LLG

2 Executive Circle
Suite 250
Irvine, CA 92614
949.825.6175 T
949.825.5939 F
www.llgengineers.com

Pasadena
Irvine
San Diego

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Ms. Tina Darjazanie
Yorke Engineering, LLC
31726 Rancho Viejo Road, Suite 218
San Juan Capistrano, CA 92675

LLG Reference: 2.24.4854.1

Subject: **Traffic Impact Assessment for the Stonehouse Renovation and Hotel Project**
Santa Rosa, California

Dear Ms. Darjazanie:

Linscott, Law & Greenspan, Engineers (LLG) is pleased to submit this Traffic Impact Assessment for the proposed Stonehouse Renovation and Hotel Project (herein referred to as "Project"), located at 3555 Sonoma Highway in the City of Santa Rosa, California. The Project site is occupied by the existing Stonehouse Building, which currently provides 14 hotel rooms. ***Figure 1*** presents a Vicinity Map, which illustrates the general location of the project site and depicts the surrounding street system and ***Figure 2*** presents an existing site aerial. This letter report will outline the traffic generation forecast potential for the proposed Project and assess whether the proposed Project will create any potential traffic impacts on the surrounding transportation system based on the *City of Santa Rosa Guidance for the Preparation of Traffic Operational Analysis*, dated July 2019. This letter report also includes a Vehicle Miles Traveled (VMT) screening assessment based on the *City of Santa Rosa Vehicle Miles Traveled (VMT) Guidelines,* dated June 5, 2020.

Figure 3 presents the proposed site plan for the proposed Project, prepared by TF Architects. As shown in *Figure 3,* the proposed Project will consist of the renovation of the existing 14-room Stonehouse Building and the construction of a new two-story 61-room hotel. At completion of the proposed Project, a total of 75 hotel rooms and 75 parking spaces will be provided on the project site. Access to the project site is currently provided and will continue to be provided via the existing right-turn in/right-turn out only driveway located along Sonoma Highway. It should be noted that an emergency vehicle access only driveway will be provided along Sunridge Drive.

PROJECT TRAFFIC GENERATION FORECAST

Traffic generation is expressed in vehicle trip ends, defined as one-way vehicular movements, either entering or exiting the generating land use. Generation equations and/or rates used in the traffic forecasting procedure are found in the Eleventh Edition of *Trip Generation*, published by the Institute of Transportation Engineers (ITE) [Washington D.C., 2021].

Table 1, located at the rear of this letter report following the figures, summarizes the trip generation rates and associated forecast for the existing entitled land use and the proposed Project for a typical weekday. As shown in the upper portion of *Table 1*, the trip generation potential of the existing entitled land use and the proposed Project was estimated based on ITE Land Use 310: Hotel trip rates.

As shown in the middle portion of *Table 1,* the proposed Project is forecast to generate 599 daily trips, with 35 trips (20 inbound, 15 outbound) produced in the AM peak hour and 44 trips (22 inbound, 22 outbound) produced in the PM peak hour on a "typical" weekday. As further shown in the middle portion of *Table 1,* the existing entitled land use is forecast to generate 112 daily trips, with 6 trips (3 inbound, 3 outbound) produced in the AM peak hour and 8 trips (4 inbound, 4 outbound) produced in the PM peak hour on a "typical" weekday.

Please note that based on common traffic engineering practices, the traffic generated by the existing entitled land use may be considered to represent a "trip credit" for the project site, against which the impact of the proposed Project might be compared. As shown in the last row of *Table 1,* comparison of the trips generated by the existing entitled land use to the trips generated by the proposed Project shows that the proposed Project will generate 487 greater daily trips, 29 greater AM peak hour trips and 36 greater PM peak hour trips.

According to the *City of Santa Rosa Guidance for the Preparation of Traffic Operational Analysis*, dated July 2019, there are two types of traffic operational analysis levels. They consist of either a Traffic Technical Operational Memorandum (Technical Operational Memo) or a Traffic Operational Study (TOS) and their respective criteria's are listed in the table below.

