



September 9, 2022

Mr. Asa Shaeffer
So Co Grow
1626 Piner Road
Santa Rosa, CA 95403

Transportation Impact Study for a Cannabis Facility at 1626 Piner Road Project

Dear Mr. Shaeffer;

W-Trans has completed an evaluation of the potential transportation impacts associated with the proposed cannabis dispensary, cultivation, distribution, and manufacturing facility to be located at 1626 Piner Road in the City of Santa Rosa. The purpose of this letter is to present the trip generation associated with the proposed use, assess potential impacts in the context of the California Environmental Quality Act (CEQA), and address the adequacy of parking.

Project Description

The project as proposed would repurpose a 4,126 square-foot vacant building that previously housed a printing business to provide a cannabis processing and dispensary facility with 463 square feet of manufacturing space, 1,289 square feet of distribution space, 1,293 square feet of cultivation space, a 567 square foot dispensary, and 514 square feet of common space such as a lobby, break room, toilets, and utilities. The site would be accessed via two existing driveways on Piner Road. There would continue to be a total of eight parking spaces, including five standard parking spaces with one accessible space in the project's dedicated lot and three standard parking spaces in the shared parking lot to the west of the project site. Additionally, one delivery vehicle would be able to park indoors.

Setting

The project site is located east of Piner Road between Industrial Drive to the north and Coffey Lane to the south. The study area consists of the section of Piner Road which fronts the project site as well as the project access points. Along the project frontage, Piner Road has two lanes in each direction and a two-way left-turn lane (TWLTL); the posted speed limit is 35 mph.

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*, 11th Edition, 2021 together with use-specific information for dispensaries collected in Sonoma County. The trip generation for the proposed manufacturing, distribution, and cultivation spaces was estimated using "Light Industrial" (ITE LU #110) rates.

The trip generation for the proposed cannabis dispensary and common space was estimated using rates specific to the North Bay based on data collected at local dispensaries. Over the past three 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 identified that local dispensaries are expected to generate about 95 daily vehicle trips per 1,000 square feet (ksf) of gross floor area, two trips per ksf during the weekday a.m. peak hour, and 22 trips per ksf during the weekday p.m. peak hour. As is typical for most retail uses, a portion of dispensary trips would be pass-by, though due to the lack of published data available and to result in a conservative analysis, no pass-by-trip reductions were applied to the dispensary. A spreadsheet summarizing the local trip generation data and resulting rates is enclosed for reference.

As shown in Table 1, the project would be expected to generate 118 daily trips, on average, including four during the morning peak hour and 26 during the even peak hour. It is noted that trips associated with the prior printing business were not discounted as the business has been closed down since 2015 so trips generated by the project were considered as new trips.

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 |
| Cannabis Dispensary* | 1.081 ksf | 95.35 | 103 | 2.04 | 2 | 2 | 0 | 21.96 | 24 | 12 | 12 |
| Light Industrial | 3.045 ksf | 4.87 | 15 | 0.74 | 2 | 2 | 0 | 0.65 | 2 | 0 | 2 |
| Total | | | 118 | | 4 | 4 | 0 | | 26 | 12 | 14 |

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

Because the project would generate fewer than the City's thresholds 250 daily trips or 50 peak hour trips, an operational analysis was not prepared.

Alternative Modes

Pedestrian Facilities

Pedestrian facilities include sidewalks, crosswalks, pedestrian signal phases, curb ramps, curb extensions, and various streetscape amenities such as lighting, benches, etc. There are continuous sidewalks on the north and south sides of Piner Road. Pedestrians may cross Piner Road about 1,400 feet west of the project site at Coffey Lane or 900 feet east at Airway Drive; both intersections are signalized and have crosswalks, pedestrian phases, and curb ramps. The project as proposed would add an accessible pedestrian pathway between Piner Road and the building's entrances to enhance pedestrian access to the site.

Bicycle Facilities

In the project vicinity, Class II bike lanes are available on Coffey Lane and Piner Road, which includes the project frontage. There is also the Class I Russel Creek Trail running east-west along the southern boundary of the project site and the Piner Creek Trail running north-south between Hopper Avenue and the Russel Creek Trail. According to the City of Santa Rosa's *Bicycle & Pedestrian Master Plan, 2018*, the Class I Piner Creek Trail would be extended southwest to the City Limit. Class II bicycle lanes are also proposed on Cleveland Avenue between Hopper Avenue and Guerneville Road.

Bicycle Storage

The Santa Rosa Municipal Code, Section 20-36.040, requires that cannabis manufacturing uses with an area less than 50,000 square feet provide one bicycle parking space per 7,000 square feet of gross floor area, cannabis distribution and cultivation uses provide one bicycle parking space per 14,000 square feet, and cannabis retail (dispensary) uses provide one bicycle parking space per 5,000 square feet. Given the small sizes of all the uses, the sum of the bicycle parking required for all uses is less than half a space, which would be rounded up to one space. However, Section 20-36.090 states that new non-residential developments must provide a minimum of two short-term bicycle parking spaces and one long-term bicycle parking spaces.

