> Delay in seconds per vehicle

<sup>2</sup> Level of Service (LOS)

As shown in Table 7, the intersection of Stony Point Road/Northpoint Parkway is forecast to continue to operate at a satisfactory LOS (LOS D or better) under the Opening Year 2022 plus Project U-turn scenario. The proposed project contribution to delay difference when comparing the U-turn to no-U-turn condition (a 0.1 delay in seconds per vehicle increase in the AM peak and 0.3 delay increase in the PM peak) would be nominal.

## 9 Summary and Conclusions

The proposed project is located along Stony Point Road, approximately 100-feet southeast of the Stony Point Road/Northpoint Parkway intersection. The proposed project consists of 50 residential dwelling units, spread out across four (4) buildings on a 2.93-acre project site.

The existing driveway at the site would be improved to facilitate right turn inbound and right turn outbound traffic. Due to the proximity of the Stony Point Road/Northpoint Parkway signalized intersection, the project driveway would be right turn in and right turn out and would therefore provide outbound “right-turn only” signage and associated pavement markings to channelize right turn movements at the project driveway to direct motorists to proceed north on Stony Point Road. This would discourage outbound project vehicles from crossing the northbound through lanes to enter the left-turn storage lane at the intersection and potentially block through traffic.

The project trip distribution and assignment was prepared to include a U-turn at the Stony Point Road/Pearblossom Drive intersection. The U-turn would be located along the existing Stony Point Road median, south of the project and north of the intersection of Stony Point Road/Pearblossom Drive, and would provide for a turn pocket and pavement markings that would match what currently exists for the northbound left movement at the intersection. Therefore, to account for a new the route of travel for inbound traffic to the proposed project site, the U-turn was presented as part of the LOS and queueing analysis for the proposed project. The analysis does not analyze the Pearblossom intersection, per correspondence with the City, as the number of U-turns would have a nominal effect on operations at the Pearblossom intersection.

The proposed project would generate approximately 366 daily trips, 23 AM peak hour trips (5 inbound and 18 outbound), and 28 PM peak hour trips (18 inbound and 10 outbound). Bicyclists and pedestrians are not expected to be impacted by the proposed project and transit ridership or frequency is not expected to change. It is expected that approximately 3 inbound vehicles in the AM peak hour, and 11 inbound vehicles in the PM peak hour would utilize the U-turn.

A VMT screening analysis was prepared and because the proposed project would consist of 100% affordable housing, and because the project would be located in an area that is identified as a residential low-VMT generating area, no further VMT analysis was required. A queuing analysis was provided and showed that currently all right turn and left turn storage lanes on Stony Point Road would be adequate to support the proposed project as well as cumulative developments. The difference in vehicular queuing associated with the U-turn and no-U-turn condition was nominal.

Finally, an informational LOS analysis for the intersection of Stony Point Road/Northpoint Parkway was prepared and showed that the intersection operated at an acceptable LOS in all analysis scenarios and would remain consistent with the LOS criteria as described in the City's General Plan. The difference in delay associated with the U-turn and no- U-turn condition was nominal.

# Attachment A

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Raw Traffic Counts

# INTERSECTION TURNING MOVEMENT COUNTS

PREPARED BY: AimTD LLC. tel: 714 253 7888 cs@aimtd.com

T816

|                          |   |   |                                       |                        |
|--------------------------|---|---|---------------------------------------|------------------------|
| DATE:<br>Tue, Sep 25, 18 | LOCATION:<br>NORTH & SOUTH:<br>EAST & WEST: | Santa Rosa<br>Stony Point<br>Northpoint | PROJECT #:<br>LOCATION #:<br>CONTROL: | SC1817<br>48<br>SIGNAL |
|--------------------------|---|---|---------------------------------------|------------------------|

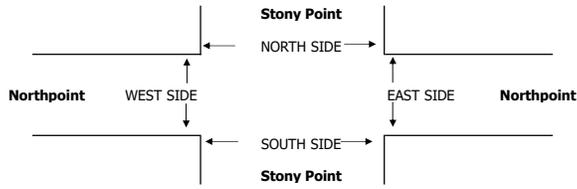
NOTES:

AM  
PM  
MD  
OTHER  
OTHER

▲ N
◀ W
S
▶ E

Add U-Turns to Left Turns

|                | NORTHBOUND |     |       | SOUTHBOUND |     |       | EASTBOUND |     |     | WESTBOUND |    |     | TOTAL | U-TURNS |    |    |    |     |    |
|----------------|------------|-----|-------|------------|-----|-------|-----------|-----|-----|-----------|----|-----|-------|---------|----|----|----|-----|----|
|                | NL         | NT  | NR    | SL         | ST  | SR    | EL        | ET  | ER  | WL        | WT | WR  |       | NB      | SB | EB | WB | TTL |    |
| LANES:         | 1          | 2   | X     | X          | 2   | 1     | 1         | X   | 1   | X         | X  | X   | 0     | 0       | 0  | 0  | 0  |     |    |
| AM             | 7:00 AM    | 48  | 107   | 0          | 2   | 88    | 16        | 4   | 0   | 37        | 0  | 0   | 0     | 302     | 0  | 2  | 0  | 0   | 2  |
|                | 7:15 AM    | 56  | 147   | 0          | 6   | 110   | 20        | 9   | 0   | 41        | 0  | 0   | 0     | 389     | 0  | 6  | 0  | 0   | 6  |
|                | 7:30 AM    | 76  | 195   | 0          | 4   | 124   | 20        | 6   | 0   | 38        | 0  | 0   | 0     | 463     | 0  | 4  | 0  | 0   | 4  |
|                | 7:45 AM    | 109 | 179   | 0          | 3   | 207   | 36        | 14  | 0   | 52        | 0  | 0   | 0     | 600     | 0  | 3  | 0  | 0   | 3  |
|                | 8:00 AM    | 102 | 212   | 0          | 5   | 202   | 27        | 21  | 0   | 49        | 0  | 0   | 0     | 618     | 0  | 5  | 0  | 0   | 5  |
|                | 8:15 AM    | 90  | 190   | 0          | 8   | 253   | 28        | 15  | 0   | 43        | 0  | 0   | 0     | 627     | 0  | 8  | 0  | 0   | 8  |
|                | 8:30 AM    | 57  | 150   | 0          | 2   | 198   | 12        | 5   | 0   | 34        | 0  | 0   | 0     | 458     | 0  | 2  | 0  | 0   | 2  |
|                | 8:45 AM    | 57  | 136   | 0          | 6   | 160   | 13        | 5   | 0   | 40        | 0  | 0   | 0     | 417     | 0  | 6  | 0  | 0   | 6  |
|                | VOLUMES    | 595 | 1,316 | 0          | 36  | 1,342 | 172       | 79  | 0   | 334       | 0  | 0   | 0     | 3,874   | 0  | 36 | 0  | 0   | 36 |
|                | APPROACH % | 31% | 69%   | 0%         | 2%  | 87%   | 11%       | 19% | 0%  | 81%       | 0% | 0%  | 0%    |         |    |    |    |     |    |
| APP/DEPART     | 1,911      | /   | 1,431 | 1,550      | /   | 1,676 | 413       | /   | 0   | 0         | /  | 767 | 0     |         |    |    |    |     |    |
| BEGIN PEAK HR  | 7:30 AM    |     |       |            |     |       |           |     |     |           |    |     |       |         |    |    |    |     |    |
| VOLUMES        | 377        | 776 | 0     | 20         | 786 | 111   | 56        | 0   | 182 | 0         | 0  | 0   | 2,308 |         |    |    |    |     |    |
| APPROACH %     | 33%        | 67% | 0%    | 2%         | 86% | 12%   | 24%       | 0%  | 76% | 0%        | 0% | 0%  |       |         |    |    |    |     |    |
| PEAK HR FACTOR | 0.918      |     |       | 0.793      |     |       | 0.850     |     |     | 0.000     |    |     | 0.920 |         |    |    |    |     |    |
| APP/DEPART     | 1,153      | /   | 852   | 917        | /   | 968   | 238       | /   | 0   | 0         | /  | 488 | 0     |         |    |    |    |     |    |
| MIDDAY         | 11:30 AM   | 34  | 104   | 0          | 0   | 95    | 8         | 26  | 0   | 45        | 0  | 0   | 0     | 312     | 0  | 0  | 0  | 0   | 0  |
|                | 11:45 AM   | 40  | 105   | 0          | 2   | 111   | 13        | 10  | 0   | 34        | 0  | 0   | 0     | 315     | 0  | 2  | 0  | 0   | 2  |
|                | 12:00 PM   | 30  | 116   | 0          | 0   | 117   | 16        | 18  | 0   | 64        | 0  | 0   | 0     | 361     | 0  | 0  | 0  | 0   | 0  |
|                | 12:15 PM   | 27  | 101   | 0          | 1   | 117   | 10        | 28  | 0   | 52        | 0  | 0   | 0     | 336     | 0  | 1  | 0  | 0   | 1  |
|                | 12:30 PM   | 40  | 123   | 0          | 2   | 115   | 16        | 13  | 0   | 58        | 0  | 0   | 0     | 367     | 0  | 2  | 0  | 0   | 2  |
|                | 12:45 PM   | 56  | 122   | 0          | 2   | 109   | 17        | 9   | 0   | 40        | 0  | 0   | 0     | 355     | 0  | 2  | 0  | 0   | 2  |
|                | 1:00 PM    | 31  | 144   | 0          | 4   | 110   | 16        | 13  | 0   | 35        | 0  | 0   | 0     | 353     | 0  | 4  | 0  | 0   | 4  |
|                | 1:15 PM    | 50  | 136   | 0          | 1   | 145   | 20        | 14  | 0   | 32        | 0  | 0   | 0     | 398     | 0  | 1  | 0  | 0   | 1  |
|                | VOLUMES    | 308 | 951   | 0          | 12  | 919   | 116       | 131 | 0   | 360       | 0  | 0   | 0     | 2,797   | 0  | 12 | 0  | 0   | 12 |
|                | APPROACH % | 24% | 76%   | 0%         | 1%  | 88%   | 11%       | 27% | 0%  | 73%       | 0% | 0%  | 0%    |         |    |    |    |     |    |
| APP/DEPART     | 1,259      | /   | 1,094 | 1,047      | /   | 1,279 | 491       | /   | 0   | 0         | /  | 424 | 0     |         |    |    |    |     |    |
| BEGIN PEAK HR  | 12:30 PM   |     |       |            |     |       |           |     |     |           |    |     |       |         |    |    |    |     |    |
| VOLUMES        | 177        | 525 | 0     | 9          | 479 | 69    | 49        | 0   | 165 | 0         | 0  | 0   | 1,473 |         |    |    |    |     |    |
| APPROACH %     | 25%        | 75% | 0%    | 2%         | 86% | 12%   | 23%       | 0%  | 77% | 0%        | 0% | 0%  |       |         |    |    |    |     |    |
| PEAK HR FACTOR | 0.944      |     |       | 0.839      |     |       | 0.754     |     |     | 0.000     |    |     | 0.925 |         |    |    |    |     |    |
| APP/DEPART     | 702        | /   | 583   | 557        | /   | 644   | 214       | /   | 0   | 0         | /  | 246 | 0     |         |    |    |    |     |    |
| PM             | 4:00 PM    | 49  | 183   | 0          | 1   | 155   | 4         | 21  | 0   | 66        | 0  | 0   | 0     | 479     | 0  | 1  | 1  | 0   | 2  |
|                | 4:15 PM    | 49  | 191   | 0          | 0   | 201   | 12        | 31  | 0   | 61        | 0  | 0   | 0     | 545     | 0  | 0  | 2  | 0   | 2  |
|                | 4:30 PM    | 47  | 179   | 0          | 3   | 250   | 10        | 29  | 0   | 104       | 0  | 0   | 0     | 622     | 0  | 3  | 0  | 0   | 3  |
|                | 4:45 PM    | 38  | 184   | 0          | 2   | 219   | 8         | 23  | 0   | 65        | 0  | 0   | 0     | 539     | 0  | 2  | 0  | 0   | 2  |
|                | 5:00 PM    | 41  | 197   | 0          | 6   | 214   | 13        | 43  | 0   | 140       | 0  | 0   | 0     | 654     | 0  | 6  | 0  | 0   | 6  |
|                | 5:15 PM    | 35  | 188   | 0          | 0   | 206   | 10        | 29  | 0   | 93        | 0  | 0   | 0     | 561     | 0  | 0  | 0  | 0   | 0  |
|                | 5:30 PM    | 35  | 183   | 0          | 4   | 214   | 13        | 27  | 0   | 61        | 0  | 0   | 0     | 537     | 0  | 4  | 0  | 0   | 4  |
|                | 5:45 PM    | 44  | 184   | 0          | 3   | 193   | 9         | 10  | 0   | 52        | 0  | 0   | 0     | 495     | 0  | 3  | 0  | 0   | 3  |
|                | VOLUMES    | 338 | 1,489 | 0          | 19  | 1,652 | 79        | 213 | 0   | 642       | 0  | 0   | 0     | 4,432   | 0  | 19 | 3  | 0   | 22 |
|                | APPROACH % | 19% | 81%   | 0%         | 1%  | 94%   | 5%        | 25% | 0%  | 75%       | 0% | 0%  | 0%    |         |    |    |    |     |    |
| APP/DEPART     | 1,827      | /   | 1,718 | 1,750      | /   | 2,294 | 855       | /   | 0   | 0         | /  | 420 | 0     |         |    |    |    |     |    |
| BEGIN PEAK HR  | 4:30 PM    |     |       |            |     |       |           |     |     |           |    |     |       |         |    |    |    |     |    |
| VOLUMES        | 161        | 748 | 0     | 11         | 889 | 41    | 124       | 0   | 402 | 0         | 0  | 0   | 2,376 |         |    |    |    |     |    |
| APPROACH %     | 18%        | 82% | 0%    | 1%         | 94% | 4%    | 24%       | 0%  | 76% | 0%        | 0% | 0%  |       |         |    |    |    |     |    |
| PEAK HR FACTOR | 0.955      |     |       | 0.894      |     |       | 0.719     |     |     | 0.000     |    |     | 0.908 |         |    |    |    |     |    |
| APP/DEPART     | 909        | /   | 883   | 941        | /   | 1,291 | 526       | /   | 0   | 0         | /  | 202 | 0     |         |    |    |    |     |    |



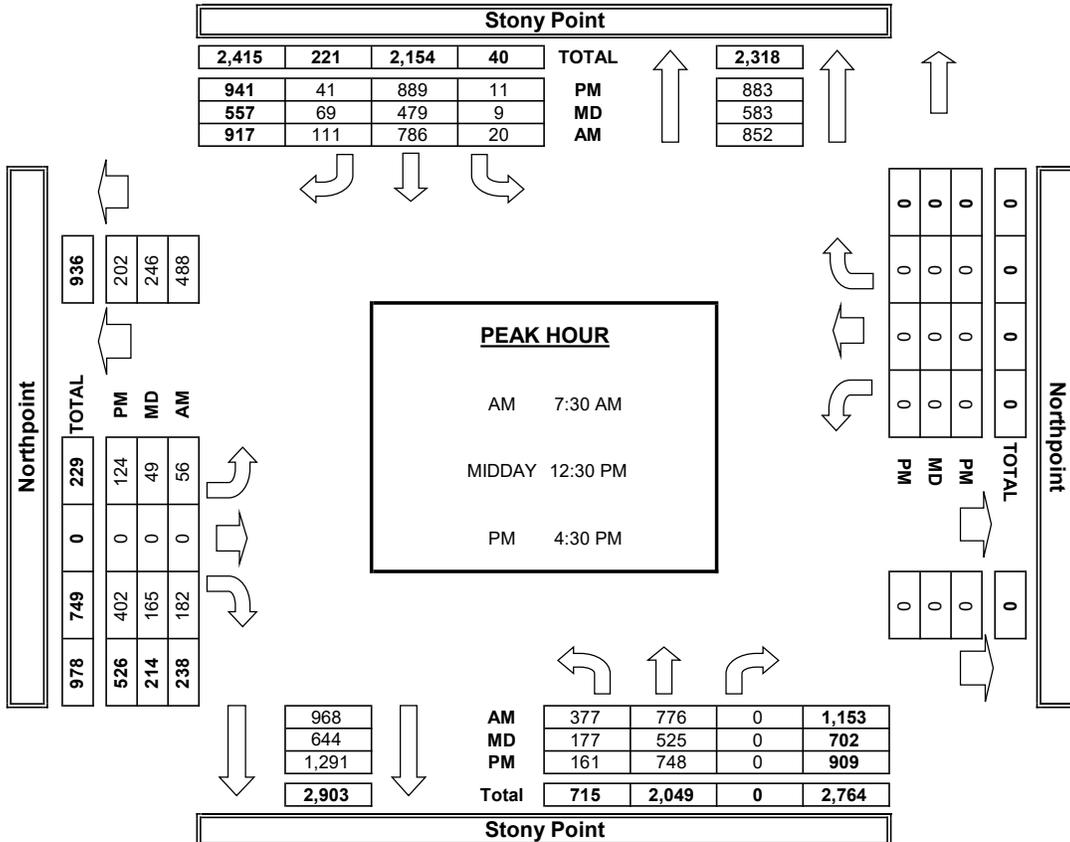
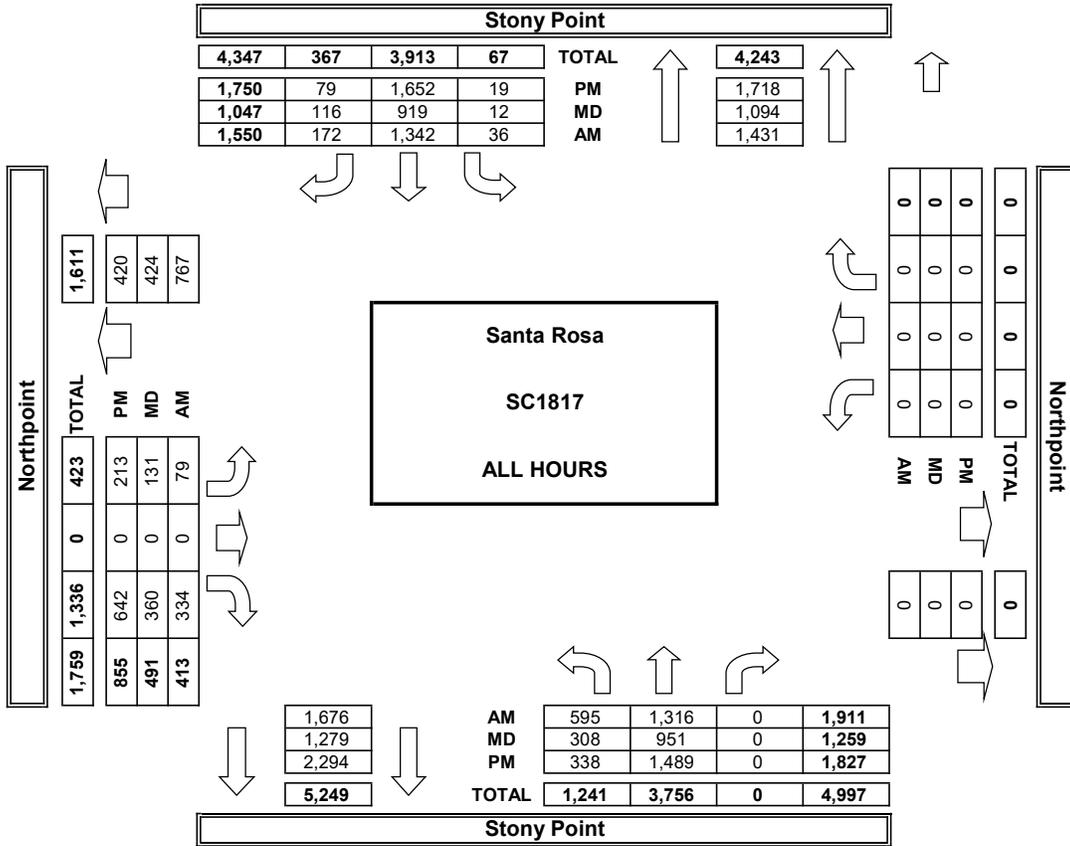
|          | N SIDE  | S SIDE   | E SIDE | W SIDE | TOTAL |    |
|----------|---------|----------|--------|--------|-------|----|
| AM       | 7:00 AM | 0        | 0      | 0      | 1     | 1  |
|          | 7:15 AM | 0        | 2      | 1      | 2     | 5  |
|          | 7:30 AM | 0        | 1      | 0      | 1     | 2  |
|          | 7:45 AM | 0        | 1      | 0      | 2     | 3  |
|          | 8:00 AM | 5        | 0      | 0      | 5     | 10 |
|          | 8:15 AM | 1        | 1      | 1      | 2     | 5  |
|          | 8:30 AM | 1        | 0      | 0      | 4     | 5  |
|          | 8:45 AM | 0        | 0      | 1      | 1     | 2  |
|          | TOTAL   | 7        | 5      | 3      | 18    | 33 |
|          | MIDDAY  | 11:30 AM | 1      | 0      | 3     | 4  |
| 11:45 AM |         | 1        | 1      | 0      | 2     | 4  |
| 12:00 PM |         | 1        | 0      | 0      | 0     | 1  |
| 12:15 PM |         | 1        | 0      | 0      | 0     | 1  |
| 12:30 PM |         | 1        | 0      | 1      | 1     | 3  |
| 12:45 PM |         | 1        | 0      | 0      | 0     | 1  |
| 1:00 PM  |         | 0        | 0      | 1      | 1     | 2  |
| 1:15 PM  |         | 0        | 0      | 0      | 0     | 0  |
| TOTAL    |         | 6        | 1      | 5      | 8     | 20 |
| PM       |         | 4:00 PM  | 0      | 0      | 2     | 3  |
|          | 4:15 PM | 1        | 0      | 2      | 3     | 6  |
|          | 4:30 PM | 1        | 0      | 0      | 7     | 8  |
|          | 4:45 PM | 0        | 0      | 3      | 7     | 10 |
|          | 5:00 PM | 2        | 0      | 0      | 0     | 2  |
|          | 5:15 PM | 1        | 0      | 1      | 2     | 4  |
|          | 5:30 PM | 0        | 0      | 1      | 0     | 1  |
|          | 5:45 PM | 1        | 0      | 0      | 0     | 1  |
|          | TOTAL   | 6        | 0      | 9      | 22    | 37 |

