March 20, 2018

Mr. David Page
Sonoma Link, LLC
1805 Empire Industrial Court
Santa Rosa, CA 95403

Focused Traffic Study for the Sonoma Link Project

Dear Mr. Page;

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 1805 Empire Industrial Court in the City of Santa Rosa.

Project Description

The proposed project would result in repurposing an existing 8,506 square-foot warehouse building to accommodate cannabis cultivation. Modifications to the existing building would increase the total size to 9,517 square feet. In total, the project would provide four flowering rooms, two vegetative rooms and one nursery room and would have ten full-time employees. Cannabis cultivation on-site would be for wholesale production only; the building would not be open to the public.

Trip Generation

The anticipated trip generation for the proposed project was estimated using standard rates published by the Institute of Transportation Engineers (ITE) in *Trip Generation Manual*, 9th Edition, 2012 using the published standard rates for General Light Industrial (Land Use #110), as this description most closely matches the proposed project. 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 indicates 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 21 persons based on the total floor area of 9,517 square feet. Given that this project expects to have less than half that number of employees, use of the rates based on floor area appears unreasonable.

It is, however, noted that the *Santa Rosa General Plan 2035* land use for the site is Light Industrial and since the proposed activities are consistent with what would typically be associated with light industrial uses, application of the rates per square foot would result in one additional trip during each of the peak hours due to the approximately 1,000 square feet increase in building size. From a planning perspective, the proposed project would therefore have minimal impact on the site's trip generating potential

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 "Manufacturing" (ITE LU #140) and a mix of "Shopping Center" (ITE LU #820) and "Specialty Retail" (ITE LU#826), as the site was previously used as a sign shop and included manufacturing and retail components. It is understood that the previous tenants used 826 square feet of the building for retail sales; for the purpose of determining the likely trip generation that existed in the past, the lower of the rates for "Shopping Center" and "Specialty Retail" were applied to the retail space to present the most conservative comparison. Trips for the proposed use were estimated using "General Light Industrial" (ITE LU 110) rates based on "number of employees" as the independent variable.

As shown in Table 1, the change in use is expected to result in a net decrease of 34 daily trips, with three fewer trips during the morning peak hour and four fewer trips during the evening peak hour compared to the most recent previous use. Further, the change in use is expected to result in a net decrease of 29 daily trips, with four

fewer trips during each of the peak hours compared to the planned use of the site with 8,506 square feet of light industrial facilities. 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											
Manufacturing	7.680 ksf	3.82	29	0.73	6	4	2	0.73	6	2	4
Shopping Center	0.826 ksf	42.70	35	0.96	1	0	1				
Specialty Retail	0.826 ksf							2.71	2	1	1
Sub-Total			64		7	4	3		8	3	5
Permitted											
General Light Industrial	8.506 ksf	6.97	59	0.92	8	7	1	0.97	8	1	7
Proposed											
General Light Industrial	10 empl	3.02	30	0.44	4	4	0	0.42	4	1	3
Net Difference from Previous Use			***-34***		***-3***	***0***	***-3***		***-4***	***-2***	***-2***
Net Difference from Permitted Use			***-29***		***-4***	***-3***	***-1***		***-4***	***0***	***-4***

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

Conclusions

The proposed project is expected to generate an average of 30 trips on a daily basis, including four trips during each of the 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 34 daily trips, on average, with three less trips occurring during the morning peak hour and four less occurring during the evening peak hour. If developed under its full potential for light industrial uses at the current size, the site would be expected to generate 29 more trips on a daily basis than the proposed use and size, including four more trips during each of the peak hours.

We hope this information is adequate to address the potential change in trip generation 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

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