



August 29, 2023

Ms. Katherine Clark
1206 Fourth Street
Santa Rosa, CA 95404

Focused Transportation Impact Study for the Giffen Building One Warehouse Project

Dear Ms. Clark;

W-Trans has completed an evaluation of the potential transportation impacts associated with the proposed warehouse project to be located at 2705 Giffen Avenue in the City of Santa Rosa. The purpose of this letter is to set forth the project’s trip generation and any anticipated transportation impacts as defined in the California Environmental Quality Act (CEQA). Additionally, the project’s proposed parking supply was assessed for adequacy under City policy.

Project Description

The project as proposed includes construction of a new warehouse building totaling 37,520 square feet on two floors. The project is an addition to the existing campus of buildings located north of Giffen Avenue and west of Lombardi Lane. The project as proposed would share the existing parking supply of 198 spaces provided for the industrial campus. Access to the project site would utilize an existing driveway on Giffen Avenue. The proposed project site plan is enclosed for reference.

Trip Generation

To estimate the anticipated trip generation for the proposed project, standard rates published by the Institute of Transportation Engineers (ITE) in *Trip Generation Manual*, 11th Edition, 2021 for “Warehousing” (ITE LU #150) were applied. As shown in Table 1, the proposed warehouse project would be expected to generate an average of 64 trips daily, including six during the morning peak hour and seven during the evening peak hour.

Table 1 – Trip Generation Summary

Land Use	Units	Daily		AM Peak Hour				PM Peak Hour			
		Rate	Trips	Rate	Trips	In	Out	Rate	Trips	In	Out
Warehousing	37.520 ksf	1.71	64	0.17	6	5	1	0.18	7	2	5

Note: ksf = 1,000 square feet

Because the project would be expected to result in fewer than 50 new trips during either peak hour, per the City’s *Standard Guidance for the Preparation of Traffic Impact Analysis*, a full traffic impact study with an operational analysis is not required so one was not prepared.

Active Transportation Facilities

Pedestrian Environment

Pedestrian facilities include sidewalks, crosswalks, pedestrian signal phases, curb ramps, curb extensions, and various streetscape amenities such as lighting, benches, etc. There are sidewalks on both sides of Giffen Avenue fronting the project site as well as on Lombardi Lane to the east.

The collision history for the study area was reviewed to determine any trends or patterns that may indicate a safety issue for pedestrians. Collision records available from the California Highway Patrol (CHP) as published in their *Statewide Integrated Traffic Records System* (SWITRS) reports were reviewed for the most current five-year period available, which was January 1, 2018, through December 31, 2022 at the time of the analysis. During the five-year study period there were two reported collisions involving pedestrians in the project vicinity both of which occurred in 2018: one at Northpoint Parkway/Corporate Center Parkway, and one at Northpoint Parkway/Stony Point Road. In both instances, the motorists were determined to be at fault, though a single pedestrian-involved collision at an intersection within a five-year period does not translate to an inherent safety issue for pedestrians. Given that both of these intersections are signalized with overhead intersection lighting, marked crosswalks, and pedestrian phasing, no remedial actions appear necessary.

Given that the proposed project would be connected to the surrounding pedestrian network consisting of sidewalks on Giffen Avenue, Lombardi Lane, and Northpoint Parkway, as well as crossing opportunities at key intersections, adequate connectivity for pedestrians is provided. Further, the project would not include any components that would potentially preclude the City's ability to implement future pedestrian enhancements; therefore, the project is considered consistent with local policies related to pedestrians.

Bicycle Facilities

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

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

In the project area, Class II bike lanes exist along the entire length of Northpoint Parkway, on Corporate Center Parkway between Northpoint Parkway and Sebastopol Road, and on Stony Point Road and Sebastopol Road in the study area. The Class I Roseland Creek Trail runs along the residential neighborhood south of Northpoint Parkway and is planned to be extended south and beyond the city limits. Bicyclists ride in the roadway and/or on sidewalks along all other streets in the project area. Table 2 summarizes the existing and planned bicycle facilities in the project vicinity, as contained in the *City of Santa Rosa Bicycle & Pedestrian Master Plan Update 2018*, City of Santa Rosa, 2018.