| PEDESTRIAN + BIKE CROSSINGS |        |        |        |       |
|-----------------------------|--------|--------|--------|-------|
| N SIDE                      | S SIDE | E SIDE | W SIDE | TOTAL |
| 0                           | 0      | 0      | 1      | 1     |
| 0                           | 2      | 1      | 2      | 5     |
| 0                           | 1      | 0      | 1      | 2     |
| 0                           | 1      | 0      | 2      | 3     |
| 5                           | 0      | 0      | 5      | 10    |
| 1                           | 1      | 1      | 2      | 5     |
| 1                           | 0      | 0      | 4      | 5     |
| 0                           | 0      | 1      | 1      | 2     |
| 7                           | 5      | 3      | 18     | 33    |
| 1                           | 0      | 3      | 4      | 8     |
| 1                           | 1      | 0      | 2      | 4     |
| 1                           | 0      | 0      | 0      | 1     |
| 1                           | 0      | 0      | 0      | 1     |
| 1                           | 0      | 1      | 1      | 3     |
| 1                           | 0      | 0      | 0      | 1     |
| 0                           | 0      | 1      | 1      | 2     |
| 0                           | 0      | 0      | 0      | 0     |
| 6                           | 1      | 5      | 8      | 20    |
| 0                           | 0      | 2      | 3      | 5     |
| 1                           | 0      | 2      | 3      | 6     |
| 1                           | 0      | 0      | 7      | 8     |
| 0                           | 0      | 3      | 7      | 10    |
| 2                           | 0      | 0      | 0      | 2     |
| 1                           | 0      | 1      | 2      | 4     |
| 0                           | 0      | 1      | 0      | 1     |
| 1                           | 0      | 0      | 0      | 1     |
| 6                           | 0      | 9      | 22     | 37    |

| PEDESTRIAN CROSSINGS |        |        |        |       |
|----------------------|--------|--------|--------|-------|
| N SIDE               | S SIDE | E SIDE | W SIDE | TOTAL |
| 0                    | 0      | 0      | 1      | 1     |
| 0                    | 0      | 0      | 0      | 0     |
| 0                    | 0      | 0      | 0      | 0     |
| 0                    | 0      | 0      | 0      | 0     |
| 1                    | 0      | 0      | 3      | 4     |
| 1                    | 0      | 0      | 1      | 2     |
| 1                    | 0      | 0      | 4      | 5     |
| 0                    | 0      | 0      | 0      | 0     |
| 3                    | 0      | 0      | 9      | 12    |
| 1                    | 0      | 0      | 2      | 3     |
| 1                    | 0      | 0      | 0      | 1     |
| 1                    | 0      | 0      | 0      | 1     |
| 0                    | 0      | 0      | 0      | 0     |
| 1                    | 0      | 0      | 1      | 2     |
| 1                    | 0      | 0      | 0      | 1     |
| 0                    | 0      | 0      | 0      | 0     |
| 0                    | 0      | 0      | 0      | 0     |
| 5                    | 0      | 0      | 3      | 8     |
| 0                    | 0      | 0      | 0      | 0     |
| 0                    | 0      | 0      | 3      | 3     |
| 1                    | 0      | 0      | 6      | 7     |
| 0                    | 0      | 0      | 7      | 7     |
| 1                    | 0      | 0      | 0      | 1     |
| 0                    | 0      | 0      | 0      | 0     |
| 0                    | 0      | 0      | 0      | 0     |
| 1                    | 0      | 0      | 0      | 1     |
| 3                    | 0      | 0      | 16     | 19    |

| BICYCLE CROSSINGS |    |    |    |       |
|-------------------|----|----|----|-------|
| NS                | SS | ES | WS | TOTAL |
| 0                 | 0  | 0  | 0  | 0     |
| 0                 | 2  | 1  | 2  | 5     |
| 0                 | 1  | 0  | 1  | 2     |
| 0                 | 1  | 0  | 2  | 3     |
| 4                 | 0  | 0  | 2  | 6     |
| 0                 | 1  | 1  | 1  | 3     |
| 0                 | 0  | 0  | 0  | 0     |
| 0                 | 0  | 1  | 0  | 1     |
| 0                 | 0  | 0  | 0  | 0     |
| 0                 | 0  | 1  | 1  | 2     |
| 0                 | 0  | 0  | 0  | 0     |
| 4                 | 5  | 3  | 9  | 21    |
| 0                 | 0  | 3  | 2  | 5     |
| 0                 | 1  | 0  | 2  | 3     |
| 0                 | 0  | 0  | 0  | 0     |
| 1                 | 0  | 0  | 0  | 1     |
| 0                 | 0  | 0  | 0  | 0     |
| 1                 | 0  | 0  | 0  | 1     |
| 1                 | 0  | 1  | 2  | 4     |
| 0                 | 0  | 1  | 0  | 1     |
| 0                 | 0  | 0  | 0  | 0     |
| 3                 | 0  | 9  | 6  | 18    |

**AimTD LLC**  
TURNING MOVEMENT COUNTS



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# Attachment B

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Figures 1 – 12



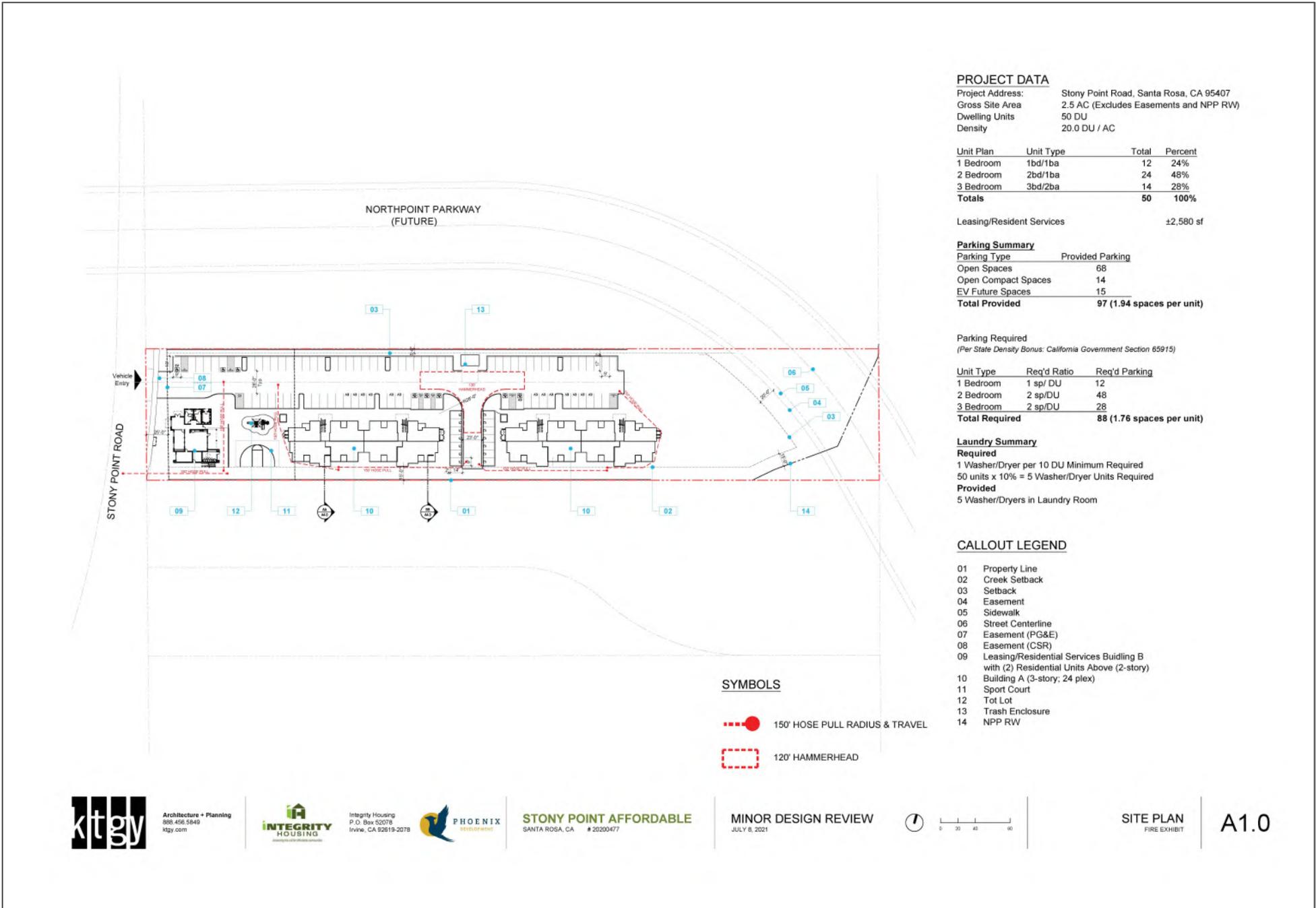
SOURCE: ESRI and Digital Globe 2021; Open Street Map 2021; Google Maps 2021

**FIGURE 1**

**Project Location and Study Area**

Stony Point Flats Project





**PROJECT DATA**

Project Address: Stony Point Road, Santa Rosa, CA 95407  
 Gross Site Area 2.5 AC (Excludes Easements and NPP RW)  
 Dwelling Units 50 DU  
 Density 20.0 DU / AC

| Unit Plan     | Unit Type | Total     | Percent     |
|---------------|-----------|-----------|-------------|
| 1 Bedroom     | 1bd/1ba   | 12        | 24%         |
| 2 Bedroom     | 2bd/1ba   | 24        | 48%         |
| 3 Bedroom     | 3bd/2ba   | 14        | 28%         |
| <b>Totals</b> |           | <b>50</b> | <b>100%</b> |

Leasing/Resident Services ±2,580 sf

**Parking Summary**

| Parking Type          | Provided Parking                 |
|-----------------------|----------------------------------|
| Open Spaces           | 68                               |
| Open Compact Spaces   | 14                               |
| EV Future Spaces      | 15                               |
| <b>Total Provided</b> | <b>97 (1.94 spaces per unit)</b> |

Parking Required  
 (Per State Density Bonus: California Government Section 65915)

| Unit Type             | Req'd Ratio | Req'd Parking                    |
|-----------------------|-------------|----------------------------------|
| 1 Bedroom             | 1 sp/ DU    | 12                               |
| 2 Bedroom             | 2 sp/DU     | 48                               |
| 3 Bedroom             | 2 sp/DU     | 28                               |
| <b>Total Required</b> |             | <b>88 (1.76 spaces per unit)</b> |

**Laundry Summary**

**Required**  
 1 Washer/Dryer per 10 DU Minimum Required  
 50 units x 10% = 5 Washer/Dryer Units Required  
**Provided**  
 5 Washer/Dryers in Laundry Room

**CALLOUT LEGEND**

- 01 Property Line
- 02 Creek Setback
- 03 Setback
- 04 Easement
- 05 Sidewalk
- 06 Street Centerline
- 07 Easement (PG&E)
- 08 Easement (CSR)
- 09 Leasing/Residential Services Building B with (2) Residential Units Above (2-story)
- 10 Building A (3-story; 24 plex)
- 11 Sport Court
- 12 Tot Lot
- 13 Trash Enclosure
- 14 NPP RW

**SYMBOLS**

- 150' HOSE PULL RADIUS & TRAVEL
- 120' HAMMERHEAD



Architecture + Planning  
 898 456 5849  
 ktgy.com

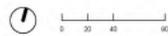


Integrity Housing  
 P.O. Box 52076  
 Irvine, CA 92619-2076



**STONY POINT AFFORDABLE**  
 SANTA ROSA, CA # 20200477

MINOR DESIGN REVIEW  
 JULY 8, 2021



SITE PLAN  
 FIRE EXHIBIT

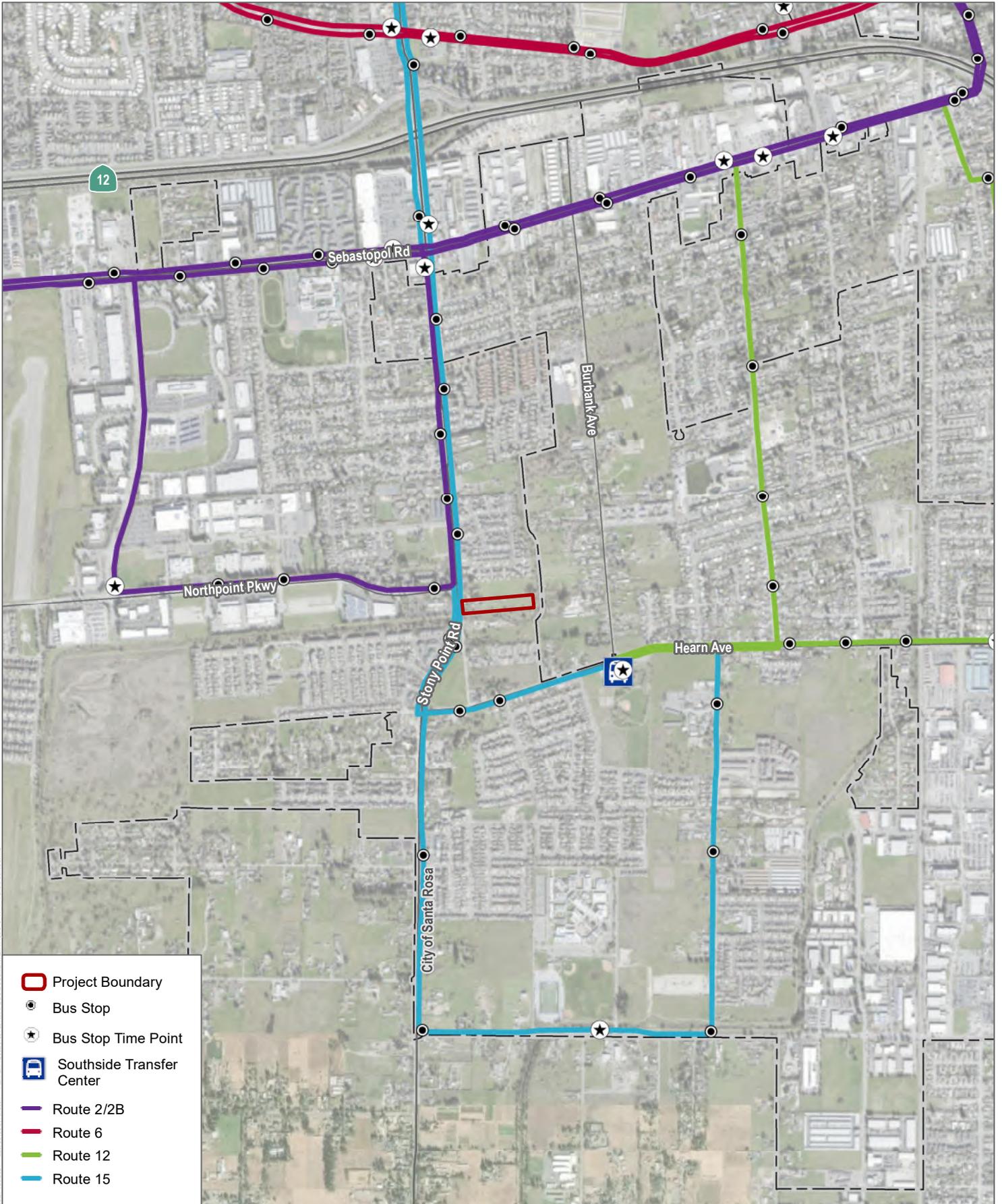
A1.0

SOURCE: Ktgy Architecture + Planning, 2021



NOT TO SCALE

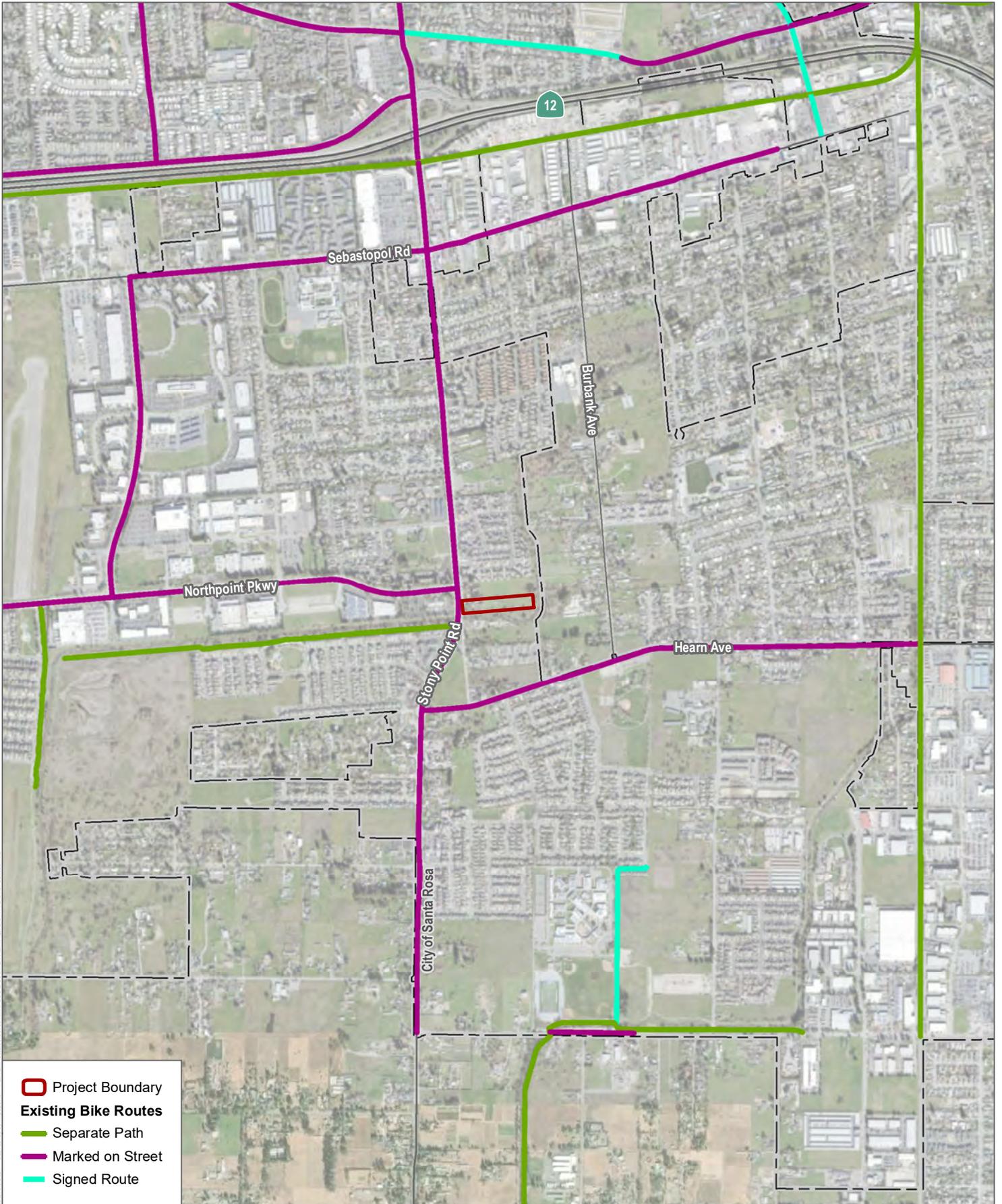
**FIGURE 2**  
**Project Site Plan**  
 Stony Point Flats Project



SOURCE: ESRI and Digital Globe 2021, Open Street Map 2021, City of Santa Rosa 2021

**FIGURE 3**

**Transit Facilities**  
Stony Point Flats Project



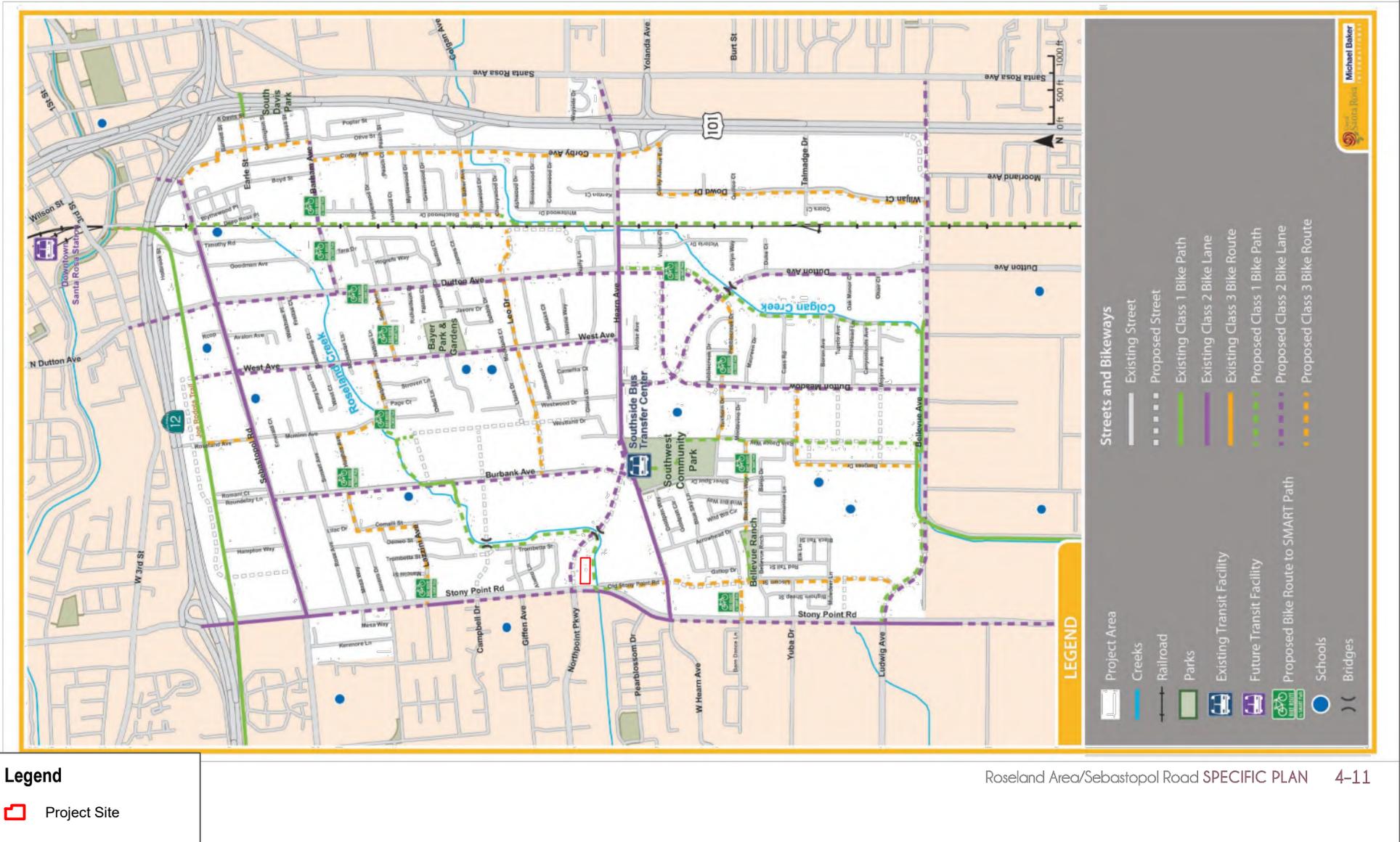
SOURCE: ESRI and Digital Globe 2021, Open Street Map 2021, City of Santa Rosa 2021

