



August 20, 2019

Mr. Andrew Nguyen
T&L Industrial LLC
3515 Industrial Drive
Santa Rosa, CA 95403
via email only: culibeli@yahoo.com

Subject: T&L Industrial Cannabis Project

Dear Mr. Nguyen:

Transpedia Consulting Engineers (TCE) has prepared this letter report for the proposed “T&L Industrial Cannabis Project” (project) at 3515 Industrial Drive in the City of Santa Rosa, 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, permitted and rezoned uses trip generation; compare project parking supply to City zoning parking requirements and compare it to current, permitted and rezoned uses parking requirements; compare project driveway sight distance to Caltrans standards; and review site access and internal circulation.

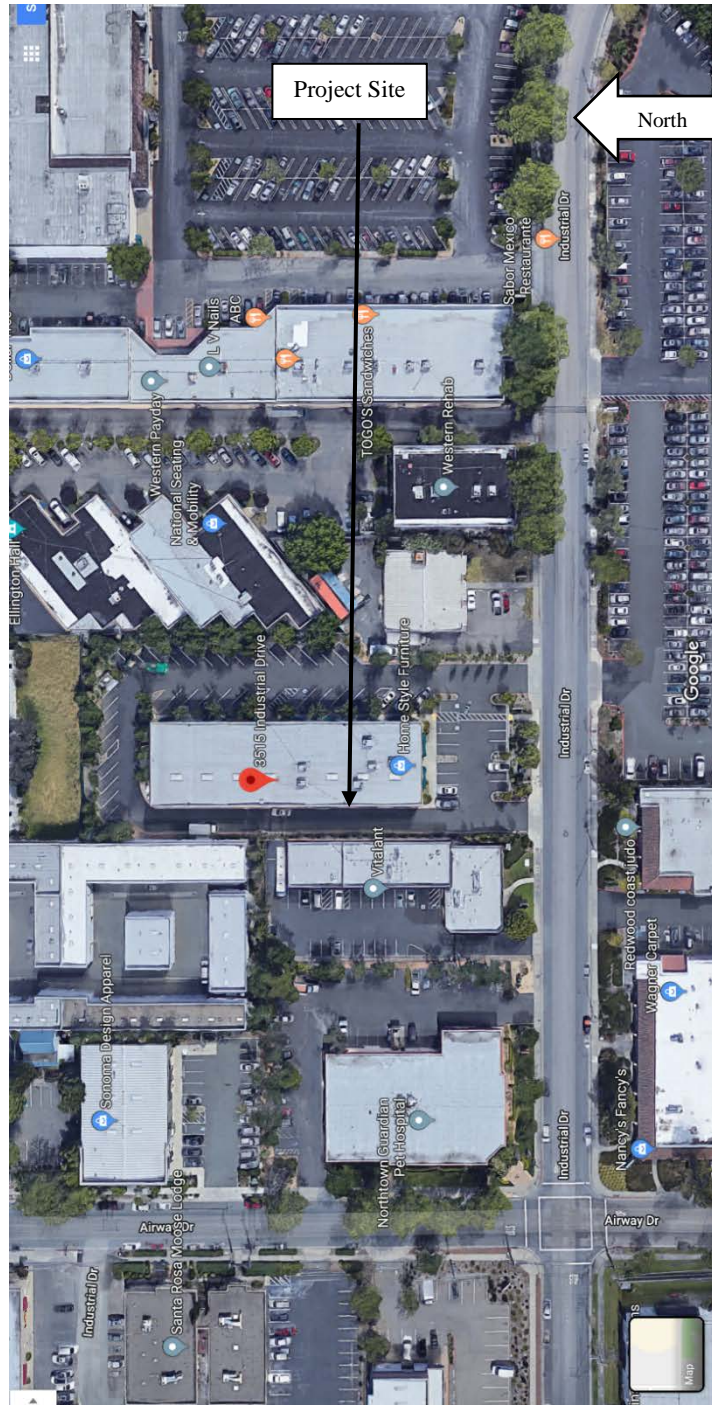
PROJECT DESCRIPTION

The project consists of converting an existing building of approximately 19,500 square feet (sf) into an indoor cannabis cultivation (approximately 9,927 sf), manufacturing (approximately (3,282 sf), distribution (approximately 1,165 sf) and service areas (approximately 5,126 sf), as shown Figures 3 and 4. The project site will also be rezoned from general commercial to light industrial. The whole project site is currently used as a furniture store (Homestyle Furniture) with a display area of approximately 13,000 sf.

