



November 25, 2025

Mr. Jose Guadarrama
 Little Legends Learning Center
 4042 Sebastopol Road
 Santa Rosa, CA 94907

Trip Generation Study for the Little Legends Learning Center Project

Dear Mr. Guadarrama;

W-Trans has completed an evaluation of the potential transportation impacts associated with the proposed reuse of a church building located at 4042 Sebastopol Road in the City of Santa Rosa. The purpose of this letter is to set forth the anticipated change in trip generation as well as the potential for the change in use to have a transportation impact under the guidance provided in the California Environmental Quality Act (CEQA).

Project Description

The project as proposed includes conversion of 1,035 square feet of the existing church’s space to a day care for 30 children. It is assumed that the remainder of the facility will continue to serve the church’s uses.

Trip Generation

The change in trip generation for the project was determined based on standard rates published by ITE in *Trip Generation Manual*, 12th Edition, 2025, for a “Church” (LU #560) and a “Day Care Center” (LU #565). Based on the application of these rates, the proposed project is expected to generate an average of 114 trips per day, including 24 a.m. peak hour trips and 24 trips during the p.m. peak hour. Compared to the current church use, this translates to 107 additional trips per day, with all the peak hour trips being new. These results are summarized in Table 1.

Table 1 – Trip Generation Summary											
Land Use	Units	Daily		AM Peak Hour				PM Peak Hour			
		Rate	Trips	Rate	Trips	In	Out	Rate	Trips	In	Out
Existing											
Church	-1.035 ksf	6.78	-7	0.37	0	0	0	0.43	0	0	0
Proposed											
Day Care	30 students	3.79	114	0.79	24	13	11	0.79	24	11	13
Net New Trips		107		24		13		24		11	

Note: ksf = 1,000 square feet

CEQA Review

Consideration was given to the potential for the change in use to result in any impacts under the four issues identified in CEQA. Because the project is a change in use at an existing building, there are no new facilities or changes that would conflict with the City’s policies for transportation facilities, no hazards would be introduced, and emergency access would be unchanged.

The project was evaluated as regards the project’s potential impact on Vehicle Miles Traveled (VMT) based on the criteria provided in the *Vehicle Miles Traveled (VMT) Guidelines Final Draft*, June 5, 2020. The City’s guidelines include

a screening criterion for small infill projects that generate 110 or fewer daily trips; such projects are presumed to have a less-than-significant impact on VMT.

The project would further qualify for a presumed less-than-significant impact as a local-serving retail use. While a day care is not a retail use in the traditional sense of the word, the service being sold lends itself to the same concepts. Substantial research has demonstrated that adding local-serving retail uses typically improves destination accessibility to customers, often reducing trip distances (i.e., the “miles” in vehicle miles traveled) since customers need to travel shorter distances than they previously did. The total demand for retail in a region tends to hold steady; adding new local-serving retail typically shifts trips away from another use rather than adding entirely new shopping trips to the region. In the case of a day care, it would introduce a more convenient provider to residents of nearby neighborhoods, thereby reducing the length of their trip to drop-off and pick-up children. This metric also indicates that the project can reasonably be presumed to have a VMT impact that is less than significant.

Parking

The parking demand associated with the proposed daycare was estimated based on requirements set forth in the City’s Municipal Code, which calls for one space per employee, plus one space per ten children. With four staff and 30 children, a total of 14 parking spaces are required. There are 94 spaces in the existing paved parking lot so the requirement is more than met.

Conclusions

- The proposed day care would be expected to generate an average of 114 trips per day, including 24 during both the morning and evening peak hours. Compared to the site’s existing trip generation, the project would result in 107 additional daily trips as well as the 24 new peak hour trips.
- The proposed project would not affect transportation facilities, so would not conflict with policies pertaining to such facilities, would not introduce any new hazards, and would not affect emergency access, resulting in a less-than-significant impact as regards these CEQA issues.
- The project’s impact on VMT would be less than significant as it would meet both the small infill development and local-serving retail screening criteria.
- The existing parking supply at the project site is more than adequate to accommodate the project.

We hope this information adequately addresses the proposed change in land use’s potential transportation impacts. Thank you for giving us the opportunity to provide these services.

Sincerely,

Dalene J. Whitlock, PE (Civil, Traffic), PTOE
Senior Principal

DJW/djw/SRO673.L1

