



March 17, 2022

Mr. Floyd Masalta
Roseland Enterprises, LLC
460 Timothy Rd,
Santa Rosa, CA
via email only: floydmasalta@gmail.com

Subject: 460 Timothy Road Cannabis Project

Dear Mr. Masalta:

Transpedia Consulting Engineers (TCE) has prepared this letter report for the proposed 460 Timothy Road Cannabis Project (project) at 460 Timothy Road in the City of Santa Rosa (city), as shown in Figure 1 and Figure 2.

The scope of work of this letter is to estimate project traffic trip rates that would be generated by the proposed project and compare it to current and permitted uses trip generation; compare project parking supply to city zoning parking requirements and compare it to current and permitted uses parking requirements; compare project driveway sight distance to Caltrans standards; and review site access and internal circulation.

PROJECT DESCRIPTION

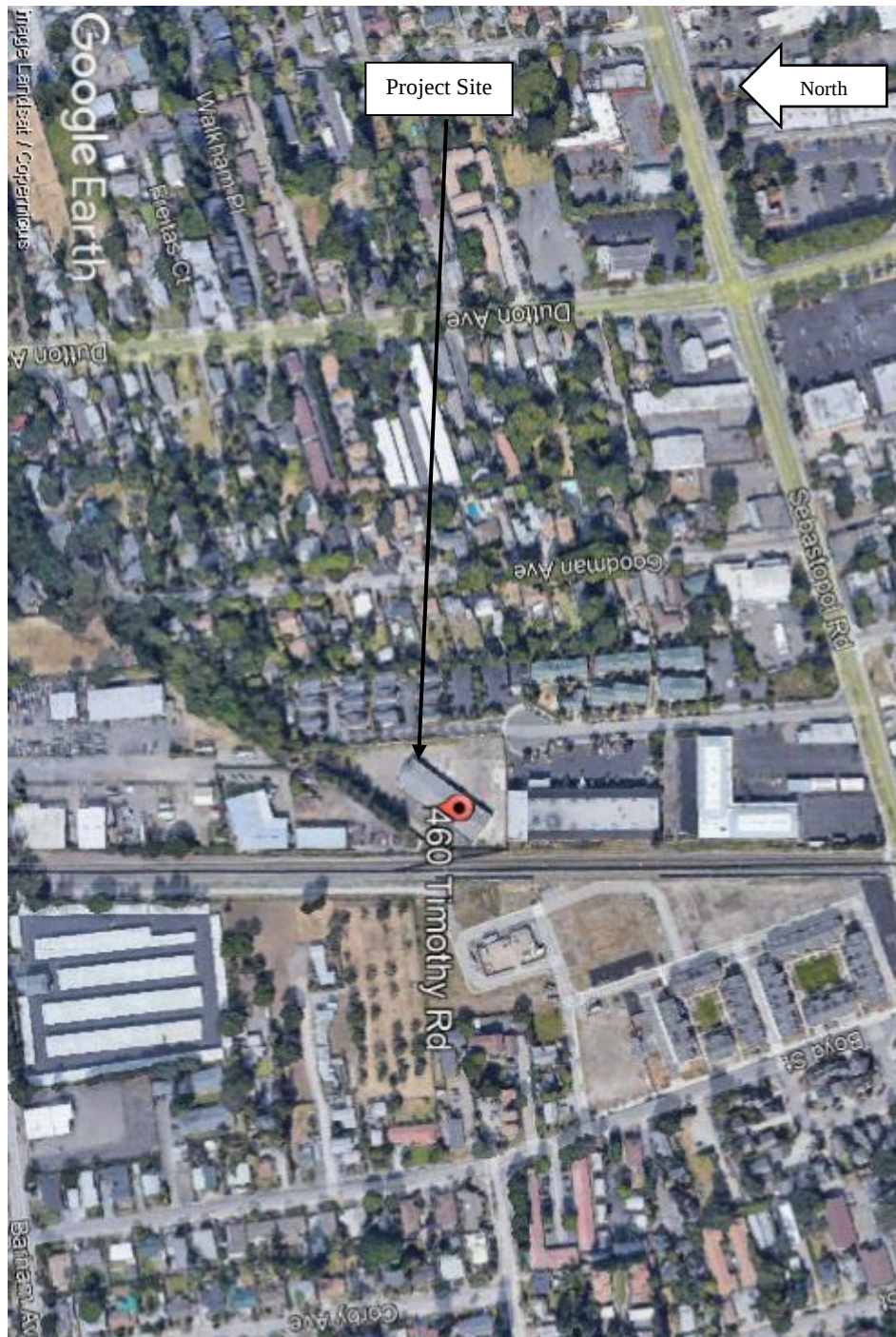
The project consists of converting an existing building of approximately 11,520 square feet (sf) into an indoor cannabis cultivation, as shown Figure 3. The project is also proposing to construct a building addition of approximately 3,429 sf, of which 252 sf for cannabis manufacturing, 2,782 sf for cannabis cultivation and 395 sf for distribution, as shown in Figure 4 (approximately 14,949 sf total gross area of both spaces). The project site is currently zoned as light industrial and warehouse and the whole building was recently used as a warehouse.