PROJECT OPERATIONS PLAN

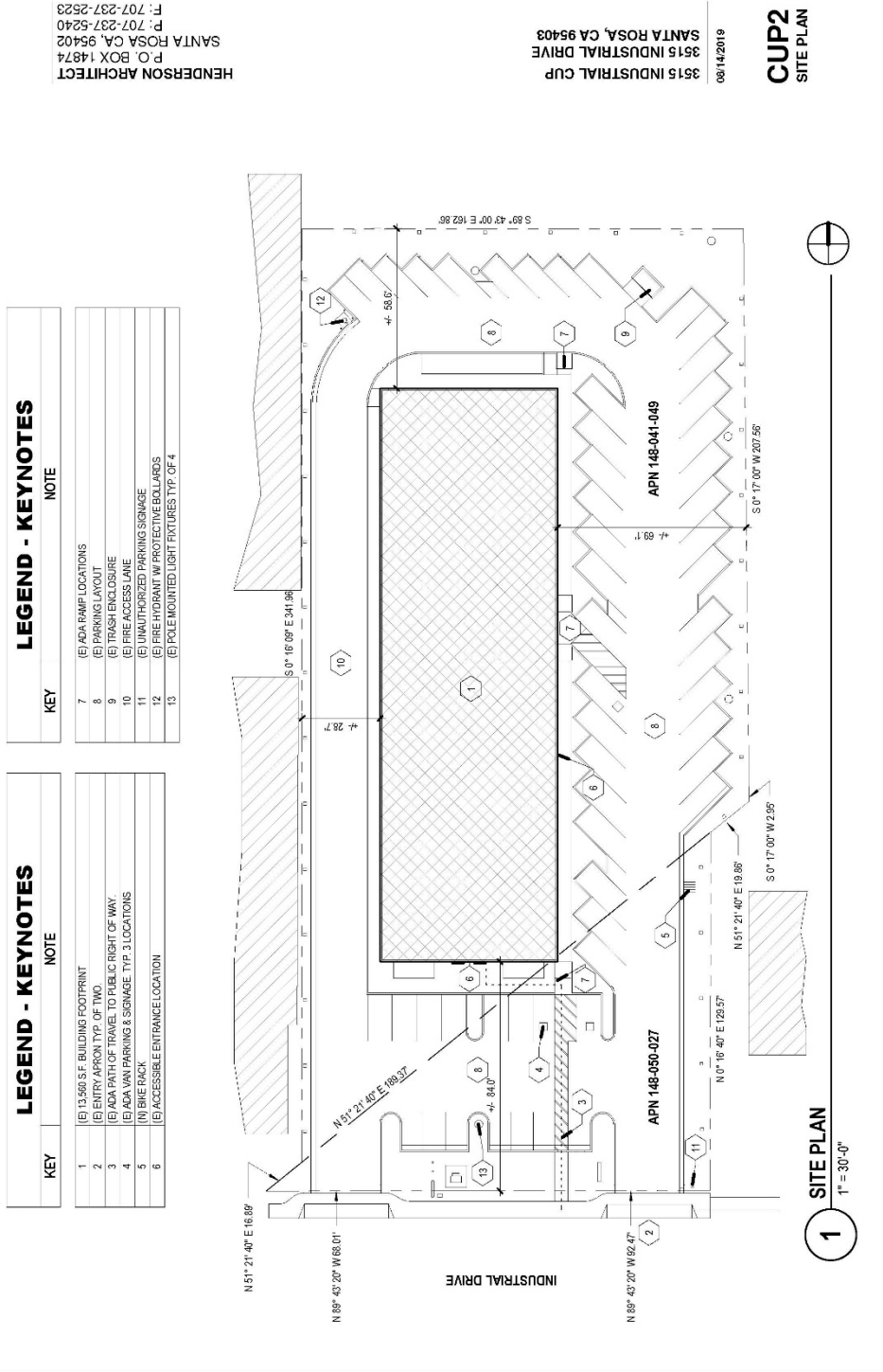
Cannabis indoor cultivation, manufacturing and distribution activities will be conducted at the project site daily between 8:00 am and 10:00 pm. It is anticipated to having 10 employees to operate the business with a maximum of 5 employees at peak hours. The general manager will be present five days a week. 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. Product testing will be done onsite by an outside laboratory company.