Short-term bicycle parking spots include securely anchored bicycle racks, and long-term bicycle parking spots include covered bicycle lockers with a built-in locking mechanism or covered, restricted-access bicycle enclosures containing only one bicycle each. Bicycle racks are shown on the project site plan, so it appears that short-term

bicycle parking at the project site would be adequate to meet the City's requirements. Long-term bicycle parking spaces are not specified on the project site plan and are required by the City.

Transit Facilities

Within a half mile of the project site there are transit stops for Santa Rosa CityBus Route 10 and Golden Gate Transit Routes 101 and 172. Transit stops for all three lines are located on the north side of Piner Road, across the street from the project site, but they are effectively a walk of about 0.2 to 0.3 miles via the nearest crosswalk on Airway Drive. Existing transit routes and their operation are summarized in Table 2.

| Table 2 – Transit Routes | | | | | |
|----------------------------|------------------------------------|-------------------------|---|----------------------------|---|
| Transit Agency Route | Distance to Stop (mi) ¹ | Service | | | Connection |
| | | Days of Operation | Time | Frequency | |
| Santa Rosa CityBus | | | | | |
| Route #10 | 0.2 | Mon - Fri Sat Sun | 6:30 a.m. – 8:30 p.m. 7:45 a.m. – 5:40 p.m. 9:45 a.m. – 4:40 p.m. | 1 hour 1 hour 1 hour | Piner/Industrial to Coddingtontown Mall & Santa Rosa Plaza/ Downtown |
| Golden Gate Transit | | | | | |
| Route #101 | 0.3 | Mon – Sun | 3:50 a.m. – 1:30 a.m. | 1 hour | Santa Rosa to San Francisco |
| Route #172 | 0.3 | Mon – Fri | 4:30 a.m. – 7:45 p.m. | 0.5 – 1 hour | Santa Rosa to San Francisco |

Note: ¹ Defined as the shortest walking distance between the project site and the nearest bus stop.

Source: www.srcity.org, www.goldengate.org

As the existing transit stops are located within a walkable distance of a half-mile from the project site and adequate pedestrian walking connections exist between the project site and transit stops, it is reasonable to conclude that the existing transit facilities are adequate to serve the project site. Further, the existing routes would be expected to have adequate capacity to accommodate project-generated transit trips.

Finding – Existing pedestrian, bicycle, and transit facilities provide adequate access to and from the project site and would be further improved upon completion of planned bicycle projects in the area. Short-term bicycle parking to be provided at the project site would be adequate, although long-term bicycle parking is not indicated on the site plan.

Recommendation – The site plan should be updated to include at least one long-term bicycle parking space to fulfill the design requirements of City Code Section 20-36.090.

Vehicle Miles Traveled (VMT)

Senate Bill (SB) 743 established the change in vehicle miles traveled (VMT) as the metric to be applied to determining transportation impacts associated with development projects. The City of Santa Rosa issued guidelines for VMT analysis in *Vehicle Miles Traveled (VMT) Guidelines Final Draft*, 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 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 criterion 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 567 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.

Vehicle Access

The project site would be accessed via two existing driveways on Piner Road. While the easterly driveway provides direct access to the project site, the westerly driveway also serves the parcel to the west of the site. Although there is no internal connection between the two parking lots, there are three parking spaces in the western parking lot that are within the project boundary so visitors and employees would be able to park in the western parking lot and walk to the project site.

Sight Distance

Sight distances along Piner Road at the two project driveways were evaluated using criteria contained in the *Highway Design Manual* published by Caltrans. The recommended sight distances for driveways are based on stopping sight distance with approach travel speed used as the basis for determining the recommended sight distance.

For the posted speed limit of 35 mph on Piner Road, the minimum stopping sight distance needed is 250 feet. Based on a review of field conditions, sight lines to and from the project driveways extend 300 feet or more in each direction, which is more than adequate for the posted speed limit. Additionally, adequate stopping sight distances are available for a following driver to notice and react to a preceding motorist slowing to turn right into the project driveway. Left turns into the project site would be accommodated by the existing two-way left-turn lane on Piner Road

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

Emergency Response

The existing driveways on Piner Road are 20 feet wide, which is adequate to accommodate two-way traffic as indicated in the City of Santa Rosa's Municipal Code Section 20-36.080. Interior drive aisles and parking stalls should also have been designed in accordance with City design standards. Assuming that these criteria are met, site access and circulation is expected to function acceptably for emergency response vehicles. Further, as all roadway users must yield the right-of-way to emergency vehicles when using their sirens and lights, the added project-generated traffic would not appreciably affect emergency response times.