Table 2 – Bicycle Facility Summary

Status Facility	Class	Length (miles)	Begin Point	End Point
Existing				
<i>Roseland Creek Trail</i>	I	0.86	Stony Point Rd	Maitland Ave
<i>Northpoint Pkwy</i>	II	1.17	Corrigan St	Stony Point Rd
<i>Corporate Center Pkwy</i>	II	0.71	Northpoint Pkwy	Sebastopol Rd
<i>Stony Point Rd</i>	II	3.25	Bellevue Ave	W College Ave
<i>Sebastopol Rd</i>	II	1.45	Corporate Center Pkwy	Avalon Ave
<i>Hearn Ave</i>	II	1.11	Stony Point Rd	SMART Trail
Planned				
<i>Roseland Creek Trail</i>	I	0.72	Maitland Ave	Ludwig Ave
<i>Northpoint Pkwy (extension)</i>	II	0.40	Corrigan St	S Wright Rd
<i>Fresno Ave (extension)</i>	II	0.58	Finley Ave	Northpoint Pkwy
<i>Sebastopol Rd</i>	II	0.34	Fresno Ave	Corporate Center Pkwy
<i>Northpoint Pkwy (extension)</i>	IV	0.33	Stony Point Rd	Burbank Ave
<i>Sebastopol Rd</i>	IV	1.78	Corporate Center Pkwy	SMART Trail

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

Collision records for the study area were reviewed to determine if there had been any bicyclist-involved crashes. During the same five-year study period detailed previously, there were no reported collisions involving bicyclists in the project vicinity indicating that there are no readily apparent safety concerns for cyclists. The existing bicycle network together with the shared use of minor streets provides adequate connectivity for cyclists to and from the project site and would be further improved upon completion of numerous planned bicycle improvements.

Bicycle Storage

The Santa Rosa Municipal Code, Section 20-36.040 states that industrial and manufacturing developments equal to or greater than 50,000 square feet must include one bicycle parking space per 14,000 square feet unless otherwise determined by Conditional Use Permit. As the proposed project would include 37,520 square feet of warehousing space, the project is exempt from providing dedicated bicycle parking.

Transit Services

Santa Rosa CityBus provides fixed route bus service in Santa Rosa. Route 2 stops on Northpoint Parkway at Lombardi Lane, approximately 1,000 feet from the project site, and is accessible via a network of connected sidewalks and crosswalks. Route 2 provides loop service to Downtown Santa Rosa and the Sonoma-Marin Area Rail Transit (SMART) Downtown Station via Sebastopol Road and operates Monday through Friday with approximately one-half-hour headways between 6:00 a.m. and 8:30 p.m. in the study area.

Two bicycles can be carried on most Sonoma County Transit buses. Bike rack space is provided on a first-come, first-served basis, and riders are responsible for loading and unloading their bicycles.

Significance Finding – The proposed project would be consistent with plans, policies, and ordinances governing all transportation modes and would therefore have a less-than-significant impact on such modes.

Vehicle Miles Traveled (VMT)

The potential for the project to conflict or be inconsistent with CEQA Guidelines § 15064.3, subdivision (b) was evaluated based on the project's anticipated Vehicle Miles Traveled (VMT).

The California Office of Planning and Research (OPR) in its publication *Technical Advisory on Evaluation Transportation Impacts in CEQA*, December 2018, provides guidance for assessing VMT with respect to development projects. With respect to assessing employment uses, a project generating vehicle travel that is 15 or more percent below the existing regional work-based VMT per employee may indicate a less-than-significant transportation impact.

The City of Santa Rosa has prepared draft guidelines for VMT analysis in their June 2020 document *Vehicle Miles Traveled (VMT) Guidelines*. This draft document contains much of the same guidance as in the OPR Advisory, including the less-than-significant presumption for projects in areas with VMT that is 15 or more percent below the regional average. The VMT Guidelines include a screening map of areas that have an estimated work-based VMT per employee that is 15 percent or more lower than the countywide average as estimated in the 2019 Sonoma County Travel Model. The project site is within an area that has been pre-screened as having a VMT below the significance threshold and therefore the project would be presumed to have a less-than-significant impact with regard to VMT.

Significance Finding – As the project site is located in an area that has been identified as having a VMT that is at least 15 percent below the countywide average, as indicated through use of the City's VMT screening map, the project would be presumed to have a less-than-significant transportation impact on VMT.

Safety Considerations

The project site is to be accessed by an existing driveway located at the terminus of Giffen Avenue that is currently the site access point for other buildings on the property. Consideration was given to the adequacy of sight distance at the location where Giffen Avenue terminates and the project drive aisle and parking lot access meet, and it was determined that sight lines are clear in all directions and actual operating speeds are anticipated to be in the five- to ten-mph range given the parking lot characteristics. Therefore, sight lines are adequate to accommodate vehicle access into the project site.