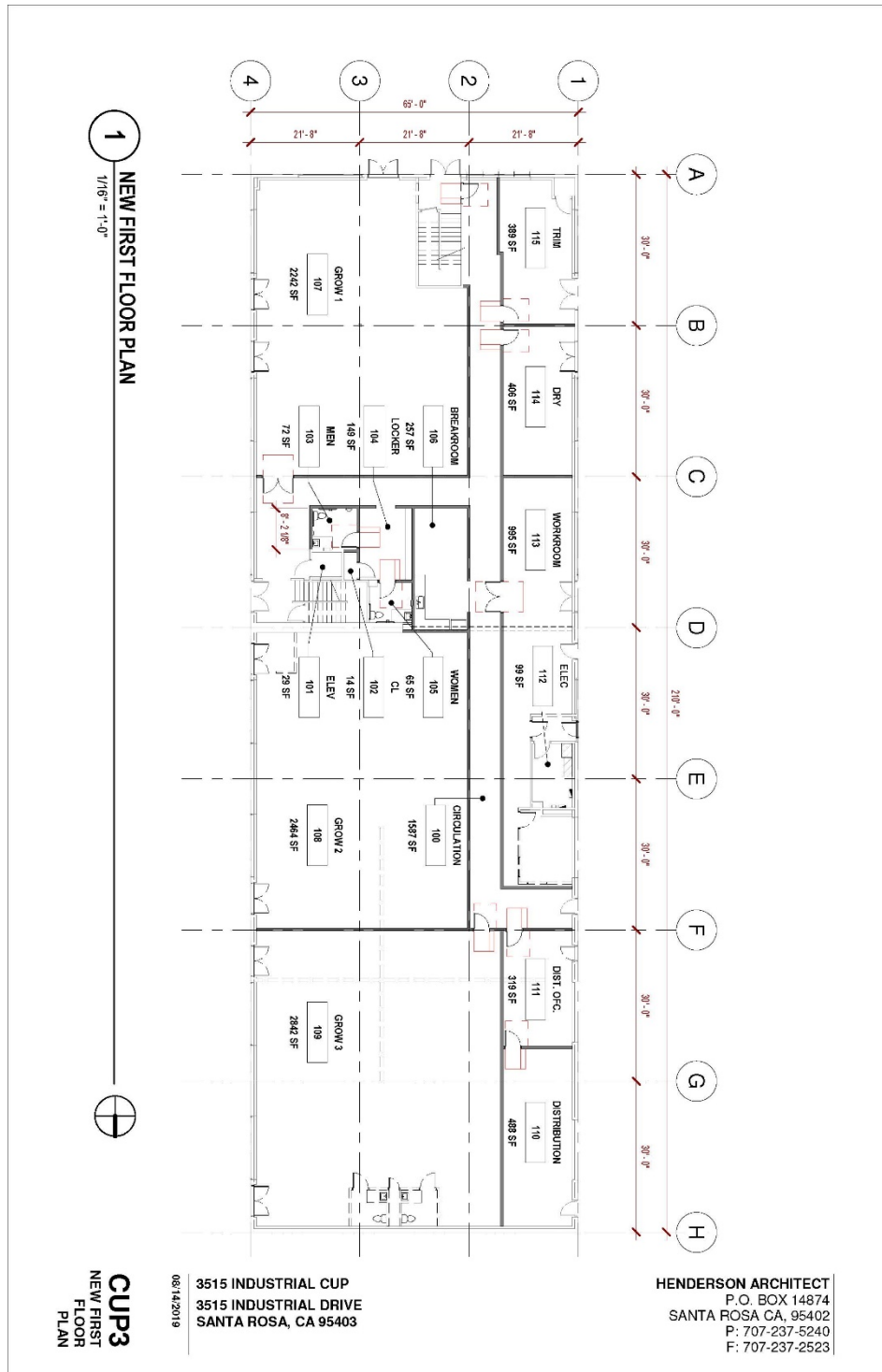
Source: Google, 2019.
Transpedia Consulting Engineers, 2019.

