

Appendix G: Transportation Supporting Information

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March 9, 2021

Mr. Robert Schwinn
Canine Companions for Independence
2965 Dutton Avenue
Santa Rosa, CA 95407

Focused Traffic Study for the Canine Companions CEDC Expansion Project

Dear Mr. Schwinn;

W-Trans has completed a focused traffic analysis for the proposed project to be located at the Canine Companions for Independence campus in the City of Santa Rosa. The purpose of this letter is to provide the project's anticipated trip generation, evaluate its VMT and adequacy of site access for all modes, review safety issues, and determine parking needs.

Project Description

The proposed project includes the expansion of the existing Canine Companions for Independence (CCI) campus located in the Roseland Specific Plan Area. Two new buildings – a 5,180 square foot veterinary clinic and 21,991 square foot Canine Early Development Center (CEDC) – will replace two existing buildings (one on-site and one off-site) with similar use. The future use of these buildings has not yet been determined by CCI.

Existing Conditions

The project site is in southwest Santa Rosa in an area that is only partially developed; there are numerous parcels nearby that have not been developed and therefore do not have urban amenities such as sidewalks and streetlights. Dutton Avenue, a four-lane arterial street, is planned to be extended northerly from its existing terminus just north of the project site, at which time it would provide a connection to Hearn Avenue.

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. The trip generation potential of the veterinary clinic was developed using the rates for an Animal Hospital/Veterinary Clinic (Land Use #640). Because the Canine Early Development Center would be a less intense use, rates for a Light Industrial use (Land Use #110) were applied, as this category most closely matches the proposed project as well as the underlying zoning. Based on application of these assumptions, the proposed project is expected to generate an average of 220 trips per day, including 34 a.m. peak hour trips and 32 p.m. peak hour trips. These results are summarized in Table 1. Because the two existing buildings would have the potential for re-use, no trip deductions were taken to reflect that these existing building would, at least temporarily, cease to be used; the trips associated with the new buildings are all considered new trips.

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
Veterinary Clinic	5.2 ksf	21.50	111	3.64	19	13	6	3.53	18	7	11
Light Industrial	22.0 ksf	4.96	109	0.70	15	14	1	0.63	14	2	12
Total			220		34	27	7		32	9	23

Note: ksf = 1,000 square feet

Vehicle Miles Traveled

Senate Bill (SB) 743 established a change in the metric to be applied to determining transportation impacts associated with development projects. Rather than the delay-based criteria associated with a Level of Service analysis, the increase in vehicle-miles-travelled (VMT) as a result of a project will be the basis for determining environmental impacts. In establishing their own standards, the City relied upon 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.

OPR guidance for commercial uses and the SCTA model use a metric of VMT per capita for employees. A project exceeding a level of 15 percent below the existing regional VMT per capita may indicate a significant transportation impact. OPR encourages the use of screening maps to establish geographic areas that achieve the 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 SCTA prepared a draft screening map for the City of Santa Rosa that shows the project site to be within a screened area. It is therefore reasonable to conclude that the project would have a less-than-significant VMT impact associated with employee travel. A copy of the VMT screening map is enclosed.

Finding – The project would be expected to have a less-than-significant transportation impact on vehicle miles traveled.

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. Intermittent sidewalk coverage is provided on Dutton Avenue with significant gaps on the east side of the street. Sidewalks are provided along the property frontages on the west side of Dutton Avenue. Given the lack of any nearby pedestrian generators, the project would be expected to result in little pedestrian traffic. As the area develops further some pedestrian demand may be expected, but it is anticipated that facilities would be provided as part of such developments, providing a connected system for pedestrian travel.

Finding – Pedestrian facilities serving the project site are adequate for the anticipated demand in the short-term.

Bicycle Facilities

There are currently no bicycle facilities on Dutton Avenue along the project frontage so bicyclists ride in the roadway and/or on sidewalks along Dutton Avenue and other streets near the site. However, Class II bicycle lanes are planned for Dutton Avenue from Hearn Avenue to the southerly City Limits along the Dutton Avenue extension as indicated in the City of Santa Rosa's *Bicycle and Pedestrian Master Plan*. The existing width of the section of Dutton Avenue fronting the project site is adequate to accommodate this planned future facility, which, when constructed, would improve biking conditions for cyclists traveling to the site.

Finding – Off-site bicycle facilities serving the project site will be adequate upon completion of the planned bike lanes. The project does not result in any impediment to these planned improvements.

