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By Susie Murray at 5:10 pm, Mar 08, 2022



Attachment 6

March 8, 2022

Ms. Alicia Wingard
Flora Terra
1825 Empire Industrial Court, Suite A
Santa Rosa, CA 95403

Focused Transportation Study for the 1226 Fourth Street Dispensary

Dear Ms. Wingard;

As requested, W-Trans has prepared a focused transportation analysis for the proposed dispensary to be located at 1226 Fourth Street 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 was completed in accordance with the criteria established by the City of Santa Rosa and is consistent with standard traffic engineering techniques.

Project Description

The proposed cannabis dispensary would occupy an existing commercial building of 1,140 square feet previously occupied by the "Bruno's on Fourth" restaurant. As allowed under the City's cannabis ordinance, the dispensary would operate between the hours of 9:00 a.m. and 9:00 p.m. A delivery service is not proposed as part of the project. The site would continue to be accessed via an existing driveway on Stanford Street. The project site plan is enclosed for reference.

Trip Generation

The trip generation for the previous use of the site was estimated using standard rates published by the Institute of Transportation Engineers (ITE) in *Trip Generation Manual*, 11th Edition, 2021 for "Fine Dining Restaurant" (Land Use #931) as this was determined to be the most similar land use available. Directional data for the a.m. peak hour is not available for this land use so it was assumed that the single morning trip would have been inbound.

The trip generation for the proposed project was estimated using rates specific to the North Bay developed based on data collected at local dispensaries. Over the last 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 has identified that local dispensaries are expected to generate about 95 vehicle trips per day per 1,000 square feet of gross floor area, including two trips per 1,000 square feet during the weekday a.m. peak hour and 22 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.

Based on the application of these rates, the proposed project would be expected to generate an average of 109 daily trips, including two trips during the a.m. peak hour and 25 trips during the p.m. peak hour. Compared to the prior restaurant, the dispensary would be expected to result in 13 more daily trips on average with one more trip during the a.m. peak hour and 16 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 | | | | |
| Prior | | | | | | | | | | | | | | | |
| Fine Dining Restaurant | -1.140 ksf | 83.84 | -96 | 0.73 | -1 | -1 | 0 | 7.80 | -9 | -6 | -3 | | | | |
| Proposed | | | | | | | | | | | | | | | |
| *Cannabis Dispensary | 1.140 ksf | 95.35 | 109 | 2.04 | 2 | 2 | 0 | 21.96 | 25 | 13 | 12 | | | | |
| Net New Trips | | 13 | | 1 | | 1 | | 0 | | 16 | | 7 | | 9 | |

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

The proposed project would result in fewer than 250 new daily trips and fewer than 50 new trips during each peak hour; therefore, a full transportation impact study with an operational analysis is not typically required per the City's *Guidance for the Preparation of Traffic Operational Analysis*, 2019, so one was not prepared.

Vehicle Miles Traveled

Senate Bill (SB) 743 established the change in Vehicle Miles Traveled (VMT) as a result of a project as the basis for determining California Environmental Quality Act (CEQA) impacts with respect to transportation and traffic. The City of Santa Rosa issued guidelines for VMT analysis, as outlined in *Vehicle Miles Traveled (VMT) Guidelines Final Draft*, dated June 5, 2020. This document identifies 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 has a total floor area of 1,140 square feet, which is well below the City's local-serving retail threshold of 10,000 square feet; therefore, it is reasonable to conclude that the project would have a less-than-significant transportation impact on VMT. Further, the project site is within an area for which employee-based trips are pre-screened as having a less-than-significant impact in terms of VMT. Finally, projects that generate fewer than 110 daily trips are also generally assumed to have a less-than-significant impact in terms of VMT, and the project meets this threshold even without the deduction for the prior use.

Finding – Based on the draft screening criteria published by the City of Santa Rosa, the project is anticipated to result in a less-than-significant transportation impact 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

Pedestrian facilities include sidewalks, crosswalks, pedestrian signal phases, curb ramps, curb extensions, and various streetscape amenities such as lighting, benches, etc. Sidewalks exist on both sides of Stanford Street and Fourth Street, effectively linking the project site to the surrounding pedestrian network. There are crosswalks present on the north, south, and west legs of the unsignalized Fourth Street/Stanford Street intersection. The

west leg has a pedestrian-actuated warning beacon with associated pedestrian crossing signage and “shark’s teeth” yield markings to signal drivers to yield to pedestrians crossing Fourth Street, while the north and south legs are situated on stop-controlled residential streets. The curb ramps on the southwest and southeast corners have truncated domes in accord with current accessibility requirements. Overhead streetlights exist along both Fourth Street and Stanford Street. The existing facilities provide adequate pedestrian access and connections between the project site and surrounding residential neighborhoods and commercial uses.

Bicycle Facilities

There are no existing bicycle facilities on Fourth Street in the project vicinity; however, according to the Santa Rosa *Bicycle & Pedestrian Master Plan* (BPMP), 2018, a bikeway study is planned for Fourth Street to evaluate the feasibility of bike facilities and Class II bike lanes are planned for College Avenue to the west of the project site. Cyclists would be able to share the travel lanes with motorists on minor residential streets to the north and south of the site or ride on sidewalks. As a result, adequate access for bicyclists is currently provided and would be improved upon completion of the planned facilities identified in the City’s BPMP.