Figure 1- Site Location and Vicinity.



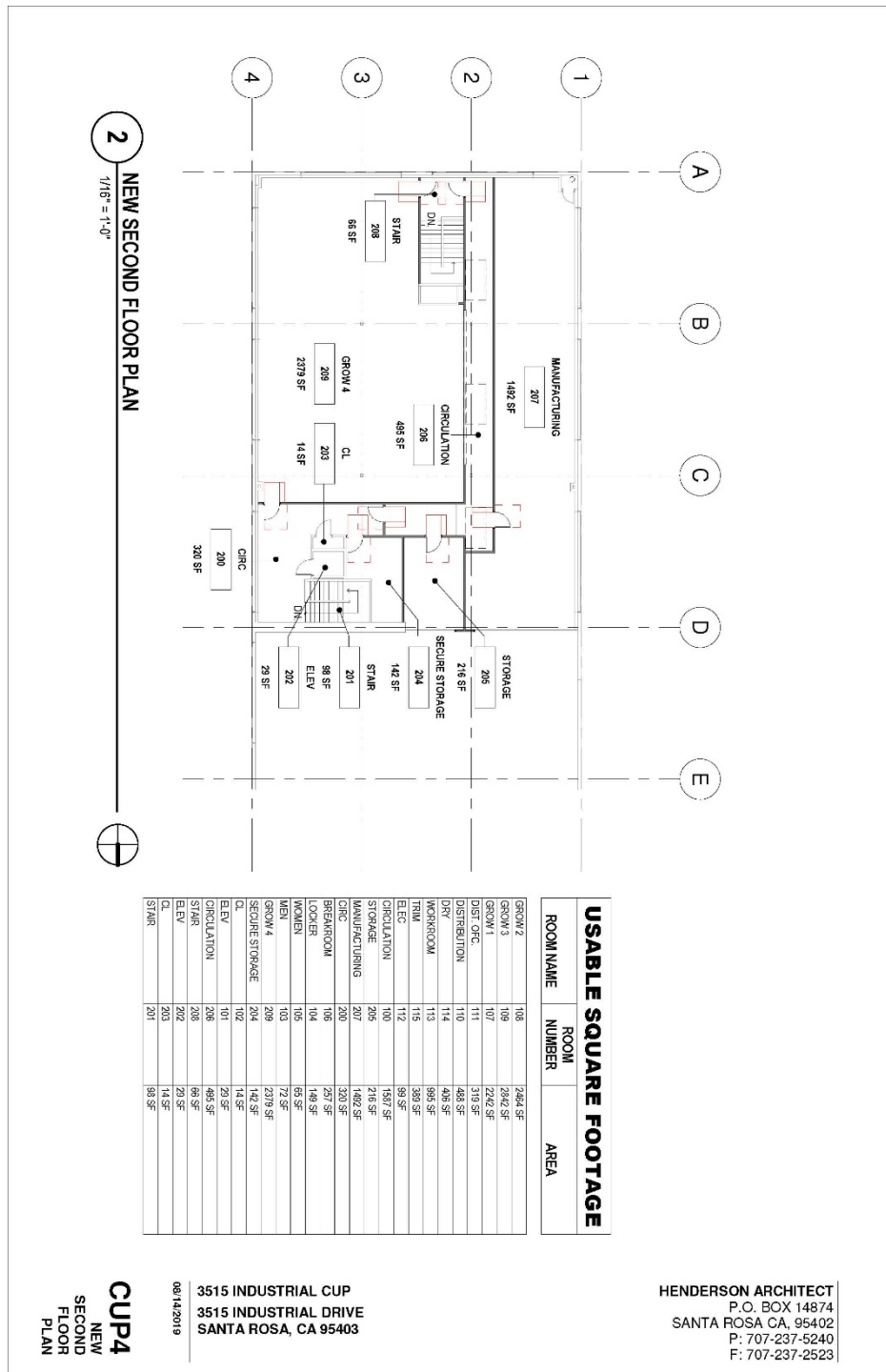
Source: Henderson Architect, 2019.

