



December 28, 2020

Mr. Ken DiLillo  
NeilMed Pharmaceuticals, Inc.  
601 Aviation Boulevard  
Santa Rosa, CA 95403

## **Focused Traffic Study for the 685 Aviation Boulevard Project**

Dear Mr. DiLillo;

W-Trans has completed a focused evaluation of the potential traffic impacts associated with the proposed NeilMed warehouse to be located at 685 Aviation Boulevard in the County of Sonoma. The purpose of this letter is to present our findings regarding any potential traffic impacts or adverse effects associated with the development of the proposed warehousing project.

### **Project Description**

The proposed project includes 59,066 square feet of warehouse space on two floors; a small office of less than 500 square feet is included, though this would be treated as a normal component of warehouse space. The project site can be accessed through a driveway on a private road that connects to Aviation Boulevard south of the project site; the project has no public street frontage. Aviation Boulevard is currently discontinuous for a distance of about 930 feet between the private road serving the site and a westerly terminus where development has occurred on the remainder of Aviation Boulevard. There is an existing left-turn lane on Skylane Boulevard at Aviation Boulevard.

As currently proposed, the warehouse would house products that would be shipped from 551 Aviation Boulevard, so would allow local products to be stored nearby rather than needing to be trucked out of the area for storage. As a result, it would not be expected to add truck traffic to the area as trips leaving the warehouse would replace trips currently taking place to move the products to storage facilities out of the area. However, for analysis purposes all trips were treated as new trips.

- File Number: DRH 19-0007
- Address: 685 Aviation Boulevard, Santa Rosa, CA 95403
- APN: 059-340-055-000
- Project Name: Traffic Study for 685 Aviation Boulevard Project
- Applicant Name: Ken DiLillo
- Property Owner Name: Alisha and Natasha Properties LLC

### **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*, 10<sup>th</sup> Edition, 2017 for Warehousing (Land Use #150), as this description most closely matches the proposed project. Based on the application of these rates, the proposed project is expected to generate an average of 103 trips per day, including 10 a.m. peak hour trips and 11 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
Warehouse	59.1 ksf	1.74	103	0.17	10	8	2	0.19	11	3	8

Note: ksf = 1,000 square feet

It is noted that the bulk of these trips would be associated with employees arriving at the beginning of their workday and leaving at the end, so while a nominal portion of the trips could be trucks, and many of these would be between the production site and the warehouse, even if a passenger-car equivalency of three trips per truck were applied, more than half the total trips would need to be trucks traveling outside the area before the total peak hour trip generation would exceed the 25-trip threshold the County applies to identify the need for a full traffic study. As this scenario is not consistent with the anticipated operation, it was determined that a full traffic study was not needed, and staff concurred with this conclusion.

## Alternative Modes

### Pedestrian Facilities

Sidewalks do not currently exist along the frontage of the industrial park where the project site is located. However, given the lack of sidewalk on other frontages abutting the private road coupled with the lack of pedestrian destinations, the installation of sidewalks does not appear to be warranted.

### Bicycle Facilities

Bicycle lanes do not currently exist on Aviation Boulevard or Skylane Boulevard. However, the *2010 Sonoma County Bicycle and Pedestrian Plan* proposes a Class II bike lane along the Skylane Boulevard.

### Transit Facilities

The nearest transit stop, located at Aviation Boulevard/Skylane Boulevard, is served by Sonoma County Transit Route 62, which runs to Windsor Depot on the north and Santa Rosa Transit Mall on the south. The buses for this route are currently operating on their weekday schedule with service from approximately 7:30 a.m. to 7:45 p.m. with headways of one to two hours. The transit stop is within one-quarter of a mile walking distance, which is considered a “walkable” distance.

## Vehicle Miles Traveled

In the publication *Transportation Impacts (SB 743) CEQA Guidelines Update and Technical Advisory*, 2018, the California Governor’s Office of Planning and Research (OPR) identifies several criteria that may be used by jurisdictions to identify certain types of projects that are unlikely to have a Vehicle Miles Traveled (VMT) impact and can be “screened” from further VMT analysis. One of these screening criteria pertains to small projects, which OPR identifies as generating fewer than 110 new vehicle trips per day. As shown in Table 1, the proposed project is anticipated to generate approximately 103 new daily vehicle trips, which falls below the OPR threshold. Further, many of these trips are expected to have a very short length associated with trucks carrying finished goods between the production and storage facilities. As a result, it is reasonable to conclude that the project can be presumed to have a less-than-significant impact on VMT.