**FIGURE 4**

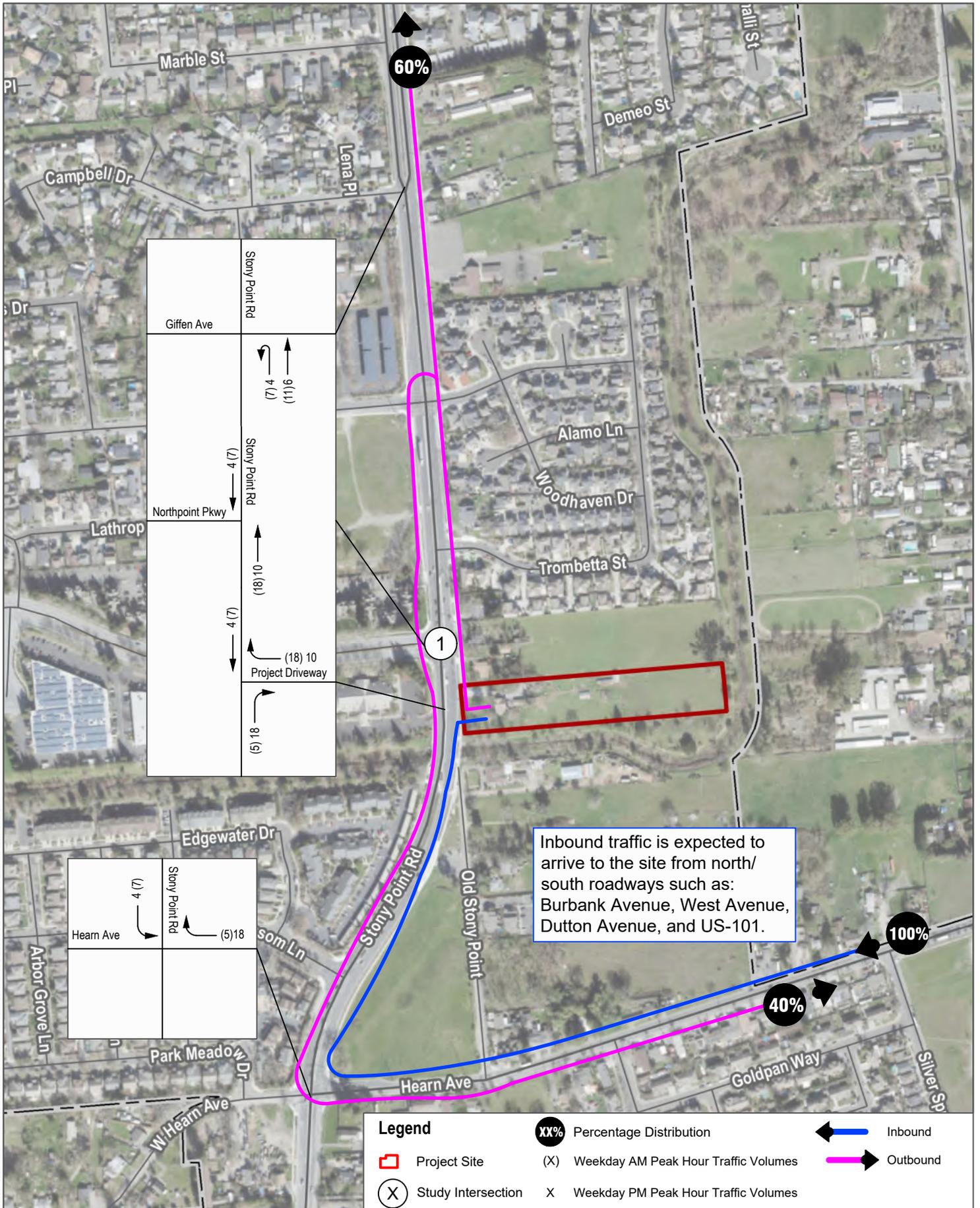
**Existing Bike Facilities**

Stony Point Flats Project

Figure 4-3: Pedestrian and Bicycle Network



SOURCE: City of Santa Rosa, Roseland Area/Sebastopol Road Specific Plan, 2016



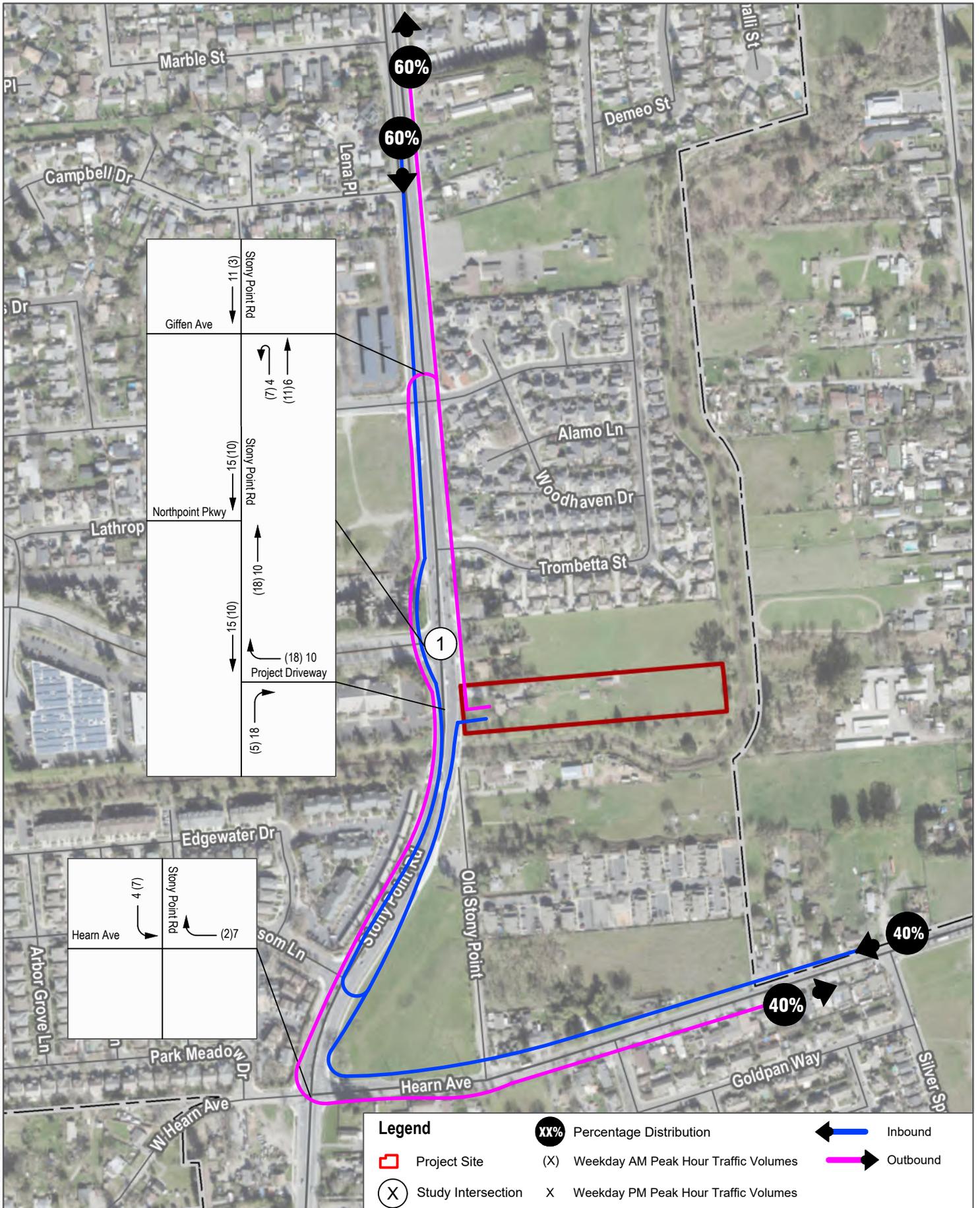
SOURCE: Google Earth 2019

FIGURE 6

Project Trip Distribution & Assignment

Stony Point Flats Project





SOURCE: Google Earth 2019



**FIGURE 7**  
Project Trip Distribution & Assignment (w/U-Turn)



Apr 22, 2021, 10:57 am - mpsprova: P:\300\_Environmental\3073\_Stony Point Flats\DUDEK WORK PRODUCTS\DOCUMENTS\04\_Transportation\Graphics\MultiCAD\StonyPt\_dwr\ISD.dwg Layout: Fig8.ISD

SOURCE: AASHTO 2018

**DUDEK**



NOT TO SCALE

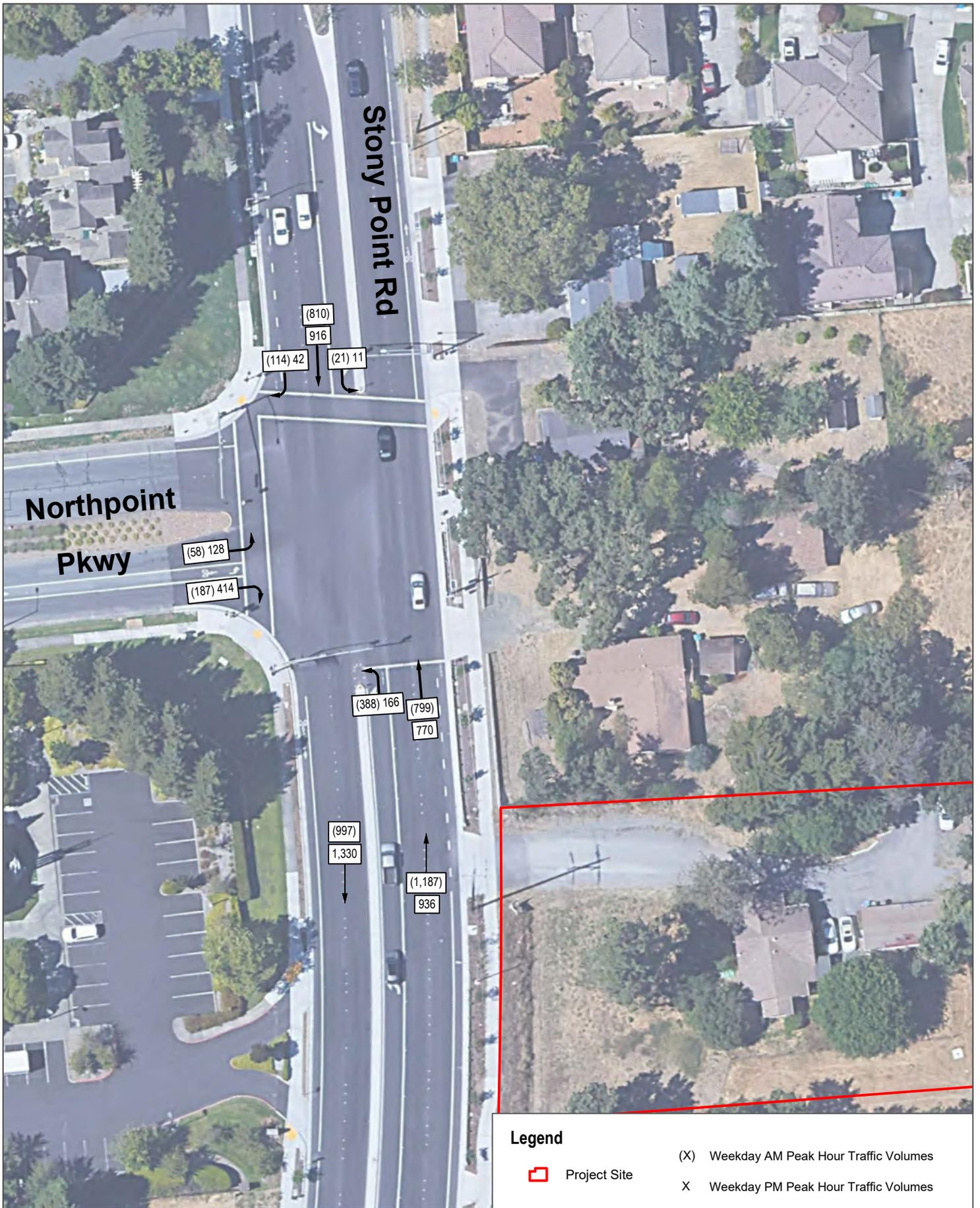
PROJECT ACCESS  
DRIVEWAY

STONY POINT ROAD  
40 MPH

385'

CLEAR SIGHT TRIANGLE

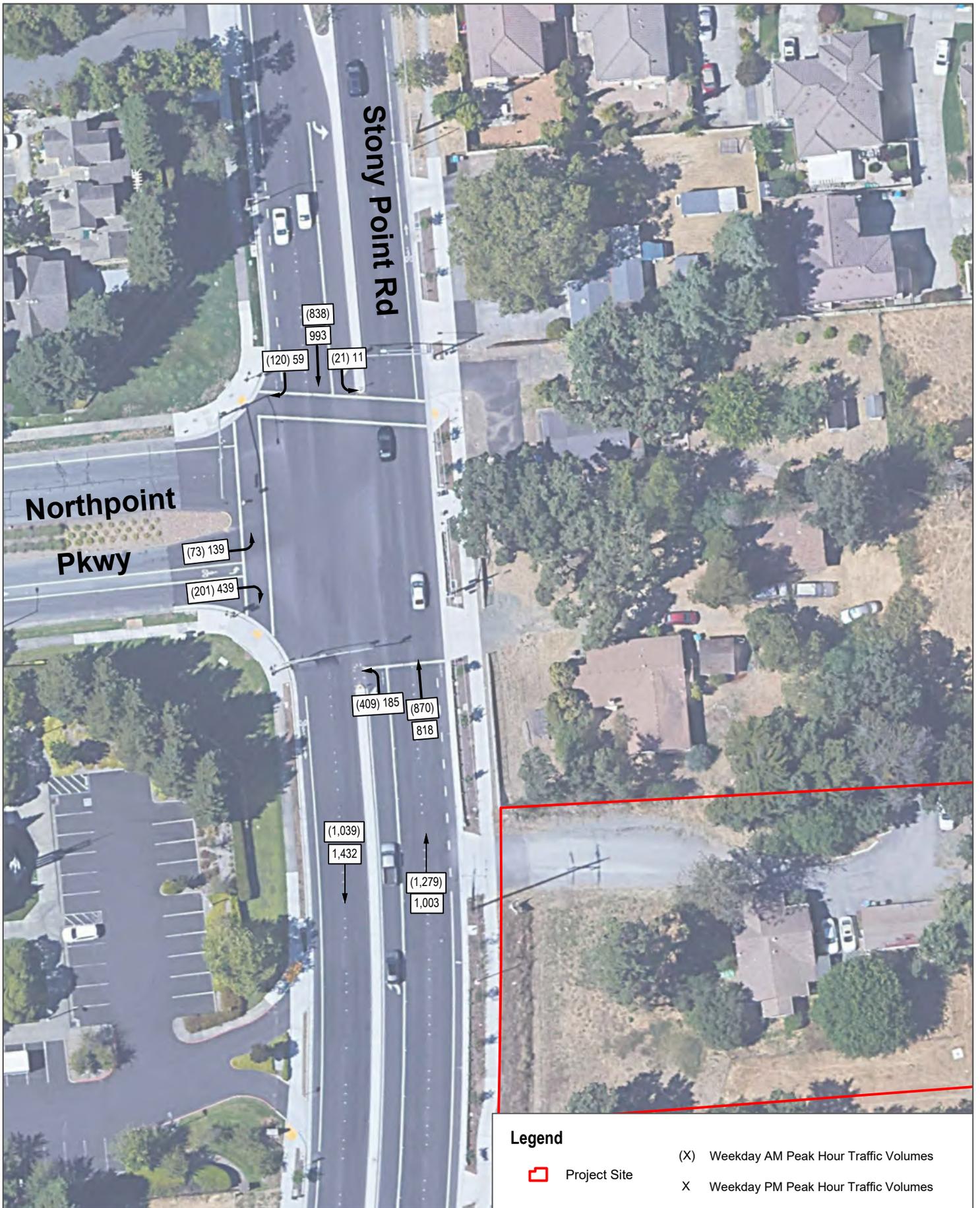
**FIGURE 8**  
Sight Distance Analysis  
Stony Point Flats Project



SOURCE: Google Earth 2019



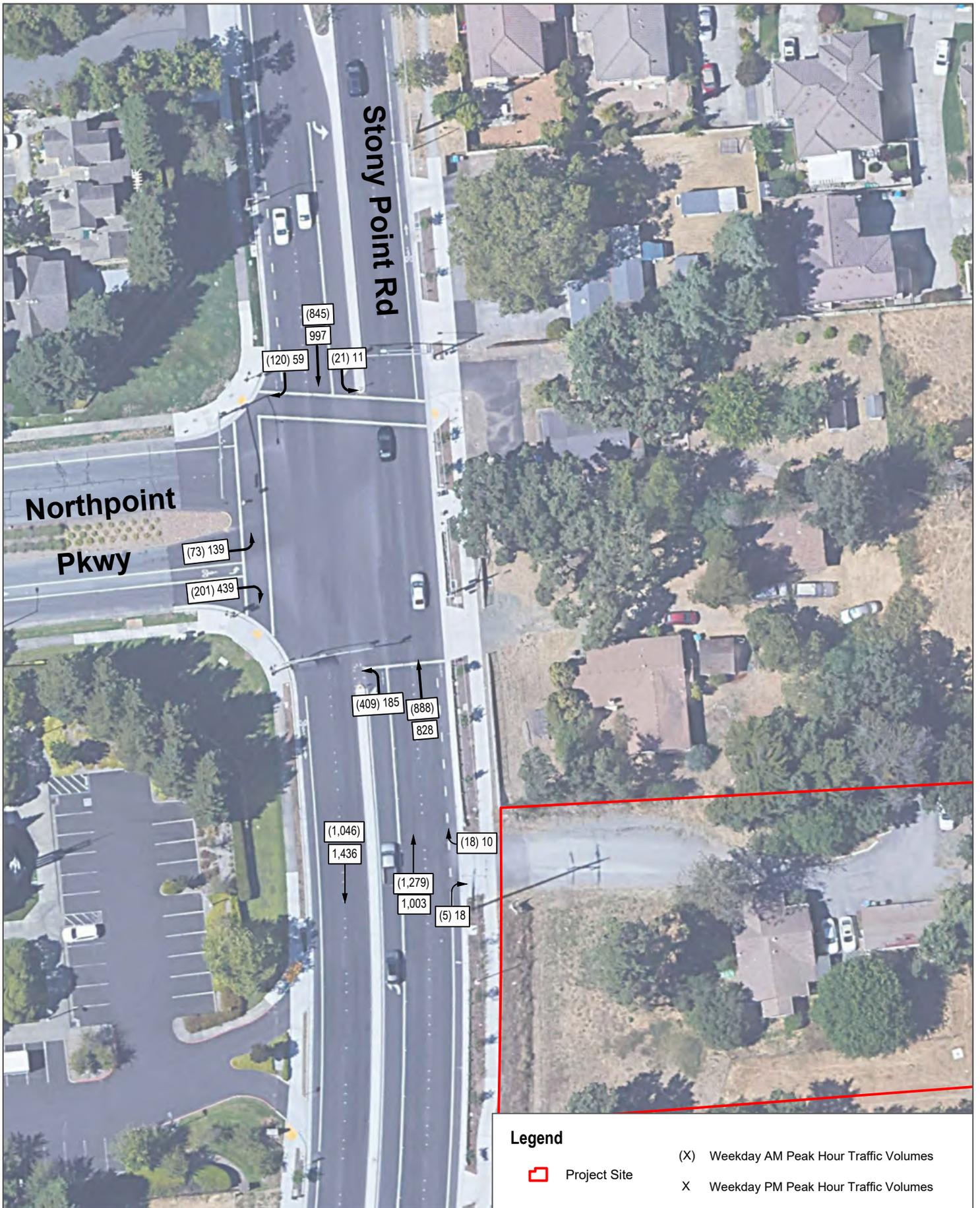
**FIGURE 9**  
Existing Peak Hour Traffic Volumes



