



August 24, 2021

Ms. Nayeli Rivera  
Old School Cannabis, Inc.  
100 Sebastopol Road  
Santa Rosa, CA 95407

## **Focused Traffic Study for the Old School Cannabis Project**

Dear Ms. Rivera;

As requested, W-Trans has prepared a focused transportation analysis for the proposed Old School Cannabis project to be located at 100 Sebastopol Road in the City of Santa Rosa. The purpose of this letter is to present the project's trip generation as well as an analysis of the transportation-related issues required under the California Environmental Quality Act (CEQA). The following analysis is consistent with standard traffic engineering techniques.

### **Project Description**

The proposed project includes repurposing a site that was most recently used as a collegiate preparatory school into a cannabis dispensary, cultivation, distribution, and manufacturing facility. The conversion would expand the existing 20,433 square feet of floor area to 20,840 square feet; the net increase of 407 square feet would be part of the cultivation canopy. The proposed floor area breakdown includes 2,350 square feet for retail space and 18,490 square feet for cultivation, distribution, and manufacturing uses. A total of 10 to 15 employees are envisioned across all uses. The dispensary, which includes a delivery service, would operate between 9:00 a.m. and 9:00 p.m. seven days per week, while the remaining uses would operate between 6:00 a.m. and 9:00 p.m. The project site plan is enclosed for reference.

### **Trip Generation**

The trip generation for the previous use of the site as a collegiate preparatory school was estimated using standard rates published by the Institute of Transportation Engineers (ITE) in *Trip Generation Manual*, 10<sup>th</sup> Edition, 2017 for "High School" (LU #530) as this was determined to be the most similar land use available. The trip generation for the proposed cannabis cultivation, distribution, and manufacturing uses was estimated using standard rates for "General Light Industrial" (LU #110) as all of these uses could be classified as light industrial.

The peak hour trip generation for the retail component of the project was estimated using rates developed based on data collected at local dispensaries. Over the last two years, W-Trans has collected data at seven dispensaries in the North Bay Area, including four in the City of Santa Rosa. Our data collection effort has identified that local dispensaries are expected to generate about two vehicle trips per 1,000 square feet of gross floor area during the weekday a.m. peak hour and 21 trips per 1,000 square feet during the weekday p.m. peak hour. A spreadsheet summarizing the local trip generation data and resulting rates is enclosed for reference. Although not relevant for determining whether or not a full traffic impact study is required, the daily trip generation for the proposed project was estimated for informational purposes only also using local data.

Based on the application of these rates, the proposed project would be expected to generate an average of 292 daily trips, including 17 trips during the a.m. peak hour and 62 trips during the p.m. peak hour. After accounting for the trips associated with the prior collegiate preparatory school, the dispensary would be expected to result in five new daily trips on average with 52 fewer a.m. peak hour trips and 42 more p.m. peak hour trips. 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
<b>Previous</b>											
High School	20.433 ksf	14.07	287	3.38	69	49	20	0.97	20	22	9
<b>Proposed</b>											
General Light Industrial	18.490 ksf	4.96	92	0.70	13	11	2	0.63	12	2	10
*Marijuana Dispensary	2.350 ksf	85.12	200	1.59	4	3	1	21.27	50	26	24
<i>Total Proposed</i>			292		17	14	3		62	28	34
<b>Net New Trips (Proposed – Previous)</b>			<b>5</b>		<b>-52</b>	<b>-35</b>	<b>-17</b>		<b>42</b>	<b>17</b>	<b>25</b>

Note: ksf = 1,000 square feet; \* = North Bay rates based on local data

Because the project would be expected to result in fewer than 50 new trips during either peak hour, per the City's *Standard Guidance for the Preparation of Traffic Impact Analysis*, a full traffic impact study with an operational analysis is not required so one was not prepared.

## 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 (LOS) analysis, the change in Vehicle Miles Traveled (VMT) as a result of a project is now the basis for determining impacts with respect to transportation and traffic under the California Environmental Quality Act (CEQA). Although not yet officially adopted, the City of Santa Rosa is in the process of preparing guidelines for VMT analysis, as outlined in *Vehicle Miles Traveled (VMT) Guidelines Final Draft*, dated June 5, 2020. Many of the VMT significance criteria in the draft guidelines 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. Consistent with both the City's Guidelines and the Technical Advisory, the retail and employment-based components of the project were analyzed separately.