Traffic Technical Operational Memorandum	**Traffic Operational Study**
< 50 peak hour trips and/or < 250 daily trips	≥ 50 peak hour trips and/or ≥ 250 daily trips

Based on the aforementioned City of Santa Rosa criteria, the net peak hour trips associated with the proposed Project are below the thresholds requiring the preparation of a Traffic Operational Study. Therefore, we conclude that the additional trips associated with the proposed Project will not significantly impact the existing surrounding roadway network and that the proposed Project will only require the preparation of a Traffic Technical Operational Memorandum addressing parking requirements and sight lines for the existing project driveway.

PARKING ANALYSIS

To determine the number of parking spaces required to support the proposed Project, the parking demand was calculated using parking code requirements per the *City of Santa Rosa Code of Ordinances – Chapter 20-36: Parking and Loading Standards; Table 3-4: Automobile and Bicycle Parking Requirements By Land Use Type*. The following parking ratios were used to determine the required parking:

- *Lodging – Bed & Breakfast Inn, Hotels and Motels = 1 space for each guest room, plus required spaces for accessory uses such as restaurants and conference space.*

Table 2 presents the City-code parking requirements for the proposed Project. As shown, application of the above-referenced parking code ratios to the development totals (i.e. 75 rooms) results in a City-code parking requirement of 75 spaces. With a proposed parking supply of 75 spaces after completion of the proposed Project, adequate parking will be provided.

SIGHT ACCESS EVALUATION

As indicated previously, access to the project site is currently provided and will continue to be provided via the existing right-turn in/right-turn out only driveway located along Sonoma Highway. It should be noted that an emergency vehicle access only driveway will be provided along Sunridge Drive. As requested by City staff, the need for a southbound right-turn deceleration lane and a southbound departure acceleration lane at the Project driveway was evaluated. Based on the low volume of forecast Project peak hour right-turning traffic (i.e. less than 25 vehicles entering or exiting the Project site) and the fact that the existing shoulder along Sonoma Highway will function as a defacto right-turn lane at the Project driveway, a southbound right-turn deceleration lane and a southbound departure acceleration lane is not recommended. In addition, based on the low volume of forecast Project peak hour

right-turning traffic, and given that the Project driveway is restricted to right-turn movements only, it is not anticipated that Project traffic vehicles will ever queue onto Sonoma Highway. As such, project access will be adequate.

SIGHT DISTANCE EVALUATION

At intersections and/or driveways, a substantially clear line of sight should be maintained between the driver of a vehicle waiting at the crossroad and the driver of an approaching vehicle. Adequate time must be provided for the waiting vehicle to either cross all lanes of through traffic, cross the near lanes and turn left, or turn right, without requiring through traffic to radically alter their speed. Therefore, a sight distance evaluation has been performed for the southbound travel direction at the existing project driveway located along Sonoma Highway for Project completion traffic conditions.

The Sight Distance Evaluation prepared for the existing project driveway is based on the criteria and procedures set forth by the California Department of Transportation (Caltrans) in the State's *Highway Design Manual (HDM) 7th Edition (2020)* for "Urban Driveways", which recommends stopping sight distance standards. Stopping sight distance is defined in the Caltrans HDM to be the distance required by the user, traveling at a given speed, to bring the vehicle or bicycle to a stop after an object ½-foot high on the road becomes visible. Stopping sight distance for motorists is measured from the driver's eye, which are assumed to be 3½ feet above the pavement surface to an object ½-foot high on the road.

The posted speed limit on Sonoma Highway is 45 miles per hour (mph) in the vicinity of the existing project driveway. Based on the criteria set forth in *Table 201.1 Sight Distance Standards* of the *Caltrans HDM* and a design speed of 45 mph on Sonoma Highway, the stopping sight distance required is 360 feet.