SOURCE: Google Earth 2019



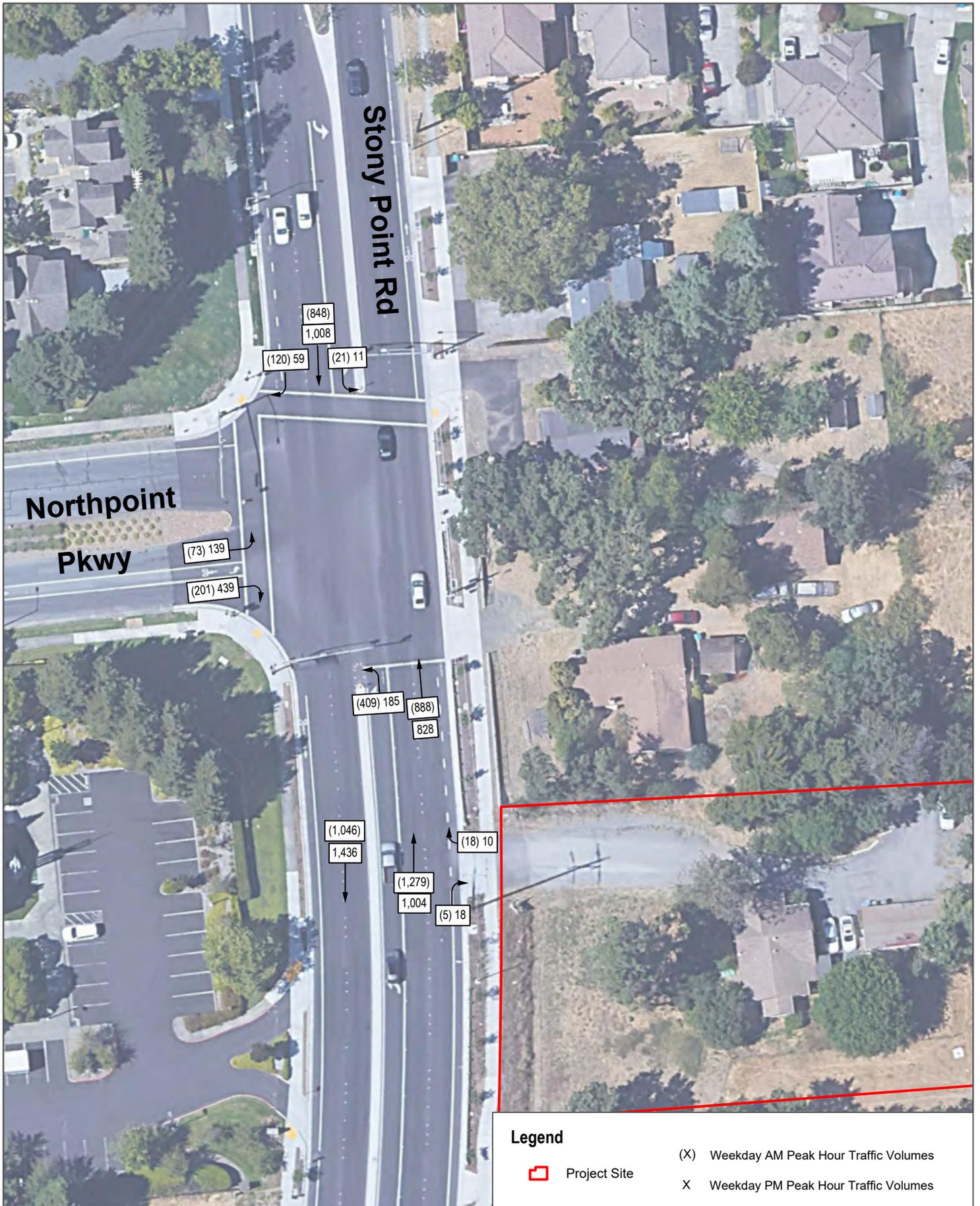
**FIGURE 10**  
Opening Year 2022 Peak Hour Traffic Volumes



SOURCE: Google Earth 2019



**FIGURE 11**  
Opening Year 2022 plus Project Peak Hour Traffic Volumes



SOURCE: Google Earth 2019



**FIGURE 12**  
Opening Year 2022 plus Project (w/U-Turn) Peak Hour Traffic Volumes

# Attachment C

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## Queuing and Level of Service Worksheets

HCM 6th Signalized Intersection Summary  
2: Stony Point Rd & Northpoint Pkwy

Existing Conditions  
Timing Plan: AM Peak Hour



| Movement                     | EBL  | EBR  | NBL  | NBT  | SBU | SBT  | SBR  |
|------------------------------|------|------|------|------|-----|------|------|
| Lane Configurations          |      |      |      |      |     |      |      |
| Traffic Volume (veh/h)       | 58   | 187  | 388  | 799  | 21  | 810  | 114  |
| Future Volume (veh/h)        | 58   | 187  | 388  | 799  | 21  | 810  | 114  |
| Initial Q (Qb), veh          | 0    | 0    | 0    | 0    |     | 0    | 0    |
| Ped-Bike Adj(A_pbT)          | 1.00 | 1.00 | 1.00 |      |     |      | 0.97 |
| Parking Bus, Adj             | 1.00 | 1.00 | 1.00 | 1.00 |     | 1.00 | 1.00 |
| Work Zone On Approach        | No   |      |      | No   |     | No   |      |
| Adj Sat Flow, veh/h/ln       | 1870 | 1870 | 1870 | 1870 |     | 1870 | 1870 |
| Adj Flow Rate, veh/h         | 63   | 203  | 422  | 868  |     | 880  | 124  |
| Peak Hour Factor             | 0.92 | 0.92 | 0.92 | 0.92 |     | 0.92 | 0.92 |
| Percent Heavy Veh, %         | 2    | 2    | 2    | 2    |     | 2    | 2    |
| Cap, veh/h                   | 283  | 490  | 513  | 2238 |     | 1145 | 161  |
| Arrive On Green              | 0.16 | 0.16 | 0.15 | 0.63 |     | 0.37 | 0.37 |
| Sat Flow, veh/h              | 1781 | 1585 | 1781 | 3647 |     | 3206 | 439  |
| Grp Volume(v), veh/h         | 63   | 203  | 422  | 868  |     | 502  | 502  |
| Grp Sat Flow(s),veh/h/ln     | 1781 | 1585 | 1781 | 1777 |     | 1777 | 1775 |
| Q Serve(g_s), s              | 1.2  | 4.1  | 3.3  | 4.8  |     | 10.0 | 10.0 |
| Cycle Q Clear(g_c), s        | 1.2  | 4.1  | 3.3  | 4.8  |     | 10.0 | 10.0 |
| Prop In Lane                 | 1.00 | 1.00 | 1.00 |      |     |      | 0.25 |
| Lane Grp Cap(c), veh/h       | 283  | 490  | 513  | 2238 |     | 654  | 653  |
| V/C Ratio(X)                 | 0.22 | 0.41 | 0.82 | 0.39 |     | 0.77 | 0.77 |
| Avail Cap(c_a), veh/h        | 797  | 947  | 763  | 2238 |     | 764  | 763  |
| HCM Platoon Ratio            | 1.00 | 1.00 | 1.00 | 1.00 |     | 1.00 | 1.00 |
| Upstream Filter(l)           | 1.00 | 1.00 | 1.00 | 1.00 |     | 1.00 | 1.00 |
| Uniform Delay (d), s/veh     | 14.8 | 11.0 | 9.5  | 3.6  |     | 11.2 | 11.2 |
| Incr Delay (d2), s/veh       | 0.4  | 0.6  | 4.6  | 0.1  |     | 4.1  | 4.1  |
| Initial Q Delay(d3),s/veh    | 0.0  | 0.0  | 0.0  | 0.0  |     | 0.0  | 0.0  |
| %ile BackOfQ(50%),veh/ln     | 0.5  | 0.1  | 2.2  | 0.5  |     | 3.3  | 3.3  |
| Unsig. Movement Delay, s/veh |      |      |      |      |     |      |      |
| LnGrp Delay(d),s/veh         | 15.1 | 11.6 | 14.0 | 3.8  |     | 15.3 | 15.3 |
| LnGrp LOS                    | B    | B    | B    | A    |     | B    | B    |
| Approach Vol, veh/h          |      |      |      | 1290 |     | 1004 |      |
| Approach Delay, s/veh        |      |      |      | 7.1  |     | 15.3 |      |
| Approach LOS                 |      |      |      | A    |     | B    |      |
| Timer - Assigned Phs         | 1    | 2    |      | 4    |     | 6    |      |
| Phs Duration (G+Y+Rc), s     | 10.5 | 18.8 |      | 10.9 |     | 29.3 |      |
| Change Period (Y+Rc), s      | 4.5  | 4.0  |      | 4.5  |     | 4.0  |      |
| Max Green Setting (Gmax), s  | 11.7 | 17.3 |      | 18.0 |     | 24.0 |      |
| Max Q Clear Time (g_c+I1), s | 5.3  | 12.0 |      | 6.1  |     | 6.8  |      |
| Green Ext Time (p_c), s      | 0.8  | 2.7  |      | 0.7  |     | 5.4  |      |

Intersection Summary

|                    |      |
|--------------------|------|
| HCM 6th Ctrl Delay | 10.9 |
| HCM 6th LOS        | B    |

Notes

User approved ignoring U-Turning movement.

# HCM 6th Signalized Intersection Summary

## 2: Stony Point Rd & Northpoint Pkwy

Existing Conditions  
Timing Plan: PM Peak Hour



| Movement                     | EBL  | EBR  | NBL  | NBT  | SBU | SBT  | SBR  |
|------------------------------|------|------|------|------|-----|------|------|
| Lane Configurations          |      |      |      |      |     |      |      |
| Traffic Volume (veh/h)       | 128  | 414  | 166  | 770  | 11  | 916  | 42   |
| Future Volume (veh/h)        | 128  | 414  | 166  | 770  | 11  | 916  | 42   |
| Initial Q (Qb), veh          | 0    | 0    | 0    | 0    |     | 0    | 0    |
| Ped-Bike Adj(A_pbT)          | 1.00 | 1.00 | 1.00 |      |     |      | 0.96 |
| Parking Bus, Adj             | 1.00 | 1.00 | 1.00 | 1.00 |     | 1.00 | 1.00 |
| Work Zone On Approach        | No   |      |      | No   |     | No   |      |
| Adj Sat Flow, veh/h/ln       | 1870 | 1870 | 1870 | 1870 |     | 1870 | 1870 |
| Adj Flow Rate, veh/h         | 141  | 455  | 182  | 846  |     | 1007 | 46   |
| Peak Hour Factor             | 0.91 | 0.91 | 0.91 | 0.91 |     | 0.91 | 0.91 |
| Percent Heavy Veh, %         | 2    | 2    | 2    | 2    |     | 2    | 2    |
| Cap, veh/h                   | 348  | 472  | 432  | 2165 |     | 1394 | 64   |
| Arrive On Green              | 0.20 | 0.20 | 0.10 | 0.61 |     | 0.40 | 0.40 |
| Sat Flow, veh/h              | 1781 | 1585 | 1781 | 3647 |     | 3547 | 158  |
| Grp Volume(v), veh/h         | 141  | 455  | 182  | 846  |     | 518  | 535  |
| Grp Sat Flow(s),veh/h/ln     | 1781 | 1585 | 1781 | 1777 |     | 1777 | 1835 |
| Q Serve(g_s), s              | 3.0  | 8.5  | 1.4  | 5.3  |     | 10.7 | 10.7 |
| Cycle Q Clear(g_c), s        | 3.0  | 8.5  | 1.4  | 5.3  |     | 10.7 | 10.7 |
| Prop In Lane                 | 1.00 | 1.00 | 1.00 |      |     |      | 0.09 |
| Lane Grp Cap(c), veh/h       | 348  | 472  | 432  | 2165 |     | 717  | 740  |
| V/C Ratio(X)                 | 0.41 | 0.96 | 0.42 | 0.39 |     | 0.72 | 0.72 |
| Avail Cap(c_a), veh/h        | 348  | 472  | 844  | 2736 |     | 980  | 1012 |
| HCM Platoon Ratio            | 1.00 | 1.00 | 1.00 | 1.00 |     | 1.00 | 1.00 |
| Upstream Filter(l)           | 1.00 | 1.00 | 1.00 | 1.00 |     | 1.00 | 1.00 |
| Uniform Delay (d), s/veh     | 15.3 | 15.1 | 8.5  | 4.4  |     | 10.9 | 10.9 |
| Incr Delay (d2), s/veh       | 0.8  | 32.4 | 0.7  | 0.1  |     | 1.7  | 1.6  |
| Initial Q Delay(d3),s/veh    | 0.0  | 0.0  | 0.0  | 0.0  |     | 0.0  | 0.0  |
| %ile BackOfQ(50%),veh/ln     | 1.1  | 4.2  | 0.7  | 0.8  |     | 3.2  | 3.2  |
| Unsig. Movement Delay, s/veh |      |      |      |      |     |      |      |
| LnGrp Delay(d),s/veh         | 16.1 | 47.5 | 9.1  | 4.5  |     | 12.6 | 12.6 |
| LnGrp LOS                    | B    | D    | A    | A    |     | B    | B    |
| Approach Vol, veh/h          | 596  |      |      | 1028 |     | 1053 |      |
| Approach Delay, s/veh        | 40.0 |      |      | 5.3  |     | 12.6 |      |
| Approach LOS                 | D    |      |      | A    |     | B    |      |
| Timer - Assigned Phs         | 1    | 2    |      | 4    |     | 6    |      |
| Phs Duration (G+Y+Rc), s     | 8.9  | 21.6 |      | 13.0 |     | 30.5 |      |
| Change Period (Y+Rc), s      | 4.5  | 4.0  |      | 4.5  |     | 4.0  |      |
| Max Green Setting (Gmax), s  | 14.5 | 24.0 |      | 8.5  |     | 33.5 |      |
| Max Q Clear Time (g_c+I1), s | 3.4  | 12.7 |      | 10.5 |     | 7.3  |      |
| Green Ext Time (p_c), s      | 0.3  | 4.9  |      | 0.0  |     | 6.0  |      |

### Intersection Summary

|                    |      |
|--------------------|------|
| HCM 6th Ctrl Delay | 15.9 |
| HCM 6th LOS        | B    |

### Notes

User approved ignoring U-Turning movement.

HCM 6th Signalized Intersection Summary  
2: Stony Point Rd & Northpoint Pkwy

Opening Year 2023  
Timing Plan: AM Peak Hour



| Movement                     | EBL  | EBR  | NBL  | NBT  | SBU | SBT  | SBR  |
|------------------------------|------|------|------|------|-----|------|------|
| Lane Configurations          |      |      |      |      |     |      |      |
| Traffic Volume (veh/h)       | 73   | 201  | 409  | 870  | 21  | 838  | 120  |
| Future Volume (veh/h)        | 73   | 201  | 409  | 870  | 21  | 838  | 120  |
| Initial Q (Qb), veh          | 0    | 0    | 0    | 0    |     | 0    | 0    |
| Ped-Bike Adj(A_pbT)          | 1.00 | 1.00 | 1.00 |      |     |      | 0.97 |
| Parking Bus, Adj             | 1.00 | 1.00 | 1.00 | 1.00 |     | 1.00 | 1.00 |
| Work Zone On Approach        | No   |      |      | No   |     | No   |      |
| Adj Sat Flow, veh/h/ln       | 1870 | 1870 | 1870 | 1870 |     | 1870 | 1870 |
| Adj Flow Rate, veh/h         | 79   | 218  | 445  | 946  |     | 911  | 130  |
| Peak Hour Factor             | 0.92 | 0.92 | 0.92 | 0.92 |     | 0.92 | 0.92 |
| Percent Heavy Veh, %         | 2    | 2    | 2    | 2    |     | 2    | 2    |
| Cap, veh/h                   | 293  | 534  | 527  | 2270 |     | 1125 | 161  |
| Arrive On Green              | 0.16 | 0.16 | 0.17 | 0.64 |     | 0.36 | 0.36 |
| Sat Flow, veh/h              | 1781 | 1585 | 1781 | 3647 |     | 3201 | 443  |
| Grp Volume(v), veh/h         | 79   | 218  | 445  | 946  |     | 521  | 520  |
| Grp Sat Flow(s),veh/h/ln     | 1781 | 1585 | 1781 | 1777 |     | 1777 | 1774 |
| Q Serve(g_s), s              | 1.7  | 4.6  | 4.8  | 5.7  |     | 11.4 | 11.4 |
| Cycle Q Clear(g_c), s        | 1.7  | 4.6  | 4.8  | 5.7  |     | 11.4 | 11.4 |
| Prop In Lane                 | 1.00 | 1.00 | 1.00 |      |     |      | 0.25 |
| Lane Grp Cap(c), veh/h       | 293  | 534  | 527  | 2270 |     | 643  | 642  |
| V/C Ratio(X)                 | 0.27 | 0.41 | 0.84 | 0.42 |     | 0.81 | 0.81 |
| Avail Cap(c_a), veh/h        | 743  | 934  | 702  | 2270 |     | 712  | 711  |
| HCM Platoon Ratio            | 1.00 | 1.00 | 1.00 | 1.00 |     | 1.00 | 1.00 |
| Upstream Filter(l)           | 1.00 | 1.00 | 1.00 | 1.00 |     | 1.00 | 1.00 |
| Uniform Delay (d), s/veh     | 15.8 | 11.0 | 11.3 | 3.8  |     | 12.4 | 12.4 |
| Incr Delay (d2), s/veh       | 0.5  | 0.5  | 7.2  | 0.1  |     | 6.4  | 6.4  |
| Initial Q Delay(d3),s/veh    | 0.0  | 0.0  | 0.0  | 0.0  |     | 0.0  | 0.0  |
| %ile BackOfQ(50%),veh/ln     | 0.6  | 4.4  | 3.0  | 0.7  |     | 4.3  | 4.3  |
| Unsig. Movement Delay, s/veh |      |      |      |      |     |      |      |
| LnGrp Delay(d),s/veh         | 16.3 | 11.5 | 18.5 | 4.0  |     | 18.8 | 18.9 |
| LnGrp LOS                    | B    | B    | B    | A    |     | B    | B    |
| Approach Vol, veh/h          |      |      |      | 1391 |     | 1041 |      |
| Approach Delay, s/veh        |      |      |      | 8.6  |     | 18.8 |      |
| Approach LOS                 |      |      |      | A    |     | B    |      |
| Timer - Assigned Phs         | 1    | 2    |      | 4    |     | 6    |      |
| Phs Duration (G+Y+Rc), s     | 11.9 | 19.6 |      | 11.6 |     | 31.6 |      |
| Change Period (Y+Rc), s      | 4.5  | 4.0  |      | 4.5  |     | 4.0  |      |
| Max Green Setting (Gmax), s  | 11.7 | 17.3 |      | 18.0 |     | 24.0 |      |
| Max Q Clear Time (g_c+I1), s | 6.8  | 13.4 |      | 6.6  |     | 7.7  |      |
| Green Ext Time (p_c), s      | 0.7  | 2.2  |      | 0.7  |     | 5.8  |      |
| <b>Intersection Summary</b>  |      |      |      |      |     |      |      |
| HCM 6th Ctrl Delay           |      |      | 13.0 |      |     |      |      |
| HCM 6th LOS                  |      |      | B    |      |     |      |      |

Notes

User approved ignoring U-Turning movement.

HCM 6th Signalized Intersection Summary  
2: Stony Point Rd & Northpoint Pkwy

Opening Year 2023  
Timing Plan: PM Peak Hour



| Movement                     | EBL  | EBR  | NBL  | NBT  | SBU | SBT  | SBR  |
|------------------------------|------|------|------|------|-----|------|------|
| Lane Configurations          |      |      |      |      |     |      |      |
| Traffic Volume (veh/h)       | 139  | 439  | 185  | 818  | 11  | 993  | 59   |
| Future Volume (veh/h)        | 139  | 439  | 185  | 818  | 11  | 993  | 59   |
| Initial Q (Qb), veh          | 0    | 0    | 0    | 0    |     | 0    | 0    |
| Ped-Bike Adj(A_pbT)          | 1.00 | 1.00 | 1.00 |      |     |      | 0.96 |
| Parking Bus, Adj             | 1.00 | 1.00 | 1.00 | 1.00 |     | 1.00 | 1.00 |
| Work Zone On Approach        | No   |      |      | No   |     | No   |      |
| Adj Sat Flow, veh/h/ln       | 1870 | 1870 | 1870 | 1870 |     | 1870 | 1870 |
| Adj Flow Rate, veh/h         | 153  | 482  | 203  | 899  |     | 1091 | 65   |
| Peak Hour Factor             | 0.91 | 0.91 | 0.91 | 0.91 |     | 0.91 | 0.91 |
| Percent Heavy Veh, %         | 2    | 2    | 2    | 2    |     | 2    | 2    |
| Cap, veh/h                   | 334  | 458  | 414  | 2221 |     | 1441 | 86   |
| Arrive On Green              | 0.19 | 0.19 | 0.10 | 0.62 |     | 0.42 | 0.42 |
| Sat Flow, veh/h              | 1781 | 1585 | 1781 | 3647 |     | 3493 | 202  |
| Grp Volume(v), veh/h         | 153  | 482  | 203  | 899  |     | 570  | 586  |
| Grp Sat Flow(s),veh/h/ln     | 1781 | 1585 | 1781 | 1777 |     | 1777 | 1825 |
| Q Serve(g_s), s              | 3.5  | 8.5  | 1.6  | 5.8  |     | 12.3 | 12.4 |
| Cycle Q Clear(g_c), s        | 3.5  | 8.5  | 1.6  | 5.8  |     | 12.3 | 12.4 |
| Prop In Lane                 | 1.00 | 1.00 | 1.00 |      |     |      | 0.11 |
| Lane Grp Cap(c), veh/h       | 334  | 458  | 414  | 2221 |     | 753  | 774  |
| V/C Ratio(X)                 | 0.46 | 1.05 | 0.49 | 0.40 |     | 0.76 | 0.76 |
| Avail Cap(c_a), veh/h        | 334  | 458  | 802  | 2626 |     | 941  | 966  |
| HCM Platoon Ratio            | 1.00 | 1.00 | 1.00 | 1.00 |     | 1.00 | 1.00 |
| Upstream Filter(l)           | 1.00 | 1.00 | 1.00 | 1.00 |     | 1.00 | 1.00 |
| Uniform Delay (d), s/veh     | 16.4 | 16.1 | 9.5  | 4.3  |     | 11.1 | 11.1 |
| Incr Delay (d2), s/veh       | 1.0  | 56.2 | 0.9  | 0.1  |     | 2.8  | 2.7  |
| Initial Q Delay(d3),s/veh    | 0.0  | 0.0  | 0.0  | 0.0  |     | 0.0  | 0.0  |
| %ile BackOfQ(50%),veh/ln     | 1.3  | 7.2  | 1.0  | 0.8  |     | 3.9  | 4.0  |
| Unsig. Movement Delay, s/veh |      |      |      |      |     |      |      |
| LnGrp Delay(d),s/veh         | 17.3 | 72.3 | 10.4 | 4.4  |     | 13.8 | 13.8 |
| LnGrp LOS                    | B    | F    | B    | A    |     | B    | B    |
| Approach Vol, veh/h          | 635  |      |      | 1102 |     | 1156 |      |
| Approach Delay, s/veh        | 59.0 |      |      | 5.5  |     | 13.8 |      |
| Approach LOS                 | E    |      |      | A    |     | B    |      |
| Timer - Assigned Phs         | 1    | 2    |      | 4    |     | 6    |      |
| Phs Duration (G+Y+Rc), s     | 9.1  | 23.2 |      | 13.0 |     | 32.3 |      |
| Change Period (Y+Rc), s      | 4.5  | 4.0  |      | 4.5  |     | 4.0  |      |
| Max Green Setting (Gmax), s  | 14.5 | 24.0 |      | 8.5  |     | 33.5 |      |
| Max Q Clear Time (g_c+I1), s | 3.6  | 14.4 |      | 10.5 |     | 7.8  |      |
| Green Ext Time (p_c), s      | 0.4  | 4.9  |      | 0.0  |     | 6.5  |      |
| <b>Intersection Summary</b>  |      |      |      |      |     |      |      |
| HCM 6th Ctrl Delay           |      |      | 20.6 |      |     |      |      |
| HCM 6th LOS                  |      |      | C    |      |     |      |      |

Notes

User approved ignoring U-Turning movement.