The City's Draft VMT Guidelines identify several criteria that may be used to identify certain types of projects that are unlikely to have a significant VMT impact and can be "screened" from further analysis. One of these screening criteria pertains to local-serving retail, which the City defines as having up to 10,000 square feet of gross floor area. The theory behind this criteria is that while a larger retail project may generate interregional trips that increase a region's total VMT, small retail establishments do not necessarily add new trips to a region, but change where existing customers shop within the region and often shorten trip lengths. The proposed cannabis dispensary aspect of the project includes 2,350 square feet of floor area, which is well below the City's local-serving retail threshold of 10,000 square feet; therefore, it is reasonable to conclude that the retail portion of the project would have a *less-than-significant* transportation impact on VMT.

The light industrial portion of the project, including cultivation, distribution, and manufacturing, is composed of employment-based uses for which the City of Santa Rosa uses a metric of VMT per employee for the VMT analysis. A project exceeding a level of 15 percent below the existing regional average VMT per employee may indicate a significant transportation impact. OPR encourages the use of screening maps to establish geographic areas for which the anticipated VMT would be 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 Sonoma County Transportation Authority (SCTA) prepared a draft screening map for the City of

Santa Rosa and the project site is located within a screened area so it is therefore reasonable to conclude that the light industrial portion of the project would also have a less-than-significant VMT impact. A copy of the employment-based VMT screening map is enclosed.

**Finding** – Both the retail and employee components of the proposed project would be expected to have less-than-significant transportation impacts on VMT.

## Alternative Modes

Given the proximity of residential neighborhoods and other commercial uses within one-quarter mile surrounding the site, it is reasonable to assume that some project patrons and employees will want to walk, bicycle, and/or use transit to reach the project site.

### Pedestrian Facilities

Sidewalks exist along the project frontage on Sebastopol Road and on both sides of Timothy Road which effectively link the project site to the surrounding sidewalk network and provide adequate walking environments for pedestrians. Additionally, pedestrians can cross Sebastopol Road at the signalized intersection with Dutton Avenue to the west of the project site and at the crosswalk adjacent to the railroad tracks at the northeast corner of the site. As shown on the site plan, a pedestrian pathway would be provided along the eastern property boundary that would facilitate access between the sidewalk on Sebastopol Road and the bike parking area located near the entry to the dispensary.

### Bicycle Facilities

Class II bicycle lanes are striped on Sebastopol Road to the west of Timothy Road and the eastbound bike lane continues to the east of the railroad tracks. Additionally, the Joe Rodota Trail intersects Roberts Avenue approximately 450 feet north of Sebastopol Road so cyclists could use the trail and then Roberts Avenue to reach Sebastopol Road and ultimately the project site. While not currently striped along the project frontage, the City of Santa Rosa's *Bicycle & Pedestrian Master Plan, 2018*, includes plans to fill in the missing gaps on Sebastopol Road so bike lanes will ultimately extend from the existing terminus at Timothy Road to the east along the project frontage to Olive Street; this is identified as a high priority first phase project in the Plan. Additionally, a Class IV separated bikeway is planned on Sebastopol Road between Corporate Center Parkway and Sebastopol Avenue. The existing and planned facilities, along with the shared use of minor streets, would provide adequate access for bicyclists in the project vicinity.

### Transit

The nearest transit stops are located on both sides of Sebastopol Avenue at Chestnut Street approximately 500 feet east of the project site, which are served by Santa Rosa CityBus Routes 2, 2B, and 12. Routes 2 and 2B are similar routes that connect the Downtown Transit Mall to the southwestern quadrant of the City. The buses for Route 2 only operate on weekdays from 7:00 a.m. to 6:05 p.m. with nearly half-hour headways. The operational period for Route 2B is from 6:15 a.m. to 8:20 p.m. with half-hour headways during weekdays and 10:15 a.m. to 5:35 p.m. with 30 minutes to one-hour headways during weekends. Additionally, CityBus Route 12 provides service between the Downtown Transit Mall and the southern portion of the City from 6:15 a.m. to 7:40 p.m. on weekdays with approximately one-hour headways and between 10:15 a.m. and 4:40 p.m. on weekends also with one-hour headways. There are also transit stops on both sides of Sebastopol Road near Dutton Avenue that are within walking distance of the project site. The stop on the south side of Sebastopol Road is served by Routes 2, 2B, and 12 and the stop on the north side is served by Routes 2 and 2B.

**Finding** – Existing pedestrian, bicycle, and transit facilities provide adequate access to and from the project site and would be further improved upon completion of the planned bicycle projects in the surrounding vicinity.

## Vehicle Access

The project would be accessed via the three existing driveways, including two on Sebastopol Road and one on Timothy Road. Sebastopol Road has a posted speed limit of 30 miles per hour (mph) with one travel lane in each direction and a width of approximately 40 feet along the project frontage. Timothy Road is approximately 32 feet wide with street parking on the west side of the street; it does not have a posted speed limit so the *prima facie* speed limit of 25 mph for a local street applies.