Finding – The proposed project would have a less-than-significant impact on emergency response times. Site access for emergency vehicles would be adequate to meet City standards.

Parking

As proposed, a total of eight vehicle parking spaces would be provided on-site, as well as one additional indoor parking space for a delivery vehicle. Section 20-36.040 of the City of Santa Rosa's Municipal Code specifies the number of required parking spaces by land use types. The City Code requires cannabis manufacturing uses to provide parking at a rate of one space per 350 square feet of gross floor area, cannabis distribution and cultivation uses to provide one space per 1,000 square feet, and cannabis retail (dispensary) uses to provide one space per 250 square feet. Based on these rates, the project would be required to supply seven parking spaces on-site and the proposed supply of eight spaces would be more than adequate. It is noted that 514 square feet of common space was added to the retail portion of the project. The parking calculations are summarized in Table 3.

Table 3 – Vehicle Parking Summary

| Land Use | Units | Rate | Parking Spaces |
|--------------------------------------|----------|------------------|----------------|
| Cannabis Manufacturing | 463 sf | 1 space/350 sf | 1 |
| Cannabis Distribution | 1,289 sf | 1 space/1,000 sf | 1 |
| Cannabis Cultivation | 1,293 sf | 1 space/1,000 sf | 1 |
| Cannabis Retail | 1,081 sf | 1 space/250 sf | 4 |
| Required Parking Spaces | | | 7 |
| <i>Total Parking Supply Proposed</i> | | | <i>8</i> |

Notes: sf = square feet

Finding – The proposed parking supply is adequate to meet the City requirements.

Conclusions and Recommendations

- The proposed project would be expected to generate an average of 118 trips per day, including four a.m. peak hour trips and 26 p.m. peak hour trips.
- Existing pedestrian and transit facilities are adequate to serve the project site. Bicycle facilities are adequate and would be improved upon the construction of planned bicycle projects in the area. Adequate short-term bike parking is proposed, but one long-term space needs to be added.
- The project would have a less-than-significant transportation impact on VMT.

- The proposed project would have a less-than-significant impact on emergency response times. The proposed project access and circulation would be expected to function acceptably for emergency response vehicles.
- Adequate sight lines are available at the project driveways
- The proposed parking supply is adequate to meet City requirements with a surplus of one space.

Thank you for giving us the opportunity to propose on these services.

Sincerely,

Nathan Sharafian

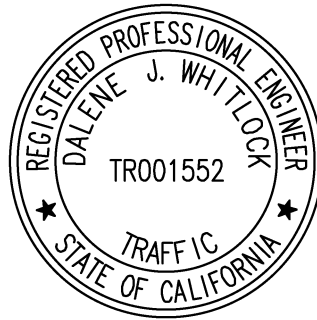
Nathan Sharafian
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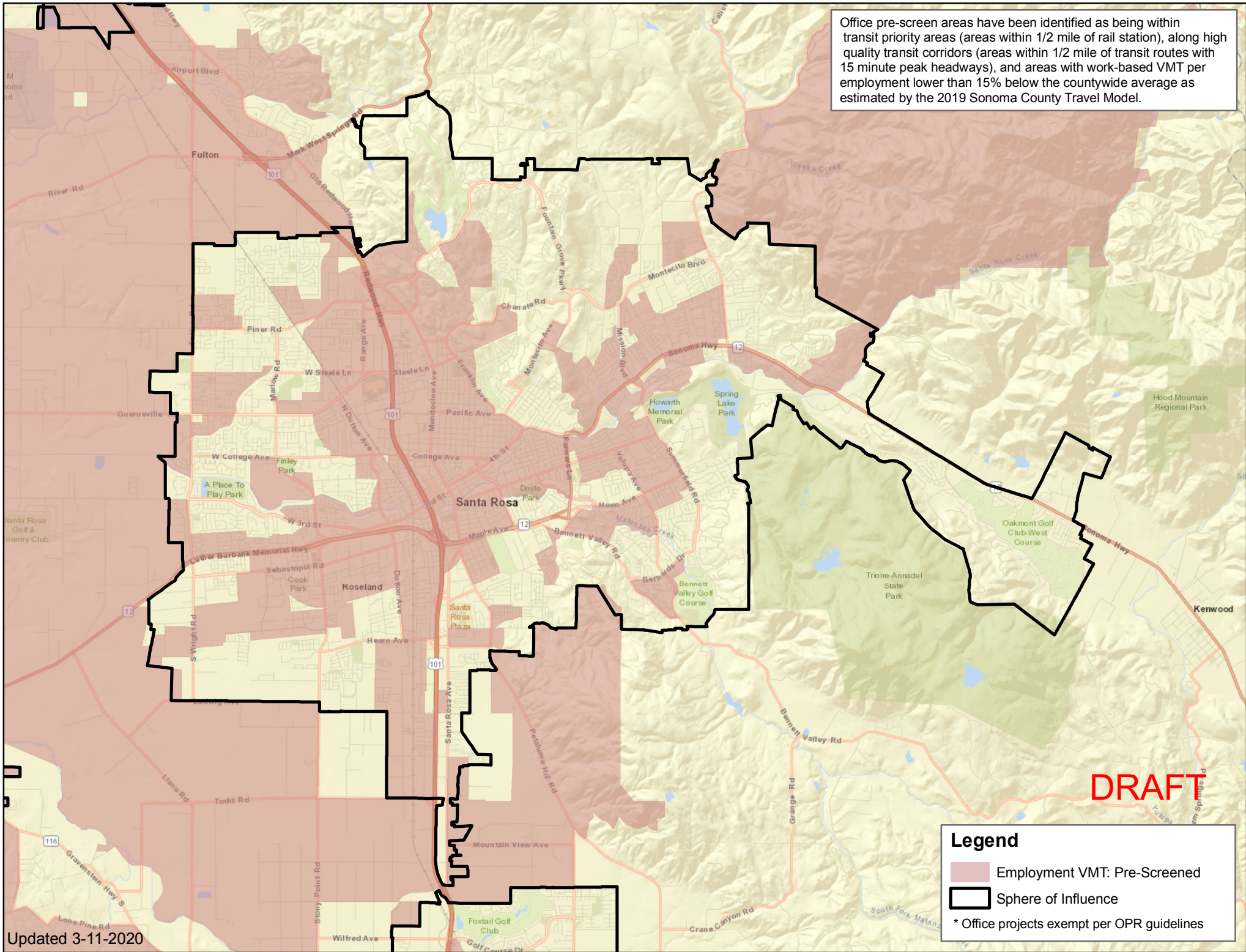
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Enclosures: North Bay Dispensary Trip Generation Rates, VMT Screening Map