HCM 6th Signalized Intersection Summary  
 2: Stony Point Rd & Northpoint Pkwy

Opening Year 2023 plus Project  
 Timing Plan: AM Peak Hour



| Movement                     | EBL  | EBR  | NBL  | NBT  | SBU | SBT  | SBR  |
|------------------------------|------|------|------|------|-----|------|------|
| Lane Configurations          |      |      |      |      |     |      |      |
| Traffic Volume (veh/h)       | 73   | 201  | 409  | 888  | 21  | 845  | 120  |
| Future Volume (veh/h)        | 73   | 201  | 409  | 888  | 21  | 845  | 120  |
| Initial Q (Qb), veh          | 0    | 0    | 0    | 0    |     | 0    | 0    |
| Ped-Bike Adj(A_pbT)          | 1.00 | 1.00 | 1.00 |      |     |      | 0.97 |
| Parking Bus, Adj             | 1.00 | 1.00 | 1.00 | 1.00 |     | 1.00 | 1.00 |
| Work Zone On Approach        | No   |      |      | No   |     | No   |      |
| Adj Sat Flow, veh/h/ln       | 1870 | 1870 | 1870 | 1870 |     | 1870 | 1870 |
| Adj Flow Rate, veh/h         | 79   | 218  | 445  | 965  |     | 918  | 130  |
| Peak Hour Factor             | 0.92 | 0.92 | 0.92 | 0.92 |     | 0.92 | 0.92 |
| Percent Heavy Veh, %         | 2    | 2    | 2    | 2    |     | 2    | 2    |
| Cap, veh/h                   | 292  | 535  | 526  | 2273 |     | 1128 | 160  |
| Arrive On Green              | 0.16 | 0.16 | 0.17 | 0.64 |     | 0.36 | 0.36 |
| Sat Flow, veh/h              | 1781 | 1585 | 1781 | 3647 |     | 3204 | 440  |
| Grp Volume(v), veh/h         | 79   | 218  | 445  | 965  |     | 524  | 524  |
| Grp Sat Flow(s),veh/h/ln     | 1781 | 1585 | 1781 | 1777 |     | 1777 | 1774 |
| Q Serve(g_s), s              | 1.7  | 4.6  | 4.9  | 5.8  |     | 11.6 | 11.6 |
| Cycle Q Clear(g_c), s        | 1.7  | 4.6  | 4.9  | 5.8  |     | 11.6 | 11.6 |
| Prop In Lane                 | 1.00 | 1.00 | 1.00 |      |     |      | 0.25 |
| Lane Grp Cap(c), veh/h       | 292  | 535  | 526  | 2273 |     | 644  | 643  |
| V/C Ratio(X)                 | 0.27 | 0.41 | 0.85 | 0.42 |     | 0.81 | 0.81 |
| Avail Cap(c_a), veh/h        | 740  | 933  | 699  | 2273 |     | 710  | 709  |
| HCM Platoon Ratio            | 1.00 | 1.00 | 1.00 | 1.00 |     | 1.00 | 1.00 |
| Upstream Filter(l)           | 1.00 | 1.00 | 1.00 | 1.00 |     | 1.00 | 1.00 |
| Uniform Delay (d), s/veh     | 15.8 | 11.0 | 11.4 | 3.9  |     | 12.5 | 12.5 |
| Incr Delay (d2), s/veh       | 0.5  | 0.5  | 7.3  | 0.1  |     | 6.7  | 6.7  |
| Initial Q Delay(d3),s/veh    | 0.0  | 0.0  | 0.0  | 0.0  |     | 0.0  | 0.0  |
| %ile BackOfQ(50%),veh/ln     | 0.6  | 0.1  | 3.0  | 0.7  |     | 4.4  | 4.4  |
| Unsig. Movement Delay, s/veh |      |      |      |      |     |      |      |
| LnGrp Delay(d),s/veh         | 16.3 | 11.5 | 18.7 | 4.0  |     | 19.2 | 19.2 |
| LnGrp LOS                    | B    | B    | B    | A    |     | B    | B    |
| Approach Vol, veh/h          |      |      |      | 1410 |     | 1048 |      |
| Approach Delay, s/veh        |      |      |      | 8.6  |     | 19.2 |      |
| Approach LOS                 |      |      |      | A    |     | B    |      |
| Timer - Assigned Phs         | 1    | 2    |      | 4    |     | 6    |      |
| Phs Duration (G+Y+Rc), s     | 12.0 | 19.7 |      | 11.6 |     | 31.7 |      |
| Change Period (Y+Rc), s      | 4.5  | 4.0  |      | 4.5  |     | 4.0  |      |
| Max Green Setting (Gmax), s  | 11.7 | 17.3 |      | 18.0 |     | 24.0 |      |
| Max Q Clear Time (g_c+I1), s | 6.9  | 13.6 |      | 6.6  |     | 7.8  |      |
| Green Ext Time (p_c), s      | 0.7  | 2.1  |      | 0.7  |     | 5.9  |      |

Intersection Summary

|                    |      |
|--------------------|------|
| HCM 6th Ctrl Delay | 13.1 |
| HCM 6th LOS        | B    |

Notes

User approved ignoring U-Turning movement.

# HCM 6th Signalized Intersection Summary

## 2: Stony Point Rd & Northpoint Pkwy

Opening Year 2023 plus Project  
Timing Plan: PM Peak Hour



| Movement                     | EBL  | EBR  | NBL  | NBT  | SBU | SBT  | SBR  |
|------------------------------|------|------|------|------|-----|------|------|
| Lane Configurations          |      |      |      |      |     |      |      |
| Traffic Volume (veh/h)       | 139  | 439  | 185  | 828  | 11  | 997  | 59   |
| Future Volume (veh/h)        | 139  | 439  | 185  | 828  | 11  | 997  | 59   |
| Initial Q (Qb), veh          | 0    | 0    | 0    | 0    |     | 0    | 0    |
| Ped-Bike Adj(A_pbT)          | 1.00 | 1.00 | 1.00 |      |     |      | 0.96 |
| Parking Bus, Adj             | 1.00 | 1.00 | 1.00 | 1.00 |     | 1.00 | 1.00 |
| Work Zone On Approach        | No   |      |      | No   |     | No   |      |
| Adj Sat Flow, veh/h/ln       | 1870 | 1870 | 1870 | 1870 |     | 1870 | 1870 |
| Adj Flow Rate, veh/h         | 153  | 482  | 203  | 910  |     | 1096 | 65   |
| Peak Hour Factor             | 0.91 | 0.91 | 0.91 | 0.91 |     | 0.91 | 0.91 |
| Percent Heavy Veh, %         | 2    | 2    | 2    | 2    |     | 2    | 2    |
| Cap, veh/h                   | 333  | 458  | 413  | 2223 |     | 1445 | 86   |
| Arrive On Green              | 0.19 | 0.19 | 0.10 | 0.63 |     | 0.42 | 0.42 |
| Sat Flow, veh/h              | 1781 | 1585 | 1781 | 3647 |     | 3494 | 202  |
| Grp Volume(v), veh/h         | 153  | 482  | 203  | 910  |     | 573  | 588  |
| Grp Sat Flow(s),veh/h/ln     | 1781 | 1585 | 1781 | 1777 |     | 1777 | 1825 |
| Q Serve(g_s), s              | 3.5  | 8.5  | 1.6  | 5.9  |     | 12.4 | 12.4 |
| Cycle Q Clear(g_c), s        | 3.5  | 8.5  | 1.6  | 5.9  |     | 12.4 | 12.4 |
| Prop In Lane                 | 1.00 | 1.00 | 1.00 |      |     |      | 0.11 |
| Lane Grp Cap(c), veh/h       | 333  | 458  | 413  | 2223 |     | 755  | 775  |
| V/C Ratio(X)                 | 0.46 | 1.05 | 0.49 | 0.41 |     | 0.76 | 0.76 |
| Avail Cap(c_a), veh/h        | 333  | 458  | 801  | 2622 |     | 939  | 965  |
| HCM Platoon Ratio            | 1.00 | 1.00 | 1.00 | 1.00 |     | 1.00 | 1.00 |
| Upstream Filter(l)           | 1.00 | 1.00 | 1.00 | 1.00 |     | 1.00 | 1.00 |
| Uniform Delay (d), s/veh     | 16.4 | 16.1 | 9.6  | 4.3  |     | 11.1 | 11.1 |
| Incr Delay (d2), s/veh       | 1.0  | 56.7 | 0.9  | 0.1  |     | 2.8  | 2.8  |
| Initial Q Delay(d3),s/veh    | 0.0  | 0.0  | 0.0  | 0.0  |     | 0.0  | 0.0  |
| %ile BackOfQ(50%),veh/ln     | 1.3  | 7.2  | 1.0  | 0.9  |     | 3.9  | 4.0  |
| Unsig. Movement Delay, s/veh |      |      |      |      |     |      |      |
| LnGrp Delay(d),s/veh         | 17.4 | 72.8 | 10.5 | 4.4  |     | 13.9 | 13.9 |
| LnGrp LOS                    | B    | F    | B    | A    |     | B    | B    |
| Approach Vol, veh/h          | 635  |      |      | 1113 |     | 1161 |      |
| Approach Delay, s/veh        | 59.5 |      |      | 5.5  |     | 13.9 |      |
| Approach LOS                 | E    |      |      | A    |     | B    |      |
| Timer - Assigned Phs         | 1    | 2    |      | 4    |     | 6    |      |
| Phs Duration (G+Y+Rc), s     | 9.1  | 23.3 |      | 13.0 |     | 32.4 |      |
| Change Period (Y+Rc), s      | 4.5  | 4.0  |      | 4.5  |     | 4.0  |      |
| Max Green Setting (Gmax), s  | 14.5 | 24.0 |      | 8.5  |     | 33.5 |      |
| Max Q Clear Time (g_c+I1), s | 3.6  | 14.4 |      | 10.5 |     | 7.9  |      |
| Green Ext Time (p_c), s      | 0.4  | 4.9  |      | 0.0  |     | 6.6  |      |
| <b>Intersection Summary</b>  |      |      |      |      |     |      |      |
| HCM 6th Ctrl Delay           |      |      | 20.6 |      |     |      |      |
| HCM 6th LOS                  |      |      | C    |      |     |      |      |

### Notes

User approved ignoring U-Turning movement.

Intersection: 2: Stony Point Rd & Northpoint Pkwy

| Movement              | EB  | EB  | NB  | NB  | NB  | SB  | SB  | SB  |
|-----------------------|-----|-----|-----|-----|-----|-----|-----|-----|
| Directions Served     | L   | R   | L   | T   | T   | U   | T   | TR  |
| Maximum Queue (ft)    | 73  | 104 | 184 | 112 | 108 | 80  | 271 | 238 |
| Average Queue (ft)    | 32  | 47  | 93  | 38  | 34  | 14  | 139 | 103 |
| 95th Queue (ft)       | 66  | 81  | 157 | 90  | 83  | 51  | 230 | 190 |
| Link Distance (ft)    | 465 |     |     | 551 | 551 |     |     |     |
| Upstream Blk Time (%) |     |     |     |     |     |     |     |     |
| Queuing Penalty (veh) |     |     |     |     |     |     |     |     |
| Storage Bay Dist (ft) |     | 175 | 300 |     |     | 120 |     |     |
| Storage Blk Time (%)  |     |     |     |     |     |     | 10  |     |
| Queuing Penalty (veh) |     |     |     |     |     |     | 2   |     |

Zone Summary

Zone wide Queuing Penalty: 2

Intersection: 2: Stony Point Rd & Northpoint Pkwy

| Movement              | EB  | EB  | NB  | NB  | NB  | SB  | SB  | SB  |
|-----------------------|-----|-----|-----|-----|-----|-----|-----|-----|
| Directions Served     | L   | R   | L   | T   | T   | U   | T   | TR  |
| Maximum Queue (ft)    | 131 | 160 | 110 | 123 | 98  | 99  | 268 | 181 |
| Average Queue (ft)    | 62  | 93  | 51  | 43  | 29  | 12  | 145 | 92  |
| 95th Queue (ft)       | 106 | 146 | 88  | 91  | 72  | 58  | 232 | 166 |
| Link Distance (ft)    | 465 |     |     | 551 | 551 |     |     |     |
| Upstream Blk Time (%) |     |     |     |     |     |     |     |     |
| Queuing Penalty (veh) |     |     |     |     |     |     |     |     |
| Storage Bay Dist (ft) |     | 175 | 300 |     |     | 120 |     |     |
| Storage Blk Time (%)  | 0   | 0   |     |     |     |     | 10  |     |
| Queuing Penalty (veh) | 0   | 0   |     |     |     |     | 1   |     |

Zone Summary

|                              |
|------------------------------|
| Zone wide Queuing Penalty: 2 |
|------------------------------|

Intersection: 2: Stony Point Rd & Northpoint Pkwy

| Movement              | EB  | EB  | NB  | NB  | NB  | SB  | SB  | SB  |
|-----------------------|-----|-----|-----|-----|-----|-----|-----|-----|
| Directions Served     | L   | R   | L   | T   | T   | U   | T   | TR  |
| Maximum Queue (ft)    | 83  | 103 | 226 | 135 | 113 | 145 | 320 | 262 |
| Average Queue (ft)    | 40  | 50  | 104 | 46  | 40  | 20  | 165 | 124 |
| 95th Queue (ft)       | 72  | 85  | 173 | 103 | 87  | 79  | 264 | 214 |
| Link Distance (ft)    | 465 |     |     | 551 | 551 |     |     |     |
| Upstream Blk Time (%) |     |     |     |     |     |     |     |     |
| Queuing Penalty (veh) |     |     |     |     |     |     |     |     |
| Storage Bay Dist (ft) |     | 175 | 300 |     |     | 120 |     |     |
| Storage Blk Time (%)  |     |     |     |     |     | 0   | 18  |     |
| Queuing Penalty (veh) |     |     |     |     |     | 0   | 4   |     |

Zone Summary

Zone wide Queuing Penalty: 4

Intersection: 2: Stony Point Rd & Northpoint Pkwy

| Movement              | EB  | EB  | NB  | NB  | NB  | SB  | SB  | SB  |
|-----------------------|-----|-----|-----|-----|-----|-----|-----|-----|
| Directions Served     | L   | R   | L   | T   | T   | U   | T   | TR  |
| Maximum Queue (ft)    | 167 | 187 | 132 | 107 | 87  | 104 | 329 | 268 |
| Average Queue (ft)    | 76  | 102 | 59  | 46  | 31  | 12  | 179 | 122 |
| 95th Queue (ft)       | 136 | 167 | 101 | 90  | 67  | 55  | 286 | 215 |
| Link Distance (ft)    | 465 |     |     | 551 | 551 |     |     |     |
| Upstream Blk Time (%) |     |     |     |     |     |     |     |     |
| Queuing Penalty (veh) |     |     |     |     |     |     |     |     |
| Storage Bay Dist (ft) |     | 175 | 300 |     |     | 120 |     |     |
| Storage Blk Time (%)  | 0   | 1   |     |     |     |     | 18  |     |
| Queuing Penalty (veh) | 0   | 1   |     |     |     |     | 2   |     |

Zone Summary

Zone wide Queuing Penalty: 3

Intersection: 2: Stony Point Rd & Northpoint Pkwy

| Movement              | EB  | EB | NB  | NB  | NB  | SB  | SB  | SB  |
|-----------------------|-----|----|-----|-----|-----|-----|-----|-----|
| Directions Served     | L   | R  | L   | T   | T   | U   | T   | TR  |
| Maximum Queue (ft)    | 85  | 93 | 231 | 127 | 120 | 144 | 308 | 265 |
| Average Queue (ft)    | 38  | 46 | 103 | 50  | 46  | 24  | 166 | 131 |
| 95th Queue (ft)       | 71  | 81 | 180 | 110 | 106 | 88  | 270 | 227 |
| Link Distance (ft)    | 465 |    | 551 |     | 551 |     |     |     |
| Upstream Blk Time (%) |     |    |     |     |     |     |     |     |
| Queuing Penalty (veh) |     |    |     |     |     |     |     |     |
| Storage Bay Dist (ft) | 175 |    | 300 |     | 120 |     |     |     |
| Storage Blk Time (%)  |     |    | 0   |     |     |     | 16  |     |
| Queuing Penalty (veh) |     |    | 0   |     |     |     | 3   |     |

Zone Summary

Zone wide Queuing Penalty: 3

Intersection: 2: Stony Point Rd & Northpoint Pkwy

| Movement              | EB  | EB  | NB  | NB  | NB  | SB  | SB  | SB  |
|-----------------------|-----|-----|-----|-----|-----|-----|-----|-----|
| Directions Served     | L   | R   | L   | T   | T   | U   | T   | TR  |
| Maximum Queue (ft)    | 247 | 192 | 118 | 161 | 123 | 81  | 329 | 257 |
| Average Queue (ft)    | 80  | 102 | 58  | 50  | 34  | 9   | 168 | 115 |
| 95th Queue (ft)       | 174 | 173 | 101 | 107 | 82  | 42  | 268 | 206 |
| Link Distance (ft)    | 465 |     |     | 551 | 551 |     |     |     |
| Upstream Blk Time (%) | 0   |     |     |     |     |     |     |     |
| Queuing Penalty (veh) | 0   |     |     |     |     |     |     |     |
| Storage Bay Dist (ft) |     | 175 | 300 |     |     | 120 |     |     |
| Storage Blk Time (%)  | 1   | 1   |     |     |     |     | 16  |     |
| Queuing Penalty (veh) | 4   | 1   |     |     |     |     | 2   |     |

Zone Summary

Zone wide Queuing Penalty: 7

HCM 6th Signalized Intersection Summary  
 2: Stony Point Rd & Northpoint Pkwy

U-TURN - Opening Year 2023 plus Project  
 Timing Plan: AM Peak Hour



| Movement                     | EBL  | EBR  | NBL  | NBT  | SBU | SBT  | SBR  |
|------------------------------|------|------|------|------|-----|------|------|
| Lane Configurations          |      |      |      |      |     |      |      |
| Traffic Volume (veh/h)       | 73   | 201  | 409  | 888  | 21  | 848  | 120  |
| Future Volume (veh/h)        | 73   | 201  | 409  | 888  | 21  | 848  | 120  |
| Initial Q (Qb), veh          | 0    | 0    | 0    | 0    |     | 0    | 0    |
| Ped-Bike Adj(A_pbT)          | 1.00 | 1.00 | 1.00 |      |     |      | 0.97 |
| Parking Bus, Adj             | 1.00 | 1.00 | 1.00 | 1.00 |     | 1.00 | 1.00 |
| Work Zone On Approach        | No   |      |      | No   |     | No   |      |
| Adj Sat Flow, veh/h/ln       | 1870 | 1870 | 1870 | 1870 |     | 1870 | 1870 |
| Adj Flow Rate, veh/h         | 79   | 218  | 445  | 965  |     | 922  | 130  |
| Peak Hour Factor             | 0.92 | 0.92 | 0.92 | 0.92 |     | 0.92 | 0.92 |
| Percent Heavy Veh, %         | 2    | 2    | 2    | 2    |     | 2    | 2    |
| Cap, veh/h                   | 292  | 535  | 526  | 2275 |     | 1130 | 159  |
| Arrive On Green              | 0.16 | 0.16 | 0.17 | 0.64 |     | 0.36 | 0.36 |
| Sat Flow, veh/h              | 1781 | 1585 | 1781 | 3647 |     | 3206 | 439  |
| Grp Volume(v), veh/h         | 79   | 218  | 445  | 965  |     | 526  | 526  |
| Grp Sat Flow(s),veh/h/ln     | 1781 | 1585 | 1781 | 1777 |     | 1777 | 1775 |
| Q Serve(g_s), s              | 1.7  | 4.6  | 4.9  | 5.8  |     | 11.6 | 11.6 |
| Cycle Q Clear(g_c), s        | 1.7  | 4.6  | 4.9  | 5.8  |     | 11.6 | 11.6 |
| Prop In Lane                 | 1.00 | 1.00 | 1.00 |      |     |      | 0.25 |
| Lane Grp Cap(c), veh/h       | 292  | 535  | 526  | 2275 |     | 645  | 644  |
| V/C Ratio(X)                 | 0.27 | 0.41 | 0.85 | 0.42 |     | 0.82 | 0.82 |
| Avail Cap(c_a), veh/h        | 739  | 933  | 697  | 2275 |     | 708  | 707  |
| HCM Platoon Ratio            | 1.00 | 1.00 | 1.00 | 1.00 |     | 1.00 | 1.00 |
| Upstream Filter(l)           | 1.00 | 1.00 | 1.00 | 1.00 |     | 1.00 | 1.00 |
| Uniform Delay (d), s/veh     | 15.9 | 11.0 | 11.5 | 3.9  |     | 12.5 | 12.5 |
| Incr Delay (d2), s/veh       | 0.5  | 0.5  | 7.4  | 0.1  |     | 6.8  | 6.9  |
| Initial Q Delay(d3),s/veh    | 0.0  | 0.0  | 0.0  | 0.0  |     | 0.0  | 0.0  |
| %ile BackOfQ(50%),veh/ln     | 0.6  | 0.1  | 3.0  | 0.7  |     | 4.5  | 4.5  |
| Unsig. Movement Delay, s/veh |      |      |      |      |     |      |      |
| LnGrp Delay(d),s/veh         | 16.4 | 11.5 | 18.8 | 4.0  |     | 19.3 | 19.4 |
| LnGrp LOS                    | B    | B    | B    | A    |     | B    | B    |
| Approach Vol, veh/h          |      |      |      | 1410 |     | 1052 |      |
| Approach Delay, s/veh        |      |      |      | 8.7  |     | 19.4 |      |
| Approach LOS                 |      |      |      | A    |     | B    |      |
| Timer - Assigned Phs         | 1    | 2    |      | 4    |     | 6    |      |
| Phs Duration (G+Y+Rc), s     | 12.0 | 19.8 |      | 11.6 |     | 31.8 |      |
| Change Period (Y+Rc), s      | 4.5  | 4.0  |      | 4.5  |     | 4.0  |      |
| Max Green Setting (Gmax), s  | 11.7 | 17.3 |      | 18.0 |     | 24.0 |      |
| Max Q Clear Time (g_c+I1), s | 6.9  | 13.6 |      | 6.6  |     | 7.8  |      |
| Green Ext Time (p_c), s      | 0.7  | 2.1  |      | 0.7  |     | 5.9  |      |

Intersection Summary

|                    |      |
|--------------------|------|
| HCM 6th Ctrl Delay | 13.2 |
| HCM 6th LOS        | B    |

Notes

User approved ignoring U-Turning movement.