PROJECT OPERATIONS PLAN

Cannabis indoor cultivation, manufacturing, and distribution will operate 24 hours a day, 7 days a week (24/7). The project will have 9-12 employees to operate the business with 3-4 employees per shift. The shift times are: 6:00 am – 2:30 pm, 2:00 pm – 10:30 pm, and 10:00 pm – 6:30 am.

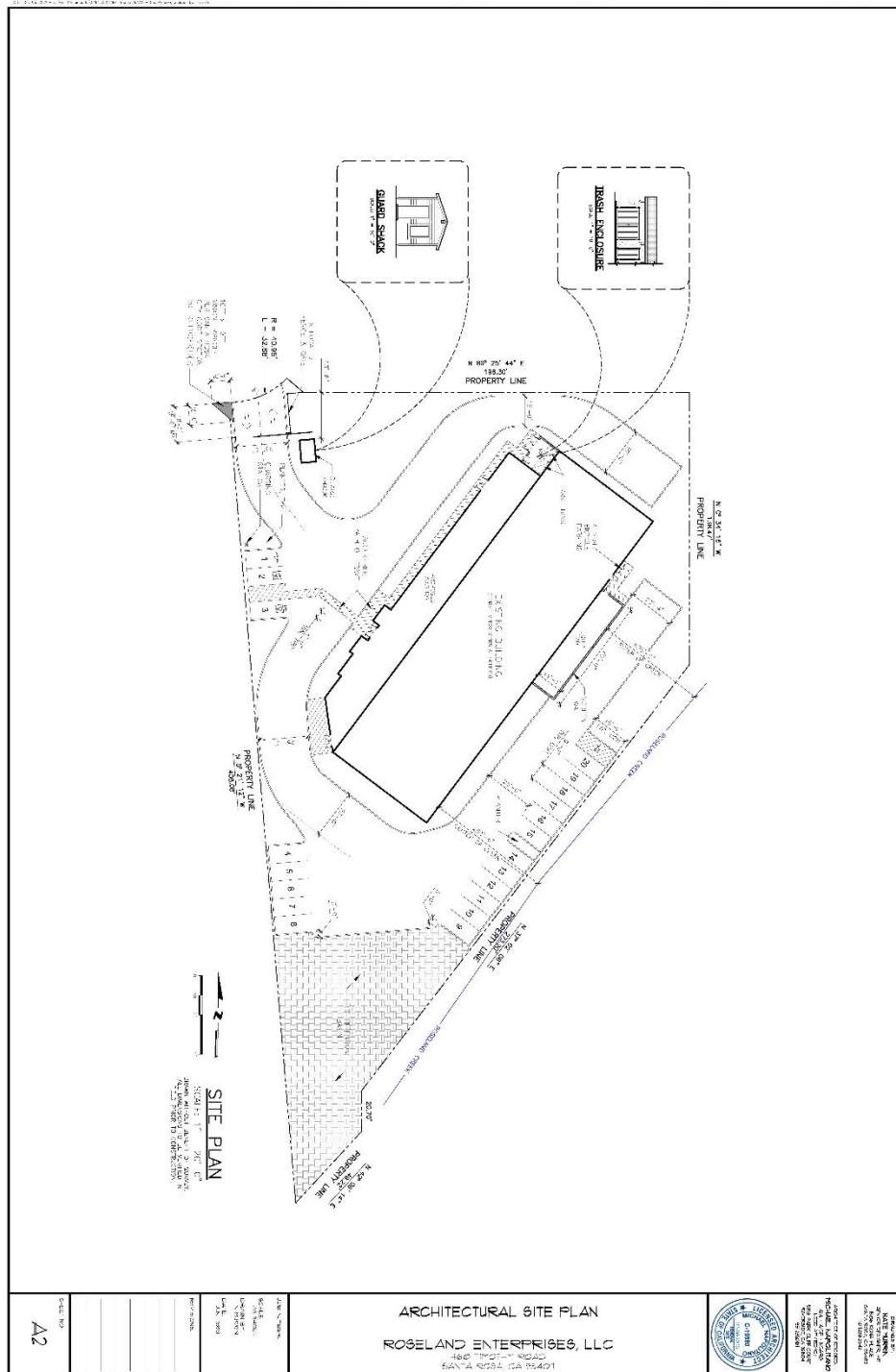
The general manager will be present 5 days a week and for emergencies. In addition, an outsourced security firm will provide a security guard 24/7.