Transit

The nearest transit stops are located on Fourth Street about 700 feet east and west of the project site. These stops are served by Santa Rosa CityBus Route 8 on weekdays from 6:50 a.m. to 7:50 p.m., Saturdays from 6:20 a.m. to 7:20 p.m., and on Sundays from 10:20 a.m. to 4:20 p.m. Headways are 30 minutes on weekdays and one hour on weekends. Route 8 provides connectivity between the Downtown Transit Mall and the southeast portion of the city. The existing transit facilities provide adequate connections between the project site and other areas of the city.

Finding – Existing pedestrian, bicycle, and transit facilities provide adequate access to and from the project site for alternative modes of transportation.

Site Access and Circulation

The site would continue to be accessed via the existing driveway on Stanford Street, which provides full access to a rear parking lot with four vehicle parking spaces. The Stanford Street driveway is located approximately 70 feet south of the crosswalk on the south leg of the Fourth Street intersection. Stanford Street is a residential street with a posted speed limit of 25 miles per hour (mph) and is approximately 40 feet wide with one travel lane in each direction; street parking is permitted on both sides of the street. Fourth Street has a posted speed limit of 35 mph and is approximately 48 feet wide with two travel lanes in each direction.

Motorists driving to the site from destinations to the east would be able make a left turn onto Stanford Street and a right turn into a project driveway to reach the site. Those coming from destinations to the west would be able to make a right turn at Fourth Street/Stanford Street and then another right turn into the project driveway. When exiting the site, motorists could use the driveway on Stanford Street and then make a left or right turn at the intersection with Fourth Street or proceed through onto Spring Street. No changes are proposed to on-site circulation, which is expected to continue functioning acceptably.

Finding – Existing site access and on-site circulation are expected to operate acceptably.

Sight Distance

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

For the posted 25-mph speed limit on Stanford Street, the minimum stopping sight distance needed is 150 feet. Based on a review of field conditions, sight lines to and from the existing driveway extend nearly 200 feet to the south, which is more than adequate for the posted speed limit. Sight lines to the north are clear to the intersection with Fourth Street and while the driveway is located proximate to the intersection, clear sight lines are available from the driveway to all three approaches so motorists are able to watch for any potential conflicts before exiting the site.

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

Emergency Access

The existing project driveway has a width of more than the 20 feet needed for fire apparatus access; therefore, site access is expected to function acceptably for emergency response vehicles, though larger emergency response vehicles would also be able to park along the red curb directly in front of the site on Fourth Street.

Finding – Emergency access is adequate.

Parking

Parking was evaluated to determine if the proposed supply would be adequate to satisfy City requirements upon the change in land use. The project site has a total of four parking spaces, including one ADA-accessible parking space; no changes are proposed to this existing supply.

Section 20-36.040 of the Santa Rosa City Code requires vehicle parking at a rate of one parking space for every 250 square feet of floor area for cannabis retail uses. Based on this rate, five parking spaces would typically be required for a proposed dispensary of 1,140 square feet. However, the City Code states that, “When a building’s use changes to a new use, for example a retail use to a restaurant, without enlarging the space in which the use is located, there shall be no additional parking required for the new use, except that the new use shall comply with current ADA standards for parking, provided that any deficiency in parking is no more than 10 spaces, or a 25 percent overall parking reduction from standard parking requirements, whichever is greater.” Under this clause, the existing supply of four spaces would be considered adequate to meet City Code since one space is required to meet ADA requirements and one space is provided, and the parking deficiency is fewer than 10 spaces.

Bicycle Parking

Santa Rosa City Code requires cannabis retail uses to provide one bicycle parking space for every 5,000 square feet of gross floor area, which translates to one required bicycle space for the proposed project. Since one bicycle parking space is somewhat impractical and because many cyclists travel in pairs, it is recommended that parking for a minimum of two bicycles be provided for the dispensary.

Finding – No additional vehicle parking is required of the project under City Code so the existing parking supply of four spaces is considered adequate. One bicycle parking space is required.

Recommendation – Parking should be provided for a minimum of two bicycles at the project site.

Conclusions and Recommendations

- The proposed project would be expected to generate 13 more daily trips on average compared to the prior restaurant use, including one more trip during the a.m. peak hour and 16 more trips during the p.m. peak hour. Since the project would result in fewer than 250 new daily trips and 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. The planned Class II bike lanes on College Avenue along with existing shared use of minor streets and sidewalks would provide adequate access for cyclists.
- Adequate sight distances are available at the existing project driveway on Stanford Street.
- Access and circulation for emergency response vehicles and standard passenger vehicles is expected to function acceptably.
- No additional vehicle parking is required of the project under City Code so the existing parking supply of four spaces is considered adequate.
- While a single bicycle parking space is required to satisfy City requirements, a minimum of two parking spaces is recommended.