Significance Finding – Site access and sight distances at the existing driveway are adequate.

Emergency Response

Emergency vehicles would be able to enter the project site from an existing driveway and entrance gate on Giffen Avenue. According to the City of Santa Rosa's Municipal Code, Section 20-36.080, the minimum width of driveways is 12 feet for one-way traffic and 20 feet for two-way traffic. The Santa Rosa Fire Prevention Bureau Standards specify minimum roadway turning radii of 20 feet for the inside turn radius and 40 feet for the outside turn radius. Interior drive aisles and parking stalls appear to be in accordance with City design standards. Site access and circulation is therefore expected to function acceptably for emergency response vehicles.

The project would be expected to result in minimal new trips on the surrounding street network during peak hours and emergency response vehicles can claim the right-of-way by using their lights and sirens; therefore, the project would be expected to have a nominal effect on emergency response times.

Significance Finding – Site access for emergency vehicles would be adequate and traffic from the proposed project would be expected to have a less-than-significant impact on emergency response times.

Parking

The project was analyzed to determine whether the proposed parking supply would be sufficient to meet current City of Santa Rosa parking requirements. City of Santa Rosa parking supply requirements are based on Municipal Code, Section 20-36.040, which requires that the “warehousing” land use provide one parking space per 1,000 square feet of floor area. This translates to 38 required spaces, but since the project is an addition to a campus of existing buildings that share a common parking supply, the total parking required is calculated based upon the entire campus, which has a combined square footage of 196,928 including the proposed project. Applying the City’s parking requirements would prescribe a minimum supply of 197 spaces, and the site plan indicates that the campus exceeds this by one as it provides a total of 198 spaces.

The site plan shows that out of the 198 on-site spaces currently provided, seven are van accessible and one is standard ADA-compliant. Section 20-36.060 of the City’s Municipal Code requires that at least six accessible spaces are provided when there are 151 to 200 total parking spaces in the lot. In addition, the Americans with Disabilities Act (ADA) 2010 Standards require one van-accessible parking space when six accessible parking spaces are provided.

The proposed parking supply and City of Santa Rosa requirements are shown in Table 3.

Table 3 – Parking Analysis Summary				
Land Use	Units	Supply Provided (spaces)	City Requirements	
			Rate	Spaces Required
Warehousing – Existing	159.408 ksf	198	1 space/ksf	197
Warehousing – Proposed	37.520 ksf			

Notes: ksf = 1,000 square feet

Finding – The existing parking supply on-site satisfies the City’s code requirements for all existing on-site buildings and the proposed project combined. The supply of accessible spaces and van-accessible spaces is adequate.

Conclusions and Recommendations

- The project is expected to generate an average of 64 trips per day, including six a.m. peak hour trips and seven trips during the p.m. peak hour.
- The existing pedestrian, bicycle, and transit facilities will continue to be adequate in the vicinity of the project.
- No on-site bicycle parking facilities are required, according to an exemption in the City of Santa Rosa Municipal Code.
- The project site is located in an area where the City’s draft screening map indicates that the project would be presumed to have a less-than-significant impact on vehicle miles traveled (VMT).
- Site access and sight distance at the existing driveway are adequate.
- Emergency access and circulation within the project site would be adequate. The project would have a less-than-significant impact on emergency response times.

- The total number of parking spaces provided for the entire campus of buildings, including the proposed project, would exceed the City's requirement by one space.

We hope this information is useful to the City in preparing your environmental clearance documentation. Please let us know if you have any questions. Thank you for giving us the opportunity to provide these services.

