



May 24, 2019

Mr. Mark Adams
NKM Enterprises, Inc.
420 E Street
Santa Rosa, CA 95404
via email only: mark@whitestargroup.net

Subject: NKM Cannabis Microbusiness Project

Dear Mr. Adams:

Transpedia Consulting Engineers (TCE) has prepared this letter report for the proposed “NKM Cannabis Microbusiness Project” (project) at 468 Yolanda Avenue, Suite 304 and 305 in the City of Santa Rosa, as shown in Figure 1.

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 former and permitted uses; compare project parking supply to City zoning parking requirements and compare it to former and permitted uses parking requirements; compare project driveway sight distance to standards; and review site access and internal circulation.

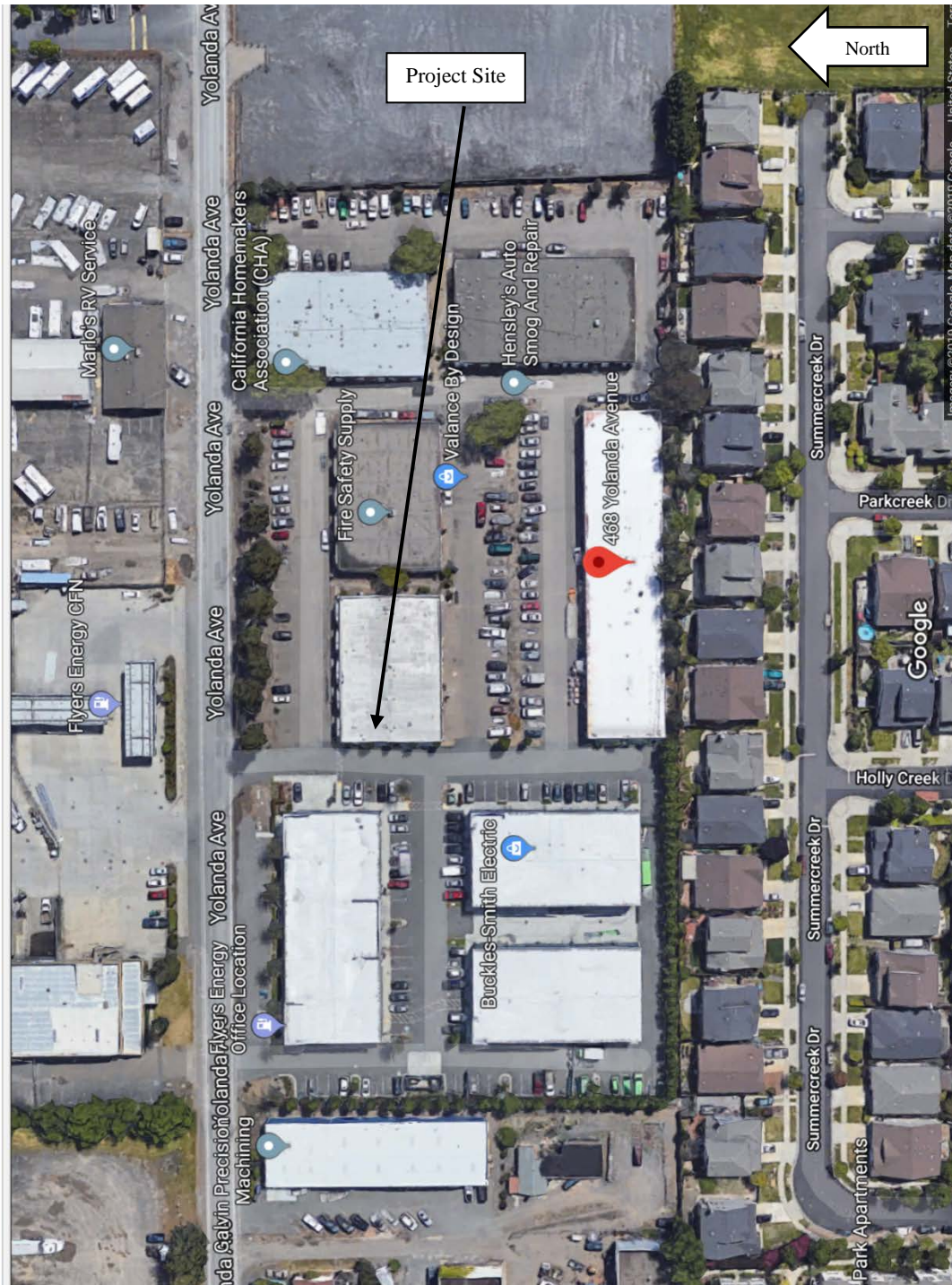
PROJECT DESCRIPTION

The project consists of converting existing two suites (3,712 square feet, sf) at a light industrial building into an indoor cannabis cultivation, manufacturing, distribution and retail dispensary, as shown in Figure 2. The project site was formerly used for an inventor (Suite 304) and an electrical contractor (Suite 305). The project spaces will be used for the following activities:

- Cultivation- 1,584 sf.
- Manufacturing- 1,205 sf.
- Distribution- 519 sf.
- Retail dispensary- 404 sf.

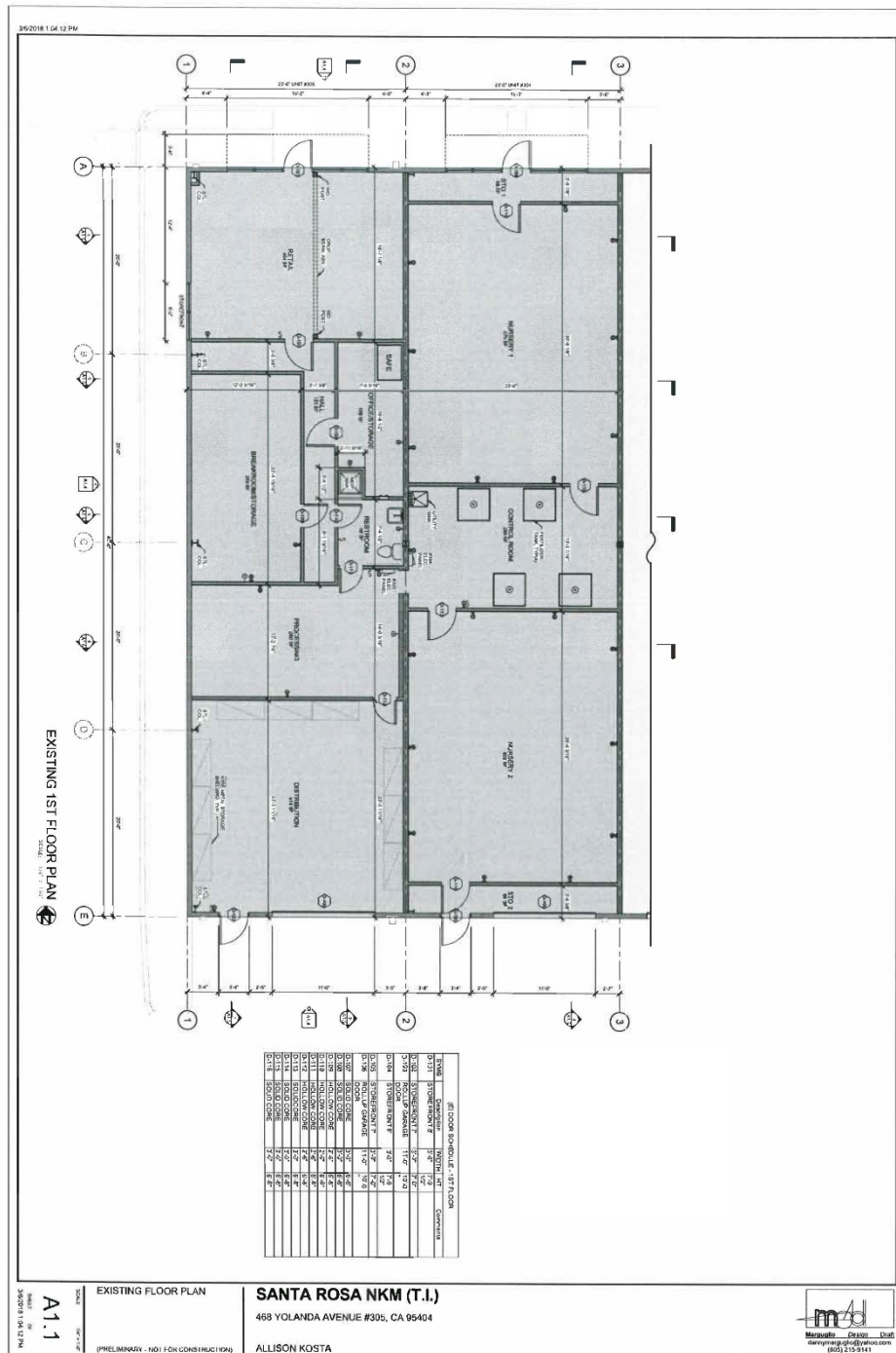
PROJECT OPERATIONS PLAN

Cannabis indoor cultivation, manufacturing, distribution and retail dispensary activities will be conducted at the project site daily between 9:00 am and 9:00 pm. It is anticipated to having a maximum of 10 employees to operate the business. 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. Customer cannabis delivery service will operate daily between 9:00 am and 9:00 pm and will occur 1-2 times per day. 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: Marguglio Design Draft, 2018.

Figure 2- Project Site 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 former, permitted 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 Small Office Building (ITE Land Use Code 712) is used to estimate Suite 304 former use, which is consistent with the inventor operations, as shown in following ITE description: “a small office building houses a single tenant and is less than or equal 5,000 gross square feet size. It is a location where affairs of a business, commercial or industrial organization, or professional person or firm are conducted.”

The Specialty Trade Contractor (ITE Land Use Code 180) is used to estimate Suite 305 former use, which is consistent with the electrical contractor operations, as shown in following ITE description: “a specialty trade contractor is a business primarily involved in providing contract repairs and services to meet industrial or residential needs. This land use includes businesses that provide the following services: plumbing, heating and cooling, machine repair, electrical and mechanical repair, industrial supply, roofing, locksmith, weed and pest control, and cleaning.”

The General Light Industrial (ITE Land Use Code 110) is used to estimate project site permitted 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 Marijuana Dispensary (ITE Land Use Code 882) is used to estimate project site dispensary, which is consistent with the dispensary activities, as shown in following ITE description: “a marijuana dispensary is a standalone facility where cannabis is sold to patients or consumers in a legal manner.”