Transit Facilities

While the nearest bus stop is not within a half-mile walking distance of the project site, employees could bike to the nearest bus stop at Bellevue Avenue/Moorland Avenue, which is approximately 0.8 miles away from the site.

Sonoma County Transit (SCT) Route 42 makes a stop at the Bellevue Avenue/Moorland Avenue intersection. Route 42 operates Monday through Friday with approximately one-hour headways between 7:10 a.m. and 5:30 p.m. Weekend service is not provided along this route.

Finding – Transit facilities serving the project site are generally adequate and would be expected to be expanded as the surrounding area develops and creates additional demand.

Parking

Parking was evaluated to determine if the proposed parking supply would be adequate to satisfy City requirements upon addition of the two new buildings. Per the site plan, a total of 68 new parking spaces would be provided on-site, including six ADA-accessible spaces. Section 20-36.040 of the Santa Rosa City Code requires the proposed CEDC building to provide parking at a rate of one space for every 500 square feet of floor area, plus one space for each 1,000 square feet of boarding area. The veterinary clinic is required to provide parking at a rate of one space for every 300 square feet of floor area as determined by the minor conditional use permit (MUP). Based on the total floor area size of 21,991 square feet for the CEDC building and 5,180 square feet for the veterinary clinic, 62 parking spaces would need to be provided on-site to meet City Code.

Finding – The proposed new parking supply would be adequate.

Bicycle Parking

The required bicycle parking supply was calculated to ensure adequacy under City requirements. Santa Rosa City Code Section 20-36.040 requires kennels, animal boarding uses, which is applicable to the CEDC building per the site plan, to provide bicycle parking at a rate of one space for every ten employees. Additionally, it requires veterinary clinic uses to provide bicycle parking at a rate determined by the MUP. The CEDC building will have a total of 30 full-time employees, translating to a need for 3 bike spaces, and the veterancy clinic is required to provide 13 spaces as determined by the MUP, therefore 16 bicycle spaces would be required for the proposed project. The location of these bicycle parking spaces should be added to the site plan.

Finding – To meet City Code requirements at least 16 bicycle parking spaces need to be provided for the proposed project.

Emergency Access

Emergency response vehicles could access the site via the existing driveways. The AutoTURN application of AutoCAD was used to evaluate the adequacy of access for emergency vehicles based on the project site plan. As designed, there would be no anticipated issues with fire truck access. An exhibit showing the expected travel paths on the site plan is enclosed.

Finding – Emergency access is expected to operate acceptably.

Sight Distance

Sight distance along Dutton Avenue at the project driveway was evaluated based on sight distance criteria contained in the *Highway Design Manual*, 6th Edition published by Caltrans. The recommended sight distance for

driveway approaches is based on stopping sight distance, with the approach travel speed used as the basis for determining the recommended sight distance.

Dutton Avenue, which has a posted speed of 25 mph, requires a minimum stopping sight distance of 150 feet. Based on a review of existing field conditions, sight lines at the driveway extend more than 150 feet to the south direction, which is more than adequate for the posted speed limit. Sight distance to the north is adequate since there is an empty parcel just north of the proposed project driveway at Dutton Avenue.

When Dutton Avenue is extended from its existing terminus to Hearn Avenue, it is anticipated that the speed limit will increase, likely from 25 mph to 35 mph, increasing the required minimum stopping sight distance from 150 to 250 feet. Based on the preliminary alignment of the road extension, it is expected adequate stopping sight distance will be retained if a clear line of sight from the project driveway is maintained. To achieve this, it is recommended that any landscaping be low-profile, and that any trees along the new street section be installed such that they do not block sight lines from existing or proposed driveways or side streets.

Finding – Sight distance at the project driveway is adequate.

Conclusions and Recommendations

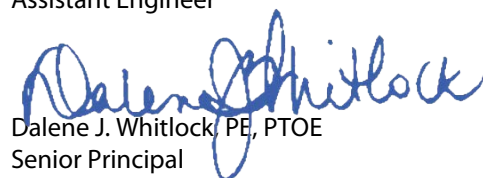
- The proposed project is expected to generate an average of 220 trips per day, including 34 a.m. peak hour trips and 32 p.m. peak hour trips.
- The project would be expected to have a less-than-significant transportation impact on vehicle miles traveled.
- Pedestrian, bicycle, and transit facilities serving the project site are or will be adequate and the project does not inhibit the planned future construction of bike lanes on Dutton Avenue.
- The existing vehicle on-site parking supply would be adequate.
- A minimum of 16 bicycle parking spaces would be required for the proposed project.
- Emergency access is expected to operate acceptably.
- Sight distance at the project driveway is adequate for existing conditions and can be retained upon extending Dutton Avenue to the north by ensuring that new landscaping does not impede sight lines from existing or proposed driveways or side streets.

