January 13, 2025

Ms. Kimberly Jordan
Town of Windsor
8400 Windsor Road, Building 100
P.O. Box 100
Windsor, CA 95492

Addendum to the Transportation Impact Study for the Quail Acres Project

Dear Ms. Jordan;

As requested, W-Trans has conducted additional transportation analyses for the proposed Quail Acres Project and prepared the following addendum to the *Quail Acres 1 Traffic Impact Study*, W-Trans, April 2024. At the request of the Town Council, the analysis has been structured to evaluate the potential cumulative transportation effects of a hypothetical condition in which a future school is not established in the North of Arata Community Area.

Background

The Town of Windsor 2040 General Plan identifies a potential future school site in the North of Arata Community Area. The proposed Quail Acres development has established a site and phasing plan that accommodate either a school or additional residential units. For the *Quail Acres 1 Project Traffic Impact Study* (TIS), W-Trans, 2024, traffic conditions and vehicle miles traveled (VMT) under cumulative year 2040 conditions including a 500-student school in the North of Arata Community Area were analyzed.

During public review of the proposed Quail Acres project, concerns were raised over the ability for WUSD to acquire a future school site within Quail Acres or nearby parcels in the North of Arata Community Area, as were questions surrounding the potential cumulative transportation effects that would result if a future school were not built in this part of Windsor. W-Trans collaborated with the Sonoma County Transportation Authority (SCTA) to perform a new cumulative year run of the regional travel demand model without a school and analyzed the results to assess the potential VMT and traffic repercussions of this condition.

A diagram showing the SCTA model's Traffic Analysis Zone (TAZ) containing the Quail Acres site is shown in Plate 1, and an excerpt from Town of Windsor General Plan 2040 showing the boundaries of the North of Arata Community Area is shown in Plate 2. The two boundaries are geographically similar.

Supplemental VMT Analysis

The Quail Acres TIS includes a project-specific VMT analysis conducted using the outputs from dedicated SCTA model runs. Residential development projects in the Town of Windsor are assessed using a home-based VMT per capita metric, with the applicable CEQA VMT significance threshold set at a level of 15 percent below existing countywide average levels. The Quail Acres VMT analysis indicated that the proposed development would be expected to produce per-capita VMT levels that are below the significance threshold, indicating a less-than-significant impact.

