



December 5, 2018

Mr. Brian Bjork
The Bjork Group
100 Woodland Avenue, Ste. 202
San Rafael, CA 94901

Focused Traffic Study for the Sonoma Gardens Dispensary Project

Dear Mr. Bjork;

W-Trans has completed a focused traffic study that addresses the potential traffic and parking issues associated with the Sonoma Gardens Dispensary project to be located at 2074 Armory Drive in the City of Santa Rosa.

Project Description

The proposed project would occupy an existing commercial suite of 2,313 square feet at 2074 Armory Drive. As proposed, approximately 1,700 square feet would be dedicated to retail, and 613 square feet would be reserved for accessory uses such as storage, utilities, and employee amenities. The facility would operate between the hours of 8:00 a.m. and 10:00 p.m., but would be open to the public from 9:00 a.m. to 9:00 p.m. Approximately eight full-time and four part-time employees are anticipated. The project site plan is enclosed for reference.

Trip Generation

The anticipated trip generation for the proposed dispensary was estimated using standard rates for a new land use published by the Institute of Transportation Engineers (ITE) in *Trip Generation Manual*, 10th Edition called "Marijuana Dispensary" (ITE LU #882). Based on application of these rates to the entire floor area of the suite, the proposed project would be expected to result in 584 daily trips on average, including 24 trips during the a.m. peak hour and 50 trips during the p.m. peak hour. For comparative purposes, and to review short-term impacts, the anticipated trip generation for the most recent previous use of the space was also estimated. The space was previously occupied by a retail smoke shop, so trips associated with the previous use were estimated based on rates for "Shopping Center" (ITE LU #820) as this was determined to be the most similar land use available.

As shown in Table 1, when compared to the previous use of the space, the proposed project would be expected to result in an additional 22 a.m. peak-hour trips and 41 more p.m. peak-hour trips. 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 square footage, trips associated with employees, deliveries, customers, and visitors 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 |
| Existing | | | | | | | | | | | |
| Shopping Center | -2.313 ksf | 37.75 | 87 | -0.94 | -2 | -1 | -1 | -3.81 | -9 | -4 | -5 |
| Proposed | | | | | | | | | | | |
| Marijuana Dispensary | 2.3113 ksf | 252.70 | 584 | 10.44 | 24 | 14 | 10 | 21.83 | 50 | 25 | 25 |
| Net Difference | | | 497 | | 22 | 13 | 9 | | 41 | 21 | 20 |

Note: ksf = 1,000 square feet

Because the proposed project would be expected to generate fewer than 50 new trips during either peak hour, per the City's *Standard Guidance for the Preparation of Traffic Impact Analysis*, an operational analysis is not required.

Access Analysis

The project site would continue to be accessed via two curb cuts on Armory Drive. No changes are proposed to site access or on-site circulation.

Finding – Site access and circulation would be expected to operate acceptably in its current configuration.

Sight Distance

Sight distances at the project access points on Armory Drive were evaluated based on sight distance criteria contained in the *Highway Design Manual* published by Caltrans. The recommended sight distances for driveways are based on stopping sight distance, with approach travel speeds used as the basis for determining the recommended sight distance. For the posted 35-mph speed limit on Armory Drive adjacent to the site, the recommended stopping sight distance is 250 feet. Based on a review of field conditions, sight distance at both driveways extends approximately 300 feet to both directions, which is adequate for speeds more than 35 mph.

Similarly, sight lines along Armory Drive approaching the project site are more than adequate to allow a following driver to observe and react to a vehicle stopped in the roadway while the driver waits to turn left into the site.

Finding – Sight distance is adequate to accommodate all turns into and out of the site.