Business deliveries to and shipments from the facility will occur 1-2 times per week. These deliveries and shipments will be by van-sized vehicles, but occasionally, a freight truck will be necessary. An outside laboratory company will do product testing onsite.



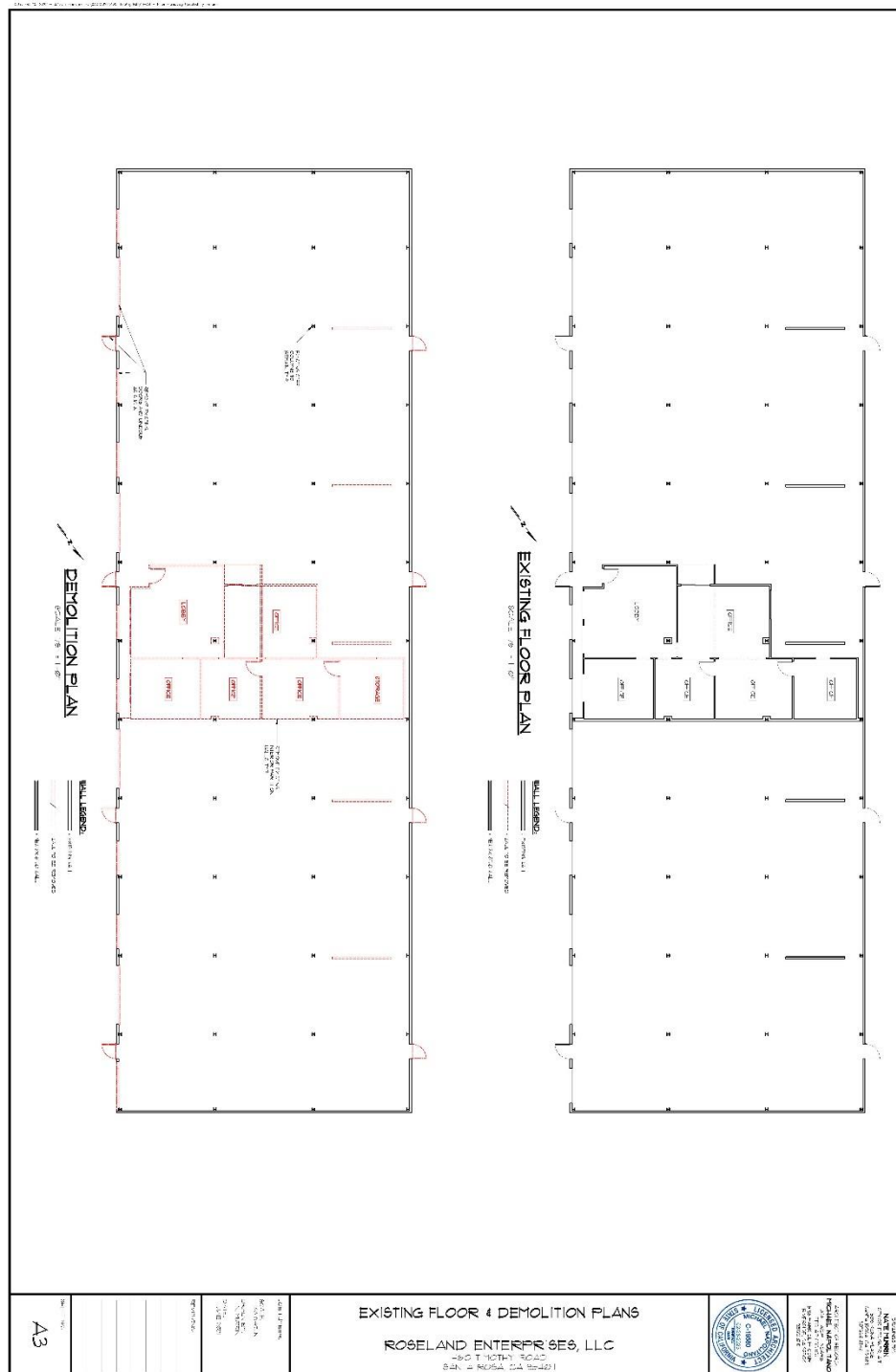
Source: Google Earth, 2022.
Transpedia Consulting Engineers, 2022.