Figure 4 presents the results of the sight distance evaluation at the existing project driveway located along Sonoma Highway, which would be for right-turning vehicles from the existing project driveway for Project completion traffic conditions and illustrates the limited use areas to the north of the existing project driveway. As shown in *Figure 4*, the sight lines are generally adequate as long as the landscaping and/or hardscapes located within the limited use areas north of the existing project driveway are designed such that they do not exceed 30-inches in height.

VEHICLE MILES TRAVELED (VMT) ASSESSMENT

On December 28, 2018, the California Natural Resources Agency adopted revised CEQA Guidelines. Among the changes to the guidelines was the removal of vehicle delay and LOS from consideration for transportation impacts under CEQA. With the adopted guidelines, transportation impacts are to be evaluated based on a project's effect on vehicle miles traveled. The City of Santa Rosa adopted new transportation impact criteria in June 2020 to be consistent with the CEQA revisions. These guidelines are contained within the *City of Santa Rosa Vehicle Miles Traveled (VMT) Guidelines,* dated June 5, 2020 and provide screening criteria and methodology for VMT analysis.

Per the *City of Santa Rosa Vehicle Miles Traveled (VMT) Guidelines*, the following screening criteria is utilized for land use projects in Santa Rosa to screen projects from project-level VMT assessments. It should be noted that the project only needs to satisfy one (1) of the screening types.

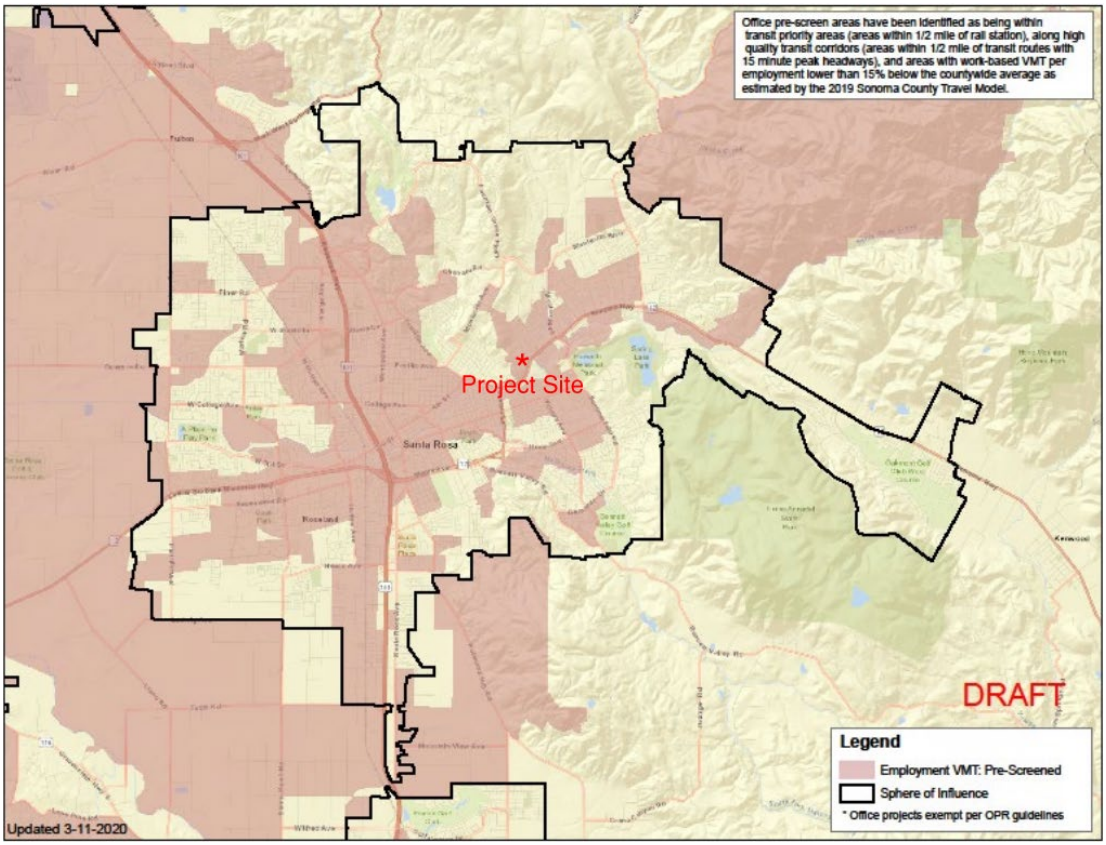
Type	**Screening Criteria**
▪ Small Infill Projects	▪ 110 or fewer daily trips
▪ Map Based Screening	▪ Low-VMT generating areas (Figures 2 and 3)
▪ Near Transit Station	▪ Within ½ mile of an existing major transit stop or an existing stop along a high-quality transit corridor
▪ Affordable Housing	▪ 100% affordable
▪ Local-Serving Retail	▪ Projects including retail uses up to a combined total of 10,000 gross square feet
▪ 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
▪ 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
▪ Streamlining Projects that are Consistent with GP and Specific Plans	▪ SB35

