Appendix E:
Focused Traffic Study

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December 20, 2018

Mr. Stephen Mirabito
StoragePRO, Inc.
P.O. Box 459
Walnut Creek, CA 94597

Focused Traffic Study for the StoragePRO Phase II Project

Dear Mr. Mirabito;

As requested, W-Trans has prepared a focused traffic analysis for the proposed mixed-use project that includes 30 apartments and approximately 149,000 square feet of mini-storage space to be located at 4322-4374 Sonoma Highway. This letter provides the context for the analysis, presents its trip generation as well as evaluations of the adequacy of facilities for active modes, access and parking, and provides recommendations to address the project's potential traffic impacts.

Existing Conditions

The study area consists of Sonoma Highway (State Route 12), which runs along the frontage of the project site in the City of Santa Rosa. Sonoma Highway generally runs east-west and is classified as a regional arterial street. Along the project frontage, the road has two 12-foot travel lanes in each direction, a 16-foot median, and approximately eight-foot wide shoulders. At the rear of the project site, there is an existing Class I multi-use path that runs parallel to the Santa Rosa Creek.

Project Description

The proposed project is a mixed-use project that includes 30 apartments and approximately 149,000 square feet of mini-storage space. The apartments will be comprised of 12 one-bedroom, 12 two-bedroom, and six three-bedroom units. There is an existing StoragePRO building on the adjacent site to the east on Sonoma Highway.

Trip Generation

The anticipated trip generation for the proposed project was estimated using standard rates published by the Institute of Transportation Engineers (ITE) in *Trip Generation Manual*, 10th Edition, 2017 for Mini-Warehouse (LU #151) and Multifamily Housing (Low-Rise) (LU #220). Application of these rates indicates that the proposed project is expected to generate an average of 445 trips per day, including 29 a.m. peak hour trips and 42 trips during the p.m. peak hour. 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
Mini-Warehouse	149 ksf	1.51	225	0.10	15	9	6	0.17	25	12	13
Multifamily Housing	30 du	7.32	220	0.46	14	3	11	0.56	17	11	6
Total			**445**		**29**	**12**	**17**		**42**	**23**	**19**

Note: ksf = 1,000 square feet; du = dwelling unit

Because the project would result in fewer than 50 new trips during either peak hour, under the City's criterion as shown in the *Standard Guidance for the Preparation of Traffic Impact Analysis,* May 10, 2007, only a focused traffic study is required. Further, given the limited number of peak hour trips that the project would be expected to generate, it is reasonable to conclude that its impact on traffic operation will be less-than-significant.

Active 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, crosswalks, and curb ramps provide access for pedestrians near the proposed project site; however, sidewalk gaps can be found along the roadway connecting to the project site. Given the proximity of residences and businesses north, west, and east of the site, it is reasonable to assume that project residents and employees would want to walk, bicycle, and/or use transit to reach nearby destinations. Sidewalk coverage is provided on Sonoma Highway near the project site; however, there is an existing gap in the sidewalk network directly along the project frontage.

As part of the project a new sidewalk will be provided along the project frontage to provide connectivity between the existing pedestrian facilities immediately to the east and west of the project site. It is understood that during the Concept Review Board meeting on October 4, 2018, the project applicant and Drew Weigl of the Santa Rosa Design Review Board discussed the potential for a direct connection to the existing trail near the rear of the site and determined that one would not be required due to site grading/topographic constraints and security issues. It is noted access can be gained to the trails both northeast of the site on Mission Boulevard and southwest on SR 12; both access points are within one-quarter mile of the site.

Finding – Existing and planned pedestrian facilities near the project site will generally provide adequate access for pedestrians.

Bicycle Facilities

In the project area, Class II bike lanes exist on Mission Boulevard north of SR 12 and on Montgomery Drive west of Summerfield road. Additionally, Class I multi-use paths exist along Santa Rosa Creek to the south of the project site and along Brush Creek to the west.

The *Santa Rosa Bicycle and Pedestrian Master Plan Update 2018* specifies that Class II bicycle lanes are planned on State Route 12 along the project frontage. The project as proposed includes nine parking spaces along SR 12 as an interim frontage improvement, though it is understood that these spaces would be eliminated when the planned bicycle lanes are installed. This would be consistent with existing conditions on the adjacent property to the east, where parking is currently allowed.

Finding – Existing bike lanes and multi-use paths along with planned future bicycle facilities near the project site would provide adequate access for bicyclists.

Bicycle Storage

City of Santa Rosa bicycle parking supply requirements are based on the City of Santa Rosa Municipal Code, Chapter 20.36.040, which indicates that no bicycle parking is required for the mini-storage building and one space per four units is required for the apartments if the units do not have private garages or private storage space for bikes. As proposed, the units would include private bicycle storage space.

Finding – The project would provide adequate bicycle parking facilities to satisfy the City Code.

Transit Facilities

Santa Rosa CityBus and Sonoma County Transit (SCT) provide fixed-route transit services in the City of Santa Rosa and County of Sonoma and have stops located within a quarter-mile of the site, which is considered an acceptable walking distance. CityBus Route 4 operates weekdays from 6:00 a.m. to 8:30 p.m. with half-hour headways, Saturdays from 6:00 a.m. to 8:00 p.m. with hourly headways, and Sundays from 10:00 a.m. to 5:00 p.m. with hourly headways. SCT Routes 30 and 34 operate on weekdays with approximately hour-and-a-half headways from 6:00 a.m. to 9:30 p.m. and on weekends with three-hour headways from 7:30 a.m. to 8:00 p.m.