Figure 1- Site Location and Vicinity.



Source: Nate Murrin, June 2021.

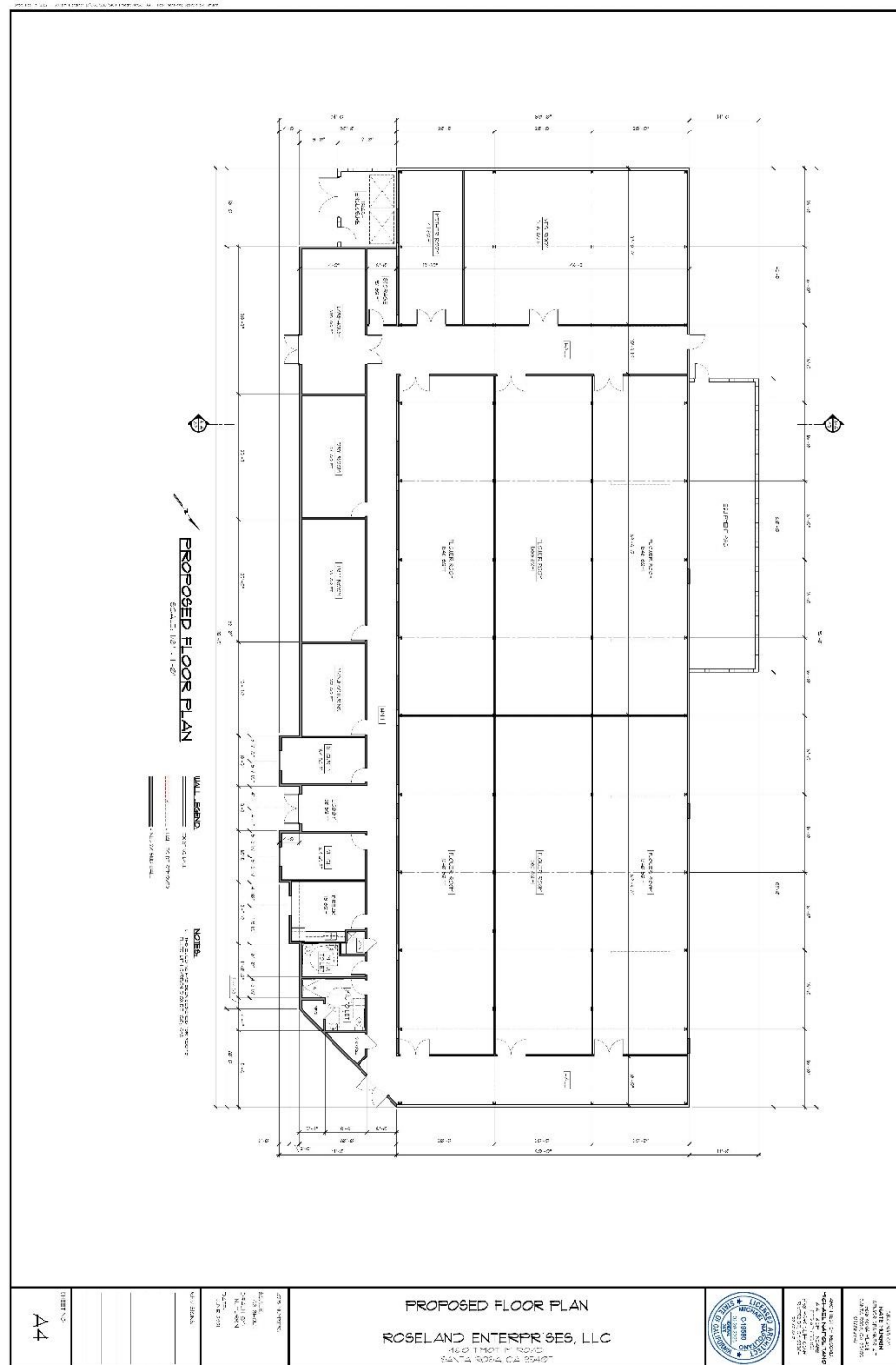
Figure 2- Project Site Plan.



