



December 2, 2021

Mr. Tim Shannon
Shannon Masonry Construction
525 College Avenue, Suite 15
Santa Rosa, CA 95404

Addendum to the “Updated Focused Traffic Study for the Good Onward Medical Cannabis Project”

Dear Mr. Shannon;

As requested, W-Trans has prepared this addendum to the “Updated Focused Traffic Study for the Good Onward Medical Cannabis Project” dated January 8, 2020. The Updated Focused Traffic Study was based on 25,914 square feet of manufacturing, cultivation, and processing uses and a maximum of 10 employees, which was approved in January 2021. An expansion is now proposed that would result in an additional 4,950 square feet of distribution floor area to a total of 30,864 square feet; however, there would be no increase in employment.

This addendum was undertaken to determine whether the additional floor area now proposed would increase the trip generation to a level that would require an operational analysis of the surrounding roadway network and if the proposed parking supply would be adequate to accommodate the expansion. Additionally, the project’s potential impact on Vehicle Miles Travelled (VMT) was assessed, which is now required under the California Environmental Quality Act (CEQA) as of July 1, 2020. It is noted that the proposed expansion would not be expected to alter any of the conclusions and recommendations contained within the Updated Focused Traffic Study pertaining to adequacy of site access, on-site circulation, and connectivity for alternative modes of transportation.

Trip Generation

The anticipated trip generation for the additional 4,950 square feet of floor area was estimated using the same standard rates that were applied in the Updated Focused Traffic Study for the “General Light Industrial” land use (ITE LU 210) published by the Institute of Transportation Engineers (ITE) in *Trip Generation Manual, 10th Edition*, 2017. As shown in Table 1, the incremental increase in floor area would be expected to result in an average of 25 more trips per day than previously evaluated, including three more trips during each peak hour. With the additional floor area, the project would be expected to generate a total of 153 trips per day on average, including 22 trips during the a.m. peak hour and 19 trips during the p.m. peak hour. The net increase in trips from the previous use of the site would be 126 additional daily trips with 19 a.m. peak hour trips and 16 p.m. peak hour trips. Even with the additional floor area, the project would be expected to generate fewer than 50 trips during either peak hour so per the City’s *Standard Guidance for the Preparation of Traffic Impact Analysis* an operational analysis is not required.

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
Net Increase											
General Light Industrial	4.950 ksf	4.96	25	0.70	3	3	0	0.63	3	0	3
Total Project											
General Light Industrial	30.864 ksf	4.96	153	0.70	22	19	3	0.63	19	2	17
Previous Use			-27		-3	-2	-1		-3	-1	-2
Net Difference from Previous Use			126	19	17	2	16	1	15		

Notes: ksf = 1,000 square feet

Vehicle Miles Traveled

Senate Bill (SB) 743 established a change in the metric to be applied to determining traffic 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.

For employment-based uses, the City of Santa Rosa uses a metric of VMT per employee. A project exceeding a level of 15 percent below the existing regional 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 within a screened area so it is therefore reasonable to conclude that the project would have a *less-than-significant* VMT impact. A copy of the VMT screening map is enclosed.

Parking

Section 20-36.00 of the Santa Rosa City Code requires cannabis distribution uses to provide parking at a rate of one space per 1,000 square feet; therefore, the proposed expansion would result in the need for five additional parking spaces on-site. The current operation was approved with a parking supply of 29 spaces, which although was less than required under City Code, was determined to be adequate for the anticipated peak demand considering that the operation would require a maximum of up to 10 employees. As part of the expansion an additional six parking spaces would be accommodated on-site resulting in a new total supply of 35 spaces, which would be more than adequate to meet City requirements for the net increase in floor area. It should be noted that although the proposed expansion triggers the need to provide additional parking in order to satisfy City requirements, since the maximum employee count of 10 persons would not change, it is likely that the additional distribution floor area would not result in any additional parking demand. The parking calculations are summarized in Table 2.

Table 2 – Parking Summary

Land Use	Units	Rate	Parking Spaces
Net Additional Parking Required			
Cannabis Distribution	4,950 sf	1 space/1,000 sf	5
Net Additional Parking Proposed			6
Total Parking Supply Proposed			35

Notes: sf = square feet

Bicycle Parking

Santa Rosa City Code requires cannabis distribution uses to provide one bicycle space for every 14,000 square feet of floor area. Based on these requirements, no additional bicycle parking would be required for the incremental increase in floor area.