Figure 2- Project Site Plan.



Source: Henderson Architect, 2019.

Figure 3- Project First Floor Plan.



Source: Henderson Architect, 2019.

Figure 3- Project Second 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, rezoned and proposed uses of the development site were partially or fully estimated based on rates provided in *Trip Generation, Institute of Transportation Engineers (ITE), 10th Edition, 2017*.

The Furniture Store (ITE Land Use Code 890) is used to estimate project site existing use, which is consistent with the Homestyle Furniture operations, as shown in following ITE description: “A furniture store is a full-service facility that specializes in the sale of furniture and often carpeting. Furniture stores are usually large and may include storage areas.”

The Shopping Center (ITE Land Use Code 820) is used to estimate project site permitted use, which is consistent with the permitted general commercial operations, as shown in following ITE description: “A shopping center is an integrated group of commercial establishments that is planned, developed, owned, and managed as a unit.”

The General Light Industrial (ITE Land Use Code 110) is used to estimate project site rezoned use, 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 cultivation, manufacturing and distribution 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 all morning shift 5 employees would arrive during am peak hour and leave during pm peak hour; all afternoon 5 shift employees would arrive during pm 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.

In comparison to the existing use, the proposed project would generate 80 net daily trips less, 6 net trips more during am peak and pm hours each. However, in comparison to the site permitted use, the proposed project would generate 693 net daily trips less, 7 net trips less during am peak hour, and 58 net trips less during pm peak hour. Moreover, in comparison to the site rezoned use, the proposed project would generate 54 net daily trips less, 3 net trips less during am peak hour, and 4 net trips more during pm peak hour. Trip generation estimates are as shown in Table 1.

In the worst-case scenario, the project would generate 6 additional trips during am or pm peak hours, which is below the 50 peak hour trips threshold when the City would require a full traffic study for a proposed project.

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- Furniture Store</u>	19.5 KSF	123	71%/29%	4	1	5	47%/53%	5	5	10
<u>Permitted- General Commercial</u>	19.5 KSF	736	62%/38%	11	7	18	48%/52%	36	38	74
<u>Rezoned- General Light Industrial</u>	19.5 KSF	97	88%/12%	12	2	14	13%/87%	2	10	12
<u>Proposed- Cannabis</u>										
Employees	10 employees	25	NA	5	0	5	NA	5	5	10
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	43	NA	9	2	11	NA	7	9	16
Net Trips from Exiting Use	NA	-80	NA	5	1	6	NA	2	4	6
Net Trips from Permitted Use	NA	-693	NA	-2	-5	-7	NA	-29	-29	-58
Net Trips from Rezoned Use	NA	-54	NA	-3	0	-3	NA	5	-1	4

Sources: Transpedia Consulting Engineers, 2019.
 Trip Generation, Institute of Transportation Engineers, 10th Edition, 2017.

Notes: KSF = 1,000 square feet.
 NA = not applicable or available.
 Furniture Store (ITE Land Use Code 890) – daily = 6.30, AM = 0.26, PM = 0.52 trips/KSF.
 Shopping Center (ITE Land Use Code 820) – daily = 37.75, AM = 0.94, PM = 3.81 trips/KSF.
 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 proposed project (19,500 sf in total) includes:

- Cultivation- approximately 9,927 sf.
- Manufacturing- approximately 3,282 sf.
- Distribution- approximately 1,165 sf.
- Service areas- approximately 5,126 sf.

For project parking requirements calculations purposes, the service areas were added to each activity, in proportion to its square footage, to obtain gross square footage as follows:

- Cultivation- approximately 13,500 sf.
- Manufacturing- approximately 4,500 sf.
- Distribution- approximately 1,500 sf.