Source: Nate Murrin, June 2021.

Figure 3- Project Existing Floor Plan.

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Source: Nate Murrin, June 2021.

Figure 4- Project Proposed Floor Plan.

PROJECT TRIP GENERATION

Trip generation is an estimate for the number of vehicles that would likely access the project during a typical weekday. The trip generation of the existing, permitted, and proposed uses of the development site were partially or fully estimated based on rates provided by the Institute of Transportation Engineers (ITE)¹.

The General Light Industrial (ITE Land Use Code 110) is used to estimate project site existing and permitted uses, which is consistent with the project site, as shown in following ITE description: “a light industrial facility is a free-standing facility devoted to a single use. This facility has an emphasis on activities other than manufacturing and typically has minimal office space. Typical light industrial activities include printing, material testing, and assembly of data processing equipment.”

The ITE manual does not include data on the land use of the proposed project cannabis activities. Data provided to TCE by project applicant was used to estimate trip generation for these activities.

As a worst-case scenario, it is assumed that the morning shift 4 employees would leave during pm peak hour and night shift 4 employees would leave during am peak hour; the general manager would arrive during am peak hour and leave during pm peak hour; security guards would arrive and leave during am and pm peak hours; an outside testing company employee would arrive and leave during am and pm peak hours; and a business delivery or shipment would arrive and leave during am and pm peak hours.

It is assumed in this study that the proposed building addition of approximately 3,429 sf to the existing building would also be permitted as light industrial and warehouse. The existing and proposed buildings land uses are expected to generate 74 daily trips, of which 10 trips during am peak hour and 9 trips during pm peak hour, which is below the 50 peak hour trips threshold when the city would require a full traffic study for a proposed addition.

In comparison to the existing or permitted uses, the proposed project would generate 9 net daily trips less, of which 2 net trips more during am peak hour and 3 net trips more during pm peak hour. However, in comparison to the site permitted and proposed building addition, the proposed project would generate 26 net daily trips less, of which no net trips during am peak hour, and 1 net trip more during pm peak hour, which is also below the 50 peak hour trips threshold when the city would require a full traffic study for a proposed project. Trip generation estimates are as shown in Table 1.

¹ Trip Generation, Institute of Transportation Engineers (ITE), 10th Edition, 2017.

Table 1- Project Trip Generation.

Land Use	Size	Daily	AM Peak Hour				PM Peak Hour			
			In/Out %	In	Out	Total	In/Out %	In	Out	Total
<u>Existing or permitted- general light industrial</u>	11.520 KSF	57	88%/12%	7	1	8	13%/87%	1	6	7
<u>Proposed addition- general light industrial</u>	3.429 KSF	17	88%/12%	2	0	2	13%/87%	0	2	2
<u>Permitted & proposed addition- general light industrial</u>	14.949 KSF	74	88%/12%	9	1	10	13%/87%	1	8	9
<u>Proposed- cannabis</u>										
Employees	12 employees	30	NA	0	4	4	NA	0	4	4
General manager	1 employee	3	NA	1	0	1	NA	0	1	1
Testing	1 employee	3	NA	1	0	1	NA	0	1	1
Security	3 guards	8	NA	1	1	2	NA	1	1	2
Delivery/shipment	2/week	4	NA	1	1	2	NA	1	1	2
Proposed- net	NA	48	NA	4	6	10	NA	2	8	10
Net trips from existing or permitted uses	NA	-9	NA	-3	5	2	NA	1	2	3
Net trips from permitted & proposed addition	NA	-26	NA	-5	5	0	NA	1	0	1

Sources: Transpedia Consulting Engineers, 2022.

