



August 5, 2020

Mr. Nate Bisbee, AIA
Bisbee Architecture + Design
629 Fourth Street #A
Santa Rosa, CA 95404

Focused Traffic Study for Santa Rosa Memorial Hospice House Project

Dear Mr. Bisbee;

As requested, W-Trans has prepared a focused traffic analysis for the Santa Rosa Memorial Hospice House Project at 550 Doyle Park Drive in the City of Santa Rosa. The purpose of this letter is to address the project's potential to have an adverse traffic impact, adequacy of site access and circulation for all modes and the anticipated adequacy of the proposed parking supply.

Existing Conditions

The project site is a 0.55-acre parcel that is currently vacant. The site would be accessed via an entrance-only driveway off Doyle Park Drive that would lead to a drop-off zone at the building entrance and the on-site parking spaces. Egress would be provided by an exit-only driveway onto Doyle Park Drive. Development along the block of Doyle Park Drive where the project is located, and the nearby portion of Montgomery Drive consists primarily of medical buildings. Sonoma Avenue fronts a mix of residential and commercial uses near the project site.

Doyle Park Drive generally runs north-south and is classified as a local street. Along the project frontage there are two 12-foot travel lanes, with one lane in each direction. Traffic counts obtained at the intersection of Montgomery Drive/Doyle Park Drive on February 19, 2019, indicate that the roadway is carrying about 1,300 vehicles per day.

Project Description

The proposed project is a one-story hospice house with 12 patient rooms, plus areas for visitors and staff. Per City of Santa Rosa Zoning Code Section 20-70.020, the facility would be classified as a Medical Service – Health Care Facility. The facility will operate 24 hours a day, every day. The interior space totals 8,900 square feet. The project is expected to be staffed by four full-time employees, one part-time employee, and one volunteer.

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 a Nursing Home (Land Use #620), which was determined to be the land use most similar to the proposed project. Based on application of this rate, the proposed project is expected to generate an average of 59 trips per day, including 5 trips during both the a.m. and p.m. peak hours. Since the project is anticipated to generate fewer than 50 peak hour trips, under the City's traffic study guidelines only a focused analysis is required. 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
Proposed											
Nursing Home (620)	8.9 ksf	6.64	59	0.43	5	4	1	0.59	5	2	3

Note: ksf = 1,000 square feet

Collision History

The collision history for the study area was reviewed to determine any trends or patterns that may indicate a safety issue. Collision rates were calculated based on records available from the California Highway Patrol as published in their Statewide Integrated Traffic Records System (SWITRS) reports. The most current five-year period available is September 1, 2014 through August 31, 2019.

With only one crash reported during the five-year study period, the calculated collision rate for the segment of Doyle Park Drive between Montgomery Drive and Sonoma Avenue was 2.45 collisions per million vehicle miles (c/mvm). This rate was compared to the average collision rate for similar facilities statewide, as indicated in *2016 Collision Data on California State Highways*, California Department of Transportation, which is 2.09 c/mvm. While the segment experienced an above-average collision rate, with only one crash and a low volume, no specific safety concern was identified. Copies of the collision rate calculations are enclosed.

Site Access

The driveways on Doyle Park Drive would be used to enter and exit the project site. The southern driveway would be entrance-only and would provide access to the drop-off area at the building entrance as well as the on-site visitor parking. The northern driveway would be exit-only from the site onto Doyle Park Drive. The driveways and connecting drive aisle would provide ample space to allow emergency vehicles to enter and exit the project site as shown on the enclosed site plan.

Sight Distance

Sight distance along Doyle Park Drive at the northern project driveway was evaluated based on sight distance criteria contained in the *Highway Design Manual* published by Caltrans. The recommended sight distance for a minor approach that is a driveway is based on stopping sight distance for the approach speed on the adjacent street.

