



June 18, 2020

Mr. Steve Lafranchi
Steven J Lafranchi & Associates
140 2nd Street #312
Petaluma, CA 94952

Addendum to the Riverview Project Traffic Impact Study

Dear Mr. Lafranchi;

As requested, W-Trans has prepared an evaluation of potential traffic impacts for the Riverview Apartments project (formerly referred to as the Baywood Village project) located at the southern terminus of Casa Grande Road in the City of Petaluma in light of current requirements under State law. This information is presented as an addendum to the *Traffic Impact Study for the Baywood Village Project*, W-Trans, November 2019.

Senate Bill (SB) 743 established a change in the metric to be applied for determining traffic impacts associated with development projects. Rather than the delay-based criteria associated with a Level of Service analysis, the increase in Vehicle Miles Traveled (VMT) as a result of a project is now the basis for determining impacts. Because the City of Petaluma has not yet adopted a standard of significance for evaluating residential VMT, 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, was used. This document indicates that a residential project generating vehicle travel that is 15 percent or more below the existing citywide residential VMT per capita may be an appropriate VMT threshold.

Based on data from the recently updated Sonoma County Transportation Authority (SCTA) travel demand model, the City of Petaluma has a baseline average residential VMT of 16.62 miles per capita. Applying OPR's guidance, a residential project generating a VMT that is 15 percent or more below this value, or 14.13 miles per capita, would have a less-than-significant VMT impact. The SCTA model includes traffic analysis zones (TAZ) covering geographic areas throughout Sonoma County. The Riverview Apartments project site is located within TAZ 306, which has a baseline VMT per capita of 14.31 miles. For the project to achieve the applied VMT significance threshold of 14.13 miles per capita, its VMT would need to be 1.3 percent lower than the current average for the TAZ in which the site is located.

The VMT associated with a development project is influenced by site design factors, including residential density. The publication *Quantifying Greenhouse Gas Mitigation Measures*, California Air Pollution Control Officers Association (CAPCOA), 2010 includes a methodology to determine the VMT reductions associated with increases in residential density. For the proposed project, density would be compared to that already existing within the same TAZ, as accounted for in the SCTA model's VMT projections. An average existing residential density of 10.55 units per acre was estimated using assessor's data and unit counts for the adjacent residential development between the project site and Lakeville Highway. The proposed Riverview Apartments project has a higher residential density of 14.75 units per acre. Based on the CAPCOA methodology, this translates to a 5.2 percent reduction in per capita VMT as compared to the default TAZ value. Upon applying this reduction, the project is anticipated to generate 13.57 VMT per capita, which is below the significance threshold of 14.13 VMT per capita, and therefore considered to constitute a less than significant impact on vehicle miles traveled. A summary of the VMT findings is shown in Table 1, and information relative to the development of the VMT estimates and adjustments is enclosed.

Table 1 – Vehicle Miles Traveled Analysis Summary

VMT Metric	Baseline VMT Rate (Citywide Avg)	Threshold (15% Below Citywide Avg)	Project VMT Rate		
			Base Unadjusted (TAZ 306)	With Density Adjustment	Significance Finding
Residential VMT per Capita (Citywide Baseline)	16.62	14.13	14.31	13.57	Less than Significant

Note: VMT Rate is measured in VMT per Capita, or the number of daily miles driven per resident; TAZ=Traffic Analysis Zone

Finding – The project is anticipated to result in a less-than-significant impact on vehicle miles traveled.

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

Sincerely,



Zack Matley, AICP
Principal

JZM/djw/PET199.L1

Enclosure: VMT Summary Sheet

Riverview Apartments VMT Assessment

W-Trans 6/17/2020 Update

Significance Threshold

- 16.62 VMT/Capita Citywide Average - City of Petaluma
- 14.13 Significance Threshold = 15% below Citywide Average

Base Unadjusted Project VMT

- 14.31 Base VMT/Capita from SCTA Model - Project in TAZ 306
- 264 Project Units
- 8840 Base Unadjusted Project VMT (mi)
- 2.34 Occupancy/Unit
- 618 Residents ("capita")

Project Specific VMT Adjustments

- 14.31 Base VMT/Capita from SCTA Model - Project in TAZ 306
- 14.13 Significance Threshold = 15% below Citywide Average
- 1.3% Project VMT Reduction Required to meet Significance Threshold

A. Density Adjustment

- 264 Project Units
- 14.4 Project Acres
- 18.33 Project Density
- 5.2% VMT Reduction (compared to adjacent development in TAZ)
- 10.55 Surrounding Density
- 0.74 Adjustment to Base Project VMT/Capita
- Source: CAPCOA

VMT Significance

- 14.31 Base VMT/Capita from SCTA Model
- 8840 Unadjusted Base Residential VMT (mi)
- 0.74 Adjustment to Base Project VMT/Capita
- 456 VMT Reduction with Adjustments and Mitigation
- 13.57 Project VMT/Capita with Density Adjustment
- 8384 Project VMT (mi) with Adjustments and Mitigation
- 14.13 Significance Threshold
- YES** Threshold met