



January 9, 2023

Mr. Darryl Berlin
Ceres Community Project
P.O. Box 1562
Sebastopol, CA 95473

Transportation Impact Study for the Ceres Community Project

Dear Mr. Berlin;

W-Trans has completed an evaluation of the potential transportation impacts associated with the Ceres Community Project proposed to be located on Apollo Way in the City of Santa Rosa. The purpose of this letter is to provide the project's anticipated trip generation and results of our evaluation of potential transportation impacts based on criteria set forth in the California Environmental Quality Act (CEQA).

Project Description

The project as proposed includes a commercial kitchen to prepare meals which will be delivered to homebound patients. Staffing is expected to include ten culinary team members and volunteer coordinators that will arrive and depart at various times over the course of the day; 20 other administrative staff generally arriving between 7:30 and 9:30 a.m. and leaving between 4:00 and 6:00 p.m.; three shifts of 12 to 15 volunteers with hours of 8:30 to 11:30 a.m., 12:00 to 3:00 p.m. and 3:30 to 6:30 p.m.; an evening shift of 8 to 10 staff from 6:30 to 8:30 p.m.; and 20 to 25 delivery volunteers passing through the parking lot to pick up meals between 3:00 and 4:00 p.m.

Trip Generation

The anticipated trip generation for a proposed project is typically estimated using standard rates published by the Institute of Transportation Engineers (ITE) in *Trip Generation Manual*, 11th Edition, 2021. However, given the unique nature of the project's operation, the trip generation was estimated based on the pattern experienced at an existing site with the same basic operation. The arrivals and departures of staff and volunteers were entered in a spreadsheet, with an assumed one truck per day delivering food and other supplies daily added. Based on this information, the proposed project is expected to generate an average of 222 trips per day, including 30 a.m. peak hour trips and 15 trips during the p.m. peak hour. These results are summarized in the enclosed table.

Alternative Modes

Pedestrian Facilities

Pedestrian facilities include sidewalks, crosswalks, pedestrian signal phases, curb ramps, curb extensions, and various streetscape amenities such as lighting, benches, etc. In general, a network of sidewalks and curb ramps provide access for pedestrians in the vicinity of the proposed project site. However, sidewalk gaps can be found along all of the roadways connecting to the project site, impacting convenient and continuous access for pedestrians and presenting safety concerns in those locations where appropriate pedestrian infrastructure would address potential conflict points. Sidewalks are planned along the project's frontage and an accessible connection will be provided between the building and the sidewalk.

- **Apollo Way** – Intermittent sidewalk coverage is provided on Apollo Way with significant gaps on the west side of the street where the adjacent parcels have not been developed. Sidewalks are provided along developed property frontages. There are not curb ramps or crosswalks at side street approaches. Lighting is provided by overhead streetlights.

Bicycle Facilities

In the project area, Class II on-street bike lanes exist on Corporate Center Parkway between Sebastopol Road and Northpoint Parkway. Bicyclists ride in the roadway and/or on sidewalks along all other streets within the project study area. There is no bicycle parking shown on the site plan.

The Santa Rosa Municipal Code, Section 20-36.040 states that industrial and manufacturing developments less than 50,000 square feet must include one bicycle parking space per 7,000 square feet unless otherwise determined by Conditional Use Permit. As the proposed project would include 19,158 square feet of light industrial space, three bicycle parking spaces are required by the City.

Transit Facilities

Sonoma County Transit (SCT) and Santa Rosa CityBus provide fixed route bus service in Santa Rosa.

SCT Route 22 provides service to destinations between the Santa Rosa Transit Mall and the City of Sebastopol with stops on Sebastopol Road just west of Corporate Center Parkway. Route 22 operates Monday through Friday with approximately two buses in the morning in both directions and one eastbound bus and two westbound buses in the evening.

Santa Rosa CityBus Routes 2 and 2b provide service along Sebastopol Road, with stops on Corporate Center Parkway near Mercury Way, approximately one-quarter mile from the project site. Route 2 operates Monday through Friday with approximately one-half hour headways between 6:00 a.m. and 7:00 p.m. Route 2b operates on weekends with approximately one-hour headways.

Two bicycles can be carried on most SCT and Santa Rosa CityBus buses. Bike rack space is on a first come, first served basis. Additional bicycles are allowed on SCT buses at the discretion of the driver.