Trip Generation, Institute of Transportation Engineers, 10th Edition, 2017.

Notes: KSF = 1,000 square feet.

NA = not applicable or available.

General Light Industrial (ITE Land Use Code 110) – daily = 4.96, AM = 0.70, PM = 0.63 trips/KSF.

PROJECT PARKING REQUIREMENTS AND DESIGN

As mentioned earlier, the project's total gross area of existing and proposed additional buildings is approximately 14,949 sf, of which 14,302 sf for cannabis cultivation, 252 sf for manufacturing, and 395 sf for distribution. As also mentioned earlier, the project site is currently zoned as light industrial and warehouse and the whole building was recently used as a warehouse.

The city zoning code's parking requirements of light industrial and warehouse or cannabis cultivation or distribution are: 1 space per 1,000 sf and 1 bicycle space per 14,000 sf of light industrial and warehouse space or cannabis cultivation or distribution². However, the city zoning code's parking requirements of cannabis manufacturing are: 1 space per 350 sf and 1 bicycle space per 7,000 sf of manufacturing space.

Applying the city parking requirements of light industrial to the existing and proposed addition spaces require 15 vehicle parking spaces ($14,949/1,000 = 14.949$ or 15), 1 of which is 1 ADA van accessible space, and 1 bicycle parking space ($14,949/14,000 = 1.07$ or 1). The city zoning code parking fractional requirements are- a fraction of 0.5 or greater shall be increased to the next higher number and a fraction of less than 0.5 shall be reduced to the next lower number.

Applying the city parking requirements of cannabis cultivation, manufacturing, and distribution to the existing and proposed addition spaces require 15 vehicle parking spaces ($(14,302 + 395)/1,000 + 252/350 = 14.697 + 0.72 = 15.417$ or 15), 1 of which is ADA van accessible space, and 1 bicycle parking space ($14,697/14,000 + 252/7,000 = 1.05 + 0.04 = 1.09$ or 1).

Overall, the project is proposing to provide 20 vehicle parking spaces, 2 of which are ADA compliant parking spaces and 1 electric charging space, and 4 bicycle parking spaces, which are above city code's parking requirements (15 vehicle parking spaces and 1 bicycle parking space).

SIGHT DISTANCE

Sight distance at project's driveway onto 460 Timothy Road was evaluated based on Caltrans sight distance standards³. There are no speed limit signs on both sides of Timothy Road in the project vicinity, however, a 25 mph is assumed which is consistent with the road being a local dead-end street. Caltrans standards requires a minimum stopping sight distance of 150 feet for a 25-mph design speed.

The sight distance measured from a 3.5-foot height at the location of the driver and 15-feet back from the road edge-line. The sight distance currently provided at project driveway when looking to the east or west is limited and does not meet Caltrans minimum sight distance requirements (150 feet). A steel fence and gate obstruct line of sight at this driveway, as shown in Figure 5. It is recommended to relocate the fence and gate at a location sufficient to provide adequate line of sight to vehicles exiting project driveway and vehicles utilizing adjacent commercial and residential driveways or residential access road.

² Santa Rosa City Code, Section 20-36.040, Number of Parking Spaces Required, 2021.

³ Caltrans Highway Design Manual, July 1, 2020.



Source: Transpedia Consulting Engineers, 2022.

Figure 5- Line of Sight at Project's Driveway When Looking to the East of West.

SITE ACCESS AND CIRCULATION

Project site access and internal circulation would be provided by a gated way driveway onto Timothy Road. All internal project roadways are adequately wide for moving traffic and parked vehicles. Roadway channelization markings and a stop sign are recommended to be placed at project driveway and adjacent residential access road.