Sight distance at the existing driveways was field reviewed. Based on a design speed of 25 mph, the minimum stopping sight distance needed is 150 feet. Based on the field review, stopping sight distance at the northern project driveway was found to be adequate in both directions. Since the southern driveway would only be used for entering vehicles, sight distance at that location was evaluated for drivers following on Doyle Park Drive and it was determined that a following driver would have adequate visibility to react to a vehicle slowing or stopping before entering.

Finding – Sight distance is adequate for both exiting and entering drivers.

Alternative Modes

Pedestrian Facilities

The sidewalk network along Doyle Park Drive and in the vicinity of the project is complete. There are marked crosswalks on all legs of the signalized Montgomery Drive/Doyle Park Drive intersection, supporting pedestrian access between the project site and Santa Rosa Memorial Hospital. There is a yellow school crosswalk across Doyle Park Drive at the intersection of Sonoma Avenue, but no marked crosswalks across Sonoma Avenue.

Finding – Sidewalk facilities in the project area are adequate.

Bicycle Facilities

Bike lanes are present along Sonoma Avenue from Santa Rosa Avenue to Hahman Drive, providing connections to other bicycle facilities in downtown Santa Rosa. Montgomery Drive has been identified in the City's Bicycle and Pedestrian Master Plan for bike lanes, and the Plan also calls for a bicycle route along Doyle Park Drive.

Finding – Bicycle facilities serving the project are adequate and will be further improved with the completion of planned facilities.

Transit Facilities

Santa Rosa CityBus Routes 4 and 4B serve Sonoma Avenue from 6 a.m. until 8 p.m. with buses every 30 minutes on weekdays and 60-minute headways from 6 a.m. until 8 p.m. on Saturdays and from 10 a.m. until 5 p.m. on Sundays, providing access to downtown and northeast Santa Rosa. There are bus stops approximately 250 feet from the project site at the intersection of Sonoma Avenue/Doyle Park Drive.

Sonoma County Transit Routes 30 and 34 serve Montgomery Drive, providing service between Santa Rosa and Sonoma. Route 30 provides service seven days a week, with 11 buses per day on weekdays from 6 a.m. until 9:30 p.m. and four buses per day on Saturdays and Sundays. Route 34 runs once per day on weekdays. Bus stops serving these routes are located near the intersection of Montgomery Drive at Sotoyome Street.

Finding – The project would be adequately served by existing transit service.

Parking

The project was analyzed to determine whether the proposed parking supply would be sufficient for the anticipated parking demand. The Santa Rosa Municipal Code, Chapter 20-36.040; Number of Parking Spaces Required, was reviewed to determine the off-street parking space requirements, and Table 3-4 in this section indicates that the minimum requirement for off-street parking spaces for Medical Service – Health Care Facility is to be determined by the Master Use Permit. Given the lack of specific requirements for this use, the ITE parking generation rate for Nursing Home, the same land use as was applied for the trip generation, was applied to the proposed project. Based on the 12 beds proposed for the project, the 85th percentile occupancy of parking was estimated to be six spaces during the weekday peak hour. While an 85th percentile estimate was not available for weekends, the average parking occupancy on Sunday was estimated to be five spaces. The applicant also obtained information from other similar facilities to assess the need for off-street parking and estimates that peak visitor parking usage would be eight vehicles.

The project as proposed would provide a total of 14 designated parking spaces for staff and visitors. This includes four on-site spaces as well as four designated spaces for visitors and six for employees and the volunteer at the Medical Center Plaza parking structure. The parking structure is located approximately 200 feet from the project site. The 14 spaces proposed to be provided exceeds the expected 85th percentile parking demand based on ITE rates and meets the anticipated demand based on the information collected by the applicant from other similar facilities.

Should additional parking capacity be needed, the Medical Center Plaza parking structure is open to members of the public who do not have designated spaces. In addition, the Santa Rosa Memorial Hospital parking structure has over 600 parking spaces and is located two blocks from the project site at the corner of Montgomery Drive and Sotoyome Street.