## Sight Distance

Sight distances along Sebastopol Road and Timothy Road at the existing driveways serving the project site were evaluated using sight distance criteria contained in the *Highway Design Manual* published by Caltrans. The recommended sight distances for driveway approaches are based on stopping sight distance with approach travel speed used as the basis for determining the recommended sight distance.

For the posted 30-mph speed limit on Sebastopol Road, the minimum stopping sight distance needed is 200 feet. Based on a review of field conditions, sight lines to and from the two existing driveways on Sebastopol Road extend more than 300 feet in each direction, which is more than adequate for the posted speed limit. For speeds of 25 mph on Timothy Road, the minimum stopping sight distance needed is 150 feet. Sight lines at the driveway were measured to be more than 200 feet to both the north and south, which are also more than adequate.

Additionally, due to the straight and flat roadway geometry of both Sebastopol Road and Timothy Road, adequate stopping sight distances are available for a following driver to notice and react to a preceding motorist slowing to turn right or stopped to turn left into any of the driveways.

**Finding** – Existing sight lines are adequate to accommodate all turns into and out of the project driveways.

## Emergency Access

All existing project driveways have a width of more than the 20 feet which is needed for fire apparatus access, and interior drive aisles and parking stalls would be constructed in accordance with City design standards. Site access and circulation is therefore expected to function acceptably for emergency response vehicles.

**Finding** – Emergency access would function acceptably.

## Parking

As proposed, a total of 60 vehicle parking spaces would be provided on-site. Section 20-36.040 of the Santa Rosa City Code specifies the number of required parking spaces by land use types. The City Code requires cannabis cultivation and distribution uses to provide parking at a rate of one space per 1,000 square feet and cannabis manufacturing facilities to provide parking at a rate of one space per 350 square feet. Cannabis retail uses are required to provide one parking space per 250 square feet of gross floor area. Based on these rates, the proposed project would be required to supply 28 parking spaces on-site and the proposed supply of 60 spaces would be more than adequate to satisfy City Code. The parking calculations are summarized in Table 2.

**Table 2 – Vehicle Parking Summary**

<b>Land Use</b>	<b>Units</b>	<b>Rate</b>	<b>Parking Spaces</b>
Cannabis Retail	2,350 sf	1 space/250 sf	9
Cannabis Cultivation	17,120 sf	1 space/1,000 sf	17
Cannabis Distribution	870 sf	1 space/1,000 sf	1
Cannabis Manufacturing	500 sf	1 space/350 sf	1
<b>Required Parking Spaces</b>			<b>28</b>
<i>Total Parking Supply Proposed</i>			<i>60</i>

Notes: sf = square feet

### **Bicycle Parking**

Santa Rosa City Code requires cannabis cultivation and distribution uses to provide one bicycle space for every 14,000 square feet of floor area, cannabis retail uses to provide one space for 5,000 square feet, and cannabis manufacturing uses to provide one space for every 7,000 square feet. These rates translate to a total of four required bicycle spaces, which is equal to the project's proposed bicycle supply. As a result, there would be adequate bicycle parking supply and no additional bicycle parking spaces are needed.

**Finding** – The proposed vehicle and bicycle parking supplies are adequate to satisfy City requirements.

### **Conclusions**

- The proposed project would be expected to generate five new daily trips on average compared to the prior collegiate preparatory school, including 52 fewer trips during the a.m. peak hour and 42 more trips during the p.m. peak hour. Since the project would result in fewer than 50 new peak hour trips, an operational analysis is not required under the City's TIS Guidelines.
- The project is anticipated to result in a less-than-significant transportation impact on VMT based on the Draft Guidelines published by the City of Santa Rosa.
- The existing sidewalks along the project's frontages and adjacent streets provide adequate access to the site and nearby transit facilities. Existing and planned bicycle facilities provide adequate access that will be enhanced with the implementation of planned future improvements.
- Adequate sight distances are available at all three existing project driveways.
- Access for emergency response vehicles is expected to function acceptably as the site would be designed in accordance with City design standards.
- The proposed vehicle and bicycle parking supplies are adequate to meet City requirements.