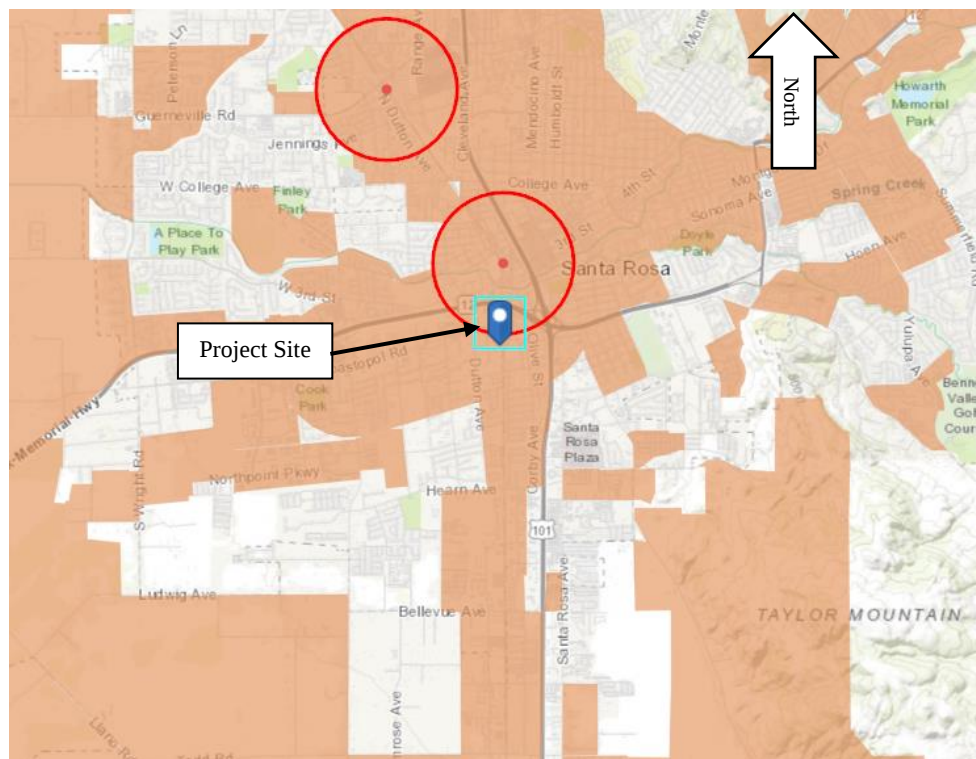
As mentioned earlier, it is recommended to relocate the fence and gate to provide adequate line of sight to vehicles exiting project driveway and vehicles utilizing adjacent commercial and residential driveways or residential access road. It is also recommended to position the relocated gate at a location sufficient to provide storage for at least 1 vehicle to avoid blocking court's traffic operations while a vehicle waiting for the gate to open.

VEHICLE MILES TRAVELED (VMT)

The city has established VMT limits for land use projects, which are designed to achieve a 15% reduction below the 2015 baseline for new land use development. The VMT limits are established at the countywide level based on the Sonoma County Transportation Authority (SCTA) travel model⁴.

Projects that are not likely to lead to a substantial or measurable increase in VMT and are presumed to be less than significant including projects located within pre-screened areas on the VMT screening maps developed (residential VMT per capita or employment VMT Per Worker). The maps identify areas in the city that are exempt from quantitative VMT analysis. These include sites that have been pre-screened through citywide VMT analysis using the 2015 SCTA travel model. Pre-screened areas have been determined to result in 15% or below the countywide average for VMT per capita or worker established for that land use designation if built consistent with the General Plan Land Use Plan.

The proposed project is located within the exempt areas, as shown in Figure 6⁵. Therefore, the project is exempt from VMT quantitative analysis and is presumed to have less than significant VMT impact.



Source: Sonoma County Transportation Authority Travel Model, 2015.

Figure 6. City of Santa Rosa Employment VMT Per Worker Screening Map.

⁴ Vehicle Miles Traveled (VMT) Guidelines, Final Draft, City of Santa Rosa, June 5, 2020.

⁵ Sonoma County Transportation Authority (SCTA) Travel Model, 2015.

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If you have any questions about this letter, please contact me.

Sincerely,

Transpedia Consulting Engineers

A handwritten signature in black ink, appearing to read "Mousa Abbasi". The signature is written in a cursive, flowing style.

Mousa Abbasi, Principal
Ph.D., P.E., T.E., P.T.O.E.
California Professional Civil Engineer No. 67935
California Professional Traffic Engineer No. 2324
Professional Traffic Operations Engineer No. 1297