

The proposed Panera Bread consists of a new 4,500 square foot building with drive through facility. The Site location is at 885 Hopper Avenue, Santa Rosa, California 95403.

PARKING SUPPLY

The proposed Panera Bread consists of a smaller building footprint than the previously existing Applebee's restaurant with less dining area. However, a combination of City larger parking stall dimension requirements and the addition of a drive through facility, both contribute to the reduction of existing parking stalls available onsite.

The City of Santa Rosa lists required parking without a Conditional Use Permit to be 1 stall per 75 square feet of building floor area, which equates to 60 required parking spaces. Panera Bread is proposing to provide 1 space per 100 square feet of building area, which equates to 45 parking spaces.

The applicant, Flynn Restaurant Group, operates over 130 restaurants in 8 states. On average Panera Bread provides between 40 and 45 parking stalls across these 130 restaurants with an average parking ratio of 1 space per 100 square feet of building area.

To correlate the Panera Bread parking data with publicly available parking studies, CEI reviewed the Institute of Transportation Engineers (ITE) Parking Generation Manual 4th Edition. The nearest matching Land Use: 934 Fast-Food Restaurant with Drive-through Window. This type of restaurant is characterized by a large carry-out clientele; long hours of service (some are open for breakfast, all are open for lunch and dinner, some are open late at night or 24 hours per day); and high turnover rates for eat-in customers. These limited-service eating establishments do not provide table service. Non-drive through patrons generally order at a cash register and pay before they eat. The ITE listed Land Use: 934 is generally an equivalent classification for the Panera Bread site.

The ITE Parking Generation Manual, Land Use 934 lists the Peak Period Parking demand during the week to be 1 stall per 100 square feet of gross building area. **Reference Exhibit A.** The Peak Period Parking demand on weekends is approximately 1 stall per 125 square feet of gross building area. **Reference Exhibit B.**

Based on the historical demand of similar Panera Bread quick-service restaurants with drive through facility and corresponding ITE Parking Generation data, a parking ratio of 1 space per 100 square feet of gross building area is adequate for site design.

SITE CIRCULATION

Except with the addition of the drive through facility for Panera Bread, the proposed site circulation element would remain similar to the previously existing Applebee's restaurant. Pedestrian pathways would continue to be maintained from the storefront to the common sidewalk along the west property line down to the right-of-way on Hopper Avenue. The new Bicycle rack requirements will be provided at the storefront patio.

Access to the site will be from the existing shared driveway off Hopper Avenue through the McDonalds/Chevron property and supplemented with the two existing driveways from the Kohl's parking lot. The Panera Bread drive through will be separated by a 3 feet wide raised curb. Drive through access for the McDonald's is expected to continue being primarily along the south and east property lines of the McDonald's/Chevron property.

The existing 90-degree parking stalls onsite will remain outside of the newly constructed building area. All stalls onsite will be restriped to the new City of Santa Rosa dimension requirements for both the standard and compact parking stalls.

Panera's accessible parking spaces will be along the new Panera Bread storefront and designed to the requirements of the Agency Having Jurisdiction. Circulation for the refuse collection trucks is expected to be along the south property line of the Panera Bread parcel. Directional Signs and pavement markings shall be provided and maintained by the landowner and coordinated for installation with the City of Santa Rosa.

SIGHT DISTANCE EVALUATION

CEI conducted a Line of Sight evaluation for the Hopper Avenue driveway for the proposed Panera Bread development. Two existing monument signs are offset the line of sight along the westbound lanes of Hopper Avenue. **Reference Figure 2.** CEI prepared the line of sight evaluation to the Caltrans Highway Design Manual (HDM) section 405.1(2)(a) and table 201.1. Posted speed along Hopper Avenue is 40 MPH. The stopping sight distance for 40 MPH is 300 feet per the HDM table 201.1. The HDM section 405.1(2)(a) lists minimum driver setback of 15 feet from edge of travel way. Analysis of the results indicate the two existing monument signs are sufficiently offset to provide a 40 MPH vehicular speed with 300 feet stopping distance.