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

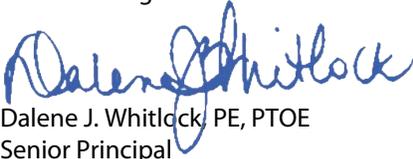
Sincerely,



Jade Kim  
Assistant Engineer



Cameron Nye, EIT  
Associate Engineer



Dalene J. Whitlock, PE, PTOE  
Senior Principal



DJW/cn-jk/SRO577.L1

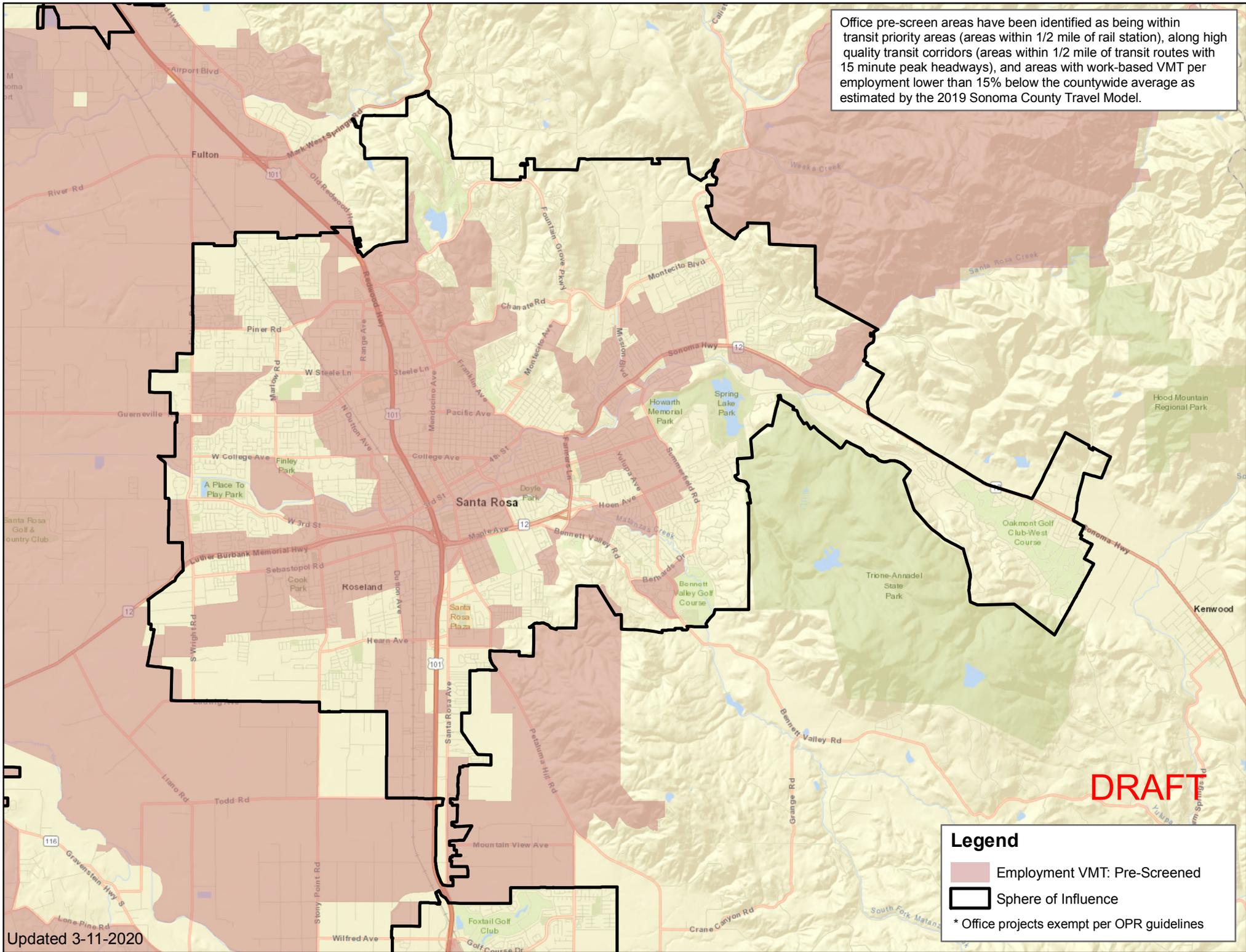
Enclosure: Site Plan, North Bay Dispensary Trip Rates, Draft VMT Screening Map