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 employees would arrive during am peak hour and leave during pm peak hour; the security guard would leave during am peak hour; an outside testing company employee would arrive and leave during am and pm peak hours; a business delivery or shipment would arrive and leave during am and pm peak hours; a customer delivery would arrive and leave during am and pm peak hours.

In comparison to the former use, the proposed project would generate 90 net daily trips more, 13 net trips more during am peak hour, and 15 net trips more during pm peak hour. However, in comparison to the site permitted use, the proposed project would generate 121 net daily trips more, 17 net trips more during am peak hour, and 22 net trips more during pm peak hour, as shown in Table 1.

In the worst-case scenario, the project would generate 24 additional 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 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>Formerly</u>										
Suite 304- Office	1.856 KSF	30	83%/18%	3	1	4	32%/68%	2	3	5
Suite 305- Contractor	1.856 KSF	19	73%/27%	2	1	3	32%/68%	1	3	4
<u>Formerly Total</u>	3.712 KSF	49	NA	5	2	7	NA	3	6	9
<u>Permitted- General Light Industrial</u>	3.712 KSF	18	88%/12%	3	0	3	13%/87%	0	2	2
<u>Proposed- Cannabis Microbusiness</u>										
Employees shift	10 employees	25	NA	10	0	10	NA	0	10	10
Testing	1 employee	2	NA	1	0	1	NA	0	1	1
Security	1 guard	2	NA	0	1	1	NA	0	0	0
Deliveries	2/week	4	NA	1	1	2	NA	1	1	2
Customer Deliveries	2/day	4	NA	1	1	2	NA	1	1	2
Dispensary	0.404 KSF	102	56%/44	2	2	4	50%/50%	5	4	9
Proposed- Net	NA	139	NA	15	5	20	NA	7	17	24
Net Trips from Former Use	NA	90	NA	10	3	13	NA	4	11	15
Net Trips from Permitted Use	NA	121	NA	12	5	17	NA	7	15	22

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.

Small Office Building (ITE Land Use Code 712) – daily = 16.19, AM = 1.92, PM = 2.45 trips/KSF.

Specialty Trade Contractor (ITE Land Use Code 180) – daily = 10.22, AM = 1.66, PM = 1.97 trips/KSF.

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

Marijuana Dispensary (ITE Land Use Code 882) – daily = 252.70, AM = 10.44, PM = 21.83 trips/KSF.