On-street parking is also available in the vicinity of the project. Most of Doyle Park Drive has parking restricted to a maximum of two hours from 9 a.m. through 6 p.m. Monday through Saturday, while the western side of the street has unrestricted parking along the frontage of the Daniels Chapel of the Roses Funeral Home. To minimize

the impact of the project on the neighborhood's on-street parking supply, visitors should be encouraged to use the nearby parking structures by distributing maps and directions to visitors and posting this information online.

Bicycle parking requirements are not specified in the Santa Rosa City Code for this land use, but the project proposes to provide four to six bicycle parking spaces on-site.

Finding – The off-street vehicle and bicycle parking supplies for the project are expected to be adequate.

Vehicle Miles Traveled (VMT)

The project is expected to generate 59 trips per day. Per the City of Santa Rosa's *Vehicle Miles Traveled (VMT) Guidelines – Final Draft, June 2020*, land use projects that would generate less than 110 trips per day can be screened out from further VMT analysis and the impact is considered to be less than significant.

Finding – The VMT generated by the project is expected to result in a less-than-significant impact.

Conclusions and Recommendations

- The proposed project is expected to generate an average of 59 new trips daily, including five trips during both peak hours.
- Sight lines at the project driveway would be adequate.
- Pedestrian and bicycle facilities as well as transit service are adequate to serve the project site.
- The project's proposed off-street parking supply of 14 spaces is expected to be adequate. It includes four on-site parking spaces for visitors, four designated visitor spaces in a nearby parking structure, and six designated spaces for employees at the parking structure.
- The project is assumed to have a less-than-significant impact in terms of VMT per City of Santa Rosa guidelines as it is expected to generate less than 110 trips per day.

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

Sincerely,

Kim Tellez
Assistant Engineer

Barry Bergman, AICP
Senior Planner

Dalene J. Whitlock, PE, PTOE
Senior Principal



Enclosures: Site Plan and Collision Rate Calculations

ENLARGED SITE PLAN DRAWING NOTES

- 1 DRIVEWAY & VEHICLE PARKING
- 2 ACCESSIBLE PATH OF TRAVEL
- 3 ACCESSIBLE PASSENGER DROP-OFF AND LOADING AREA
- 4 CONC. PAVING
- 5 SCREENED MECHANICAL YARD
- 6 (E) DRIVEWAY
- 7 (E) CONC. SIDEWALK
- 8 DETECTABLE WARNING PAVERS
- 9 VAN ACCESSIBLE PARKING STALL
- 10 PARKING STRIPING
- 11 MONUMENT SIGN
- 12 COVERED MAIN ENTRY
- 13 WATER FEATURE
- 14 PLANTER
- 15 PLANTING AREA
- 16 FENCING SYSTEM
- 17 GATE
- 18 VEHICLE GATE
- 19 TRASH & RECYCLING BINS AREA
- 20 VEHICLE AREA
- 21 COVERED AREA
- 22 BIKE PARKING
- 23 COVERED PATIENT PATIO
- 24 GARDEN AREA
- 25 REFLECTING POOL
- 26 ROOF ABOVE
- 27 PROPERTY LINE
- 28 EMERGENCY VEHICLE ACCESS, 20' WIDE CLEAR
- 29 DRIVEWAY ACCESS
- 30 EXTERIOR WALKWAY PAVERS
- 31 CROSSING STRIPING, CONC. PAVERS
- 32 PRIVACY WALL, STONE VENEER
- 33 FAULT TRACE, SEE GEOTECHNICAL REPORT
- 34 50' GEOTECHNICAL SETBACK, RECOMMENDED 'NO-BUILD' ZONE
- 35 WALKWAY BOLLARD LIGHT FIXTURE, DARK-SKY COMPLIANT