**NORTH BAY DISPENSARY RATES**

LOCATION	No. of Units	Units	DATE	Setting/Location	DAILY		AM PEAK HOUR (7-9)						PM PEAK HOUR (4-6)									
					Trip Rate per Unit	Total Trips	Trip Rate per Unit	Number of Trips	In (%)	In (Rate)	In (Trips)	Out (%)	Out (Rate)	Out (Trips)	Trip Rate per Unit	Number of Trips	In (%)	In (Rate)	In (Trips)	Out (%)	Out (Rate)	Out (Trips)
Dispensary 1	3.8	ksf	12/18/2018	General Urban/Suburban			4.47	17	88%	3.95	15	12%	0.53	2	20.00	76	42%	8.42	32	58%	11.58	44
Santa Rosa	3.8	ksf	12/19/2018	General Urban/Suburban			4.21	16	94%	3.95	15	6%	0.26	1	23.68	90	44%	10.53	40	56%	13.16	50
<i>AVERAGE</i>							4.34		91%	3.95		9%	0.39		21.84		43%	9.47		57%	12.37	
Dispensary 2	1.17	ksf	12/12/2018	General Urban/Suburban			1.71	2	100%	1.71	2	0%	0.00	0	48.72	57	53%	25.64	30	47%	23.08	27
Santa Rosa	1.17	ksf	12/17/2018	General Urban/Suburban			1.71	2	100%	1.71	2	0%	0.00	0	53.85	63	54%	29.06	34	46%	24.79	29
<i>AVERAGE</i>							1.71		100%	1.71		0%	0.00		51.28		53%	27.35		47%	23.93	
Dispensary 3	4.8	ksf	12/18/2018	General Urban/Suburban			1.46	7	86%	1.25	6	14%	0.21	1	14.58	70	54%	7.92	38	46%	6.67	32
Santa Rosa	4.8	ksf	12/19/2018	General Urban/Suburban			0.83	4	100%	0.83	4	0%	0.00	0	15.00	72	56%	8.33	40	44%	6.67	32
<i>AVERAGE</i>							1.15		93%	1.04		7%	0.10		14.79		55%	8.13		45%	6.67	
Dispensary 4	1.508	ksf	8/6/2019	General Urban/Suburban											43.10	65	51%	21.88	33	49%	21.22	32
Sebastopol	1.508	ksf	8/15/2019	General Urban/Suburban											39.12	59	49%	19.23	29	51%	19.89	30
<i>AVERAGE</i>															41.11		50%	20.56		50%	20.56	
Dispensary 5	5.79	ksf	8/7/2019	General Urban/Suburban											24.18	140	51%	12.44	72	49%	11.74	68
Cotati	5.79	ksf	8/12/2019	General Urban/Suburban											26.94	156	49%	13.13	76	51%	13.82	80
<i>AVERAGE</i>															25.56		50%	12.78		50%	12.78	
Dispensary 6	3.454	ksf	9/30/2020	General Urban/Suburban	75.85	262	0.87	3	67%	0.58	2	33%	0.29	1	6.95	24	58%	4.05	14	42%	2.90	10
Santa Rosa	3.454	ksf	10/1/2020	General Urban/Suburban	87.43	302	0.58	2	50%	0.29	1	50%	0.29	1	7.53	26	54%	4.05	14	46%	3.47	12
	3.454	ksf	10/2/2020	General Urban/Suburban	92.07	318	3.18	11	55%	1.74	6	45%	1.45	5	6.66	23	48%	3.18	11	52%	3.47	12
<i>AVERAGE</i>					85.12		1.54		57%	0.87		43%	0.68		7.04		53%	3.76		47%	3.28	
Dispensary 7	2.5	ksf	9/30/2020	General Urban/Suburban	21.60	54	0.00	0	0%	0.00	0	0%	0.00	0	2.80	7	71%	2.00	5	29%	0.80	2
Napa	2.5	ksf	10/1/2020	General Urban/Suburban	22.40	56	0.00	0	0%	0.00	0	0%	0.00	0	2.00	5	60%	1.20	3	40%	0.80	2
	2.5	ksf	10/2/2020	General Urban/Suburban	19.20	48	0.00	0	0%	0.00	0	0%	0.00	0	5.20	13	46%	2.40	6	54%	2.80	7
<i>AVERAGE</i>					21.07		0.00		0.00	0.00		0.00	0.00		3.33		59%	1.87		41%	1.47	
<b>ITE RATES (LU#882) - 252.70</b>							<b>10.44</b>		<b>56%</b>	<b>5.85</b>		<b>44%</b>	<b>4.59</b>		<b>21.83</b>		<b>50%</b>	<b>10.92</b>		<b>50%</b>	<b>10.92</b>	
<b>AVERAGE LOCAL RATES - 85.12</b>							<b>1.59</b>		<b>82%</b>	<b>1.33</b>		<b>18%</b>	<b>0.25</b>		<b>21.27</b>		<b>53%</b>	<b>10.84</b>		<b>47%</b>	<b>10.43</b>	

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.



**DRAFT**

**Legend**

- Employment VMT: Pre-Screened
- Sphere of Influence
- \* Office projects exempt per OPR guidelines