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 (with delivery) | 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 |
| | 3.8 | ksf | 8/11/2021 | General Urban/Suburban | 216.84 | 824 | 1.58 | 6 | 67% | 1.05 | 4 | 33% | 0.53 | 2 | 20.79 | 79 | 51% | 10.53 | 40 | 49% | 10.26 | 39 |
| | 3.8 | ksf | 8/12/2021 | General Urban/Suburban | 227.37 | 864 | 1.84 | 7 | 86% | 1.58 | 6 | 14% | 0.26 | 1 | 34.21 | 130 | 48% | 16.32 | 62 | 52% | 17.89 | 68 |
| | AVERAGE | | | | 222.11 | | 3.03 | | 84% | 2.63 | | 16% | 0.39 | | 24.67 | | 46% | 11.45 | | 54% | 13.22 | |
| 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 |
| | AVERAGE | | | | | | 1.71 | | 100% | 1.71 | | 0% | 0.00 | | 51.28 | | 53% | 27.35 | | 47% | 23.93 | |
| Dispensary 3 (with delivery) | 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 |
| | AVERAGE | | | | | | 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 |
| | AVERAGE | | | | | | | | | | | | | | 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 |
| | AVERAGE | | | | | | | | | | | | | | 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 |
| | AVERAGE | | | | 85.12 | | 1.54 | | 57% | 0.87 | | 43% | 0.68 | | 7.04 | | 53% | 3.76 | | 47% | 3.28 | |
| Dispensary 7 (with delivery) | 2.5 | ksf | 9/30/2020 | General Urban/Suburban | 21.60 | 54 | 0.00 | 0 | #DIV/0! | 0.00 | 0 | #DIV/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 | #DIV/0! | 0.00 | 0 | #DIV/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 | #DIV/0! | 0.00 | 0 | #DIV/0! | 0.00 | 0 | 5.20 | 13 | 46% | 2.40 | 6 | 54% | 2.80 | 7 |
| | AVERAGE | | | | 21.07 | | 0.00 | | #DIV/0! | 0.00 | | #DIV/0! | 0.00 | | 3.33 | | 59% | 1.87 | | 41% | 1.47 | |
| | 11th EDITION ITE RATES (LU#882) | | | | 211.52 | | 10.54 | | 52% | 5.48 | | 48% | 5.06 | | 18.92 | | 50% | 9.46 | | 50% | 9.46 | |
| | AVERAGE LOCAL RATES | | | | 95.35 | | 2.04 | | 81% | 1.69 | | 19% | 0.35 | | 21.96 | | 52% | 11.13 | | 48% | 10.83 | |
| | DELIVERY RATES | | | | | | | | | | | | | | 15.36 | | 52% | 7.52 | | 48% | 7.85 | |

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