**NOT FOR
CONSTRUCTION**

**PLANNING
SUBMITTAL**

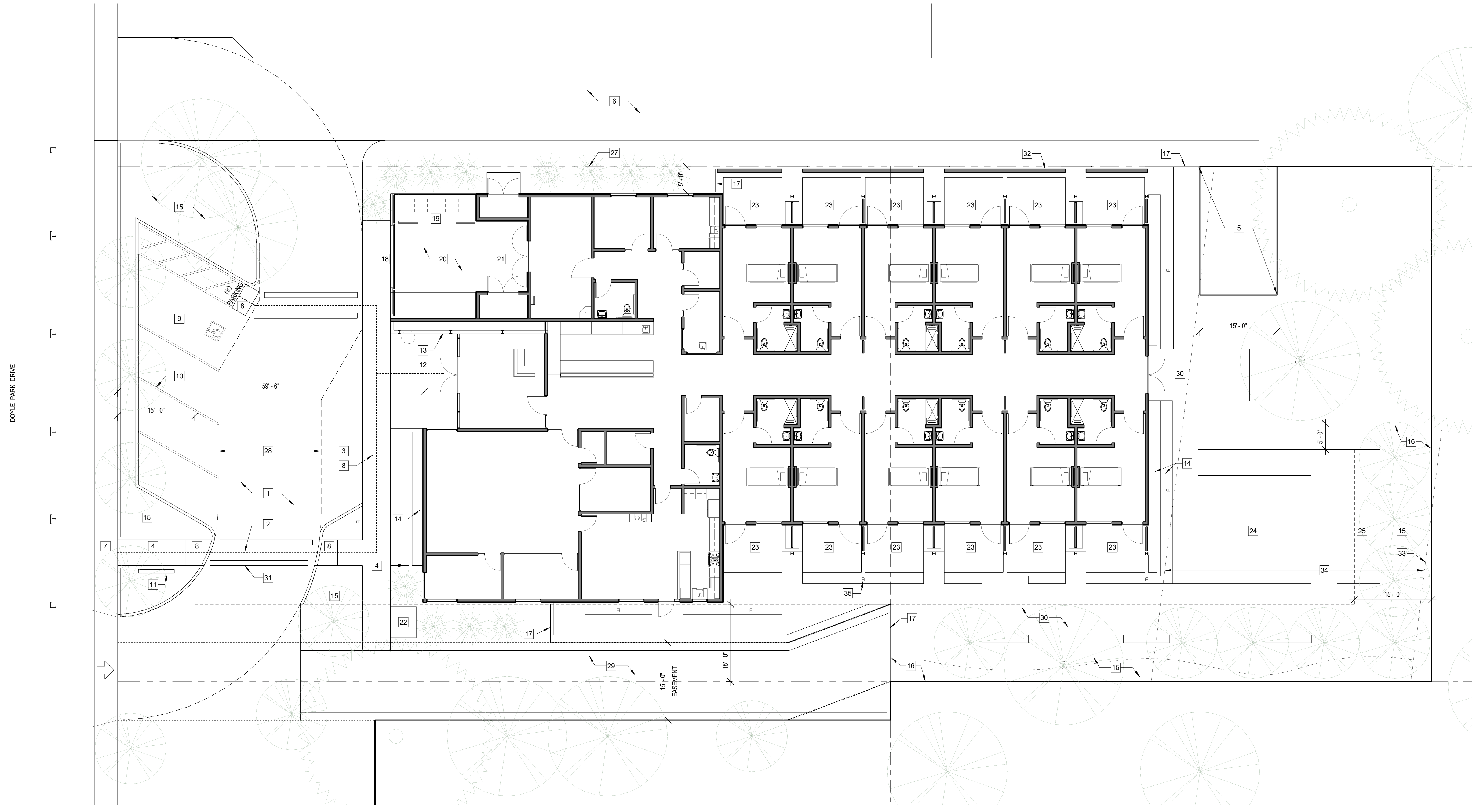
**SANTA ROSA
MEMORIAL
HOSPICE
HOUSE**

520 DOYLE PARK DRIVE
SANTA ROSA, CA 95404

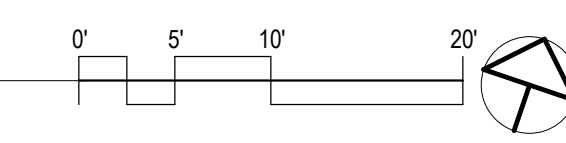
REV. #	DESCRIPTION	DATE

ENLARGED SITE PLAN NOTES

1. CONTRACTOR SHALL COORDINATE ALL NEW SITE WORK W/ EXISTING UTILITIES. PROTECT EXISTING UTILITIES AND EXISTING TRENCHES IN PLACE. REPAIR AND REPLACE ANY UTILITY LINES, EQUIPMENT OR SERVICE BOXES AT NEW SITE WORK. CONTRACTOR SHALL OBTAIN AN ENCROACHMENT PERMIT FOR ANY WORK WITHIN THE RIGHT-OF-WAY. ENCROACHMENT PERMIT IS REQUIRED PRIOR TO BUILDING PERMIT ISSUANCE.
2. PROTECT EXISTING TREES IN PLACE DURING CONSTRUCTION, U.O.N.
3. FOR MINIMUM SOILS PREPARATIONS, BASE SECTIONS, AND OTHER PAD DESIGN REQUIREMENTS, SEE THE GEOTECHNICAL REPORT. FOR PAD, SLAB AND FLATWORK DESIGN, S.C.D., S.S.D.



1 ENLARGED SITE PLAN
1" = 10'-0"



**PRELIMINARY
ENLARGED SITE PLAN**

PROJECT NUMBER	18022.00
DATE	MAR. 30, 2020
DRAWN BY	APS
CHECKED BY	NB

A12

Roadway Segment Collision Rate Worksheet

Santa Rosa Memorial Hospital Hospice House

Location: Doyle Park Drive

Date of Count: Tuesday, February 19, 2019
Average Daily Traffic (ADT): 1,600

Number of Collisions: 1
Number of Injuries: 0
Number of Fatalities: 0

Start Date: September 1, 2014

End Date: August 31, 2019

