



November 7, 2023

Mr. Peter Stanley
ArchiLOGIX
427 Mendocino Avenue, Suite 150
Santa Rosa, CA 95401

DRAFT Transportation Impact Study for the Food for Thought Project

Dear Mr. Stanley;

As requested, W-Trans has prepared a transportation impact study for the proposed Food for Thought Project in the City of Santa Rosa. The purpose of this letter is to provide the project's anticipated trip generation, evaluate its VMT impact and adequacy of site access for all modes of transportation, address potential sight distance issues, and determine the adequacy of the proposed parking supply.

Setting

The study area consists of the section of Circadian Way fronting the project site and the project access point. Circadian Way consists of one travel lane in each direction and on-street parking. There is no posted speed limit on Circadian Way, thus a *prima facie* speed limit of 25 miles per hour (mph) was assumed.

Project Description

The proposed project would relocate the Food for Thought Food Bank facility from its current location in Forestville to Santa Rosa. The facility would allow for an expansion of the existing operations and include typical operations Monday through Friday from 8 a.m. to 5 p.m., and operations with limited staff on Saturdays from 7 a.m. to 6 p.m. The project as proposed would include 30 full-time staff on weekdays and five or fewer administrative employees on Saturdays. A lot with 48 parking spaces serves the site. In addition to employee commute trips, during its weekday operations the project would include the following.

- **Volunteers:** An average of nine volunteers per day. There are three shifts, 9:00 a.m. to 12:00 p.m., 12:00 p.m. to 3:00 p.m., and 3:00 p.m. to 5:00 p.m.
- **Drivers:** Eight to ten drivers per day would deliver food to clients on Tuesday through Friday. Drivers typically arrive between 12:00 p.m. and 2:00 p.m. Each driver would make one pickup at the project site and then deliver the food.
- **Client pickups:** Twelve clients per day would be picking up food from the site.
- **Food deliveries:** Four deliveries per week would be made to the site. Deliveries would take place between 8:00 a.m. and 11:00 a.m.

Trip Generation

The anticipated trip generation for a proposed project is typically estimated using standard rates published by the Institute of Transportation Engineers (ITE) in *Trip Generation Manual*, 11th Edition, 2021. However, given the unique characteristics of the project, the trip generation was estimated based on project-specific information provided by the applicant. The custom trip generation estimate was based on the food bank's current operation at its existing Forestville facility and considers the proposed addition of three kitchen staff. The arrival and departure times were considered in determining the number of project-related peak hour trips. An hourly trip generation estimate for the project is attached.

The site was occupied until early 2023 by a cannabis manufacturing facility, which was analyzed as an existing use due to its recent operation. The trip generation for the existing site use was estimated using standard ITE rates for Manufacturing (LU 140) as this description most closely matches the proposed project.

Based on application of these rates and assumptions, the proposed project is expected to generate an average of 124 trips per day, including 35 a.m. peak hour trips and 33 trips during the p.m. peak hour. After accounting for the previous use on the site, the project would result in a net increase of 43 trips per day, including 23 during the a.m. peak hour and 20 during the p.m. peak hour. 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	Rate	Trips
Existing							
Manufacturing	-17	4.75	-81	0.68	-12	0.74	-13
Proposed							
Food Bank	17	N/A	124	N/A	35	N/A	33
Total			43		23		20

Sources: *Trip Generation Manual, 11th Edition, 2021*; applicant-provided operational data

Because the project is expected to generate fewer than 50 peak hour trips, either with or without the trips from the prior use considered, only a focused study is required under the City's *Standard Guidance for the Preparation of Traffic Impact Analysis*.

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 both sides of Circadian Way, except for the west side of Circadian Way directly south of the project site for about 90 feet. The nearby intersection of Corporate Center Parkway/Circadian Way-Apollo Way is stop-controlled on the minor approaches and has crosswalks on the south and east legs of the intersection. While there are ramps at the four corners only the ramp at the northeastern corner has truncated domes.

Bicycle Facilities

Near the project site there are existing Class II bicycle lanes on Corporate Center Parkway, Sebastopol Road, and Northpoint Parkway and a Class I shared-use pathway along Fresno Avenue south of Northpoint Parkway. According to the *Santa Rosa Bicycle and Pedestrian Master Plan Update, 2018*, the City plans to upgrade the existing Class II bike lanes on Sebastopol Road to a Class IV separated bike lane. In addition, there are plans to add Class II bike lanes along Sebastopol Road between Fresno Avenue and Corporate Center Parkway as well as along the planned extension of Northpoint Parkway to South Wright Road and the future segment of Fresno Avenue that would connect the two existing segments. Table 2 summarizes the existing and planned bicycle facilities in the project vicinity.