Conclusions and Recommendations

- The additional distribution space would be expected to result in 25 more daily trips on average than evaluated in the Updated Focused Traffic Study, including three more trips during each peak hour. Even with these additional trips added to the trips associated with the approved uses, the project would be expected to generate fewer than 50 trips during either peak hour so per the City's *Standard Guidance for the Preparation of Traffic Impact Analysis* an operational analysis is not required and the project's effect on operation of the surrounding roadway network can be presumed to be acceptable.
- Based on a draft screening map published by the City of Santa Rosa, the project is anticipated to result in a *less-than-significant* transportation impact on VMT.
- The proposed additional vehicular parking supply of six spaces would be adequate to satisfy the additional five spaces required under City Code.
- No additional bicycle parking would be required under City Code.

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

Sincerely,



Cameron Nye, EIT
Associate Engineer



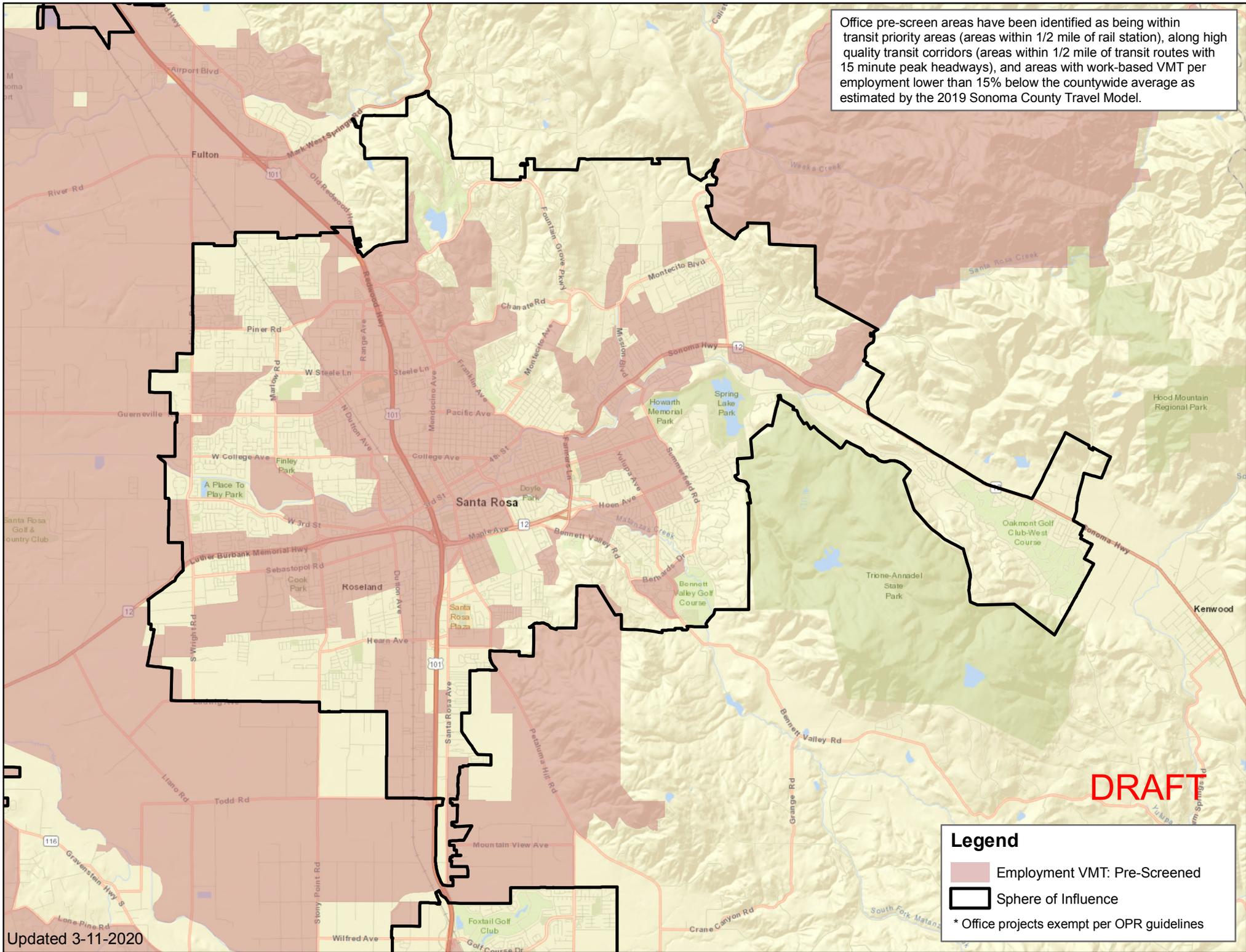
Dalene J. Whitlock, PE, PTOE
Senior Principal

DJW/cn/SRO448-1.L2

Enclosure: Draft Screening Map



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