

From: Maloney, Mike
Sent: Tuesday, November 28, 2017 2:27 PM
To: _PLANCOM - Planning Commission
Cc: Whitfield, Cheryl
Subject: 8.3 Transmittal to Planning Commission
Attachments: Traffic Study dated Oct 5 2017 - three pages.pdf

Please do not respond to all

Note. This information will also be posted on the legislative portal and the iPad app.

Chair Cisco and Member of the Planning Commission,

The purpose of this message is to transmit a supplemental item related to Item 8.3 (Sonoma West Ventures Cultivation and Manufacturing Facility) on the November 30th Planning Commission Agenda. Attached is a copy of the Focused Traffic Study, dated October 5, 2017, for your review and consideration.

Cheryl Whitfield, AICP / Senior Planner
Planning & Economic Development / 100 Santa Rosa Avenue / Santa Rosa, CA 95404
Tel. (707) 543-3273 / Fax (707) 543-3269 / cwhitfield@srcity.org



City of Santa Rosa
Engineering Division

OCT 06 2017

Planning & Economic
Development Department

October 5, 2017

Mr. Timothy Hedges
Valhaus LP
1215 Briggs Avenue
Santa Rosa, CA 95401

Focused Traffic Study for the Sonoma West Ventures Cultivation and Manufacturing Facility

Dear Mr. Hedges;

W-Trans has completed a focused traffic study that addresses the potential change in trip generation associated with the proposed change in land use for 1215 Briggs Avenue in the City of Santa Rosa.

Project Description

The proposed project would result in repurposing an existing 5,600 square-foot warehouse building to provide a cannabis cultivation and manufacturing facility. As proposed, the second floor of the existing building would be removed and converted to attic space reducing the total square footage of the proposed building to approximately 4,500 square feet. The project would include 2,500 square feet of indoor cultivation space, 462 square feet of drying and trimming space, and a 500 square-foot manufacturing facility; the remaining floor space would be used for circulation, office space, a vault, security, and bathrooms. It is understood that the operation would include one or two full-time employees and two part-time employees that would arrive at the site at about 8:00 a.m. and leave at approximately 6:00 p.m.

Trip Generation

Numerous trip generation rates and categories in *Trip Generation Manual*, 9th Edition, 2012, published by the Institute of Transportation Engineers (ITE) were explored in determining the potential change associated with the proposed use. While the site is currently used as a warehouse, the proposed use is most closely aligned with what would be considered a light industrial use. Standard rates for "General Light Industrial" (Land Use #110) and "Manufacturing" (Land Use #140) were applied to the cultivation and manufacturing functions, respectively.

Consideration was given to evaluating the project based on the number of employees anticipated rather than floor area. A review of standard rates for light industrial uses and a comparison of those based on area versus those based on employees indicate that the average ratio between employees and floor space is about 450 square feet per employee. For the project site, this would translate to an anticipated work force of about nine persons based on a floor area of 4,000 square feet (the portion of the proposed building not including the manufacturing area). Given that this project expects to have substantially fewer than nine employees, use of the rates based on floor area appears unreasonable.

It is, however, noted that the *Santa Rosa General Plan 2035* designates the land use for the site as Light Industrial so application of the rates per square foot would result in the same trip generation estimates used in long-term planning efforts. Based on the current building size of 5,600 square feet, the site is permitted for 39 daily trips on average, with five trips during each peak hour.

For comparative purposes, and to review short-term impacts, the anticipated trip generations for the most recent previous use, as well as for the proposed project, were estimated. Trips associated with the previous use were estimated based on rates for "Warehousing" (ITE LU #150) and "Specialty Retail" (ITE LU #826) as the site was previously used as a contractor yard and had a retail component. It is noted that the "Specialty Retail" land use does not include rates for the a.m. peak hour, so rates for "Shopping Center" (Land Use #820) were used for this time period. Trips for the proposed use were estimated using "General Light Industrial" rates based on "number of employees" as the independent variable. It is noted that although there is uncertainty as to whether the project would have one or two full-time employees, it was assumed that there would be two full-time employees, and the two part-time employees were treated as if full-time, for the purposes of estimating the trip generation.