Dial-a-ride, also known as paratransit, or door-to-door service, is available for those who are unable to independently use the transit system due to a physical or mental disability. SCT Paratransit is designed to serve the needs of individuals with disabilities within Santa Rosa and the greater Santa Rosa area.

Findings: Facilities for alternative modes are generally adequate, though bicycle parking must be provided.

Recommendation: A minimum of three bicycles spaces should be provided on site.

Vehicle Miles Traveled

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

The proposed project is an employment-based land use for which the City of Santa Rosa uses a metric of VMT per employee for the VMT analysis. A project exceeding a level of 15 percent below the existing regional average VMT per employee may indicate a significant transportation impact. Both the *Technical Advisory* and Santa Rosa's *VMT Guidelines* encourage the use of screening maps to identify geographic areas for which the anticipated VMT would be 15 percent below regional average thresholds, allowing jurisdictions to "screen" projects in those areas from quantitative VMT analysis since impacts can be presumed to be less than significant. The Sonoma County Transportation Authority (SCTA) prepared a draft screening map for the City of Santa Rosa indicating areas where VMT is likely to be below the prescribed threshold and therefore less than significant. The project site is located within a screened area so it is reasonable to conclude that the project would have a less-than-significant VMT impact.

Site Access

The project site would be accessed via two driveways, one along the northern edge of the parcel, and a second along the southern edge of the parcel.

Sight Distance

Sight distances along Apollo Way at the project driveways were evaluated based on sight distance criteria contained in the *Highway Design Manual* published by Caltrans. The recommended sight distance for driveways is based on stopping sight distance. The stopping sight distance needed for a following driver to stop if there is a vehicle waiting to turn into a driveway is also evaluated based on stopping sight distance criterion and the approach speed on the major street.

Sight distances at the proposed driveways were field measured. Based on a prima facie speed limit of 25 mph, the minimum stopping sight distance needed is 150 feet. There is not sufficient sight distance from the north driveway; however, by prohibiting parking for 25 feet directly south of the driveway, sufficient sight distance would be achieved. Similarly, parking should be prohibited for 45 feet south and 70 feet north of the southern driveway to ensure sufficient sight lines. The enclosed diagram shows the sight lines and demonstrates where parking would need to be prohibited.

Turn Lane Warrants

Consideration was given to the potential need for a left-turn lane on Apollo Way at the project driveway. Given the low volume on the street coupled with the limited number of left turns per hour that would be anticipated at the driveway, a left-turn lane would not be warranted.

Emergency Response

Based on the review of the project site, the project's driveways are nearly 30 feet wide which is more than adequate to meet the minimum driveway widths of 12 feet for one-way traffic and 20 feet for two-way traffic indicated in the City of Santa Rosa's Municipal Code Section 20-36.080. 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 limited number of new trips that would be generated by the project can reasonably be expected to be accommodated by the transportation system with little change in operational delay. Further, drivers are required to yield the right-of-way to emergency vehicles operating their lights and sirens, so project traffic would reasonably be expected to have no impact on emergency response times.

Finding – The project site would be adequate to accommodate emergency response vehicles and would have no impact on response times.

Conclusions and Recommendations

- The proposed project would be expected to generate an average of 222 trips per day, including 30 trips during the a.m. peak hour and 15 trips during the p.m. peak hour.
- The project would be adequately served by off-site facilities for pedestrians, bicyclists, and transit riders and would improve accessibility in the area by providing sidewalk along its frontage.
- A minimum of three bicycle parking spaces should be provided on-site to satisfy City requirements.
- Based on guidelines published by the City of Santa Rosa as well as OPR guidance, the project can be presumed to result in a less-than-significant transportation impact on VMT as the site is located within a screened area.

- Site access is expected to function acceptably, and no turn lanes are warranted. However, parking should be prohibited for 25 feet directly south of the northerly driveway, and 45 feet south and 70 feet north of the southern driveway to ensure sufficient sight lines.
- The project site would be adequate to accommodate emergency response vehicles and would have no impact on response times.

We hope this information is of assistance to staff in assessing the proposed project. Thank you for giving us the opportunity to provide these services.

Sincerely,

Allison Jaromin

Allison C. Jaromin, PE
Associate Engineer

Dalene J. Whitlock

Dalene J. Whitlock, PE, PTOE
Senior Principal



DJW/acj/SRO611.L1

Enclosures: Trip Generation Estimate; Sight Distance Exhibit

Copy to: Mr. Dan Westphal, O'Malley Wilson Westphal (via email to dan@omalleywilsonwestphal.com)

