November 23, 2020

Mr. Michael Pasquan
P.O. Box 1022
San Rafael, CA 94912

Focused Traffic Study for the 654 Walnut Avenue Project

Dear Mr. Pasquan;

W-Trans has completed a focused traffic analysis for the proposed cottage housing development to be located at 654 Walnut Avenue in the County of Sonoma.

Project Description

The project site is a 0.33-acre parcel with one existing single-family dwelling unit that can be accessed via a driveway on Walnut Avenue. This parcel is in the middle of a block with smaller parcels on each side. An existing bank impinges approximately fifteen feet into the southwest corner of the site. The proposed project would replace the existing single-family home with five single-family cottages, including two detached and three attached units, each with two bedrooms.

- File Number: PLP19-0048
- Address: 654 Walnut Avenue, Sonoma, CA 95476
- APN: 052-413-015
- Project Name: 654 Walnut Avenue Project
- Applicant Name: Stephen Pasquan
- Property Owner Name: Stephen Pasquan

Trip Generation

Trips associated with both the proposed and existing uses were estimated using standard rates published by the Institute of Transportation Engineers (ITE) in *Trip Generation Manual*, 10th Edition, 2017. Although all five cottages would have only two bedrooms, because two are detached the rates for "Single-Family Detached Housing" (ITE LU#210) were applied to these two units as well as the existing home to be demolished, and "Multifamily Housing (Low-Rise)" (LU #220) rates were applied to the three attached units. As shown in Table 1, the project would be expected to result in a net increase of 32 trips per day, including 1 additional trip during the a.m. peak hour and 3 trips during the p.m. peak hour compared to existing volumes.

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
Existing											
Single-Family Dwelling	-1 sfd	9.44	-9	0.74	-1	0	-1	0.99	-1	-1	0
Proposed											
Single Family Dwelling	2 sfd	9.44	19	0.74	1	0	1	0.99	2	1	1
Multifamily Housing (Low-Rise)	3 du	7.32	22	0.46	1	0	1	0.56	2	1	1
Net Difference			**32**		**1**	**0**	**1**		**3**	**1**	**2**

Note: sfd = single family dwelling; du = dwelling unit

With the trip generation estimate indicated above, a focused study work was performed given the limited number of new trips that the project would be expected to generate, as indicated in the County's *Guidelines for Traffic Impact Studies*.

Vehicle Miles Traveled

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. Many of the VMT significance criteria that the County is likely to adopt 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. This document identifies several criteria that may be used by jurisdictions to identify certain types of projects that are unlikely to have a 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 vehicle trips per day. As shown in Table 1, the proposed project is anticipated to generate approximately 32 daily vehicle trips, which falls below the OPR threshold. As a result, it is reasonable to conclude that the project can be presumed to have a less than significant impact on VMT.

Alternative Modes

Pedestrian Facilities

Given the proximity of the project site to retail, restaurants, and other facilities, it is reasonable to assume that some project residents would want to walk to reach these destinations. Given the rural "character" of the neighborhood, sidewalks are generally non-existent in the vicinity of the proposed project site, including on Walnut Avenue. Pedestrians must walk in the road for travel throughout the neighborhood. While pedestrian facilities are lacking in the area, given the low volumes and speeds of streets in the neighborhood as well as the prevailing character wherein such amenities are not provided, pedestrian travel can reasonably be accommodated by sharing the street with vehicular traffic, as currently occurs, though sidewalk should be added as opportunity arises.

Bicycle Facilities

There are currently no bicycle facilities on Walnut Avenue or around the project site. However, Class II bike lanes exist along both sides of Arnold Drive, which intersects Walnut Avenue approximately 1,100 feet west of the project location. Bicyclists can ride in the street on Walnut Avenue and elsewhere in the neighborhood, as would be expected on a low-volume, low-speed residential street.

Finding – Bicycle facilities serving the project site are adequate.

Transit Facilities

Sonoma County Transit provides service on Grove Street, which is about one-quarter mile from the project site. Route 30 provides service between Santa Rosa and Sonoma, Route 32 and 34 provide service within the City of Sonoma, and Route 38 provides service between San Rafael and Sonoma.

Finding – Transit facilities serving the project site are adequate.

Parking

As proposed, the project would provide 7 covered spaces, all of which would be located on-site. One of the parking spaces would be accessible.