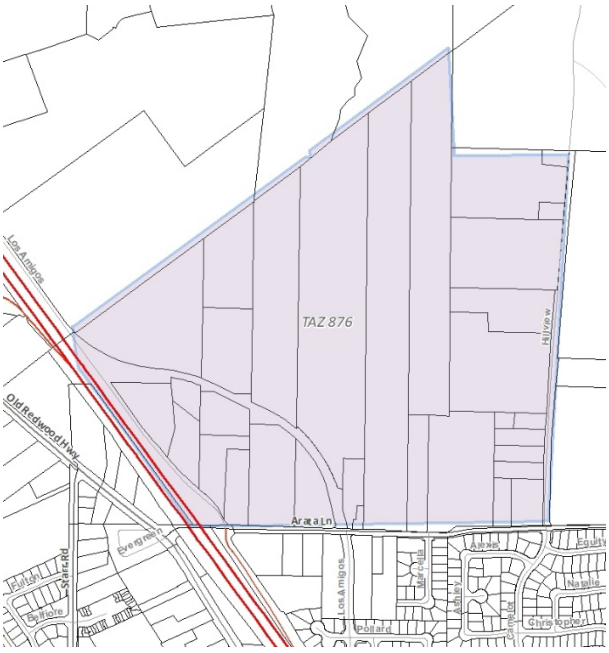


Plate 1 – SCTA Model Traffic Analysis Zone 876

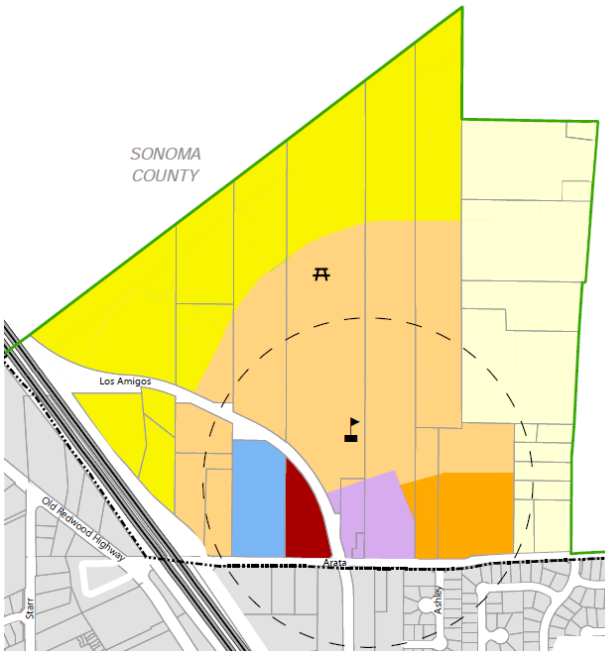


Plate 2 – North of Arata Community Area
(source: Town of Windsor General Plan 2040)

Analysis of Project-Level Cumulative VMT per Capita

Consistent with the *Technical Advisory on Evaluating Transportation Impacts in CEQA*, Governor's Office of Planning and Research (OPR), 2018, the Quail Acres VMT significance determination was established through analysis of near-term project impacts. The *Technical Advisory* indicates that "A project that falls below an efficiency-based threshold that is aligned with long-term goals and relevant plans has no cumulative impact distinct from the project impact." Assessment of cumulative VMT conditions for the Quail Acres development is unnecessary since the project is generally consistent with the Town's General Plan. However, this would not necessarily be the case under conditions in which the following two criteria are met:

- The Town's General Plan designation of a potential future school site in the North of Arata Community Area is considered to be an affirmation that a school would be present in this area under cumulative conditions.
- Consensus exists that development of Quail Acres without a school site would preclude a future school from being established at any location in the North of Arata Community Area.

The supplemental VMT analysis summarized in this addendum reflects a hypothetical cumulative condition in which the above criteria are met and a future school would not exist within the Quail Acres site or anywhere within the North of Arata Community Area. The Quail Acres development would include a total of 301 residential units (255 single family detached units and 46 multifamily attached units) in this scenario, since the portion of the project designated as Phase 1B would be occupied by single family homes instead of a school. These assumptions were applied in the custom SCTA model run for cumulative year 2040 conditions. Using the same approach as applied in the Quail Acres TIS, the raw SCTA model VMT results for the project were adjusted using the SCTA VMT Reduction Tool to account for the project's provision of 15 low-income affordable residential units.

In the applied hypothetical cumulative scenario with no school in the North of Arata Community Area, and including adjustments to account for provision of onsite deed-restricted affordable housing, the Quail Acres project is anticipated to generate 13.25 VMT per capita. This value is below the applicable significance threshold of 14.11 VMT per capita. Accordingly, the project would be considered to have a less-than-significant VMT impact

under this cumulative condition. This cumulative VMT significance finding aligns with the near-term significance finding described in the Quail Acres TIS. A summary of the cumulative VMT finding is shown in Table 1.

Table 1 – Cumulative VMT Summary with No School in the North of Arata Community Area

VMT Threshold of Significance		Project Cumulative VMT per Capita		
Countywide Average VMT per Capita	**Threshold**	**Unadjusted**	**Adjusted**	**Threshold Met?**
16.60	14.11	13.44	13.25	Yes

Notes: VMT is measured in VMT per Capita, or the number of daily miles driven per resident; Threshold is the applicable VMT significance threshold of 15 percent below the existing countywide average; Adjusted values reflect the effects of providing onsite affordable housing

It is noted that the project's VMT per capita of 13.25 miles in this cumulative scenario is lower than the 14.10-mile near-term VMT per capita assessed in the Quail Acres TIS. This downward trend in per capita VMT over time is consistent with that projected by the SCTA model for the county as a whole, including the Town of Windsor, which is estimated to decrease from 14.24 miles under existing conditions to 12.99 miles under year 2040 cumulative conditions.