Parking

Parking was evaluated to determine if the proposed supply would be adequate to satisfy City requirements. Based on the site plan, a total of ten parking spaces would be provided on-site for use by both the proposed project and the existing dry cleaning business located next door. An additional ten on-street parking spaces are available on Armory Drive, one of which is situated between the site's driveways, three spaces are located south of Sucher Lane, and six spaces are located north of Sucher Lane. It is understood that the adjacent suite is approximately the same size as the suite that the proposed project would occupy so the same square footage was assumed. Based on 2,313 square feet of cannabis retail space and 2,313 square feet of general services, per Section 20-36.00 of the Santa Rosa City Code, the project would need to provide a total of 18 spaces on-site to satisfy City requirements; the existing supply is therefore deficient by eight spaces.

Although the proposed on-site supply would not satisfy the requirements set forth in the City Code, through the Conditional Use Permit process the parking requirements can be modified if conditions warrant such. To determine the supply of parking likely to be needed, the probable parking demand was estimated using standard rates published by ITE in *Parking Generation*, 4th Edition, 2010. The parking demand for the site was estimated using published standard rates for "Shopping Center" (ITE LU #820) for the proposed dispensary and rates for "Dry Cleaners, Urban" (ITE LU #960) for the adjacent dry cleaning business. Based on application of these rates, the 85th percentile parking demand would be 13 spaces, including a demand of seven spaces for the dispensary and six spaces for the dry cleaners. Though the on-site supply would still be deficient, it would only be three spaces short of satisfying the anticipated peak demand compared to eight spaces short of satisfying City requirements. It should be noted that the average demand on a typical weekday would be nine spaces, including six for the dispensary and three for the dry cleaners, so the on-site supply would be adequate most of the time.

The proposed supply and City requirements are shown in Table 2. Although the on-site supply would be eight spaces short of satisfying City requirements, according to *ITE Parking Generation* rates the total supply available

(on-site and on-street) would be adequate to accommodate the peak demand. Due to the project's proximity to street parking on Armory Drive it is reasonable to expect some customers to park off-site when demand exceeds the supply. Additionally, to reduce parking demand, the applicant would provide bike parking on-site for use by employees as well as customers. To further reduce parking demand, it is recommended that the applicant make transit passes available to all employees. The nearest transit stop is located on Steele Lane near Meyers Drive approximately 0.3 miles from the project site.

Table 2 – Parking Summary

| Land Use | Units | Rate | Parking Spaces |
|------------------------------------|--------------|---------------------|-----------------------|
| City Required Parking | | | |
| Cannabis Retail | 2,313 sf | 1 space/250 sf | 9 |
| General Services | 2,313 sf | 1 space/250 sf | 9 |
| Total City Requirements | | | 18 |
| ITE Parking Generation | | | |
| Shopping Center | 2,313 sf | 3.16 space/1,000 sf | 7 |
| Dry Cleaners, Urban | 2,313 sf | 2.44 space/1,000 sf | 6 |
| ITE Peak Demand Total | | | 13 |
| <i>Proposed On-site Supply</i> | | | <i>10</i> |
| <i>Including On-Street Parking</i> | | | <i>20</i> |

Notes: sf = square feet

Finding – Although the proposed on-site parking supply is insufficient to meet City requirements, the total parking supply available (on- and off-site) is expected to be adequate to accommodate the anticipated peak demand.

Recommendation – To reduce parking demand and maximize the number of spaces available for use by customers, the applicant should provide transit passes to all employees.

Conclusions and Recommendations

- Based on standard ITE rates, the proposed project would be expected to result in a net increase of 497 daily trips on average, including 22 new trips during the morning peak hour and 41 new trips during the evening peak hour.
- Site access and on-site circulation would be expected to continue operating acceptably.
- Sight distances on Armory Drive at the project driveways are adequate to accommodate all turns into and out of the site.
- The proposed on-site parking supply would not be adequate to satisfy requirements under the City Code but would be adequate to satisfy the average demand anticipated based on ITE rates. As the total supply available, including street parking in the vicinity, would be more than adequate to accommodate the peak demand, the City may wish to consider approving the project with less on-site parking than required to meet standard City rates.