HCM 6th Signalized Intersection Summary  
2: Stony Point Rd & Northpoint Pkwy

U-TURN - Opening Year 2023 plus Project  
Timing Plan: PM Peak Hour



| Movement                     | EBL  | EBR  | NBL  | NBT  | SBU | SBT  | SBR  |
|------------------------------|------|------|------|------|-----|------|------|
| Lane Configurations          |      |      |      |      |     |      |      |
| Traffic Volume (veh/h)       | 139  | 439  | 185  | 828  | 11  | 1008 | 59   |
| Future Volume (veh/h)        | 139  | 439  | 185  | 828  | 11  | 1008 | 59   |
| Initial Q (Qb), veh          | 0    | 0    | 0    | 0    |     | 0    | 0    |
| Ped-Bike Adj(A_pbT)          | 1.00 | 1.00 | 1.00 |      |     |      | 0.96 |
| Parking Bus, Adj             | 1.00 | 1.00 | 1.00 | 1.00 |     | 1.00 | 1.00 |
| Work Zone On Approach        | No   |      |      | No   |     | No   |      |
| Adj Sat Flow, veh/h/ln       | 1870 | 1870 | 1870 | 1870 |     | 1870 | 1870 |
| Adj Flow Rate, veh/h         | 153  | 482  | 203  | 910  |     | 1108 | 65   |
| Peak Hour Factor             | 0.91 | 0.91 | 0.91 | 0.91 |     | 0.91 | 0.91 |
| Percent Heavy Veh, %         | 2    | 2    | 2    | 2    |     | 2    | 2    |
| Cap, veh/h                   | 332  | 456  | 410  | 2228 |     | 1453 | 85   |
| Arrive On Green              | 0.19 | 0.19 | 0.10 | 0.63 |     | 0.43 | 0.43 |
| Sat Flow, veh/h              | 1781 | 1585 | 1781 | 3647 |     | 3496 | 200  |
| Grp Volume(v), veh/h         | 153  | 482  | 203  | 910  |     | 578  | 595  |
| Grp Sat Flow(s),veh/h/ln     | 1781 | 1585 | 1781 | 1777 |     | 1777 | 1825 |
| Q Serve(g_s), s              | 3.5  | 8.5  | 1.6  | 5.9  |     | 12.6 | 12.6 |
| Cycle Q Clear(g_c), s        | 3.5  | 8.5  | 1.6  | 5.9  |     | 12.6 | 12.6 |
| Prop In Lane                 | 1.00 | 1.00 | 1.00 |      |     |      | 0.11 |
| Lane Grp Cap(c), veh/h       | 332  | 456  | 410  | 2228 |     | 759  | 779  |
| V/C Ratio(X)                 | 0.46 | 1.06 | 0.49 | 0.41 |     | 0.76 | 0.76 |
| Avail Cap(c_a), veh/h        | 332  | 456  | 796  | 2612 |     | 936  | 961  |
| HCM Platoon Ratio            | 1.00 | 1.00 | 1.00 | 1.00 |     | 1.00 | 1.00 |
| Upstream Filter(l)           | 1.00 | 1.00 | 1.00 | 1.00 |     | 1.00 | 1.00 |
| Uniform Delay (d), s/veh     | 16.5 | 16.2 | 9.6  | 4.3  |     | 11.1 | 11.1 |
| Incr Delay (d2), s/veh       | 1.0  | 57.9 | 0.9  | 0.1  |     | 3.0  | 2.9  |
| Initial Q Delay(d3),s/veh    | 0.0  | 0.0  | 0.0  | 0.0  |     | 0.0  | 0.0  |
| %ile BackOfQ(50%),veh/ln     | 1.3  | 17.2 | 1.0  | 0.9  |     | 4.0  | 4.1  |
| Unsig. Movement Delay, s/veh |      |      |      |      |     |      |      |
| LnGrp Delay(d),s/veh         | 17.5 | 74.2 | 10.6 | 4.4  |     | 14.1 | 14.0 |
| LnGrp LOS                    | B    | F    | B    | A    |     | B    | B    |
| Approach Vol, veh/h          | 635  |      |      | 1113 |     | 1173 |      |
| Approach Delay, s/veh        | 60.5 |      |      | 5.5  |     | 14.0 |      |
| Approach LOS                 | E    |      |      | A    |     | B    |      |
| Timer - Assigned Phs         | 1    | 2    |      | 4    |     | 6    |      |
| Phs Duration (G+Y+Rc), s     | 9.1  | 23.5 |      | 13.0 |     | 32.6 |      |
| Change Period (Y+Rc), s      | 4.5  | 4.0  |      | 4.5  |     | 4.0  |      |
| Max Green Setting (Gmax), s  | 14.5 | 24.0 |      | 8.5  |     | 33.5 |      |
| Max Q Clear Time (g_c+I1), s | 3.6  | 14.6 |      | 10.5 |     | 7.9  |      |
| Green Ext Time (p_c), s      | 0.4  | 4.8  |      | 0.0  |     | 6.6  |      |

Intersection Summary

|                    |      |
|--------------------|------|
| HCM 6th Ctrl Delay | 20.9 |
| HCM 6th LOS        | C    |

Notes

User approved ignoring U-Turning movement.

Intersection: 2: Stony Point Rd & Northpoint Pkwy

| Movement              | EB  | EB  | NB  | NB  | NB  | SB  | SB  | SB  |
|-----------------------|-----|-----|-----|-----|-----|-----|-----|-----|
| Directions Served     | L   | R   | L   | T   | T   | U   | T   | TR  |
| Maximum Queue (ft)    | 92  | 90  | 207 | 141 | 123 | 145 | 304 | 261 |
| Average Queue (ft)    | 40  | 47  | 98  | 53  | 48  | 24  | 164 | 131 |
| 95th Queue (ft)       | 72  | 83  | 163 | 118 | 106 | 88  | 265 | 231 |
| Link Distance (ft)    | 465 |     |     | 551 | 551 |     |     |     |
| Upstream Blk Time (%) |     |     |     |     |     |     |     |     |
| Queuing Penalty (veh) |     |     |     |     |     |     |     |     |
| Storage Bay Dist (ft) |     | 175 | 300 |     |     | 120 |     |     |
| Storage Blk Time (%)  |     |     |     |     |     |     | 16  |     |
| Queuing Penalty (veh) |     |     |     |     |     |     | 3   |     |

Zone Summary

Zone wide Queuing Penalty: 3

Intersection: 2: Stony Point Rd & Northpoint Pkwy

| Movement              | EB  | EB  | NB  | NB  | NB  | SB  | SB  | SB  |
|-----------------------|-----|-----|-----|-----|-----|-----|-----|-----|
| Directions Served     | L   | R   | L   | T   | T   | U   | T   | TR  |
| Maximum Queue (ft)    | 196 | 187 | 116 | 143 | 130 | 98  | 300 | 224 |
| Average Queue (ft)    | 75  | 106 | 62  | 51  | 38  | 11  | 174 | 124 |
| 95th Queue (ft)       | 140 | 173 | 102 | 102 | 87  | 51  | 267 | 208 |
| Link Distance (ft)    | 465 |     |     | 551 | 551 |     |     |     |
| Upstream Blk Time (%) |     |     |     |     |     |     |     |     |
| Queuing Penalty (veh) |     |     |     |     |     |     |     |     |
| Storage Bay Dist (ft) |     | 175 | 300 |     |     | 120 |     |     |
| Storage Blk Time (%)  | 0   | 1   |     |     |     |     | 17  |     |
| Queuing Penalty (veh) | 0   | 1   |     |     |     |     | 2   |     |

Zone Summary

Zone wide Queuing Penalty: 3

# Attachment D

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## Cumulative Project Information

City of Santa Rosa Department of Planning and Economic Development  
 Citywide Summary of Pending Development  
 January, 2021

*This report contains a list of land use permits currently in process or that have been approved without yet having building permit activity. This is not an exhaustive list of all land use entitlements, but is limited to projects that include a minimum of five new residential units or a minimum of 5,000 s.f. of new non-residential space.*

**Status Key:**

**Approved** - Development Entitlements have been granted.  
**In Progress** - Application has been submitted, under review.

**All Quadrants**

| <b>Residential (Units)</b> | <b>Approved</b> | <b>In Progress</b> |
|----------------------------|-----------------|--------------------|
| <b>Multi-Family</b>        | 2,964           | 1,453              |
| <b>Single-Family</b>       | 992             | 471                |
| <b>Second Unit</b>         | 62              | 0                  |
| <b>Total</b>               | <b>4,018</b>    | <b>1,924</b>       |

| <b>Non - Residential (Square Feet)</b> | <b>Approved</b> | <b>In Progress</b> |
|--|-----------------|--------------------|
| <b>Industrial</b>                      | 34,282          | 6,647              |
| <b>Commercial</b>                      | 363,108         | 5,100              |
| <b>Public/Institutional</b>            | 68,204          | 0                  |
| <b>Total</b>                           | <b>465,594</b>  | <b>11,747</b>      |

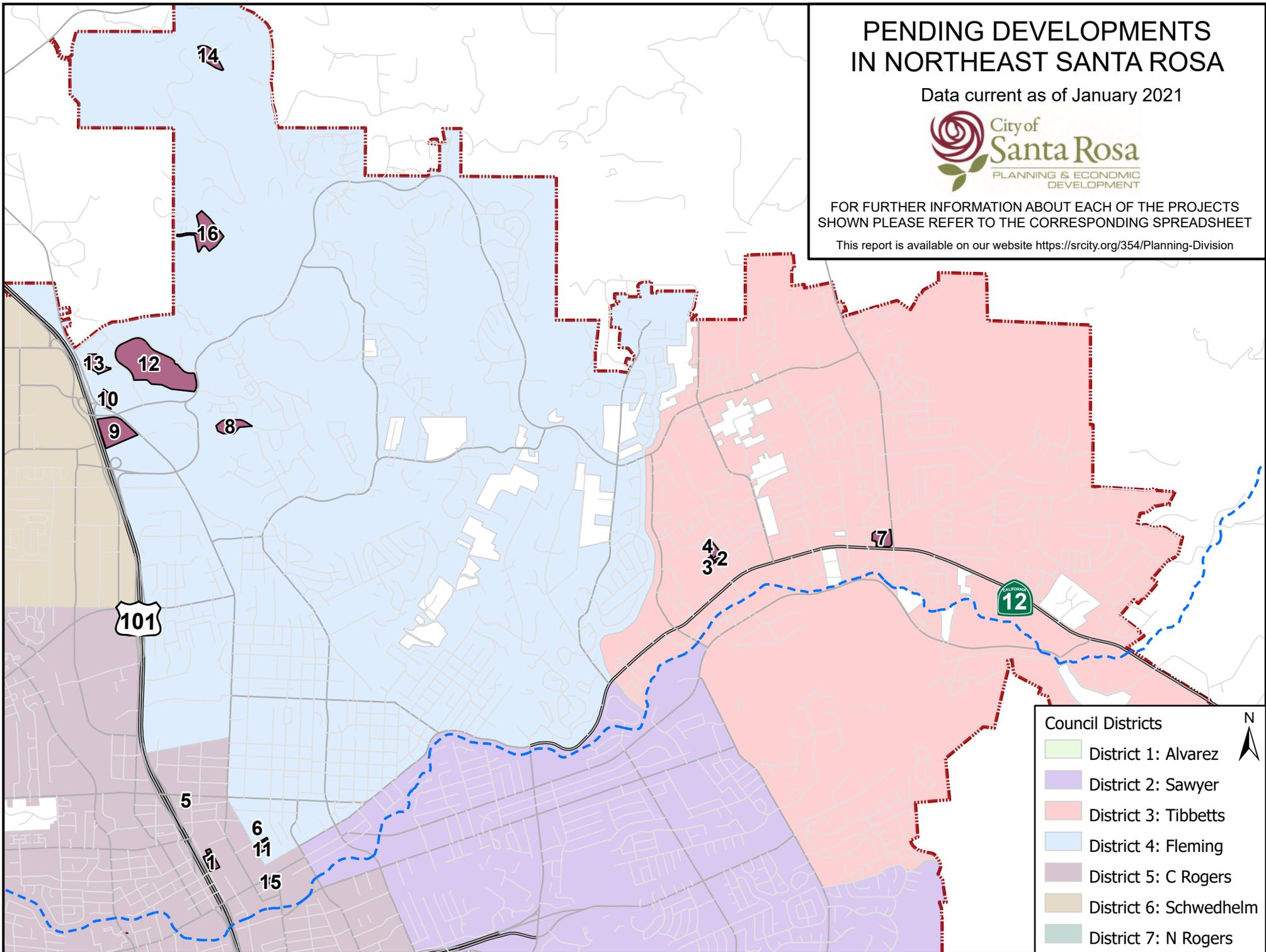
# PENDING DEVELOPMENTS IN NORTHEAST SANTA ROSA

Data current as of January 2021



FOR FURTHER INFORMATION ABOUT EACH OF THE PROJECTS SHOWN PLEASE REFER TO THE CORRESPONDING SPREADSHEET

This report is available on our website <https://srcity.org/354/Planning-Division>



- Council Districts
- District 1: Alvarez
  - District 2: Sawyer
  - District 3: Tibbetts
  - District 4: Fleming
  - District 5: C Rogers
  - District 6: Schwedhelm
  - District 7: N Rogers

City of Santa Rosa  
Pending Development Report

*This report contains a list of land use permits currently in process or that have been approved without yet having building permit activity. This is not an exhaustive list of all land use entitlements, but is limited to projects that include a minimum of five new residential units or a minimum of 5,000 s.f. of new non-residential space. Please contact the listed planner for more information.*

## Northeast Quadrant

**Status Key:**

**Approved** - Development Entitlements have been granted.

**In Progress** - Application has been submitted, under review.

| Project Name                     | Site Address      | Applicant  | File Number  | Type of Activity  | Acres | Units | Non Res | Land Use               | Status      | Planner Name                               |
|----------------------------------|-------------------|--|--|---|-------|-------|---------|------------------------|-------------|--|
| 1 Caritas Village                | 465 A St          | Len Marabella<br>Po Box 4900<br>Santa Rosa Ca 95402<br>(707) 528-8712                                  | <b>PRJ18-052</b><br>CUP18-134<br>DB19-007<br>DR19-047<br>GPAM18-005<br>LMA18-024<br>MIN18-003<br>REZ18-009 | Planning Project<br>Conditional Use Permit<br>Density Bonus<br>Design Review Concept<br>General Plan Diagram<br>Amendment<br>Landmark Alteration<br>Tentative Map Minor<br>Rezoning Map Amendment |       | 128   | 0       | Multi-Family Dwelling  | In Progress | Kristinae Toomians<br>KToomians@srcity.org |
| 2 Acacia East                    | 660 Acacia Ln     | Traboulsi Farid Tr Et Al<br>Po Box 14517<br>Santa Rosa Ca 95402-0000<br>(707) 577-0425                 | <b>MJP07-030</b><br>CUP07-090<br>CUP17-029<br>MAJ07-017<br>PRJ17-027<br>PRJ18-026                          | Planning Project<br>Conditional Use Permit<br>Conditional Use Permit<br>Tentative Map Major<br>Planning Project<br>Planning Project   | 0.88  | 7     | 0       | Single Family Dwelling | Approved    | Susie Murray<br>SMurray@srcity.org         |
| 3 Saraceni Village               | 705 Acacia Ln     | Saraceni Richard F & Saraceni Theresa B<br>705 Acacia Ln<br>Santa Rosa Ca 95409-3403<br>(707) 530-0879 | <b>MJP05-028</b><br>CUP05-048<br>MAJ05-011   | Planning Project<br>Conditional Use Permit<br>Tentative Map Major   | 1.34  | 8     | 0       | Single Family Dwelling | Approved    | Monet Sheikhal<br>msheikhal@srcity.org     |
| 4 Acacia Village                 | 746 Acacia Ln     | Acacia Village Llc<br>Po Box 564<br>Larkspur Ca 94977<br>(707) 792-1800                                | <b>PRJ18-036</b><br>CUP18-090<br>DB18-002<br>MAJ18-005   | Planning Project<br>Conditional Use Permit<br>Density Bonus<br>Tentative Map Major  |       | 25    | 0       | Single Family Dwelling | Approved    | Susie Murray<br>SMurray@srcity.org         |
| 5 Avenue 320 Apartments          | 320 College Ave   | 2777 Cleveland Ave, Suite 110<br>Santa Rosa Ca 95403<br>(707) 529-1722                                 | <b>PRJ19-028</b><br>DR19-045<br>LMA19-013  | Planning Project<br>Design Review Major<br>Landmark Alteration  | .63   | 40    | 0       | Multi-Family Dwelling  | In Progress | Adam Ross<br>ARoss@srcity.org              |
| 6 425 Humboldt Street Apartments | 431 Humboldt St   | 425 Humboldt, Llc<br>171 Main St<br>Los Altos Ca 94022   | <b>DR20-061</b>  | Design Review Concept   | .51   | 94    | 0       | Multi-Family Dwelling  | In Progress | Adam Ross<br>ARoss@srcity.org              |
| 7 Mahonia Glen                   | 5173 Hwy 12       | 350 College Avenue Suite 250<br>Santa Rosa Ca 95401<br>(707) 398-2369                                  | <b>DR20-022</b>  | Design Review Minor   |       | 99    | 0       | Multi-Family Dwelling  | Approved    | Susie Murray<br>SMurray@srcity.org         |
| 8 The Arbors                     | 3500 Lake Park Dr | Chamberlain Lake Park Llc<br>655 Skyway Ste #230<br>94070-2711<br>(650) 595-5582                       | <b>MJP07-016</b><br>CUP07-057<br>DR07-064<br>DR20-056<br>HDP07-014<br>MAJ07-009<br>PRJ17-012               | Planning Project<br>Conditional Use Permit<br>Design Review Major<br>Design Review Major<br>Hillside Development<br>Tentative Map Major<br>Planning Project                                       | 5.69  | 37    | 0       | Single Family Dwelling | Approved    | Susie Murray<br>SMurray@srcity.org         |