Table 2 – Bicycle Facility Summary

Status Facility	Class	Length (miles)	Begin Point	End Point
Existing				
<i>Fresno Ave</i>	I	0.38	Northpoint Pkwy	End of Street
<i>Corporate Center Pkwy</i>	II	0.72	Sebastopol Rd	Northpoint Pkwy
<i>Sebastopol Rd</i>	II	1.35	Corporate Center Pkwy	West Ave
<i>Northpoint Pkwy</i>	II	1.19	Stony Point Rd	End of Street
<i>Fresno Ave</i>	II	0.32	Sebastopol Rd	End of Street
Proposed				
<i>Sebastopol Rd</i>	II	0.35	Fresno Ave	Corporate Center Pkwy
<i>Fresno Ave</i>	II	0.37	Fresno Ave	Northpoint Pkwy
<i>Northpoint Pkwy</i>	II	0.38	S Wright Rd	Northpoint Pkwy
<i>Sebastopol Rd</i>	IV	1.55	Corporate Center Pkwy	Dutton Ave

Source: *Santa Rosa Bicycle and Pedestrian Master Plan Update*, City of Santa Rosa, 2018

Transit Facilities

Within a half mile of the project site there are transit stops for Santa Rosa CityBus Routes 2 and 2B. A transit stop for Route 2 is located on the east side of Corporate Center Parkway near Mercury Way. Transit stops for Route 2B are located on either side of Sebastopol Road, near the intersection of Sebastopol Road/ Corporate Center Parkway. Route 2 runs from 6:00 a.m. to 8:30 p.m. with headways of a half an hour and operates only on weekdays. Route 2 has stops at the Santa Rosa Transit Mall, the intersection of Stony Point Road/Sebastopol Road, and Cook Middle School. Route 2B has stops at Santa Rosa Transit Mall, the intersection of Sebastopol Road/West Avenue, and the intersection of Sebastopol Road/Kenmore Lane, runs every day of the week, and operates from 6:15 a.m. to 9:00 p.m. on weekdays, 6:45 a.m. to 8:20 p.m. on Saturdays, and 10:15 a.m. to 6:00 p.m. on Sundays with headways of half an hour every day.

Finding – The existing pedestrian, bicycle, and transit facilities would adequately serve the needs of the project site.

Vehicle Miles Traveled (VMT)

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 “small projects,” which the City’s guidelines identify as generating fewer than 110 new vehicle trips per typical weekday. As shown in Table 1, the proposed project would be expected to result in a net increase of 43 trips per day on a typical weekday, which falls well below the threshold of 110 daily trips. Therefore, it is reasonable to conclude that the project can be presumed to have a less-than-significant impact on VMT.

Finding – The project is expected to have a less-than-significant transportation impact on VMT.

Safety Considerations

The project site would be accessed by an existing driveway on Circadian Way. Sight distances at the project driveway were evaluated using criteria contained in the *Highway Design Manual* published by Caltrans. The recommended sight distance at a driveway on public streets in an urban environment is based on corner sight distances, with more sight distance needed for making a left turn versus a right turn. Approach travel speeds are used as the basis for determining the recommended sight distance.

For a prima facie speed limit of speed limit of 25 mph on Circadian Way, the minimum corner sight distance for left turns is 275 feet and for right turns is 240 feet. Based on a review of field conditions, sight lines to and from the project driveway extends 330 feet to the south and 290 feet to the north, which are adequate for five mph over the prima facie 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 onto the project site.

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

Emergency Response

Site access and circulation are expected to function acceptably assuming applicable design standards were applied when the building was constructed. Further, as all roadway users must yield the right-of-way to emergency vehicles when using their sirens and lights, the nominal volume of 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 assuming it was built to meet the City standards.

Parking Supply

A food bank is not listed as a land use in the City of Santa Rosa's Municipal Code Section 20-36.040. The most similar land use would be a catering service as it would have similar operational characteristics, including on-site food preparation, deliveries of food to and from the project site, and some clients arriving to pick up food. Due to this similarity, the City's requirement for a catering service to one parking space per employee and one space per company car was applied to the proposed project. As noted, it is estimated that an average of nine volunteers per day would be at the site, and in order to present a conservative analysis it was assumed that there would be 12 volunteers per day. For the purpose of evaluating parking capacity the volunteers were counted as full-time employees; however, since volunteers are onsite for three two- to three-hour non-overlapping shifts, the actual number of volunteers onsite at one time would be less. The project as proposed does not include any company cars as deliveries made from the project site would be made by volunteer drivers who would only be traveling to the site to pick up food for delivery. With these assumptions the project would be required to provide at least 42 parking spaces; with the proposed supply of 48 parking spaces the project would have a surplus of six spaces.

Finding – The proposed parking supply would meet City requirements.

Conclusions and Recommendations

- The existing pedestrian, bicycle, and transit facilities would adequately serve the project site.
- The proposed project would have a less-than-significant impact on VMT based on the City's screening criterion.

- Sight lines at the existing driveway on Circadian Way are adequate to accommodate traffic turning into and out of the project site.
- 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.
- The proposed parking supply would meet the City parking requirements.

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

Sincerely,

William Andrews, EIT
Assistant Engineer

Barry Bergman, AICP
Senior Planner

Dalene J. Whitlock, PE, PTOE
Senior Principal

DJW/bdb/SRO634.L1

Enclosures: Project Hourly Trip Generation Estimate

Food for Thought Food Bank - Hourly Weekday Trip Estimate											
Prepared by W-Trans, 2023											
Time	a.m.					p.m.					
	7-8	8-9	9-10	10-11	11-12	12-1	1-2	2-3	3-4	4-5	5-6
Generator											
employees		30									30
volunteers		3				6			6		3
drivers						10		10			
client pick-ups				4	4	4	4	4	4		
deliveries		2									
TOTAL	0	35	0	4	4	20	4	14	10	0	33
TOTAL AVERAGE WEEKDAY TRIPS	124										
Project information provided by applicant.											