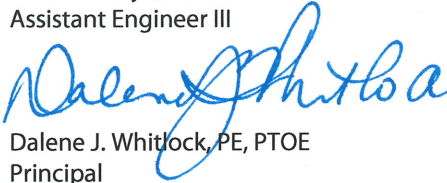
- To reduce parking demand associated with employees, the applicant should provide transit passes to all employees who wish to commute via public transit.

We hope this information is adequate to address the potential traffic and parking impacts associated with the proposed project. 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 III



Dalene J. Whitlock, PE, PTOE
Principal











DJW/cn/SRO489.L1

Enclosures: Site Plan





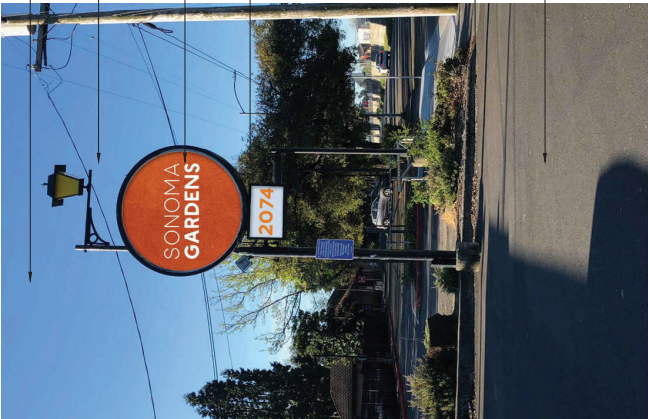
| | |
|---|--|
| TACTILE EXIT SIGNAGE | |
| PER 2016 CBC 1013.4 Tactile Exit Sign | |
| 1013.4.1 Grade Level Exit Signs. Tactile exit signs shall be required at the following locations: | |
| 1. Each grade level exterior exit door that is required to comply with section 1013.1 shall be identified by a tactile sign with the word "EXIT" | |
| 2. Each exit door that is required to comply with section 1013.1 and that leads directly to a grade-level exterior exit by means of a stairway or ramp shall be identified by a tactile exit sign with the following words as appropriate: a) "EXIT STAIR DOWN" b) "EXIT RAMP DOWN" c) "EXIT STAIR UP" d) "EXIT RAMP UP" | |
| 3. Each exit door that is required to comply with section 1013.1, and that leads directly to a grade-level exterior exit by means of an exit enclosure or vestibule shall be identified by a tactile sign with the word "EXIT ROUTE" | |
| 4. Each exit access door from an interior room or area to a corridor or hallway that is required to comply with section 1013.1, shall be identified by a tactile exit sign with the words: "EXIT ROUTE" | |
| 5. Each exit door through a horizontal exit that is required to comply with section 1013.1, shall be identified by a tactile exit sign with the words "TO EXIT" | |
| PER 2016 CBC 11B-703.4 Installation height and location: Signs with tactile characters shall comply with section 11B-703.4 | |
| 11B-703.4.1 Height above finish floor or ground: Tactile characters on signs shall be located 48 inches (1219mm) minimum above the finish floor or ground surface, measured from the baseline of the lowest Braille cells and 60 inches (1524mm) above the finish floor or ground surface, measured from the baseline of the highest line of raised characters. | |
| Exceptions: | |
| 1. Visual characters indicating elevator car controls shall not be required to comply with Section 11B-703.5.6. | |
| 2. Floor-level exit signs complying with Chapter 10, Section 1013.7 shall not be required to comply with Section 11B-703.5.6. | |
| 3. Where provided, floor plans providing emergency procedure information in accordance with Title 19 shall not be required to comply with 11B-703.5.7 | |
| 11B-703.5.7 Stroke thickness. Stroke thickness of the uppercase letter "T" shall be 10 percent minimum and 20 percent maximum of the height of the character. | |
| 11B-703.5.8 Character spacing. Character spacing shall be measured between the two closest points of adjacent characters, excluding word spaces. Spacing between individual characters shall be 10 percent minimum and 35 percent maximum of character height. | |
| 11B-703.5.9 Line spacing. Spacing between the baselines of separate lines of characters within a message shall be 135 percent minimum and 170 percent maximum of the character height. | |
| 11B-703.5.10 Format. Text shall be in a horizontal format. | |