Number of Years: 5

Highway Type: Conventional 2 lanes or less

Area: Urban

Design Speed: ≤45

Segment Length: 0.1 miles

Direction: North/South

$$\text{Collision Rate} = \frac{\text{Number of Collisions} \times 1 \text{ Million}}{\text{ADT} \times \text{Days per Year} \times \text{Segment Length} \times \text{Number of Years}}$$

$$\text{Collision Rate} = \frac{1}{1,600} \times \frac{1,000,000}{365 \times 0.14 \times 5}$$

	Collision Rate	Fatality Rate	Injury Rate
Study Segment	2.45 c/mvm	0.0%	0.0%
Statewide Average*	2.09 c/mvm	1.0%	39.2%

Notes

ADT = average daily traffic volume
c/mvm = collisions per million vehicle miles
* 2016 Collision Data on California State Highways, Caltrans

Location: 0

Date of Count: Saturday, January 0, 1900
Average Daily Traffic (ADT): 0

Number of Collisions: 0
Number of Injuries: 0
Number of Fatalities: 0

Start Date: January 0, 1900

End Date: January 0, 1900

Number of Years: 0

Highway Type: Conventional 2 lanes or less

Area: Urban

Design Speed: ≤45

Segment Length: 0.0 miles

Direction: East/West

$$\text{Collision Rate} = \frac{\text{Number of Collisions} \times 1 \text{ Million}}{\text{ADT} \times \text{Days per Year} \times \text{Segment Length} \times \text{Number of Years}}$$

$$\text{Collision Rate} = \frac{0}{0} \times \frac{1,000,000}{365 \times 0 \times 0}$$