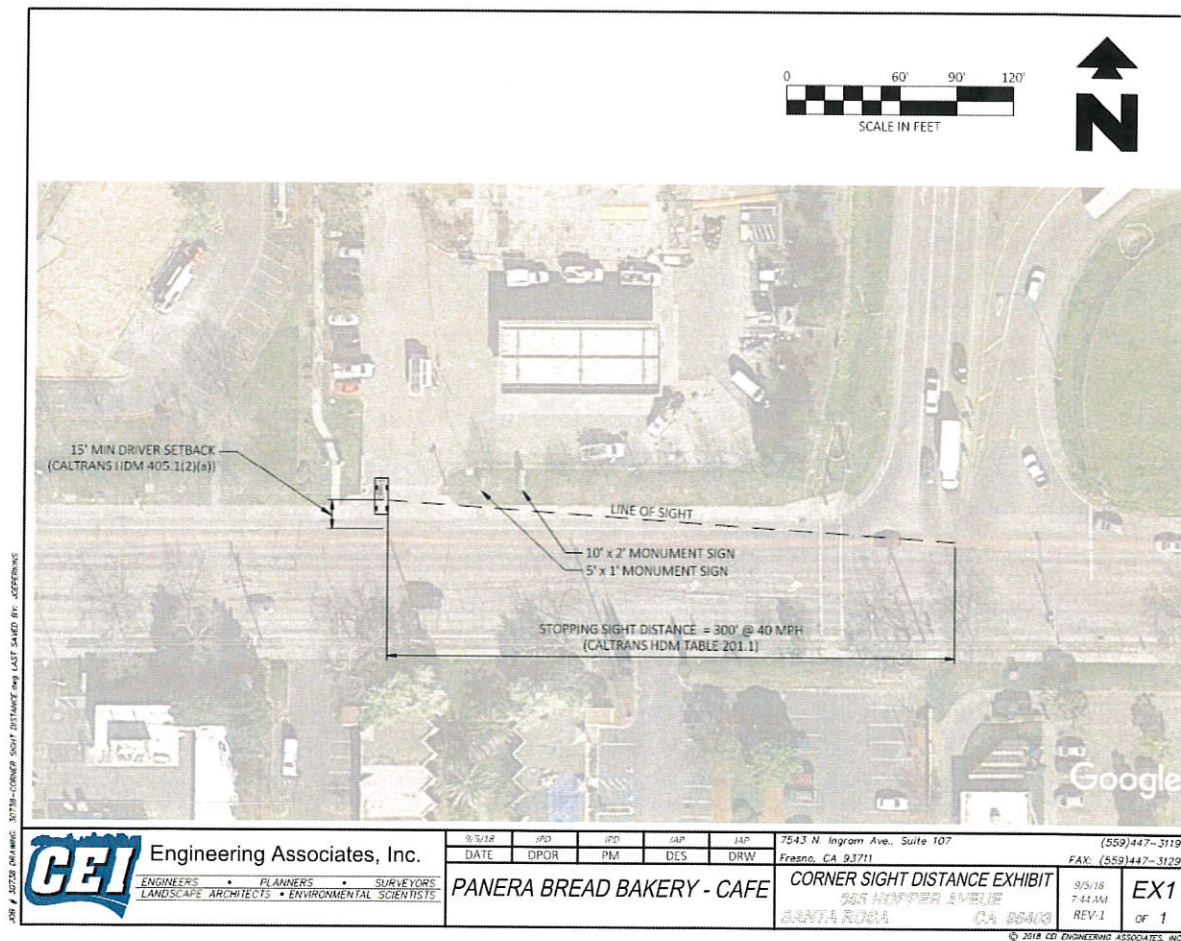


Figure 2 – Line of Sight

CONCLUSIONS

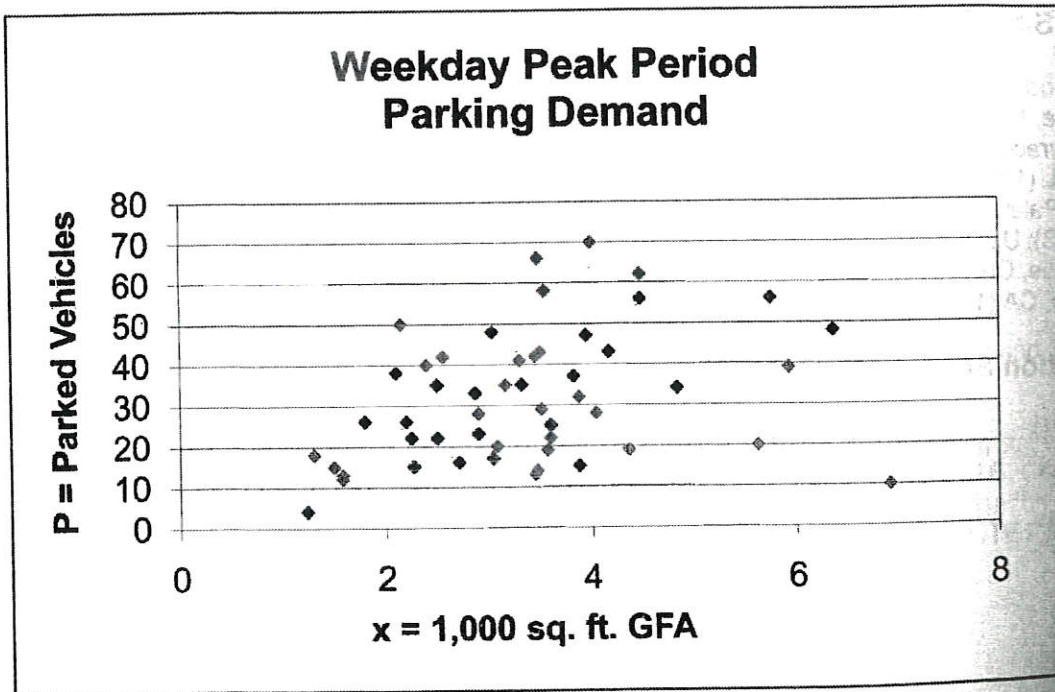
CEI concludes that a parking ratio of 1 stall per 100 square feet of building area would be sufficient for the proposed site layout. The proposed site circulation is similar to the previously existing Applebee's restaurant and adequate for the proposed Panera Bread operation. The existing monument signs along Hopper Avenue are sufficiently setback to allow a stopping site distance of 300 feet for a 40 MPH vehicular speed.