City of Santa Rosa  
Pending Development Report

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**Northeast Quadrant**

|    |   |                            |   |   |  |       |     |       |   |             |   |
|----|---|----------------------------|---|---|--|-------|-----|-------|---|-------------|---|
| 9  | 3575 Mendocino Avenue                                       | 3575 Mendocino Ave         | Brje Communities Llc<br>790 Sonoma Avenue<br>Santa Rosa Ca 95404<br>(707) 200-2351    | <b>PRJ20-002</b><br>DR20-010<br>GPAM20-001<br>MAJ20-001<br>REZ20-002                        | Planning Project<br>Design Review Minor<br>General Plan Diagram<br>Amendment<br>Tentative Map Major<br>Rezoning Map Amendment                                    | 13.3  | 532 | 0     | Multi-Family<br>Dwelling  | Approved    | Amy Nicholson<br>anicholson@srcity.org  |
| 10 | Fountaingrove Inn<br>Multi-Family Rental<br>Housing Project | 3586 Mendocino Ave         | Angelo Ferro<br>559 6Th Street<br>San Francisco Ca 94103<br>(415) 982-0680            | <b>PRJ20-021</b><br>DR20-052<br>HDP20-011   | Planning Project<br>Design Review Minor<br>Hillside Development  |       | 239 | 0     | Multi-Family<br>Dwelling  | In Progress | Monet Shekhali<br>msheikhali@srcity.org |
| 11 | 420 Mendocino   | 420 Mendocino Ave          | Zach Berkowitz<br>439 Avila St<br>San Francisco Ca 94123<br>(415) 613-7111            | <b>PRJ18-044</b><br>CUP18-116<br>CUP19-043<br>DR18-049                                      | Planning Project<br>Conditional Use Permit<br>Conditional Use Permit<br>Design Review Minor  |       | 104 | 1609  | Multi-Family<br>Dwelling<br>Restaurant<br>Cafe<br>Coffee Shop -<br>Counter Ordering | Approved    | Amy Nicholson<br>anicholson@srcity.org  |
| 12 | Round Barn Village  | 0 Round Barn Blvd          | Jason Bernstein<br>444 Spear Street, Ste 100<br>San Francisco Ca 9<br>(415) 298-3325  | <b>PRJ18-015</b><br>CUP18-026<br>DR18-017<br>DR18-069<br>DR19-067<br>HDP18-006<br>MAJ18-003 | Planning Project<br>Conditional Use Permit<br>Design Review Concept<br>Design Review Major<br>Design Review Major<br>Hillside Development<br>Tentative Map Major | 40.48 | 237 | 0     | Single Family<br>Dwelling   | Approved    | Shari Meads<br>SMeads@srcity.org        |
| 13 | Residence Inn By<br>Marriot                                 | 3558 Round Barn Cir        | Ajaib Bhadare<br>3589 Roundbarn Blvd<br>Santa Rosa Ca 95403<br>(707) 696-1738         | <b>PRJ17-045</b><br>CUP18-162<br>DR17-039<br>HDP17-013                                      | Planning Project<br>Conditional Use Permit<br>Design Review Major<br>Hillside Development  |       | 0   | 92100 | Lodging - Hotel or<br>Motel   | Approved    | Amy Nicholson<br>anicholson@srcity.org  |
| 14 | Skyfarm Unit 3  | 3925 Saint Andrews<br>Dr   | Andremer Developers Inc<br>4521 Campus Drive 317<br>Irvine Ca 92612<br>(707) 571-0182 | <b>MJP05-035</b><br>CUP05-107<br>HDP05-056<br>MAJ05-021                                     | Planning Project<br>Conditional Use Permit<br>Hillside Development<br>Tentative Map Major  | 10.42 | 30  | 0     | Single Family<br>Dwelling   | Approved    | Amy Nicholson<br>anicholson@srcity.org  |
| 15 | 1 Santa Rosa<br>Avenue                                      | 1 Santa Rosa Ave           | 4048 Sonoma Hwy<br>Napa Ca 94559<br>(707) 251-9898                                    | <b>DR20-033</b>   | Design Review Minor  |       | 120 | 0     | Multi-Family<br>Dwelling<br>General Retail - Up<br>To 20<br>000 Sf                  | Approved    | Andrew Trippel<br>atrippel@srcity.org   |
| 16 | Emerald Isle<br>Condominiums                                | 0 Thomas Lake Harris<br>Dr |   | <b>PRJ19-014</b><br>CUP19-019<br>DR19-018<br>HDP19-003<br>MAJ19-001                         | Planning Project<br>Conditional Use Permit<br>Design Review Major<br>Hillside Development<br>Tentative Map Major   | 12.5  | 82  | 0     | Multi-Family<br>Dwelling  | Approved    | Andrew Trippel<br>atrippel@srcity.org   |

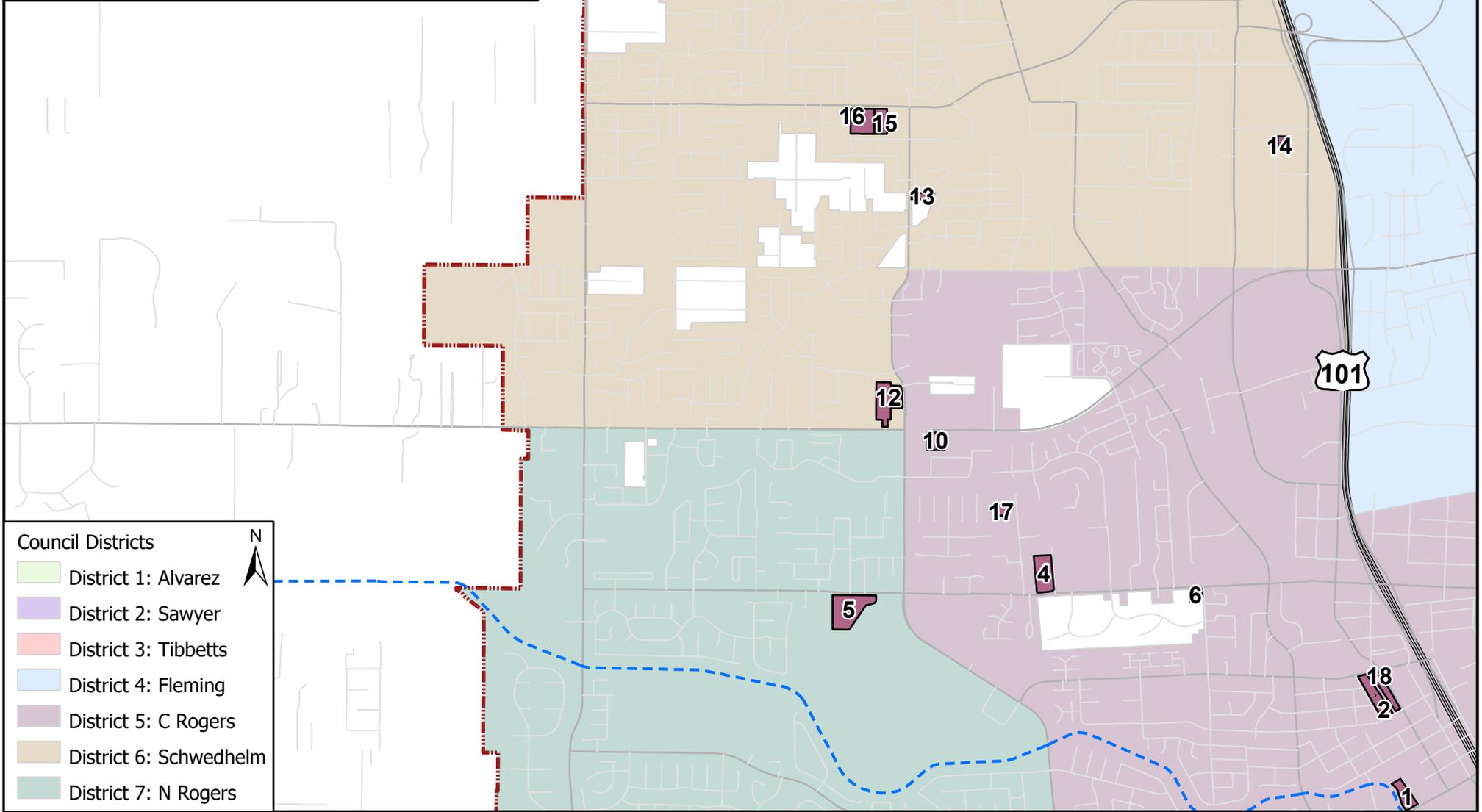
# PENDING DEVELOPMENTS IN NORTHWEST SANTA ROSA

Data current as of January 2021



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-  District 2: Sawyer
-  District 3: Tibbetts
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## Northwest Quadrant

**Status Key:**

**Approved** - Development Entitlements have been granted.

**In Progress** - Application has been submitted, under review.

| Project Name                                   | Site Address       | Applicant  | File Number   | Type of Activity  | Acres | Units | Non Res | Land Use  | Status      | Planner Name                       |
|--|--------------------|--|---|---|-------|-------|---------|---|-------------|------------------------------------|
| 1 Cannery At Railroad Square                   | 3 W 3Rd St         | John Stewart<br>1388 Sutter Street 11Th Floor<br>San Francisco Ca 94109<br>(415) 345-4400  | <b>DR20-026</b>   | Design Review Minor   |       | 126   | 0       | Multi-Family Dwelling   | Approved    | Susie Murray<br>SMurray@srcity.org |
| 2 Deturk Winery Village                        | 55 W 8Th St        | Richard Deringer<br>808 Donahue St<br>Santa Rosa Ca 95401<br>(707) 310-2291  | <b>PRJ18-087</b><br>DB19-006<br>DR18-084<br>DR18-085<br>LMA18-029   | Planning Project<br>Density Bonus<br>Design Review Major<br>Design Review Concept<br>Landmark Alteration  | 3.43  | 185   | 20000   | Multi-Family Dwelling<br>Commercial<br>Recreational Facility - Indoor | Approved    | Adam Ross<br>ARoss@srcity.org      |
| 3 Hampton Inn And Suites                       | 0 Airway Dr        | Theraldson Investments<br>4255 Dean Martin Dr Ste J<br>Las Vegas Nv 89103<br>(702) 385-4988                                      | <b>PRJ17-076</b><br>CUP17-103<br>DR17-040   | Planning Project<br>Conditional Use Permit<br>Design Review Major   |       | 0     | 61405   | Lodging - Hotel or Motel  | Approved    | Susie Murray<br>SMurray@srcity.org |
| 4 W College Apartments                         | 1385 W College Ave | 5075 Shoreham Place Suite 280<br>San Diego Ca 92122<br>(858) 353-2397  | <b>DR20-006</b>   | Design Review Minor   |       | 117   | 0       | Multi-Family Dwelling   | Approved    | Adam Ross<br>ARoss@srcity.org      |
| 5 College Creek Apartments Major Design Review | 2150 W College Ave | Usa Properties Fund, Inc. By Usa Multifamily Development<br>3200 Douglas Blvd., Ste. 200<br>Roseville Ca 95661<br>(916) 724-3840 | <b>DR20-011</b>   | Design Review Major   |       | 168   | 0       | Multi-Family Dwelling   | Approved    | Adam Ross<br>ARoss@srcity.org      |
| 6 Lillian Court Subdivision                    | 600 W College Ave  | Greg Levy<br>3069 Porter Creek Road<br>Santa Rosa Ca 95403<br>(707) 888-0419   | <b>PRJ18-002</b><br>CUP18-003<br>MAJ18-001  | Planning Project<br>Conditional Use Permit<br>Tentative Map Major   |       | 10    | 0       | Small Lot Residential Project   | In Progress | Susie Murray<br>SMurray@srcity.org |
| 7 Kerry Ranch 1-3                              | 2181 Francisco Ave | Kerry Ranch Llc<br>336 Bon Air Center/Po Box 115<br>Greenbrae Ca 94904<br>(415) 472-1086   | <b>MJP05-053</b><br>CUP05-165<br>MAJ05-039<br>MAJ05-040<br>MAJ05-041<br>PRJ18-071<br>REZ05-031<br>VAC05-003 | Planning Project<br>Conditional Use Permit<br>Tentative Map Major<br>Tentative Map Major<br>Tentative Map Major<br>Planning Project<br>Rezoning Map Amendment<br>Vacation | 5.2   | 136   | 0       | Second Dwelling Unit<br>Single Family Dwelling                        | Approved    | Adam Ross<br>ARoss@srcity.org      |
| 8 Stonebridge Subdivision                      | 2220 Fulton Rd     | Peter Hellmann<br>1615 Bonanza Street Ste 314<br>Walnut Creek Ca 94956<br>(510) 612-2027   | <b>PRJ19-049</b><br>CUP19-121<br>MAJ19-004  | Planning Project<br>Conditional Use Permit<br>Tentative Map Major   | 28.6  | 105   | 0       | Single Family Dwelling  | In Progress | Adam Ross<br>ARoss@srcity.org      |
| 9 North Village li                             | 2406 Fulton Rd     | Fulton Road Investors<br>200 Fourth St Suite 250<br>Santa Rosa Ca 95401<br>(707) 568-3482  | <b>MJP07-003</b><br>CUP07-009<br>DR07-009<br>MAJ07-002<br>PRJ17-019   | Planning Project<br>Conditional Use Permit<br>Design Review Major<br>Tentative Map Major<br>Planning Project  | 20.2  | 116   | 0       | Multi-Family Dwelling   | Approved    | Adam Ross<br>ARoss@srcity.org      |

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## Northwest Quadrant

|    |                                  |                      |  |   |   |       |    |      |   |             |  |
|----|----------------------------------|----------------------|--|---|---|-------|----|------|---|-------------|--|
| 10 | Katherine Subdivision            | 1810 Guerneville Rd  | Austin Katherine   | <b>MJP11-002</b><br>CUP11-018<br>MAJ11-001              | Planning Project<br>Conditional Use Permit<br>Tentative Map Major                           | 1.9   | 14 | 0    | Single Family Dwelling                                    | Approved    | Adam Ross<br>ARoss@srcity.org              |
| 11 | O'rourke New Industrial Building | 3300 Industrial Blvd | Dan O'rourke<br>2130 Smoketree Lane<br>Santa Rosa Ca 95403<br>(707) 528-8539                 | <b>DR20-014</b>   | Design Review Minor   | 28215 | 0  | 9282 | Warehouse<br>Wholesaling and<br>Distribution              | Approved    | Adam Ross<br>ARoss@srcity.org              |
| 12 | Marlow Commons                   | 2199 Marlow Rd       | Enclave Santa Rosa Lp<br>150 Gate 5 Rd Ste 100<br>Sausalito Ca 94965<br>(415) 515-2179       | <b>DR19-082</b>   | Design Review Major   |       | 64 | 0    | Single Family Dwelling                                    | Approved    | Susie Murray<br>SMurray@srcity.org         |
| 13 | Marlow Mews                      | 3018 Marlow Rd       | Tdg Consulting Civil Engineers<br>3289 Regional Pky<br>Santa Rosa Ca 95403<br>(707) 577-0425 | <b>MJP07-026</b><br>CUP07-069<br>MAJ07-011<br>REZ07-006 | Planning Project<br>Conditional Use Permit<br>Tentative Map Major<br>Rezoning Map Amendment | 0.7   | 12 | 0    | Single Family Dwelling                                    | Approved    | Adam Ross<br>ARoss@srcity.org              |
| 14 | Berto Place                      | 2906 Mcbride Ln      | Dave & Nancy Berto<br>1705 Park Way<br>Santa Rosa Ca 95404<br>(707) 843-1265                 | <b>PRJ19-038</b><br>CUP19-105<br>DB19-010<br>DR19-071   | Planning Project<br>Conditional Use Permit<br>Density Bonus<br>Design Review Minor          |       | 14 | 0    | Multi-Family Dwelling                                     | Approved    | Monet Sheikhali<br>msheikhali@srcity.org   |
| 15 | The Lodge At Piner Road          | 1980 Piner Rd        | Robert Moody<br>707 Aldridge Road<br>Vacaville Ca 95688<br>(925) 357-1340                    | <b>DR19-044</b>   | Design Review Major   |       | 92 | 0    | Community Care Facility - 7 or More Clients               | Approved    | Susie Murray<br>SMurray@srcity.org         |
| 16 | Redwood Oaks Village             | 2000 Piner Rd        | Curtis Clemmer<br>Po Box 1333<br>Sebastopol Ca 95425<br>(714) 332-9091                       | <b>PRJ19-022</b><br>DB19-004<br>DR19-034<br>REZ19-008   | Planning Project<br>Density Bonus<br>Design Review Major<br>Rezoning Map Amendment          | 3.64  | 73 | 0    |   | In Progress | Kristinae Toomians<br>KToomians@srcity.org |
| 17 | Oak Park Village                 | 1550 Ridley Ave      | Phil Natoli<br>3724 Hadley Hill<br>Santa Rosa Ca 95404<br>(707) 292-4114                     | <b>PRJ16-003</b><br>CUP16-004<br>DB16-003<br>MAJ16-001  | Planning Project<br>Conditional Use Permit<br>Density Bonus<br>Tentative Map Major          | .93   | 8  | 0    | Single Family Dwelling                                    | Approved    | Susie Murray<br>SMurray@srcity.org         |
| 18 | Pullman Lofts                    | 701 Wilson St        | Phoenix Development<br>1620 Olivet Rd<br>Santa Rosa Ca 95401<br>(707) 528-3631               | <b>DR14-064</b><br>DR17-058                             | Design Review Major<br>Design Review Concept  | 1.83  | 72 | 4600 | Multi-family Dwelling<br>General Retail - Up To 20 000 Sf | Approved    | Andrew Trippel<br>atrippel@srcity.org      |

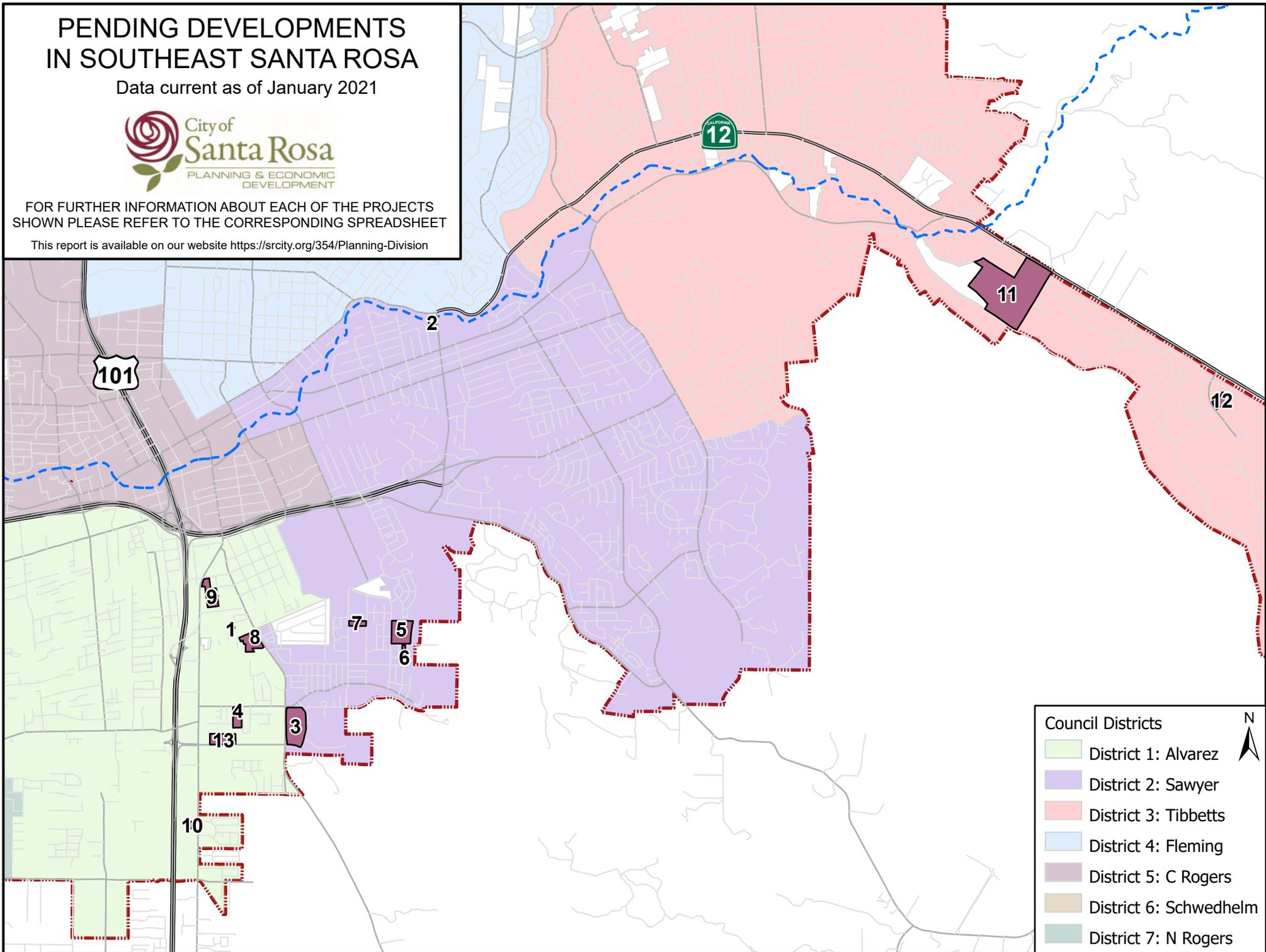
# PENDING DEVELOPMENTS IN SOUTHEAST SANTA ROSA

Data current as of January 2021



FOR FURTHER INFORMATION ABOUT EACH OF THE PROJECTS SHOWN PLEASE REFER TO THE CORRESPONDING SPREADSHEET

This report is available on our website <https://srcity.org/354/Planning-Division>



**Council Districts**

- District 1: Alvarez
- District 2: Sawyer
- District 3: Tibbetts
- District 4: Fleming
- District 5: C Rogers
- District 6: Schwedhelm
- District 7: N Rogers

City of Santa Rosa  
Pending Development Report

*This report contains a list of land use permits currently in process or that have been approved without yet having building permit activity. This is not an exhaustive list of all land use entitlements, but is limited to projects that include a minimum of five new residential units or a minimum of 5,000 s.f. of new non-residential space. Please contact the listed planner for more information.*

