

Appendix A

Traffic Memo

Date: January 9, 2018

To: Bonnie Chiu – The New Home Company

From: Alan Telford – Fehr & Peers

Subject: *Russell Ranch – Change in Trip Generation & Cumulative Impacts Discussion*

RS15-3345

Change in Trip Generation

The approved Russell Ranch project contains 903 residential dwelling units, of which 789 are detached single-family units and 114 are multi-family units. The New Home Company proposes to increase the total number of dwelling units to 1,027, of which 587 would be detached single-family units, 208 would be age-restricted units, and 232 would be multi-family units. You have asked Fehr & Peers to determine the change in trip generation due to the proposed change in the number and types of residential units.

The change in trip generation was computed using trip rates contained in Trip Generation Manual, 9th Edition, published by the Institute of Transportation Engineers. Table 1 shows the daily, AM peak hour, and PM peak hour trip rates for each residential unit type.

**Table 1
Trip Generation Rates by Residential Unit Type¹**

	ITE Code	Daily	AM Peak Hour	PM Peak Hour
Single-Family Residential ²	210	9.52	0.75	1.00
Age-Restricted Residential ³	251	4.36	0.31	0.37
Multi-Family Residential ²	220	6.65	0.51	0.62

¹ ITE Trip Generation Manual, 9th Edition

² Used average rates

³ Used fitted curve equations:

Daily: $\text{Ln}(\text{trip ends}) = 0.89 * \text{Ln}(\text{dwelling units}) + 2.06$

AM Peak Hour: $\text{trip ends} = 0.17 * (\text{dwelling units}) + 29.95$

PM Peak Hour: $\text{Ln}(\text{trip ends}) = 0.75 * \text{Ln}(\text{dwelling units}) + 0.35$

Tables 2 and 3 present the resulting trip generation of the approved and proposed plans. As shown, the proposed plan results in a decrease in trip generation by 231 daily trips, 27 AM peak hour trips, and 52 PM peak hour trips. Even though the number of proposed units is higher than currently approved, the shift of unit type from single-family to multi-family and to age-restricted results in a decrease in total trips.

Table 2
Approved Plan and Proposed Plan Trip Generation

	Approved Plan				Proposed Plan			
	Units	Daily	AM peak hour	PM peak hour	Units	Daily	AM peak hour	PM peak hour
Single Family Residential	789	7,511	592	789	587	5,588	440	587
Age-Restricted Residential	0	0	0	0	208	907	64	77
Multi-Family Residential	114	758	58	71	232	1,543	118	144
Total	903	8,269	650	860	1,027	8,038	622	808

Table 3
Trip Generation Difference

	Daily	AM Peak Hour	PM Peak Hour
Approved Plan	8,269	650	860
Proposed Plan	8,038	622	808
Difference	-231	-28	-52

Cumulative Impacts Discussion

The Russell Ranch EIR was completed in 2015. The transportation/circulation chapter of that EIR included an evaluation of cumulative traffic impacts under Year 2035 traffic conditions.

Cumulative impacts refer to the combined effect of project impacts with the impacts of other past, present, and reasonably foreseeable future projects. This cumulative impact analysis does not rely on a list of specific pending, reasonably foreseeable development proposals in the vicinity of the project; rather, it relies on existing and future development accommodated under the City's General Plan, which is included in regional travel demand modeling.

The SACOG regional traffic model was used to forecast cumulative year 2035 traffic volumes both within and outside of the Specific Plan area. The resulting cumulative scenario included buildout of the Russell Ranch project as well as the surrounding Folsom Plan Area Specific Plan. The model also included land use growth in the other portions of Folsom as well as the surrounding six-county region.

The year 2035 traffic model assumed a substantial increase in land use development north of US 50 as anticipated by the Folsom General Plan. The following table shows the increase in households, retail employees, and non-retail employees that was assumed in the traffic model:

	Base	Cumulative	Growth
Households	20,900	23,540	2,640 (13%)
Retail Employees	9,801	14,712	4,911 (50%)
Nonretail Employees	15,545	20,208	4,663 (30%)

Since the Russell Ranch EIR had assumed a substantial amount of development north of US 50 under Year 2035, the proposed land use change would not result in any new significant traffic impacts under cumulative conditions.