Land Use: 934

Fast-Food Restaurant with Drive-Through Window

Average Peak Period Parking Demand vs. 1,000 sq. ft. GFA
On a: Weekday

Statistic	Peak Period Demand
Peak Period	12:00–3:00 p.m.; 6:00–7:00 p.m.
Number of Study Sites	51
Average Size of Study Sites	3,400 sq. ft. GFA
Average Peak Period Parking Demand	9.98 vehicles per 1,000 sq. ft. GFA
Standard Deviation	4.70
Coefficient of Variation	47%
95% Confidence Interval	8.69–11.27 vehicles per 1,000 sq. ft. GFA
Range	1.45–23.26 vehicles per 1,000 sq. ft. GFA
85th Percentile	15.13 vehicles per 1,000 sq. ft. GFA
33rd Percentile	7.28 vehicles per 1,000 sq. ft. GFA



◆ Actual Data Points

EXHIBIT A

Land Use: 934

Fast-Food Restaurant with Drive-Through Window

**Average Peak Period Parking Demand vs. 1,000 sq. ft. GFA
On a: Saturday**

Statistic	Peak Period Demand
Peak Period	12:00–2:00 p.m.
Number of Study Sites	27
Average Size of Study Sites	3,400 sq. ft. GFA
Average Peak Period Parking Demand	8.70 vehicles per 1,000 sq. ft. GFA
Standard Deviation	4.70
Coefficient of Variation	54%
95% Confidence Interval	6.89–10.43 vehicles per 1,000 sq. ft. GFA
Range	0.98–18.00 vehicles per 1,000 sq. ft. GFA
85th Percentile	12.90 vehicles per 1,000 sq. ft. GFA
33rd Percentile	6.01 vehicles per 1,000 sq. ft. GFA

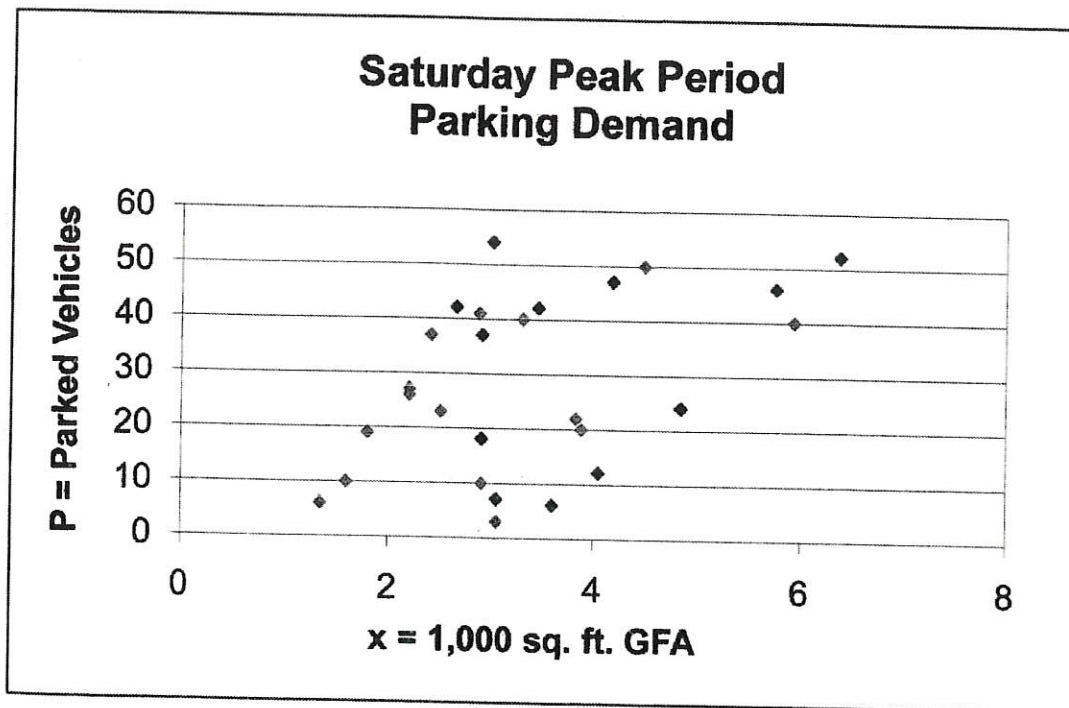


EXHIBIT B