<u>Map Based Screening</u>

Based on review of Figure 3 – Employment VMT Per Worker Screening Map of the City's guidelines, the project site is located within the salmon colored area of the map, which are pre-screened areas that have been determined to result in 15 percent

or below the countywide average for Employment VMT Per Worker. See Screenshot #1 located below. With regard to the hotel guest, given that there are existing hotels in the area that provide the same services as the proposed Project, the addition of new hotel rooms to the Project site would presumably redistribute existing hotel trips to improve the proximity of hotel guests to their various destinations, such that the hotel guest trips would be considered local-serving consistent with the *OPR Technical Advisory* guidance. As a result, this project could be screened from a VMT analysis, and could be presumed to have a less than significant impact on VMT per the City's guidelines.

It should be noted that the proposed Project will not satisfy the other City Screening Criteria listed above (i.e. small infill projects, near transit station, affordable housing, mixed-use projects, and local-serving public facilities).



Screenshot #1. Employment VMT Per Worker Screening Map

CONCLUSION

- Comparison of the trips generated by the existing entitled land use to the trips generated by the proposed Project shows that the proposed Project will generate 487 greater daily trips, 29 greater AM peak hour trips and 36 greater PM peak hour trips. Based on the City of Santa Rosa criteria, the net peak hour trips associated with the proposed Project are below the thresholds requiring the preparation of a Traffic Operational Study. Therefore, we conclude that the additional trips associated with the proposed Project will not significantly impact the existing surrounding roadway network.

- Application of City of Santa Rosa parking code ratios to the development totals (i.e. 75 rooms) results in a City-code parking requirement of 75 spaces. With a proposed parking supply of 75 spaces after completion of the proposed Project, adequate parking will be provided.

- Based on the low volume of forecast Project peak hour right-turning traffic (i.e. less than 25 vehicles entering or exiting the Project site) and the fact that the existing shoulder along Sonoma Highway will function as a defacto right-turn lane at the Project driveway, a southbound right-turn deceleration lane and a southbound departure acceleration lane is not recommended. In addition, based on the low volume of forecast Project peak hour right-turning traffic, and given that the Project driveway is restricted to right-turn movements only, it is not anticipated that Project traffic vehicles will ever queue onto Sonoma Highway. As such, project access will be adequate.

- Based on our evaluation, we conclude that under Project completion traffic conditions that the sight lines are generally adequate at the existing project driveway as long as the landscaping and/or hardscapes located within the limited use areas north of the existing project driveway are designed such that they do not exceed 30-inches in height.

- Based on review of Figure 3 – Employment VMT Per Worker Screening Map of the City's guidelines, the project site is located within the salmon colored area of the map, which are pre-screened areas that have been determined to result in 15 percent or below the countywide average for Employment VMT Per Worker. With regard to the hotel guest, given that there are existing hotels in the area that provide the same services as the proposed Project, the addition of new hotel rooms to the Project site would presumably redistribute existing hotel trips to improve the proximity of hotel guests to their various destinations, such that the

hotel guest trips would be considered local-serving consistent with the *OPR Technical Advisory* guidance. As a result, this project could be screened from a VMT analysis, and could be presumed to have a less than significant impact on VMT per the City's guidelines.