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

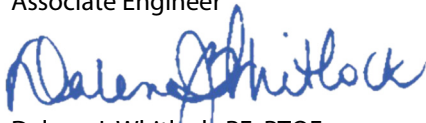
Sincerely,



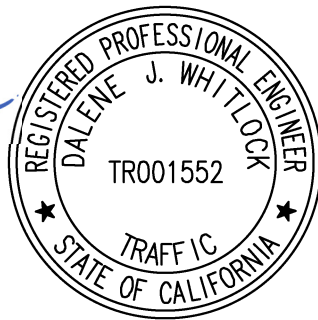
Siddharth Gangrade
Assistant Engineer



Cameron Nye, EIT
Associate Engineer



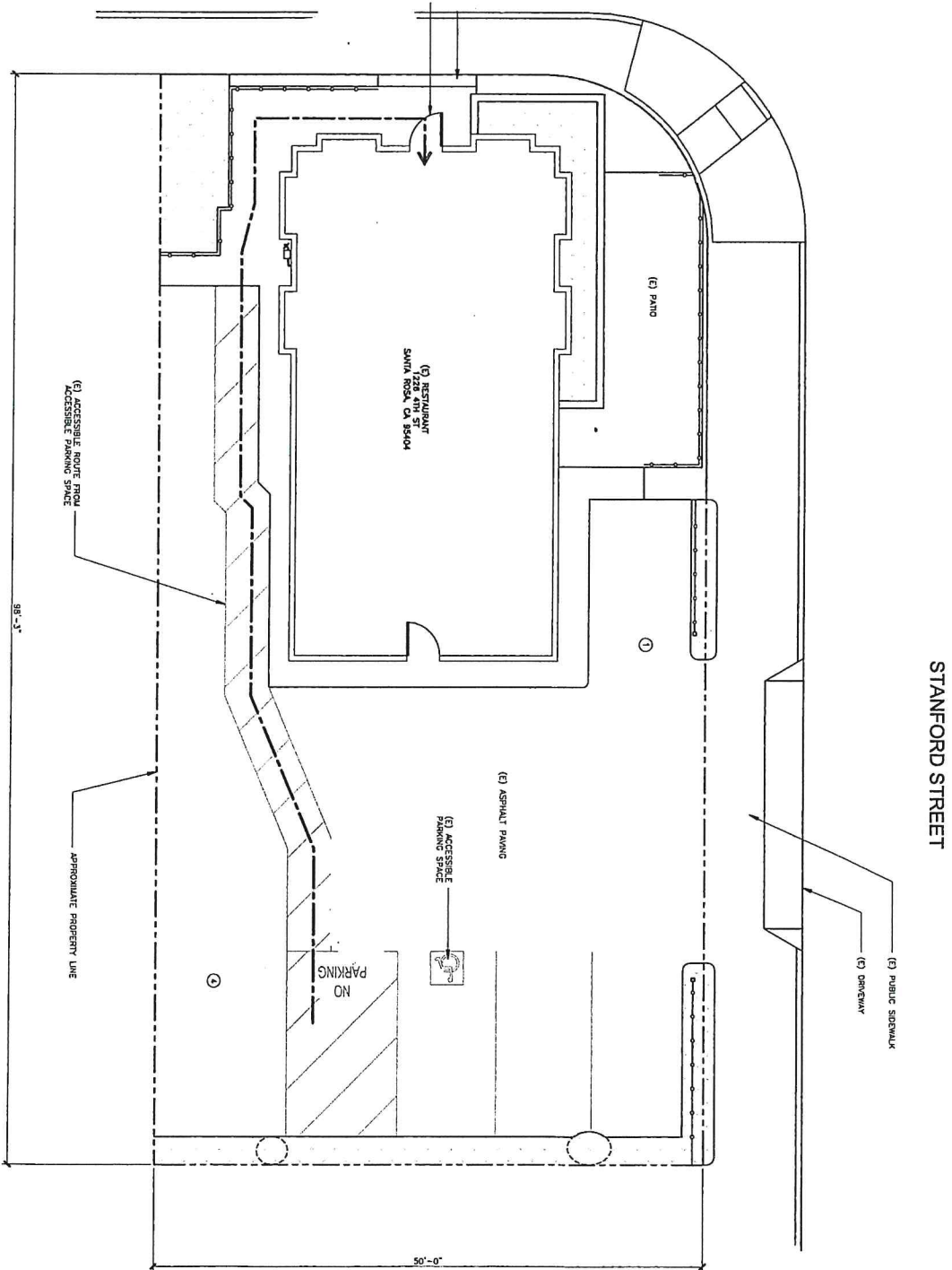
Dalene J. Whitlock, PE, PTOE
Senior Principal



DJW/cn-sg/SRO594.L1

Enclosures: Site Plan
North Bay Dispensary Trip Rates

SITE PLAN
For the Lease of
1226 4th Street Santa Rosa, California
By and between
Sonoma CHO, LLC dba: Flora Terra; Tenant
and
Dino and Maria D'Argenzio Family Trust : Landlord



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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 | |