Jurisdiction parking supply requirements were reviewed and based on the Sonoma County Municipal Code, Section 26-86-010, Required Parking, at the rate of one covered space per single-family dwelling unit the parking supply would be sufficient and would result in a surplus of two parking spaces that could be used by guests.

Site Access and Circulation

The project site currently has one driveway on Walnut Avenue. It is approximately 12 feet wide and 90 feet long and connects directly to the parking lot. Circulation from the front security gate on Walnut Avenue to the back-security gate near the ADA parking space is along a meandering path which extends to each cottage unit.

Finding – Site access and circulation as proposed in the conceptual site plan would be expected to operate acceptably.

Emergency Access

Emergency response vehicles would be able to access the site via Walnut Avenue and the existing driveway that provides direct access to the parking area at the rear of the property. As shown on the enclosed site plan, the driveway and parking area can be accessed by larger vehicles, though fire trucks would be expected to remain on Walnut Avenue near the closest fire hydrant rather than entering the site.

Finding – Emergency access is expected to operate acceptably.

Sight Distance

Sight distances along Walnut Avenue at the project driveway were 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). The recommended sight distances for minor street approaches that are driveways are based on stopping sight distance.

For the *prima facie* 25-mph speed limit on Walnut Avenue, the recommended stopping sight distance is 155 feet. Based on available area and street-view photography, and given the straight, flat alignment of Walnut Avenue, sight distance at the driveway extends at least 155 feet in each direction, which satisfies requirements for speeds up to 25 mph.

Finding – Sight distances along Walnut Avenue at the driveway are adequate for the 25-mph speed limit.

Recommendation – To maintain adequate sight lines along Walnut Avenue at the driveway, it is recommended that any new vegetation planted along the roadway frontage be low-lying, with a height of not more than three feet as measured from the street level, or, in the case of trees, limbs should be no less than seven feet above the street.

Turn Lane Warrants

Due to the low speed, low volume, and nature of Walnut Avenue, designated turn lanes or tapers would not be warranted at the project driveway and are therefore not recommended.

Finding – Turn lanes would not be warranted at the project driveway given local conditions.

Conclusions and Recommendations

- The proposed project is expected to generate an average of 41 new trips daily, including 2 trips during the morning peak hour and 4 during the p.m. peak hour. Compared to the existing single-family dwelling, the proposed project results in a net increase of 32 daily trips, on average, with 1 trip occurring during the morning peak hour and 2 during the evening peak hour.

- The project is expected to have a less-than-significant impact on VMT.

- Pedestrian, bicycle and transit facilities are generally adequate to serve the project site.

- The proposed supply of seven on-site parking spaces meets the Sonoma County Municipal Code requirement for the proposed use.

- Site access and circulation as proposed in the conceptual site plan would be expected to operate acceptably.

- Emergency access is adequate.

- Any landscaping added along the project's frontage should be either outside the driveway vision triangle or any plantings added should be low-lying or trees without limbs below seven feet from the street level.

- Turn lanes would not be warranted at the project driveway given local conditions.

Please feel free to contact us if there are any questions regarding this information. Thank you for giving us the opportunity to provide these services.