	Collision Rate	Fatality Rate	Injury Rate
Study Segment	0.00 c/mvm	0.0%	0.0%
Statewide Average*	2.09 c/mvm	1.0%	39.2%

Notes

ADT = average daily traffic volume
c/mvm = collisions per million vehicle miles
* 2016 Collision Data on California State Highways, Caltrans

Roadway Segment Collision Rate Worksheet

Santa Rosa Memorial Hospital Hospice House

Location: 0

Date of Count: Saturday, January 0, 1900
Average Daily Traffic (ADT): 0

Number of Collisions: 0
Number of Injuries: 0
Number of Fatalities: 0

Start Date: January 0, 1900
End Date: January 0, 1900
Number of Years: 0

Highway Type: Conventional 2 lanes or less
Area: Urban
Design Speed: ≤45

Segment Length: 0.0 miles
Direction: North/South

$$\text{Collision Rate} = \frac{\text{Number of Collisions} \times 1 \text{ Million}}{\text{ADT} \times \text{Days per Year} \times \text{Segment Length} \times \text{Number of Years}}$$

$$\text{Collision Rate} = \frac{0 \times 1,000,000}{0 \times 365 \times 0 \times 0}$$

	Collision Rate	Fatality Rate	Injury Rate
Study Segment	0.00 c/mvm	0.0%	0.0%
Statewide Average*	2.09 c/mvm	1.0%	39.2%

Notes

ADT = average daily traffic volume
c/mvm = collisions per million vehicle miles
* 2016 Collision Data on California State Highways, Caltrans

Location: 0

Date of Count: Saturday, January 0, 1900
Average Daily Traffic (ADT): 0

Number of Collisions: 0
Number of Injuries: 0
Number of Fatalities: 0

Start Date: January 0, 1900
End Date: January 0, 1900
Number of Years: 0

Highway Type: Conventional 2 lanes or less
Area: Urban
Design Speed: <=45

Segment Length: 0.0 miles
Direction: East/West

$$\text{Collision Rate} = \frac{\text{Number of Collisions} \times 1 \text{ Million}}{\text{ADT} \times \text{Days per Year} \times \text{Segment Length} \times \text{Number of Years}}$$

$$\text{Collision Rate} = \frac{0 \times 1,000,000}{0 \times 365 \times 0 \times 0}$$

	Collision Rate	Fatality Rate	Injury Rate
Study Segment	0.00 c/mvm	0.0%	0.0%
Statewide Average*	2.09 c/mvm	1.0%	39.2%

Notes

ADT = average daily traffic volume
c/mvm = collisions per million vehicle miles
* 2016 Collision Data on California State Highways, Caltrans

Roadway Segment Collision Rate Worksheet

Santa Rosa Memorial Hospital Hospice House

Location: 0

Date of Count: Saturday, January 0, 1900

Average Daily Traffic (ADT): 0

Number of Collisions: 0

Number of Injuries: 0

Number of Fatalities: 0

Start Date: January 0, 1900

End Date: January 0, 1900

Number of Years: 0

Highway Type: Conventional 2 lanes or less

Area: Urban

Design Speed: ≤45

Segment Length: 0.0 miles

$$\text{Collision Rate} = \frac{\text{Number of Collisions} \times 1 \text{ Million}}{\text{ADT} \times \text{Days per Year} \times \text{Segment Length} \times \text{Number of Years}}$$

$$\text{Collision Rate} = \frac{0 \times 1,000,000}{0 \times 365 \times 0 \times 0}$$

	Collision Rate	Fatality Rate	Injury Rate
Study Segment	0.00 c/mvm	0.0%	0.0%
Statewide Average*	2.09 c/mvm	1.0%	39.2%

Notes

ADT = average daily traffic volume

c/mvm = collisions per million vehicle miles

* 2016 Collision Data on California State Highways, Caltrans