Effects of a School on Project-Level VMT

For informational purposes, the cumulative VMT per capita projected to be generated by Quail Acres residents was compared for conditions with a school in the North of Arata Community Area versus conditions without a school. As indicated in Table 1, the project's adjusted cumulative VMT per capita is projected to be 13.25 miles with no school. With a school, the project's adjusted cumulative VMT per capita is projected to be approximately three percent lower at 12.83 miles. This suggests that the presence of a school in the North of Arata Community Area would have a beneficial effect on the amount of VMT generated by residents in the surrounding area.

Cumulative Effects on Townwide VMT

The VMT analysis summarized above assesses the significance of project-level VMT impacts, focusing on the VMT levels generated by Quail Acres residents. The cumulative VMT effects of having no future school in the North of Arata Community Area (as well as 65 additional Quail Acres units on the area that would otherwise have been occupied by a school) were also assessed to determine broader community-wide effects. This community-wide assessment considers the cumulative differences in the total network VMT driven on roadways within the Town of Windsor. Network VMT is calculated by the SCTA model by multiplying the projected daily vehicle trips on individual roadway segments by the corresponding segment lengths, aggregating the results to provide an estimate of the total VMT occurring on roadways within the Town's sphere of influence.

Comparison of the network VMT results obtained from the SCTA model indicate that the cumulative scenario with no school would result in approximately 516 additional miles of daily vehicle travel than the cumulative scenario with a school. While this constitutes a difference of only 0.1 percent at the Townwide level, it may be considered an indicator that the presence of a school in the North of Arata Community Area has a beneficial effect on total VMT.

A summary of the VMT findings is shown in Table 2.

Table 2 – Cumulative Year 2040 Network VMT in the Town of Windsor

With School in North of Arata Community Area	Without School in North of Arata Community Area	Net Change Without School
622,203 miles	622,720 miles	+516 miles

Note: Network VMT reflects the total number of daily miles driven on roadways within the Town of Windsor as projected by the SCTM19 travel demand model.

Supplemental Traffic Analysis

Traffic congestion, expressed as intersection Levels of Service (LOS), is evaluated in the Quail Acres TIS for several scenarios including year 2040 cumulative conditions with a school on the Quail Acres site. A supplemental analysis has been conducted for this addendum, assessing cumulative traffic conditions without a school in the North of Arata Community Area.

Applied Land Use Assumptions

The Quail Acres TIS includes a cumulative scenario with a 500-student elementary school on the Quail Acres project site. In this scenario, referred to in Table 6 of the TIS trip generation summary as "Alternative Project with School," the residential component of Quail Acres consists of 190 single-family detached homes, 46 single-family attached homes, and an estimated 63 residents in potential accessory dwelling units (ADUs).

The cumulative land use mix analyzed in this addendum assumes no school on the Quail Acres site or within any other portion of the North of Arata Community Area. An additional 65 single-family residential units would be constructed within Quail Acres on the portion of the project that is designated as a potential school site. The Quail Acres project as proposed would include 255 single-family detached homes, 46 single-family attached homes, and an estimated 81 residents in potential ADUs.

Effects on Travel Patterns

Surges in roadway traffic volumes typically occur in the vicinity of schools during drop-off and pick-up periods. These surges tend to be most pronounced on the roadways and intersections closest to schools, with decreased effects further away as school-related traffic disperses onto the broader roadway network. The cumulative scenario analyzed in the Quail Acres TIS includes the effects of people driving to and from a 500-student elementary school in the North of Arata Community Area. Most of this school-related traffic would pass through the Arata Lane/Los Amigos Road intersection and along the Los Amigos Road extension.

Traffic patterns in the vicinity would be different during peak school periods if a school were not built in the North of Arata Community Area. There would not be concentrated surges of school-related traffic turning onto and off of the Los Amigos Road extension to and from the school site; most drivers would instead be traveling between their homes and different school sites in Windsor. Some school-related travel would still occur on these facilities, however, including vehicle trips associated with students in Quail Acres and other developments in the North of Arata Community Area. Without a neighborhood school, these vehicles would need to travel on the Los Amigos Road extension and through the Arata Lane/Los Amigos Road intersection to reach other Windsor schools.