## Southeast Quadrant

**Status Key:**

**Approved** - Development Entitlements have been granted.

**In Progress** - Application has been submitted, under review.

| Project Name                          | Site Address           | Applicant  | File Number  | Type of Activity  | Acres  | Units | Non Res | Land Use   | Status      | Planner Name                           |
|---------------------------------------|------------------------|--|--|---|--------|-------|---------|--|-------------|--|
| 1 Aston Way Development               | 532 Aston Way          | Steve Berlin<br>Po Box 2248<br>Santa Rosa Ca 95405<br>(707) 696-2580                                   | <b>DR18-053</b>  | Design Review Minor   |        | 28    | 0       | Multi-Family Dwelling                              | Approved    | Amy Nicholson<br>anicholson@srcity.org |
| 2 Farmers Lane Senior Housing Project | 201 Farmers Ln         | Barbara Hayes<br>1535 Farmers Lane, #276<br>Santa Rosa Ca 95405<br>(707) 548-1308                      | <b>PRJ16-018</b><br>DB16-004<br>DR16-046<br>MAJ16-002<br>REZ16-002 | Planning Project<br>Density Bonus<br>Design Review Major<br>Tentative Map Major<br>Rezoning Map Amendment | 1.1584 | 26    | 0       | Multi-Family Dwelling                              | Approved    | Susie Murray<br>SMurray@srcity.org     |
| 3 Kawana Meadows                      | 1162 Kawana Springs Rd | Carinalli Clement C & Ann Marie<br>520 Mendocino Ave Ste #250<br>Santa Rosa Ca 95401<br>(707) 578-1302 | <b>MAJ04-004</b>   | Tentative Map Major   | 35.5   | 62    | 0       | Single Family Dwelling                             | Approved    | Amy Nicholson<br>anicholson@srcity.org |
| 4 Kawana Springs Apartments           | 500 Kawana Springs Rd  | Jake Lingo<br>20750 Ventura Blvd.<br>Woodland Hills Ca 91364<br>(818) 974-2966                         | <b>PRJ19-045</b><br>DB19-012<br>DR19-086<br>DR20-003               | Planning Project<br>Density Bonus<br>Design Review Concept<br>Design Review Minor                         |        | 151   | 0       | Multi-Family Dwelling                              | Approved    | Andrew Trippel<br>atrippel@srcity.org  |
| 5 Penstemon Place                     | 2552 Linwood Ave       | Matz Aaron<br>Po Box 6858<br>Santa Rosa Ca 95406<br>(707) 544-7194                                     | <b>PRJ16-032</b><br>CUP16-088<br>HDP16-010<br>MAJ16-005            | Planning Project<br>Conditional Use Permit<br>Hillside Development<br>Tentative Map Major                 | 9.75   | 59    | 0       | Small Lot Residential Project                      | In Progress | Susie Murray<br>SMurray@srcity.org     |
| 6 The Terraces At Mt. Taylor          | 2853 Linwood Ave       | Phil Natoli<br>3724 Hadley Hill Drive<br>Santa Rosa Ca 95404<br>(707) 292-4114                         | <b>PRJ16-024</b><br>CUP16-069<br>HDP17-004<br>MAJ16-004            | Planning Project<br>Conditional Use Permit<br>Hillside Development<br>Tentative Map Major                 | 1.97   | 11    | 0       | Small Lot Residential Project                      | Approved    | Amy Nicholson<br>anicholson@srcity.org |
| 7 Holly Hock Subdiv Plan 2            | 1650 Meda Ave          | Hugh Futrell Corporation<br>200 4Th St. Ste 240<br>Santa Rosa Ca 95401<br>(707) 568-3482               | <b>PRJ16-022</b><br>CUP16-063<br>MAJ16-003                         | Planning Project<br>Conditional Use Permit<br>Tentative Map Major   | 2.0    | 16    | 0       | Single Family Dwelling                             | Approved    | Susie Murray<br>SMurray@srcity.org     |
| 8 Mosaic Apartments                   | 1683 Petaluma Hill Rd  | 5075 Shoreham Place Suite 280<br>San Diego Ca 92122<br>(858) 353-2397                                  | <b>DR20-051</b>  | Design Review Major   |        | 147   | 0       | Multi-Family Dwelling                              | In Progress | Adam Ross<br>ARoss@srcity.org          |
| 9 Santa Rosa Self Storage             | 1100 Santa Rosa Ave    | 111 Cancha De Golf<br>Rancho Santa Fe Ca 92091<br>(858) 245-7276                                       | <b>PRJ19-015</b><br>CUP19-023<br>DR19-019                          | Planning Project<br>Conditional Use Permit<br>Design Review Major   | 3.85   | 0     | 82954   | Storage - Personal Storage Facility (Mini-Storage) | Approved    | Adam Ross<br>ARoss@srcity.org          |
| 10 Santa Rosa Avenue Apartments       | 2905 Santa Rosa Ave    | Jake Lingo<br>20750 Ventura Boulevard Suite 155<br>Woodland Hill Ca 91364<br>(818) 974-2966            | <b>PRJ19-044</b><br>DR19-085<br>DR20-004<br>PRJ19-045              | Planning Project<br>Design Review Concept<br>Design Review Minor<br>Planning Project                      | 3.84   | 154   | 0       | Multi-Family Dwelling                              | Approved    | Andrew Trippel<br>atrippel@srcity.org  |

City of Santa Rosa  
Pending Development Report

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|    |                            |                      |   |   |  |       |     |   |             |                                    |
|----|----------------------------|----------------------|---|---|--|-------|-----|---|-------------|------------------------------------|
| 11 | Elnoka Ccrc                | 6100 Sonoma Hwy      | Oakmont Senior Living Llc<br>9240 Old Redwood Hwy, Ste 200<br>Windsor Ca 95492<br>(707) 535-3200    | <b>PRJ17-040</b><br>CUP17-060<br>DR17-036<br>HDP17-011<br>REZ19-004 | Planning Project<br>Conditional Use Permit<br>Design Review Major<br>Hillside Development<br>Rezoning Zoning Text<br>Amendment | 68.73 | 676 | 0 Multi-Family<br>Dwelling<br>Single Family<br>Dwelling | In Progress | Susie Murray<br>SMurray@srcity.org |
| 12 | The Oaks At<br>Stonebridge | 6618 Stone Bridge Rd | S-H Mre/Hcp Propco Ventures li<br>Llc<br>4 Park Plaza Ste 1700<br>Irvine Ca 92614<br>(949) 242-1447 | <b>PRJ20-009</b><br>EXT19-0016<br>EXT19-0017                        | Planning Project<br>Extension Request<br>Extension Request   | 2.8   | 74  | 0 Community Care<br>Facility - 7 or More<br>Clients     | Approved    | Susie Murray<br>SMurray@srcity.org |
| 13 | Yolanda<br>Apartments      | 325 Yolanda Ave      | The Wolff Company<br>6710 E Camelback Rd Ste 100<br>Scottsdale Az 85251<br>(480) 406-6818           | <b>DR18-044</b>   | Design Review Minor  | 8.4   | 252 | 0 Multi-Family<br>Dwelling                              | Approved    | Susie Murray<br>SMurray@srcity.org |

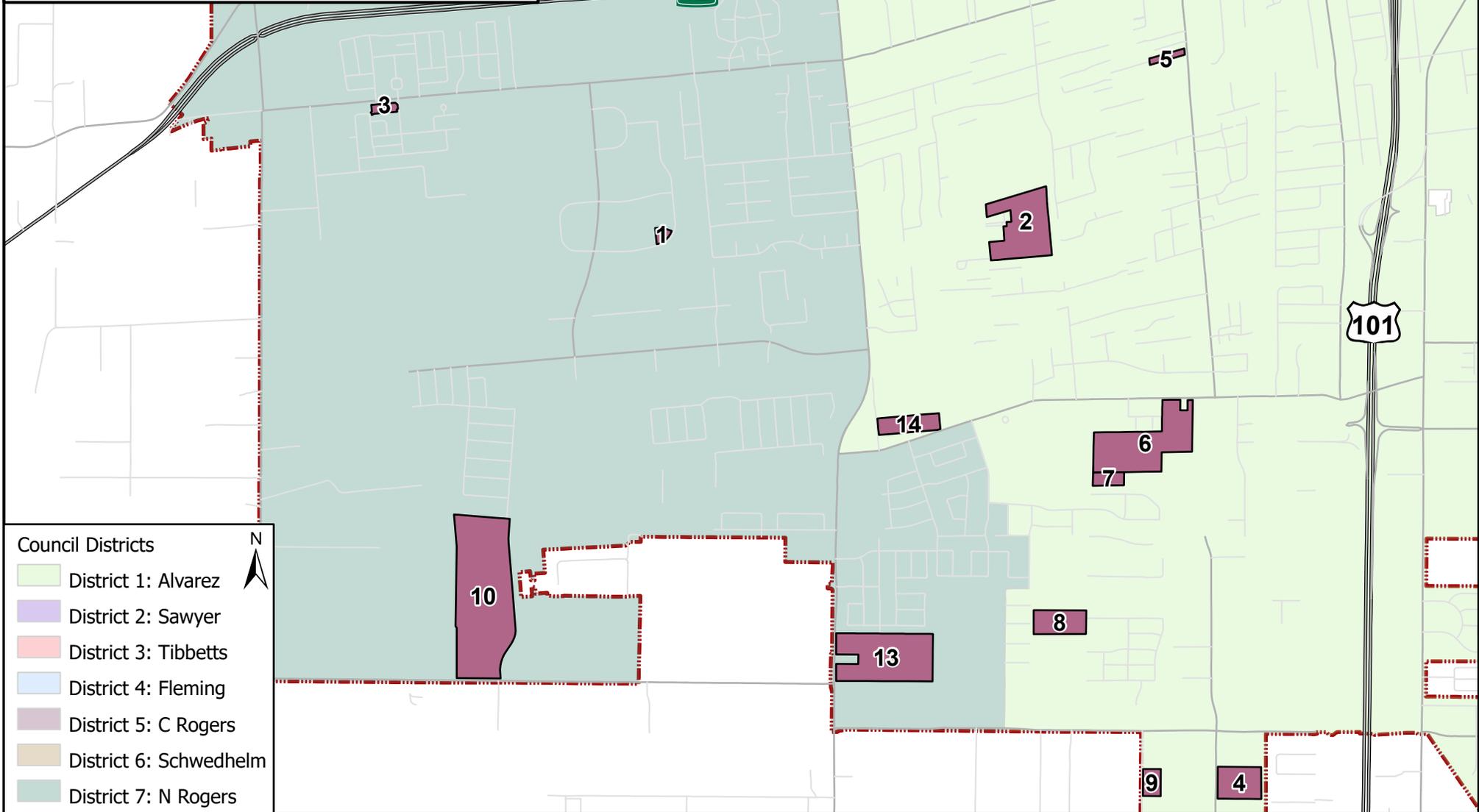
# PENDING DEVELOPMENTS IN SOUTHWEST SANTA ROSA

Data current as of January 2021



FOR FURTHER INFORMATION ABOUT EACH OF THE PROJECTS  
SHOWN PLEASE REFER TO THE CORRESPONDING SPREADSHEET

This report is available on our website <https://srcity.org/354/Planning-Division>



This report contains a list of land use permits currently in process or that have been approved without yet having building permit activity. This is not an exhaustive list of all land use entitlements, but is limited to projects that include a minimum of five new residential units or a minimum of 5,000 s.f. of new non-residential space. Please contact the listed planner for more information.

## Southwest Quadrant

**Status Key:**

**Approved** - Development Entitlements have been granted.

**In Progress** - Application has been submitted, under review.

| Project Name  | Site Address                | Applicant   | File Number   | Type of Activity   | Acres            | Units          | Non Res          | Land Use  | Status                 | Planner Name                                   |
|---|-----------------------------|---|---|--|------------------|----------------|------------------|---|------------------------|--|
| <del>1 The Cube Building</del>                                | <del>125 Apollo Way</del>   | <del>James Huston<br/>110 Spaulding St, Unit B<br/>San Anselmo Ca 94960<br/>(415) 597-6880</del>                            | <del>DR18-081</del>   | <del>Design Review Major</del>   |                  | <del>0</del>   | <del>11747</del> | <del>Warehouse<br/>Wholesaling and<br/>Distribution<br/>Office - Professional</del> | <del>In Progress</del> | <del>Susie Murray<br/>SMurray@srcity.org</del> |
| <del>2 Burbank Ave<br/>Subdivision</del>                      | <del>1400 Burbank Ave</del> | <del>Joe Ripple<br/>1270 Airport Blvd<br/>Santa Rosa Ca 95403<br/>(707) 545-1600</del>                                      | <del>PRJ19-031<br/>CUP19-095<br/>DB19-009<br/>DR19-053<br/>DR19-054<br/>MAJ19-003</del> | <del>Planning Project<br/>Conditional Use Permit<br/>Density Bonus<br/>Design Review Concept<br/>Design Review Major<br/>Tentative Map Major</del> | <del>14.25</del> | <del>136</del> | <del>0</del>     | <del>Single Family<br/>Dwelling<br/>Multi-Family<br/>Dwelling</del>                 | <del>Approved</del>    | <del>Adam Ross<br/>ARoss@srcity.org</del>      |
| <del>3 Park Lane II<br/>Apartments</del>                      | <del>1001 Doubles Dr</del>  | <del>Bergesen Art &amp; Brad / Pab<br/>Investments Lic<br/>5241 Sunridge Dr<br/>Fairfield Ca 94534<br/>(925) 963-7408</del> | <del>MJP14-010<br/>CUP14-071<br/>DR14-070<br/>REZ14-009</del>                           | <del>Planning Project<br/>Conditional Use Permit<br/>Design Review Major<br/>Rezoning Map Amendment</del>  | <del>1.01</del>  | <del>26</del>  | <del>0</del>     | <del>Multi-Family<br/>Dwelling</del>  | <del>Approved</del>    | <del>Susie Murray<br/>SMurray@srcity.org</del> |
| <del>4 Dutton Avenue<br/>Residences</del>                     | <del>3150 Dutton Ave</del>  | <del>Mark Garay &amp; Narsai Tailo<br/>430 Ridge Rd.<br/>Tiburon Ca 94920<br/>(415) 722-0100</del>                          | <del>PRJ16-033<br/>DR16-072<br/>DR17-074</del>  | <del>Planning Project<br/>Design Review Concept<br/>Design Review Major</del>  | <del>5.95</del>  | <del>107</del> | <del>0</del>     | <del>Multi-Family<br/>Dwelling</del>  | <del>Approved</del>    | <del>Conor McKay<br/>CTMcKay@srcity.org</del>  |
| <del>5 Dutton Ave<br/>Subdivision</del>                       | <del>895 Dutton Ave</del>   | <del>Young Richard C &amp; Trisha<br/>1077 Lakeville Street<br/>Petaluma Ca 94952 0000<br/>(707) 763-6981</del>             | <del>MJP07-037<br/>CUP07-000<br/>MAJ07-021<br/>REZ07-017</del>                          | <del>Planning Project<br/>Conditional Use Permit<br/>Tentative Map Major<br/>Rezoning Map Amendment</del>  | <del>1</del>     | <del>6</del>   | <del>0</del>     | <del>Single Family<br/>Dwelling</del>   | <del>Approved</del>    | <del>Adam Ross<br/>ARoss@srcity.org</del>      |
| <b>6</b> Dutton Meadows<br>Subdivision                        | 2684 Dutton Meadow          | Trumark Homes<br>3001 Bishop Drive, Suite 100<br>San Ramon Ca 94583<br>(925) 999-3975                                       | <b>PRJ18-039</b><br>CUP18-101<br>GPAM18-003<br>MAJ18-006                                | Planning Project<br>Conditional Use Permit<br>General Plan Diagram<br>Amendment<br>Tentative Map Major   |                  | 211            | 0                | Single Family<br>Dwelling   | In Progress            | Amy Nicholson<br>anicholson@srcity.org         |
| <b>7</b> Dutton Meadow<br>Multi-Family<br>Residential Project | 2706 Dutton Meadow          | Frank Gobar<br>40 Mark Drive<br>San Rafael Ca 94903<br>(415) 491-4813   | <b>PRJ19-006</b>  | Planning Project   |                  | 70             | 0                | Multi-Family<br>Dwelling  | Approved               | Kristinae Toomians<br>KToomians@srcity.org     |
| <b>8</b> Bellevue Ranch 7                                     | 2903 Dutton Meadow          | Ryder Homes<br>1425 Treat Blvd<br>Walnut Creek Ca 94596<br>(925) 937-4373   | <b>MJP13-009</b><br>CUP15-022<br>MAJ13-002<br>REZ15-004                                 | Planning Project<br>Conditional Use Permit<br>Tentative Map Major<br>Rezoning Map Amendment  | 5.3497           | 30             | 0                | Single Family<br>Dwelling   | Approved               | Susie Murray<br>SMurray@srcity.org             |

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## Southwest Quadrant

|               |   |                              |   |  |  |                 |                  |  |                     |  |
|---------------|---|------------------------------|---|--|--|-----------------|------------------|--|---------------------|--|
| <del>9</del>  | <del>Good Onward, Inc.<br/>Cannabis<br/>Processing Facility</del> | <del>3192 Juniper Ave</del>  | <del>Tim Shannon<br/>525 College Ave<br/>Santa Rosa Ca 95494<br/>(707) 799-3929</del>                             | <del>PRJ18-082<br/>CUP18-146<br/>DR18-072</del>                            | <del>Planning Project<br/>Conditional Use Permit<br/>Design Review Major</del>   | <del>0</del>    | <del>25000</del> | <del>Cannabis -<br/>Commercial<br/>Cultivation - 5<br/>001 Sf or greater<br/>Cannabis -<br/>Distribution<br/>Cannabis -<br/>Manufacturing Level<br/>1 (Non-volatile)<br/>Cannabis -<br/>Manufacturing Level<br/>2 (Volatile)</del> | <del>Approved</del> | <del>Conor McKay<br/>CTMcKay@srcity.org</del>          |
| 10            | Air Center East<br>Phase 2  | 1301 Ludwig Ave              | Industrial Reality Co Of Ca<br>1091 Industrial Road, 101<br>94070-4118<br>(650) 592-5425                          | MJP99-038<br>CUP99-358<br>MAJ99-022  | Planning Project<br>Conditional Use Permit<br>Tentative Map Major  | 37.1            | 133              | 0<br>Single Family<br>Dwelling<br>Park - Playground -<br>Public or Quasi<br>Public   | Approved            | Amy Nicholson<br>anicholson@srcity.org                 |
| <del>11</del> | <del>Roseland Village</del>                                       | <del>665 Sebastopol Rd</del> | <del>Midpen Housing Corporation<br/>303 Vintage Park Dr Ste 250<br/>Foster City Ca 94404<br/>(707) 398-2369</del> | <del>PRJ17-075<br/>CUP17-137<br/>DR19-001<br/>DR17-084<br/>MAJ17-006</del> | <del>Planning Project<br/>Conditional Use Permit<br/>Density Bonus<br/>Design Review Major<br/>Tentative Map Major</del> | <del>7.41</del> | <del>175</del>   | <del>144000<br/>Multi-Family<br/>Dwelling<br/>Open Space<br/>Public or Private<br/>General Retail -<br/>More Than 50<br/>000 Sf</del>  | <del>Approved</del> | <del>Andy Gustavson<br/>AGustavson@srcity.org</del>    |
| <del>12</del> | <del>Boys And Girls<br/>Club-Roseland</del>                       | <del>929 Sebastopol Rd</del> | <del>Gregg Wanke<br/>9240 Old Redwood Highway Suite<br/>200<br/>Windsor Ca 95492<br/>(707) 535-3234</del>         | <del>PRJ20-003<br/>CUP20-004<br/>DR20-007</del>                            | <del>Planning Project<br/>Conditional Use Permit<br/>Design Review Major</del>   | <del>0</del>    | <del>24464</del> | <del>Meeting Facility<br/>Public or Private</del>  | <del>Approved</del> | <del>Kristinae Toomians<br/>KToomians@srcity.org</del> |
| 13            | Grove Village   | 2880 Stony Point Rd          | City Ventures<br>444 Spear St Ste #200<br>San Francisco Ca 94105<br>(415) 298-3325                                | MJP15-001<br>CUP15-002<br>MAJ15-001<br>PRJ18-033<br>REZ15-001              | Planning Project<br>Conditional Use Permit<br>Tentative Map Major<br>Planning Project<br>Rezoning Map Amendment          | 19              | 157              | 0<br>Second Dwelling<br>Unit<br>Single Family<br>Dwelling  | Approved            | Susie Murray<br>SMurray@srcity.org                     |
| 14            | Stony Oaks<br>Apartments  | 2542 Old Stony Point<br>Rd   | 11150 West Olympic Blvd.<br>Los Angeles Ca 90064<br>(310) 575-3543  | PRJ20-022  | Planning Project   | 4.39            | 142              | 0<br>Multi-Family<br>Dwelling  | In Progress         | Adam Ross<br>ARoss@srcity.org                          |

[REDACTED]

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**From:** McKay, Conor <CTMcKay@srcity.org>  
**Sent:** Tuesday, March 9, 2021 11:05 AM  
**To:** [REDACTED]  
**Cc:** [REDACTED]  
**Subject:** Re: [EXTERNAL] Stony Point Flats Affordable Housing: Transportation Analysis

Hello [REDACTED],

Another project to add to the list is:

-Hearn Veterans Village

--Subdivision of two parcels to create four lots, with each lot containing a 6-bedroom residence and 2-bedroom ADU for a total of 24 primary residence bedrooms and 8 ADU bedrooms.

Corrections / Project Updates:

Dutton Meadow is now 137 SFR units

Air Center East contains 131 SFR units

Thank you,

**Conor McKay** (he/his) | **City Planner**

Planning & Economic Development | 100 Santa Rosa Avenue | Santa Rosa, CA 95404

CTmckay@srcity.org



*I am working remotely during this time. The City of Santa Rosa has restricted City facilities to the public and is [offering in-person City Hall support by appointment only](#). The Planning and Economic Development Department has recently launched its [Planning Application Portal](#) which contains process checklists for the majority of planning entitlements. Please check on the status of your submitted permit application [here](#). For general planning inquiries, please contact [planning@srcity.org](mailto:planning@srcity.org). To submit permit application materials, please submit all required documents to [permitsubmittal@srcity.org](mailto:permitsubmittal@srcity.org).*

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**From:** [REDACTED]  
**Sent:** Wednesday, March 3, 2021 11:16 AM  
**To:** McKay, Conor <CTMcKay@srcity.org>

**Subject:** RE: [EXTERNAL] Stony Point Flats Affordable Housing: Transportation Analysis

Hi Conor,

That's great, thank you for forwarding that along and please let us know if any questions arise.

Thanks!