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

Sincerely,



Kimberly Tellez
Assistant Engineer



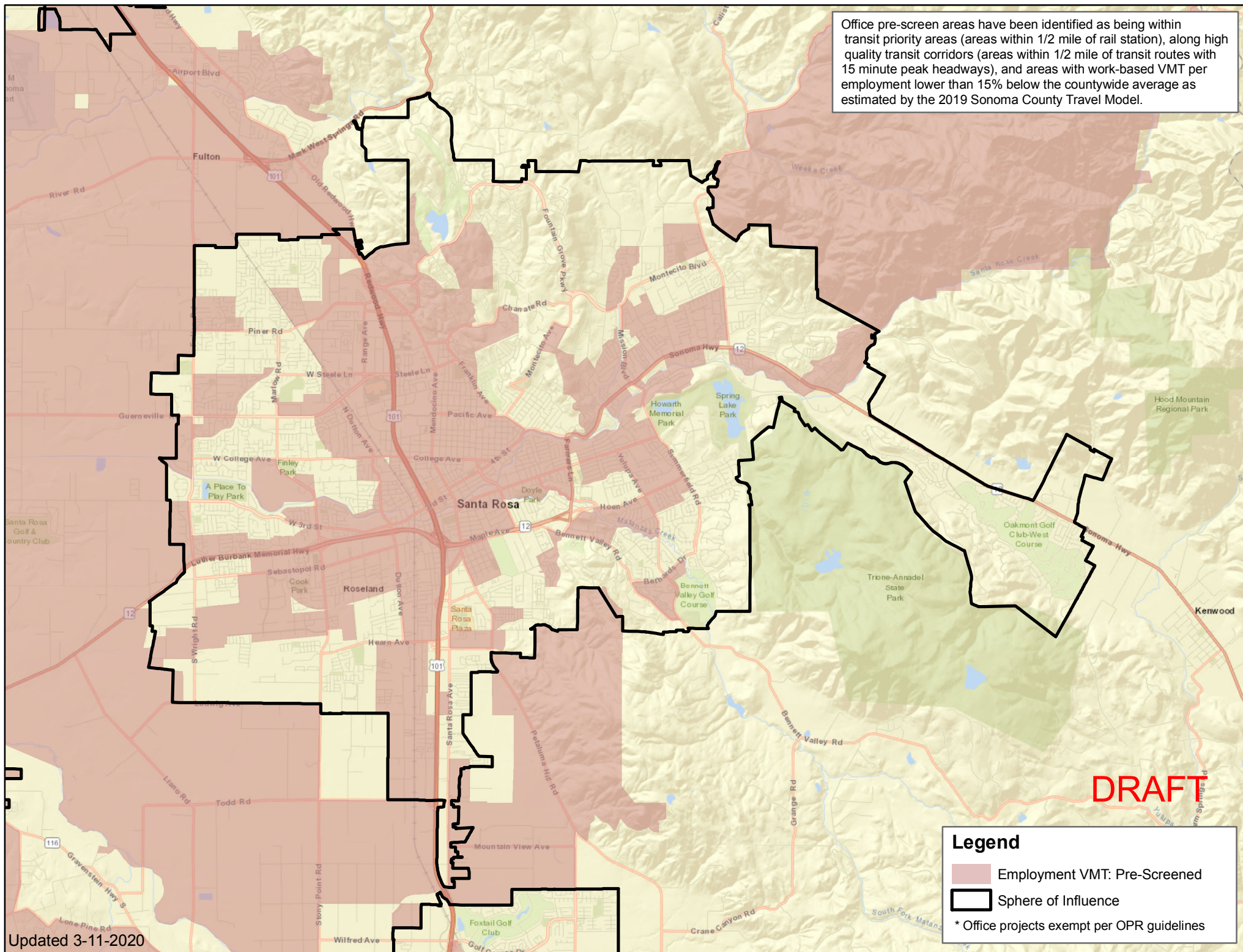
Dalene J. Whitlock, PE, PTOE
Senior Principal