Effects on Traffic Operation

The anticipated cumulative traffic effects associated with there being no future school within the North of Arata Community Area were analyzed using output from the custom run of the SCTA model developed for this addendum. The analysis focuses on operation at the Arata Lane/Los Amigos Road intersection, where school versus non-school effects would be most pronounced on Windsor's arterial roadway network. Review of the

results suggests that while the total peak hour volumes passing through the intersection would be similar under "with" and "without" school scenarios, the volumes encountered on individual movements would differ.

Cumulative operating conditions at the Arata Lane/Los Amigos Road intersection both with and without a school are summarized in Table 3. Cumulative conditions with a school were previously assessed in the Quail Acres TIS and are shown in the "Cumulative with School" columns. As in the TIS, operation is shown for both a traffic signal and a roundabout.

Table 3 – Cumulative Levels of Service at Arata Lane/Los Amigos Road with Versus without School

Future Traffic Control	Cumulative with School				Cumulative without School			
	AM Peak		PM Peak		AM Peak		PM Peak	
	Delay	LOS	Delay	LOS	Delay	LOS	Delay	LOS
Signalized	46.0	D	26.3	C	47.1	D	29.2	C
Single-Lane Roundabout	23.5	C	17.2	C	24.2	C	18.2	C

Notes: Delay is measured in average seconds per vehicle; LOS = Level of Service

For the cumulative scenario without a school in the North of Arata Community Area, Arata Lane/Los Amigos Road would be expected to operate acceptably with either a traffic signal or roundabout, meeting the Town's LOS D standard. Average vehicle delays would be slightly higher than the "with school" cumulative scenario, though LOS grades would remain the same.

Traffic Volume Differences on Area Roadways

For informational purposes, cumulative peak hour traffic volumes on select roadways were compared for the two cumulative scenarios (with and without a school). Segment volumes were obtained directly from the SCTA travel demand model custom runs performed for the Quail Acres project. The percentage changes in traffic volumes occurring under the "without" school scenario as compared to the "with school" scenario are shown in Table 4.

Table 4 – Changes in Cumulative Peak Hour Roadway Volumes

Roadway Segment	Percentage Change in "Without" School Scenario	
	AM Peak Hour	PM Peak Hour
Old Redwood Hwy north of Arata Ln	-2.7%	1.0%
Arata Ln at US 101 Underpass	-0.4%	0.6%
Los Amigos Rd Extension north of Arata Ln	-1.6%	0.8%
Los Amigos Rd south of Arata Ln	-2.1%	-3.0%
Arata Ln east of Los Amigos Rd	1.1%	0.5%
US 101 south of Arata Ln Interchange	-0.3%	0.7%

Notes: Percentages reflect the change in roadway volumes occurring under the 2040 without school scenario as compared to the 2040 with school scenario; Segment volumes obtained from SCTM19 model outputs

As reflected in the results, peak hour volumes in the "without" school scenario would be higher on some segments and lower on other segments as compared to the "with" school scenario. Overall, the differences are expected to be relatively modest at plus or minus three percent or less.

Conclusions

- Under a cumulative condition with no school in the North of Arata Community Area, the per-capita VMT associated with the Quail Acres project would fall below the applicable significance threshold, and the project would be considered to have a less-than-significant VMT impact.

- The presence of a school in the North Arata Community Area would reduce the residential VMT per capita in surrounding neighborhoods by approximately three percent.

- With cumulative conditions and no school, approximately 516 additional miles of daily vehicle travel is projected to occur in the Town of Windsor as compared to cumulative conditions with a school. While this constitutes a difference of only 0.1 percent Townwide, it may be considered an indicator that the presence of a school in the North of Arata Community Area could have a positive effect on total VMT.

- The Arata Lane/Los Amigos Road intersection is projected to operate acceptably under cumulative conditions without a school in the North of Arata Community Area with either a traffic signal or roundabout. Average vehicle delays in the "without school" scenario are expected to be slightly higher than cumulative conditions with a school though LOS grades would remain unchanged.

- Peak hour volumes in the "without" school scenario would be slightly higher on some roadway segments and slightly lower on others as compared to the "with" school scenario, with differences generally within plus or minus three percent.

Thank you for allowing W-Trans to continue serving the Town of Windsor on this project. Please contact me if you have any questions.

Sincerely,



Zachary Matley, AICP
Principal

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