## Access and Circulation

### Access

Consideration was given to the need for a left-turn lane on Aviation Boulevard at the private street serving the project site, but as all movements at that location are left turns due to the existing terminus of the street, a separate left-turn lane is not needed. The southerly side of Aviation Boulevard is currently undeveloped and it is anticipated that, at such time as these parcels are developed, the road will be widened to its planned width and will include a center left-turn lane, as exists on the easterly segment of Aviation Boulevard.

### Sight Distance

Sight distance along Aviation Boulevard at the private project driveway was evaluated based on sight distance criteria contained in *A Policy on Geometric Design on Highways and Streets* published by American Association of State Highway and Transportation Officials (AASHTO). These guidelines include recommended sight distances at intersections, including stopping sight distances for drivers traveling along the major approaches and for drivers of stopped vehicles at the minor street approaches and driveways. These recommendations are based upon approach travel speeds and take into account which direction a vehicle would turn onto the major approach, with greater sight distance needed for the more time-consuming task of turning left as compared to turning right.

Although speeds on Aviation Boulevard are currently quite low due its termination at the private driveway that serves the project site, upon completion of the connection to the existing easterly portion of Aviation Boulevard it is assumed that travel speeds will be higher. Based on an assumed design speed of 35 mph on Aviation Boulevard, the recommended stopping sight distance from the project driveway is 250 feet. Given that the road is straight and flat, adequate sight lines exist to the west; the design of the extension of Aviation Boulevard will need to include consideration of sight lines though it is noted that an existing NeilMed sign to the east of the private road is less than three feet tall, so would not obstruct sight lines when the road is extended.

### Emergency Access

Emergency vehicles can access the project site through the driveway coming from Aviation Boulevard. Based on a standard emergency vehicle size and the proposed site plan, on-site circulation would be adequate to accommodate emergency vehicle turning movements.

### Parking

The project was analyzed to determine whether the proposed parking supply would be sufficient for the anticipated parking demand. The project site as proposed would provide a total of 38 standard off-street parking spaces. Jurisdiction parking supply requirements are based on the Sonoma County Municipal Code, Chapter 26; Sonoma County Zoning Regulations. Per the County's code, warehousing is required to provide one space per 2,000 square feet, which translates to a required parking supply of 30 parking spaces. Since the proposed project has more parking spaces than are required, the parking supply meets the code. The required parking analysis is summarized in Table 2.

**Table 2 – Parking Analysis Summary**

Land Use	Units	Supply (spaces)	County Requirements	
			Rate	Spaces Required
Warehouse	59.1 ksf	38	1 space/2000 sq ft	30

Notes: ksf = 1,000 square feet

### Bicycle Storage

The Sonoma County Municipal Code, Chapter 26; Sonoma County Zoning Regulations, requires one bicycle parking space per five required automobile parking spaces. With a required 30 vehicle spaces for this project, six (6) bicycle parking spaces are required. The proposed supply of seven (7) bicycle racks meets the County's requirement.

### Conclusions and Recommendations

Based on the analysis presented above, the following conclusions and recommendations are made:

- The proposed project is expected to generate an average of 103 daily vehicle trips, including 10 trips during the morning peak hour and 11 trips during the evening peak hour.
- Sidewalk does not appear to be warranted given that project frontage is abutting a private road and a nominal number of pedestrians are expected at the site.
- Upon the installation of Class II bike lanes along the Skylane Boulevard, bicycle facilities are expected to be adequate to serve the project site
- Existing transit facilities are adequate.
- The project is estimated to generate less than a significant impact on VMT as the expected 103 daily trips from the project fall below the OPR threshold.
- The sight lines from the private road to Aviation Boulevard are adequate for vehicles traveling westbound. However, the design for the future extension of Aviation Boulevard will need to include consideration for providing adequate sight lines without any obstruction.
- Emergency vehicle on-site circulation access is adequate.
- The proposed vehicle and bicycle parking supplies exceed County requirements.

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

Sincerely,

Jade Kim  
Assistant Engineer

Dalene J. Whitlock, PE, PTOE  
Senior Principal



DJW/jk/SOX695.L1

Copy to: Del Starrett Architect (via email to [del@archstarrett.com](mailto:del@archstarrett.com))  
Patrick Imbimbo (via email to [pimbimbo@airportbusinesscenter.com](mailto:pimbimbo@airportbusinesscenter.com))