We appreciate the opportunity to provide this Traffic Impact Assessment letter. Should you have any questions, please call me at (949) 825-6175.

Very truly yours,
Linscott, Law & Greenspan, Engineers

Daniel A. Kloos, P.E.
Associate Principal

Attachment

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SOURCE: OPEN STREETS

KEY

= PROJECT SITE

NO SCALE

FIGURE 1

VICINITY MAP

STONEHOUSE RENOVATION AND HOTEL PROJECT, SANTA ROSA

n:\4800\2244854 - stonehouse renovation and hotel project, santa rosa\dwg\4854 f-2.dwg LDP 15:18:12 09-19-2024 aguilar

SOURCE: GOOGLE

KEY

= PROJECT SITE

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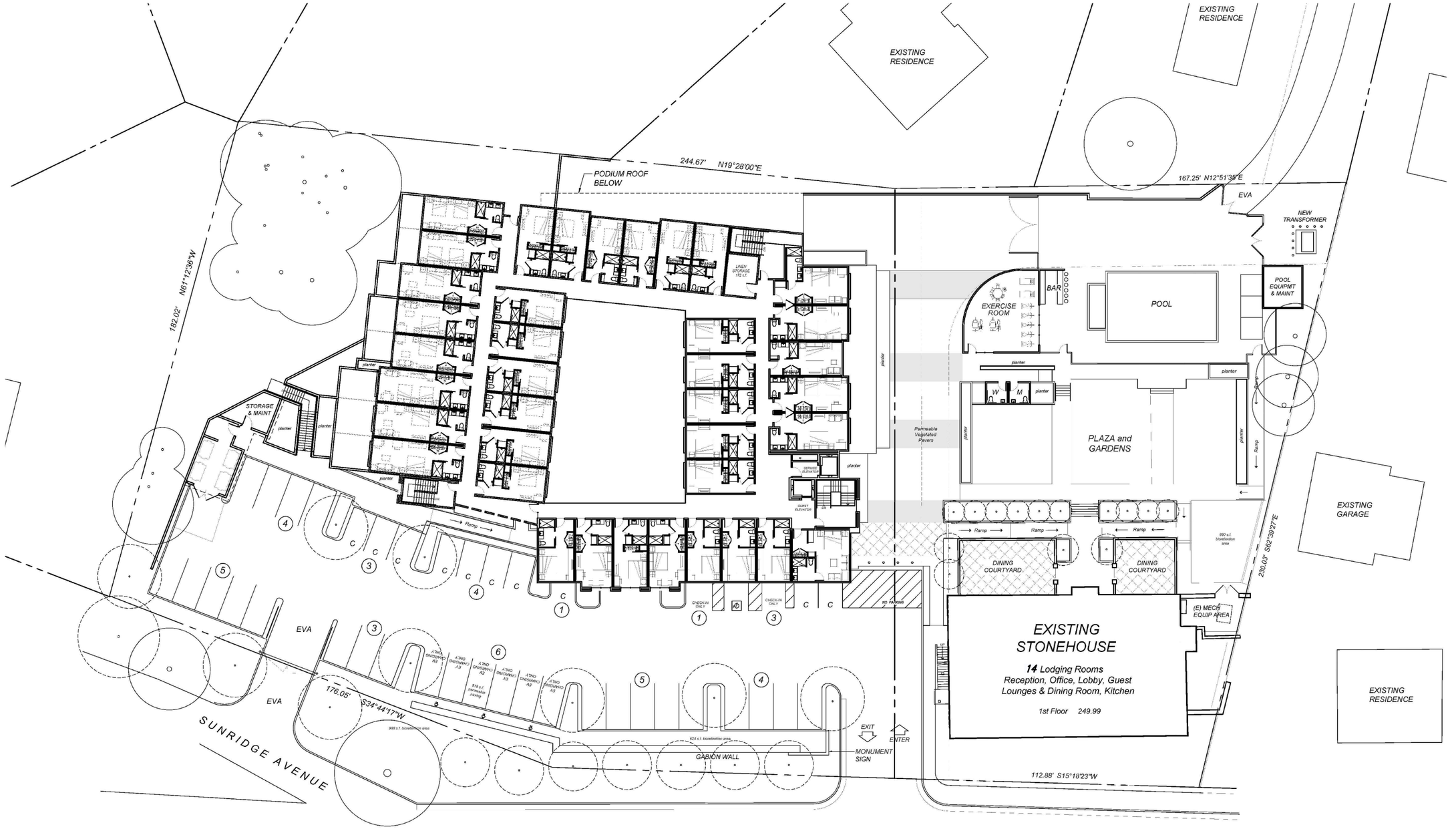
NO SCALE