| | | |
|---|--|--|
| LEGEND | | |
| ADA  | DIRECTIONAL SIGN  | ADA ACCESSIBLE PATH OF EGRESS  |
|  | ENTRANCE SIGN  | TACTILE EXIT SIGN "EXIT" PER CBC 1011.3  |
|  | RESTROOM SIGNAGE  | TACTILE EXIT SIGN "EXIT ROUTE" PER CBC 1011.3  |
| | | ILLUMINATE EXIT SIGN PER CBC 1011.1 AND 1011.4 OR 1011.5  |

| | |
|----------------------|---|
| GENERAL NOTES | |
| 1. | SLOPE ARROWS INDICATE A GENERAL DIRECTION FOR THE SLOPE OF THE EXISTING PAVEMENT ONLY AND DO NOT MAKE REFERENCE TO SPECIFIC TOPOGRAPHY, DESIGNATIONS OR ELEVATIONS. |
| 2. | ALL ITEMS SHOWN ARE EXISTING UNLESS OTHERWISE NOTED TO BE "NEW" |

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| BUILDING AND FIRE CODE STATEMENT | |
| THIS PROJECT WILL COMPLY WITH ALL APPLICABLE BUILDING AND FIRE CODES. THE CANNABIS OPERATOR WILL OBTAIN ALL NECESSARY BUILDING PERMITS, FIRE PERMITS, AND CUPA PERMITS, AND PROVIDE A FIRE DEPARTMENT LOCK BOX FOR KEY'S TO GATES AND DOORS PER SECTION 29-46-050. | |
| PROPERTY ADDRESS: | 2074 ARMORY DRIVE Santa Rosa, CA 95404 |
| SCOPE OF WORK: | NON-STRUCTURAL TENANT IMPROVEMENT |
| APPLICABLE CODES: | 2016 CBC T24 & ALL APPLICABLE LOCAL AND MUNICIPAL CODE REQUIREMENTS |
| REQUIRED PERMITS: | CITY OF SANTA ROSA BUILDING PERMIT CONDITIONAL USE PERMIT RETAIL CANNABIS DISPENSARY |
| PROPOSED USE: | |
| PROPOSED CONSTRUCTION TYPE: | TYPE VB |
| ZONING DISTRICT: | CG |
| OCCUPANCY: | M-MERCANTILE ** |
| ** THE EXISTING BUILDING DOES NOT HAVE A FIRE SPRINKLER SYSTEM. FIRE SPRINKLERS NOT REQUIRED PER CBC 903.2.7, AS NONE OF THE APPLICABLE CONDITIONS APPLY TO THIS SPACE. | |

MONUMENT SIGNAGE RESTORATION



REMOVE EXISTING FIXTURE AND ARM SUPPORT AND INSTALL NEW 13W FIXTURE

INSTALL 13W GLOBE FIXTURE AT TOP OF POLE


REPAIR CIRCULAR SIGNAGE SUPPORT AND PAINT "BLACK RONY" COLOR

NEW LASER CUT CORTEN SIGNAGE PANEL WITH LIGHTED PANEL BEHIND

NEW AREA LIGHT

REMOVE EXISTING FLOOD LIGHT WITH NEW LED AREA LIGHT, DOWNWARD FACING AT PARKING LOT AREA

REPLACE EXISTING PANEL WITH UT BUILDING ADDRESS SIGN



BICYCLE RACK - CLINGER BY MUSILON