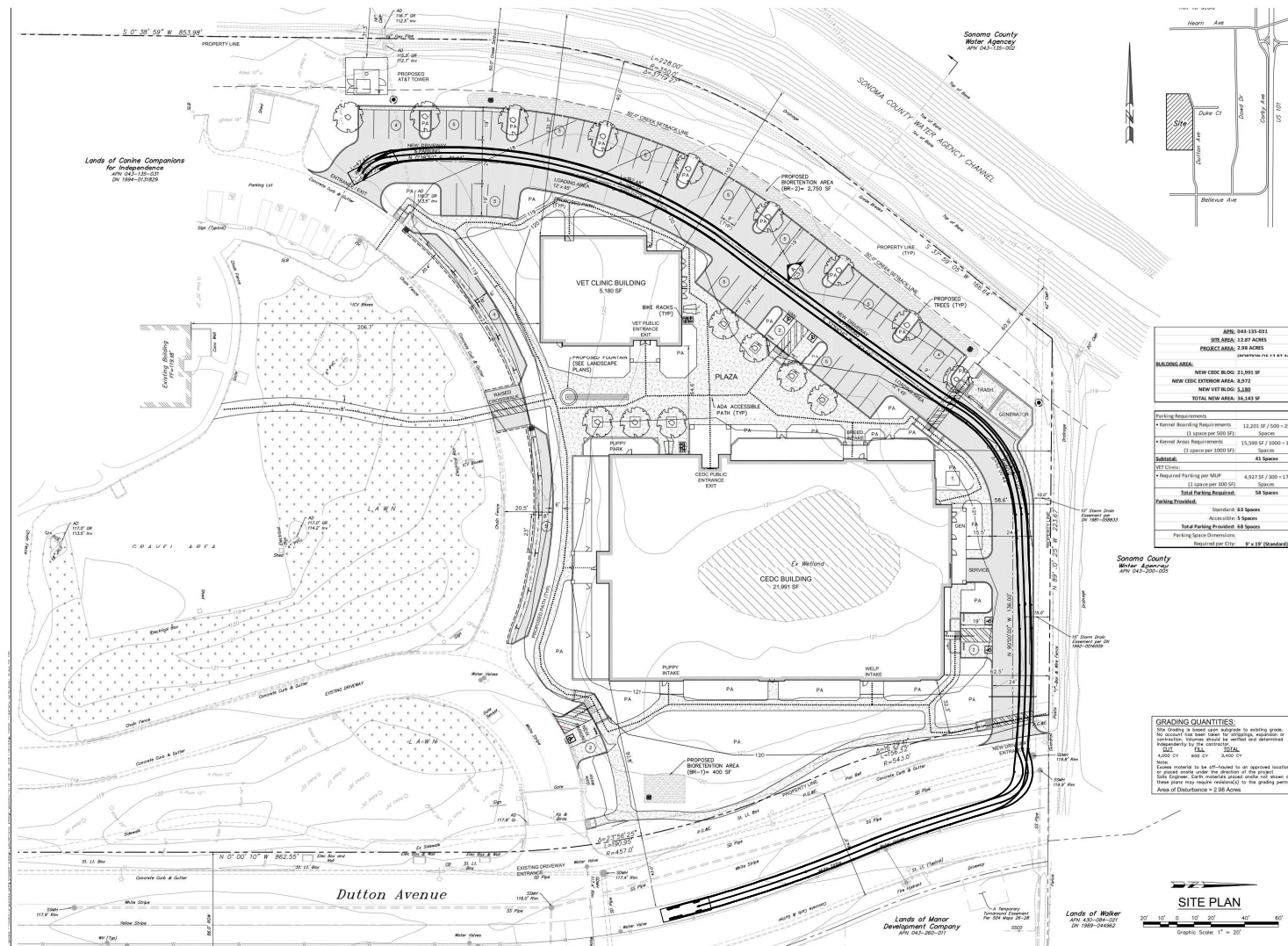


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Enclosures: VMT Screening Map; Fire Truck Access Diagram

Office pre-screen areas have been identified as being within transit priority areas (areas within 1/2 mile of rail station), along high quality transit corridors (areas within 1/2 mile of transit routes with 15 minute peak headways), and areas with work-based VMT per employment lower than 15% below the countywide average as estimated by the 2019 Sonoma County Travel Model.

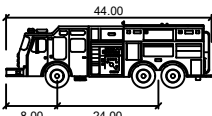




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Canine Companions Expansion
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Pumper Fire Truck

	feet
Width	8.50
Track	8.50
Lock to Lock Time	6.0
Steering Angle	37.8