FIGURE 2

EXISTING SITE AERIAL

STONEHOUSE RENOVATION AND HOTEL PROJECT, SANTA ROSA



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SOURCE: TF ARCHITECTS

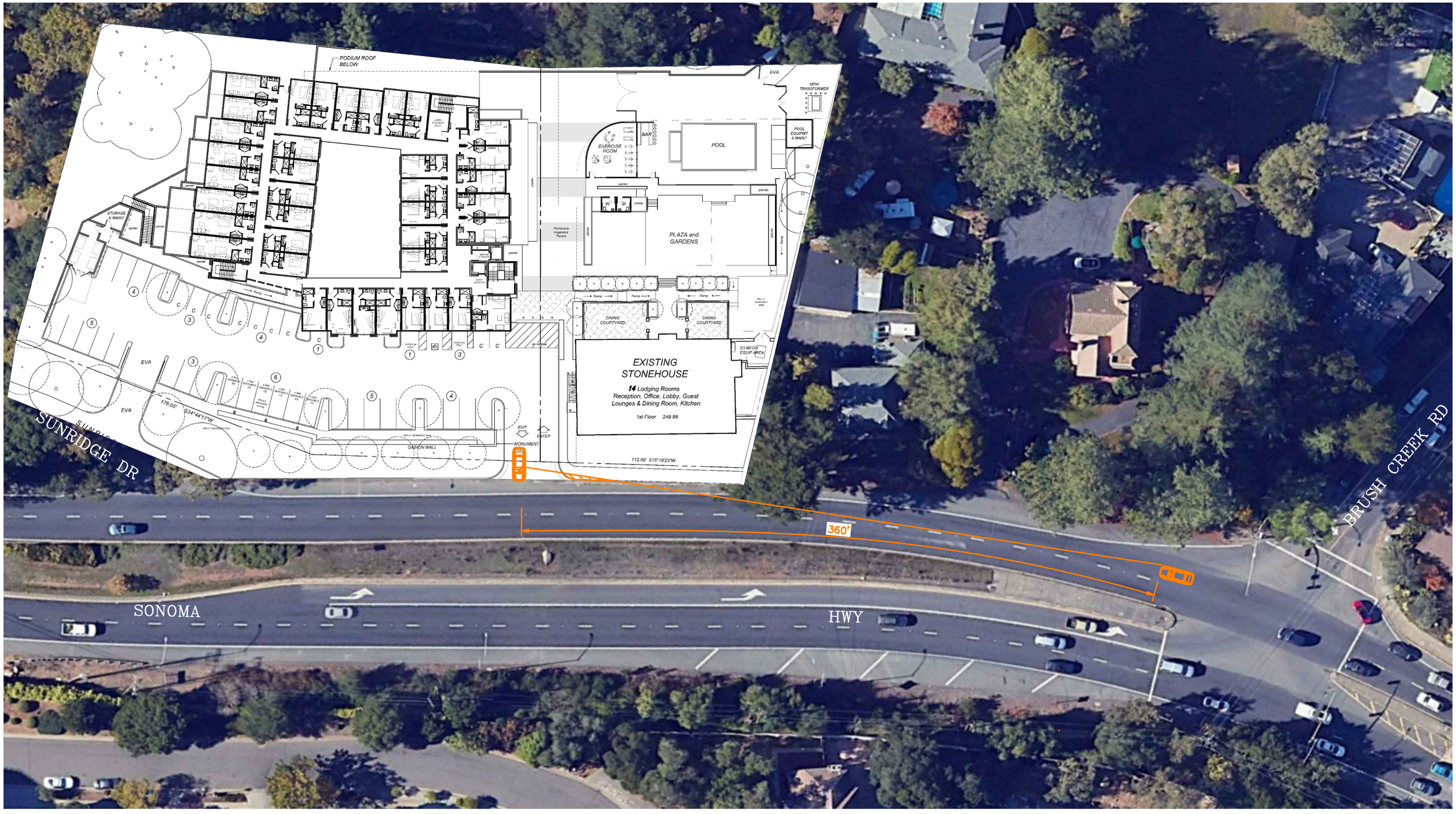
LLG

NO SCALE

FIGURE 3

PROPOSED SITE PLAN

STONEHOUSE RENOVATION AND HOTEL PROJECT, SANTA ROSA



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NO SCALE

SIGHT DISTANCE

DESIGN SPEED LIMIT:	45 MPH
REQUIRED STOPPING SIGHT DISTANCE:	360 FEET

LEGEND

PUBLIC RIGHT-OF-WAY LIMITED USE AREA: TO ENSURE ADEQUATE SIGHT DISTANCE, HARDSCAPE AND/OR LANDSCAPE SHALL NOT BE HIGHER THAN 30 INCHES ABOVE THE CURB/SIDEWALK. NO FENCES OR WALLS IN LIMITED USE AREA.

FIGURE 4

SIGHT DISTANCE ANALYSIS

STONEHOUSE RENOVATION AND HOTEL PROJECT, SANTA ROSA

TABLE 1
PROJECT TRAFFIC GENERATION RATES AND FORECAST[1]
STONEHOUSE RENOVATION AND HOTEL PROJECT, SANTA ROSA

ITE Land Use Code / Project Description	Daily 2-Way	AM Peak Hour			PM Peak Hour		
		Enter	Exit	Total	Enter	Exit	Total
Trip Generation Rates:							
▪ 310: Hotel (TE/Room)	7.99	56%	44%	0.46	51%	49%	0.59
Proposed Project Trip Generation Forecast:							