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. Santa Rosa CityBus and SCT Paratransit are designed to serve the needs of individuals with disabilities within Santa Rosa and the greater Sonoma County area, respectively.

Finding – Transit facilities serving the project site are adequate.

Access Analysis

Access to the apartments would occur via a new driveway on Sonoma Highway. As proposed, parking would be allowed along the project frontage. Entry to the mini-storage building would be via a security gate connected to the existing StoragePRO facility to the east. Exit from the mini-storage building would occur along the west side of the building via the drive aisle that would also serve the residential portion of the project.

Sight Distance

Sight distance along Sonoma Highway at the project driveway was evaluated based on stopping sight distance criteria contained in the Caltrans *Highway Design Manual*. Based on the posted speed limit of 45 miles per hour, the required sight distance is 360 feet.

Sonoma Highway along the project frontage is generally straight and flat. At the proposed driveway, sight lines are clear for approximately 540 feet to the west, which is adequate for speeds up to 55 mph. It should be noted that only the sight distance to the west of the proposed driveway was evaluated because the existing median along Sonoma Highway limits site access to right turns in and out.

Finding – Sight distance from the project driveway on Sonoma Highway is adequate.

Parking

The project was analyzed to determine whether the proposed parking supply would be sufficient for the anticipated parking demand during typical daily operation. As proposed, there would be 30 covered and 30 un-covered spaces provided for the residential portion of the project and 20 spaces for the self-storage facility for a total of 80 on-site spaces. It is noted that the parking spaces would not be shared between uses.

City of Santa Rosa parking supply requirements are based on the City of Santa Rosa Municipal Code, Chapter 20-36.040, "Number of Parking Spaces Required," which indicates that the parking requirement for the proposed project is five parking spaces for general use with respect to the self-storage facility. The multifamily dwellings require one-and-a-half spaces per unit for single bedroom apartments and 2.5 spaces per unit for apartments with two or more bedrooms. One of these spaces must be covered and the remaining spaces may be uncovered. As proposed, 12 one-bedroom, 12 two-bedroom, and six three-bedroom apartments will be provided. Therefore, based on agency requirements, 63 spaces should be provided for the residential portion, 30 of which should be covered.

A summary of the parking analysis is indicated in Table 2.

Table 2 – Parking Analysis Summary

Land Use	Units	Supply (spaces)	ITE Parking Generation		Santa Rosa Requirements	
			Rate	Est. Parking Demand	Rate	Spaces Required
Self-Storage Facility	149 ksf				5.0 for customers	5
Total for Self-Storage Facility		**20**				**5**
Multifamily Dwelling	12 du		1.94	23	1.5 per unit for 1 bdr	18
	18 du		1.94	35	2.5 per unit for 2+ bdr	45
Total for Residential		**60**		**58**		**63**

Notes: ksf = 1,000 square feet; du = dwelling unit; bdr = bedroom

Based on the Municipal Code, the storage facility requires 5 parking spaces and the apartment requires 63 spaces. The proposed supply of approximately 20 parking spaces on-site along the perimeter of the self-storage facility is more than required; however, the proposed supply of 60 parking spaces for the residential potion of the project does not meet City requirements and is deficient by three spaces.

Because the parking supply for the residential component is less than that required under the City's Code, the anticipated actual parking demand was estimated using standard rates published by ITE in *Parking Generation*, 4th Edition, 2010 for Low/Mid-Rise Apartment (ITE LU#221). The expected 85th percentile peak parking demand for the proposed residential development is 58 parking spaces, which is less than the proposed parking supply. Because the total proposed supply of 60 on-site spaces for the residential portion exceeds the projected peak demand, it is anticipated that the parking supply as proposed will be adequate.

Finding – The parking supply for the mini-storage building is adequate to meet the Municipal Code.

Finding – While the parking supply for the apartments is inadequate to meet the Municipal Code, the parking supply of 60 on-site parking spaces is expected to be adequate based on the standard rates published by ITE.

Conclusions and Recommendations

- The proposed project is anticipated to generate an average of 445 daily weekday trips with 29 trips during the a.m. peak hour and 42 trips during the p.m. peak hour.

- Pedestrian connectivity is expected to be improved as the proposed project would construct sidewalks along the frontage where there are currently none. The continuous sidewalk would provide a connection to the existing pedestrian facilities to the east and west of the project site, which include the existing Brush Creek Trail access point to the west and the access point to the trail paralleling Santa Rosa Creek to the east.

- Bicycle access is generally adequate and would be improved in the future with the implementation of the recommended facilities surrounding the project site indicated in the *Santa Rosa Bicycle and Pedestrian Master Plan Update 2018*.

- The project would provide adequate bicycle parking facilities.

- Existing transit facilities near the project site are adequate.
- Sight distances for the project driveway is adequate based on existing conditions.
- The parking supply for the mini-storage building and the apartments are expected to be adequate per the Municipal Code and the standard rates published by ITE, respectively.

Thank you for giving W-Trans the opportunity to provide these services. Please call if you have any questions.

Sincerely,

Kevin Rangel, EIT
Assistant Engineer

Dalene J. Whitlock, PE, PTOE
Principal

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