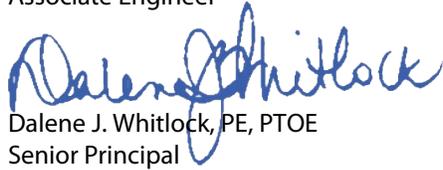
Sincerely,



Mark Brown,
Associate Planner



Cameron Nye, EIT
Associate Engineer



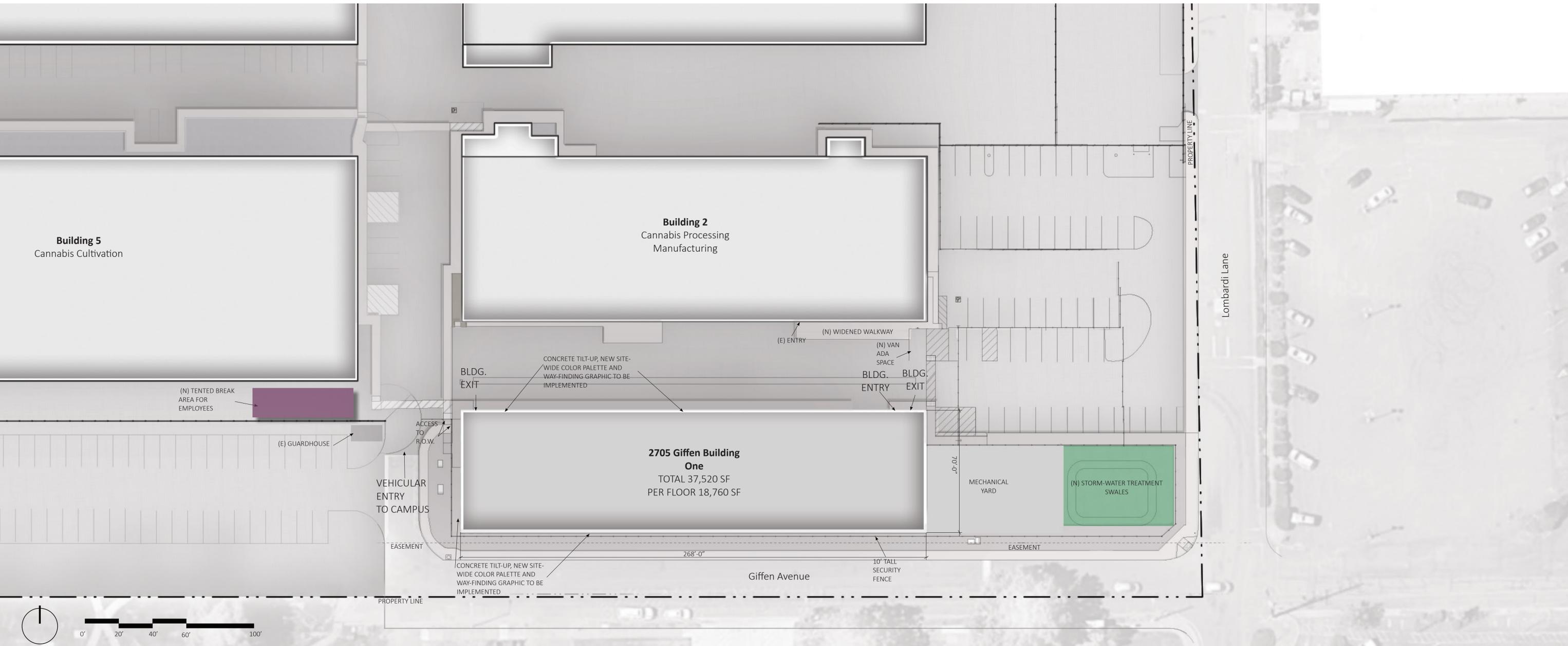
Dalene J. Whitlock, PE, PTOE
Senior Principal



DJW/cn/SRO628.L1

Enclosure: Site Plan

Proposed | Site Plan



Site Summary

Project Data

PROPOSED USE: WAREHOUSE
OCCUPANCY TYPE: S
CONSTRUCTION TYPE: IIIB
TOTAL BLDG FLOOR AREA: 37,520 SF
APN: 010-450-008
NUMBER OF STORIES: 2
PROPOSED MAX HEIGHT: 36' TO TOP OF PARAPET
PROPOSED USES: WAREHOUSE

LAND USE: LIGHT MFG. & INDUSTRIAL
LOT ACRES: 11.71 AC
GENERAL PLAN: GENERAL INDUSTRY
HEIGHT LIMIT: 55'

TNLDB
Giffen Building One

Parking Calculations

	REQUIRED	PROPOSED
GIFFEN 1 (N)	38	18
GIFFEN 2 (E)	36	34
GIFFEN 4 / 5 (E)	65	104
GIFFEN 6 (E)	15	15
GIFFEN 7 (E)	21	21
	175 (INCLUDES 1 VAN, 5 STANDARD ADA)	198 (INCLUDES 7 VAN, 1 STANDARD ADA)

NOTE:
 1. GIFFEN BUILDING ONE AND TWO TO SHARE ADA PARKING BETWEEN SITES
 2. PER SANTA ROSA TITLE 24, 1 PARKING SPACE REQUIRED PER 1,000 SF OF WAREHOUSE.
 3. PER **CBC TABLE 11B-208.2**, FOR 187 PARKING SPACES IN A FACILITY 6 ADA ARE REQUIRED.