Sincerely,

Kimberly Tellez
Assistant Engineer

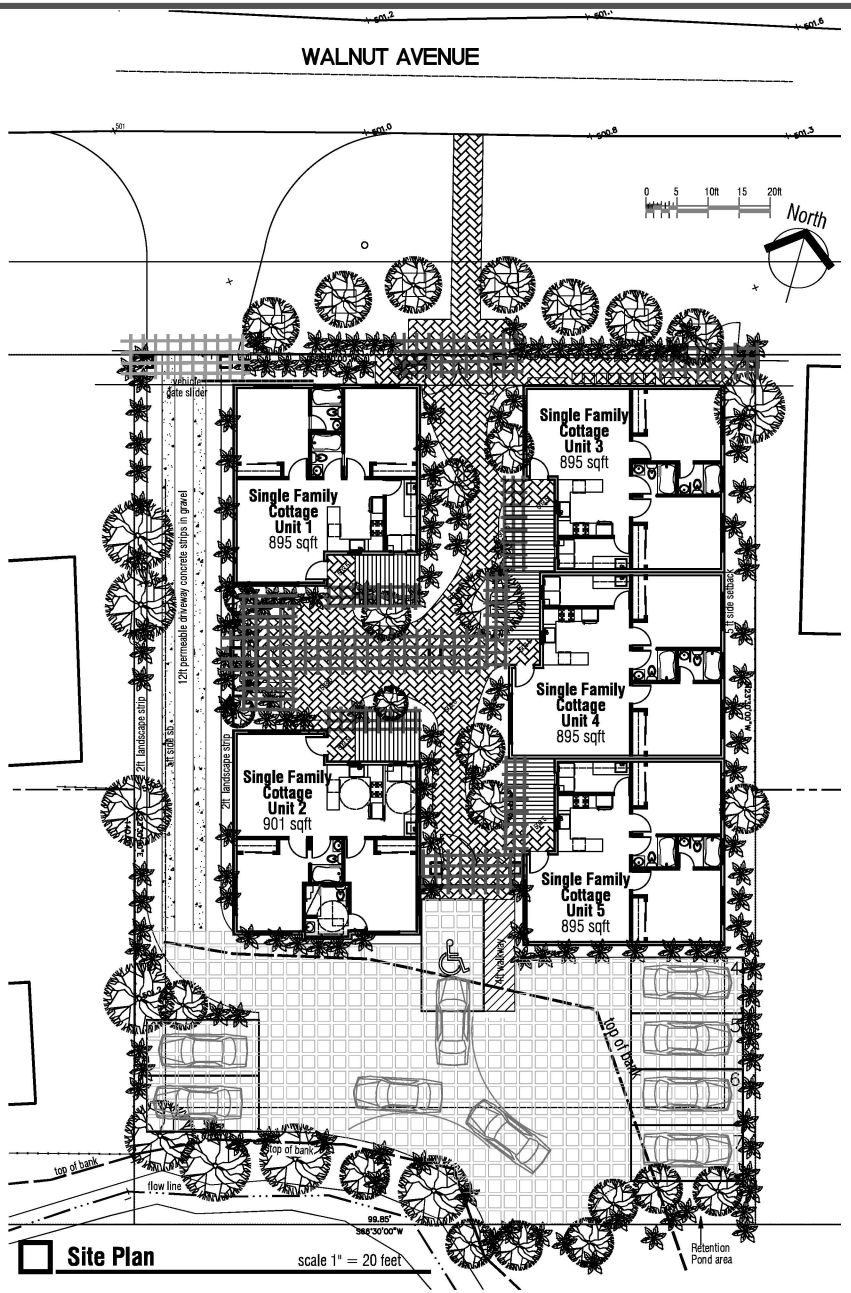
Dalene J. Whitlock, PE, PTOE
Senior Principal

REGISTERED PROFESSIONAL ENGINEER
DALENE J. WHITLOCK
TR001552
TRAFFIC
STATE OF CALIFORNIA

DJW/kt/SOX696.L1

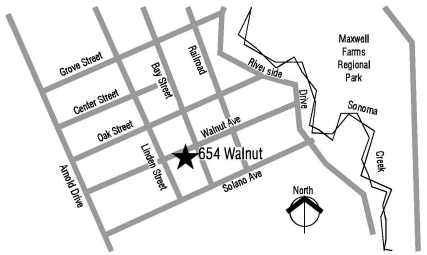
Enclosure: Site Plan

8/28/2019 5:27:35 PM



Site Plan

scale 1" = 20 feet



Vicinity

Directory

Design Drafting / Irvin Klein
676 Speers Road
Santa Rosa Ca. 95409
t 707 695 0711

Project Description

New gated Cottage Housing. 5 single story units in a 3 cluster configuration around garden courtyard. Each Unit 2 bed, 2 bath with Utility room. Each unit has prvate outdoor patio. One of the units will be accessible

Project Information

Address	654 Walnut Avenue Sonoma 95476
Owner	Stephen Pasquan
APN	052-413-015
Zoning	R1-B6 5DU X
Lot size	0.32 ac (13969 sqft)
Lot coverage	5076/13969 = 36.4% (allowable 40%)
Setbacks	F=20ft(45ft) S=5ft R=20ft

Unit 1	
Habitable area	895 sqft
Covered deck	108 sqft
Unit 2 - ADA Unit	
Habitable area	901 sqft
Covered deck	108 sqft
Unit 3	
Habitable area	895 sqft
Covered deck	108 sqft
Unit 4	
Habitable area	950 sqft
Covered deck	108 sqft
Unit 5	
Habitable area	895 sqft
Covered deck	108 sqft
Total built Area	5076 sqft

Index

Irvin Klein Design
707 695 0711
Irvin@sbcglobal.net

Cottage Housing
654 Walnut Avenue, Sonoma 95476

0 Site Plan and Project Information

1.18.2019