As shown in Table 1, the change in use is expected to result in a net decrease of 58 daily trips compared to the most recent use, with two fewer trips during the evening peak hour. Compared to the permitted use of the site with 5,600 square feet of light industrial facilities, the change in use is expected to result in a net decrease of 25 daily trips, with three fewer trips during both peak hours. As is the case with all standard trip generation rates, trips generated by all aspects of the use are included, so while the independent variable is employees, trips associated with deliveries, visitors and other non-employees are reflected in the rate and resulting trip estimates.

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
Previous											
Warehousing	4.31 ksf	3.56	15	0.30	1	1	0	0.32	1	0	1
Specialty Retail	1.29 ksf	44.32	57	-	-	-	-	2.71	3	2	1
Shopping Center	1.29 ksf	-	-	0.96	1	1	0	-	-	-	-
Previous Total			72		2	2	0		4	2	2
Permitted											
General Light Industrial	5.6 ksf	6.97	39	0.92	5	5	0	0.97	5	1	4
Proposed											
General Light Industrial	4 empl	3.02	12	0.44	2	1	1	0.42	2	0	2
Manufacturing	0.5 ksf	3.82	2	0.73	0	0	0	0.73	0	0	0
Proposed Total			14		2	1	1		2	0	2
Net Difference from Previous Use			-58		0	-1	1		-2	-2	0
Net Difference from Permitted Use			-25		-3	-4	1		-3	-1	-2

Note: ksf = 1,000 square feet; empl = employee

Parking

As proposed in the most recent site plan, the project would provide 16 parking spaces that would be located on the western side of the site, behind the cultivation facility. Although the City does not have specific parking rates for cannabis cultivation facilities, the site was treated as an industrial/manufacturing facility and evaluated with respect to Section 20-36.040 of the City of Santa Rosa Zoning Code. The proposed parking supply and City requirements are shown in Table 2.

Table 2 – Parking Analysis

	Units	Rate	Parking Spaces
City Required Parking			
Industrial/Manufacturing < 10,000 sf	4,500 sf	1 space/350 sf	13
Proposed Parking Supply			16

Notes: sf = square feet

As shown in the above table, the proposed parking supply would result in an excess of three spaces based on City requirements, though it is noted that the supply would likely result in more than three extra spaces due to the operation requiring a total of only four employees.


Conclusions

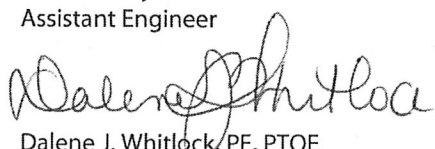
The proposed project is expected to generate an average of 14 trips on a daily basis, including two trips during each of the morning and evening peak hours. Traffic generated by the proposed project is expected to be less than the previous use primarily due to there no longer being retail visitor traffic. Compared to the previous operation of the site, the proposed project would result in a net decrease of 58 daily trips, on average, with the same number of a.m. peak hour trips and two less evening peak hour trips. If developed under its full potential for light industrial uses at the current size, the site would be expected to generate 25 more trips on a daily basis than the proposed use, including three more trips during each peak hour. Based on the minimal number of trips expected to be generated by the proposed project, it is reasonable to conclude that the change in land use would have a less-than-significant impact.

The parking supply as proposed is expected to be more than adequate to accommodate the demand generated at the site.

We hope this information is adequate to address the potential change in trip generation and parking demand associated with the proposed land use modification. Please contact us if you have any further questions. Thank you for giving us the opportunity to provide these services.

Sincerely,


Cameron Nye, EIT
Assistant Engineer


Dalene J. Whitlock, PE, PTOE
Principal



DJW/cn/SRO441.L1