▪ Stonehouse Renovation and Hotel Project (75 Rooms)	599	20	15	35	22	22	44
Existing Entitled Land Use Trip Generation Forecast:							
▪ Existing Stonehouse Building (14 Rooms)	112	3	3	6	4	4	8
Net Project Trip Generation Forecast (Proposed Project vs. Existing Entitled Land Use)	**+487**	**+17**	**+12**	**+29**	**+18**	**+18**	**+36**

Notes:
- TE/Room = trip end per room

[1] Source: *Trip Generation*, 11th Edition, Institute of Transportation Engineers (ITE), Washington, D.C. (2021).

TABLE 2
CITY CODE PARKING REQUIREMENT[2]
STONEHOUSE RENOVATION AND HOTEL PROJECT, SANTA ROSA

Project Description	Size	City of Santa Rosa Code Parking Ratio	Spaces Required
▪ Stonehouse Renovation and Hotel Project	75 Rooms	1 space for each guest room, plus required spaces for accessory uses such as restaurants and conference space	75
		City Code Parking Requirement	75
		Parking Supply	75
		Parking Surplus/Deficiency (+/-)	**0**

[2] Source: *City of Santa Rosa Code of Ordinances – Chapter 20-36: Parking and Loading Standards; Table 3-4: Automobile and Bicycle Parking Requirements By Land Use Type.*