The City zoning code for parking requirements for cannabis sites are:

- 1 space per 1,000 sf and 1 bicycle space per 14,000 sf of cultivation space.
- 1 space per 350 sf and 1 bicycle space per 7,000 sf of manufacturing space.
- 1 space per 1,000 sf and 1 bicycle space per 14,000 sf of distribution space.

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 City parking requirements to the proposed project uses provides the following:

- 13,500 sf for cultivation- $13,500/1,000 = 13.5$ or 14 vehicle parking spaces.
- 4,500 sf for manufacturing- $4,500/350 = 12.86$ or 13 vehicle parking spaces.
- 1,500 sf for distribution- $1,500/1,000 = 1.5$ or 2 vehicles parking spaces.

Applying City bicycle parking requirements to the proposed project uses provides the following:

- 13,500 sf for cultivation- $13,500/14,000 = 0.96$ or 1 bicycle parking space.
- 4,500 sf for manufacturing- $4,500/7,000 = 0.64$ or 1 bicycle parking space.
- 1,500 sf for distribution- $1,500/14,000 = 0.11$ or none bicycle parking spaces.

Overall, the City zoning code parking requirements for the project are 29 vehicle parking spaces (1 of which is van accessible) and 2 bicycle space. The City zoning code provides an automatic 25% reduction from standard parking requirements when re-tenanting an existing building with a new use, such as is the proposed here. Thus, adjusted parking requirements are 22 vehicle parking spaces and 2 bicycle parking spaces.

The City zoning code parking requirements for the project space current use are estimated as follows:

Homestyle Furniture- furniture store: furniture, furnishings, appliance/equipment store parking requirements are applied (1 vehicle space per 300 sf of display area; and bicycle parking space per 6,000 sf). Therefore, 43 vehicle parking spaces ($13,000/300 = 43.33$) and 2 bicycle parking spaces ($13,000/6,000 = 2.17$) were required for the site's current use.

As mentioned earlier, 22 vehicle parking spaces and 2 bicycle spaces are required by the proposed project, which are below or equal to project space current use parking requirements.

As also mentioned earlier, the project applicant has requested to rezone the project site from the current "general commercial" use to "light industrial and manufacturing" use. The City zoning code parking requirements for "light industrial and manufacturing less than 50,000 sf" was applied to the project rezoned use (1 vehicle space per 350 sf and 1 bicycle space per 7,000 sf). Therefore, 56 vehicle parking spaces ($19,500/350 = 55.71$) and 3 bicycle parking spaces ($19,500/7,000 = 2.79$) are required for the site's proposed rezoning use.

As also mentioned earlier, the City zoning code provides an automatic 25% reduction from standard parking requirements when re-tenanting an existing building with a new use, such as is the proposed here, provided that any deficiencies in parking is no more than 10 spaces. Thus, adjusted parking requirements for the rezoned use are 46 vehicle parking spaces and 3 bicycle parking spaces.

Overall, the site currently provides 54 vehicle parking spaces, 3 of which are ADA compliant parking spaces, and no bicycle parking; however, the project proposes to install a new bicycle rack for 5. The project site's proposed parking supply exceeds the rezoned use parking requirements as well as project proposed use parking requirements.

SIGHT DISTANCE

Sight distance at project's two driveways onto Industrial Drive was evaluated based on Caltrans sight distance standards (*Caltrans Highway Design Manual, July 2, 2018*). There is a speed limit signs on Industrial Drive in the project vicinity of 30 miles per hour. The Manual requires a minimum stopping sight distance of 200 feet for a 30-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 the two project driveways is approximately 550-625 feet when looking to the east and west, which exceeds Caltrans minimum sight distance requirements (200 feet).

Mr. Andrew Nguyen
August 20, 2019
Page 10 of 10

SITE ACCESS AND CIRCULATION

Project site access and internal circulation would be provided by two two-way driveways onto Industrial Drive. 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 each project driveway. It is also recommended to install a "DO NOT ENTER" sign at the southwestern corner of the building and install pavement markings for traffic circulation path.

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

Sincerely,

Transpedia Consulting Engineers



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