PROJECT PARKING REQUIREMENTS AND DESIGN

As mentioned earlier, the proposed project (3,712 sf in total) includes:

- Cultivation- 1,584 sf.
- Manufacturing- 1,205 sf.
- Distribution- 519 sf.
- Retail dispensary- 404 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.
- 1 space per 250 sf and 1 bicycle space per 5,000 sf of retail dispensary 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:

- 1,584 sf for cultivation- $1,584/1,000 = 1.58$ or 2 vehicle parking spaces.
- 1,205 sf for manufacturing- $1,205/350 = 3.44$ or 3 vehicle parking spaces.
- 519 sf for distribution- $519/1,000 = 0.52$ or 1 vehicle parking space.
- 404 sf for retail dispensary- $404/250 = 1.62$ or 2 vehicle parking spaces.
- Retail dispensary bicycle parking requirements were applied, as worst-case scenario, for the whole proposed project size- $3,712/5,000 = 0.74$ or 1 bicycle parking space.

Overall, the City zoning code parking requirements for the project are 8 vehicle parking spaces (1 of which is van accessible) and 1 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 6 vehicle parking spaces and 1 bicycle parking space.

The City zoning code parking requirements for the project space former uses are estimated as follows:

- Suite 304- inventor: research and development parking requirements are applied (1 vehicle space per 300 sf, plus 1 space for each company vehicle; and bicycle parking space per 6,000 sf). Therefore, 6 vehicle parking spaces ($1,856/300 = 6.19$) and no bicycle parking space ($1,856/6,000 = 0.31$) were required for Suite 304 former use.

- Suite 305- electrical contractor: there is no specific parking requirements category for this use. Thus, “all general service uses, except those listed in the zoning code” apply to this suite former use (1 vehicle space per 250 sf; and bicycle parking space per 5,000 sf). Therefore, 7 vehicle parking spaces ($1,856/250 = 7.42$) and no bicycle parking space ($1,856/5,000 = 0.37$) were required for Suite 305 former use.

Overall, the City zoning parking requirements for project space former use are 13 vehicle parking spaces and 1 bicycle parking space. As mentioned earlier, 6 vehicle parking spaces and 1 bicycle space are required by the proposed project, which are below project space former uses parking requirements.

The City zoning code parking requirements for “light industrial and manufacturing equal or greater than 50,000 sf” was applied to project permitted use (1 vehicle space per 700 sf and 1 bicycle space per 14,000 sf). This application is consistent with the whole building size, 57,197 sf, as shown in the *Resilient City Parcel Report, May 1, 2019*.

Overall, 5 vehicle parking spaces and no bicycle parking spaces were provided for project space when the project site was permitted. As mentioned earlier, 6 vehicle parking spaces and 1 bicycle space are required by the proposed project, which exceed project space permitted uses parking requirements.

As mentioned in project application, dated June 21, 2018, the project will designate 16 parking spaces, out of the 85 parking spaces onsite, for its exclusive use by using placards indicating that these spaces are reserved for project customers. There is at least one ADA compliant parking space in front of the proposed dispensary location. The project will also provide 5 bicycle parking spaces.

It is recommended to conduct a parking study to estimate current parking supply and compare it to City zoning code parking requirements for the whole industrial building suites current uses.

SIGHT DISTANCE

Sight distance at project’s driveway onto Yolanda Avenue was evaluated based on Caltrans sight distance standards (*Caltrans Highway Design Manual, November 20, 2017*). There is a speed limit sign on Yolanda Avenue in the project vicinity of 35 miles per hour. The Manual requires a minimum stopping sight distance of 250 feet for a 35-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 550-600 feet when looking to the east and west; however, there is a business sign for Hensley’s Auto at the east side of the western driveway; and a mailbox at the east side of the eastern driveway that obstruct driver sight view, as shown Figure 3. It is recommended to remove or relocate these two objects to a location outside Caltrans minimum sight distance envelope (250 feet).

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No vegetation or building along the project frontage shall be located within the minimum sight distance envelope so as not to obstruct the visibility of vehicles entering or exiting at project site driveways.



Source: Transpedia Consulting Engineering, May 2019.

Figure 3- Project Driveways Sight View Obstructions.

SITE ACCESS AND CIRCULATION

Project site access and internal circulation would be provided by two two-way driveways onto Yolanda Avenue. 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.

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

Sincerely,

Transpedia Consulting Engineers

Mousa Abbasi

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