



May 20, 2019

Mr. Padraic Fahey
708 Gravenstein Highway North, #243
Sebastopol, CA 95472
via email only: remedia707@gmail.com

Subject: Phenotopia Cannabis Dispensary Project

RECEIVED

By Andrew Trippel at 8:02 am, May 21, 2019

Dear Mr. Fahey:

Transpedia Consulting Engineers (TCE) has prepared this letter report for the proposed “Phenotopia Cannabis Dispensary Project” (project) at 443 Dutton Avenue, Suite 11, at the Dutton Plaza in the City of Santa Rosa, as shown in Figure 1.

The plaza is located to the northwest of the intersection of Dutton Avenue and Sebastopol Road in the Southwest Santa Rosa/Roseland area, a block south of Highway 12 and approximately half a mile west of Highway 101.

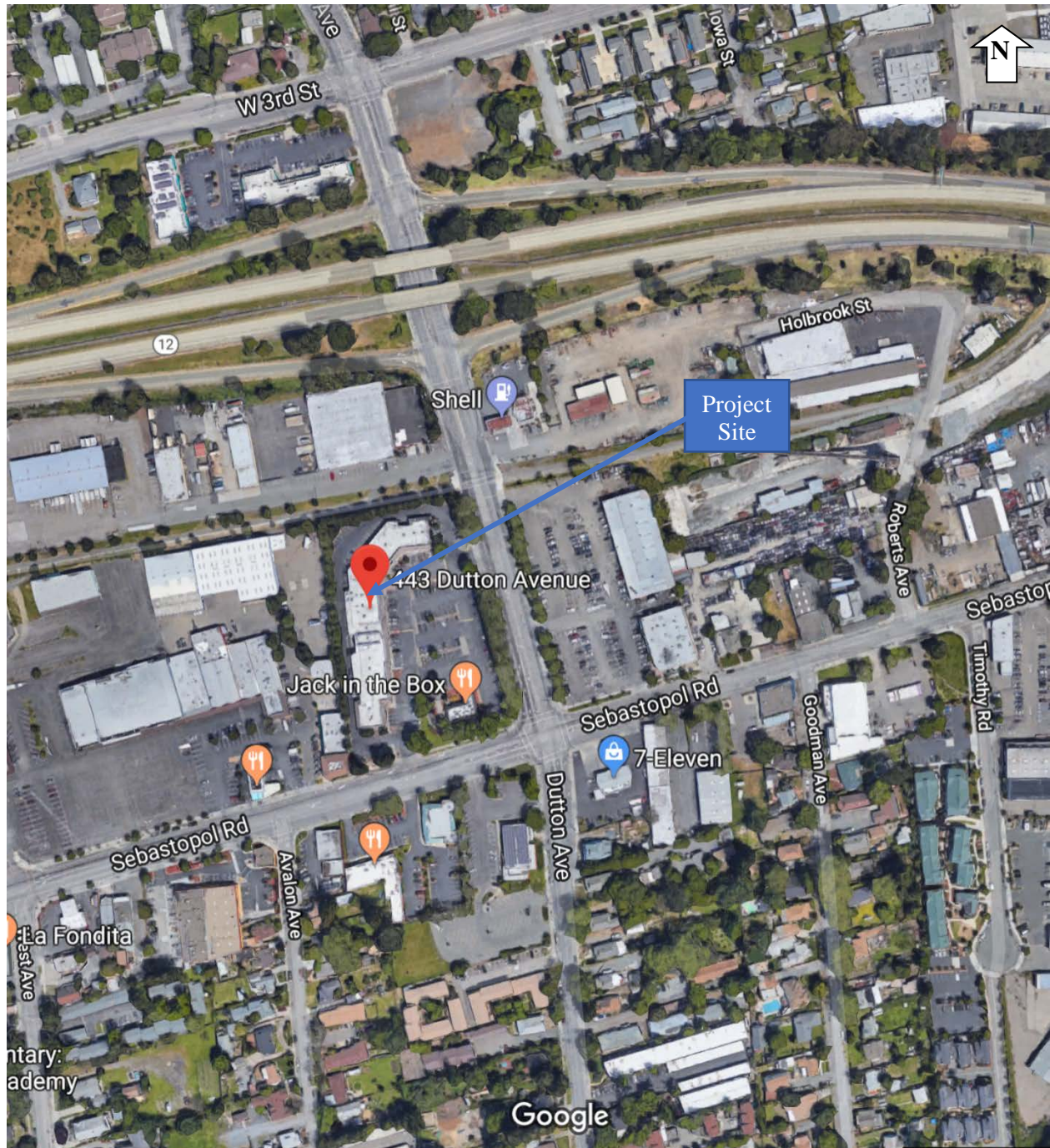
The scope of work of this letter is to estimate project traffic trip rates that would be generated by the proposed project and compare it to the approved current use as the location exists today; compare project parking supply to parking needs; compare Dutton Plaza parking supply to City zoning code parking requirements; compare project driveway sight distance to standards; and review site access and internal circulation.

PROJECT DESCRIPTION

The project consists of developing an existing industrial retail of approximately 2,172 square feet (sf) into a cannabis dispensary, as shown in Figure 2. The site was formerly occupied by LA Style, a retail clothing store. The dispensary would operate between 9:00 am and 9:00 pm, 7 days per week. employ, at full capacity, 10-15 full time staff, and serve an estimated 100 to 200 customers per day.

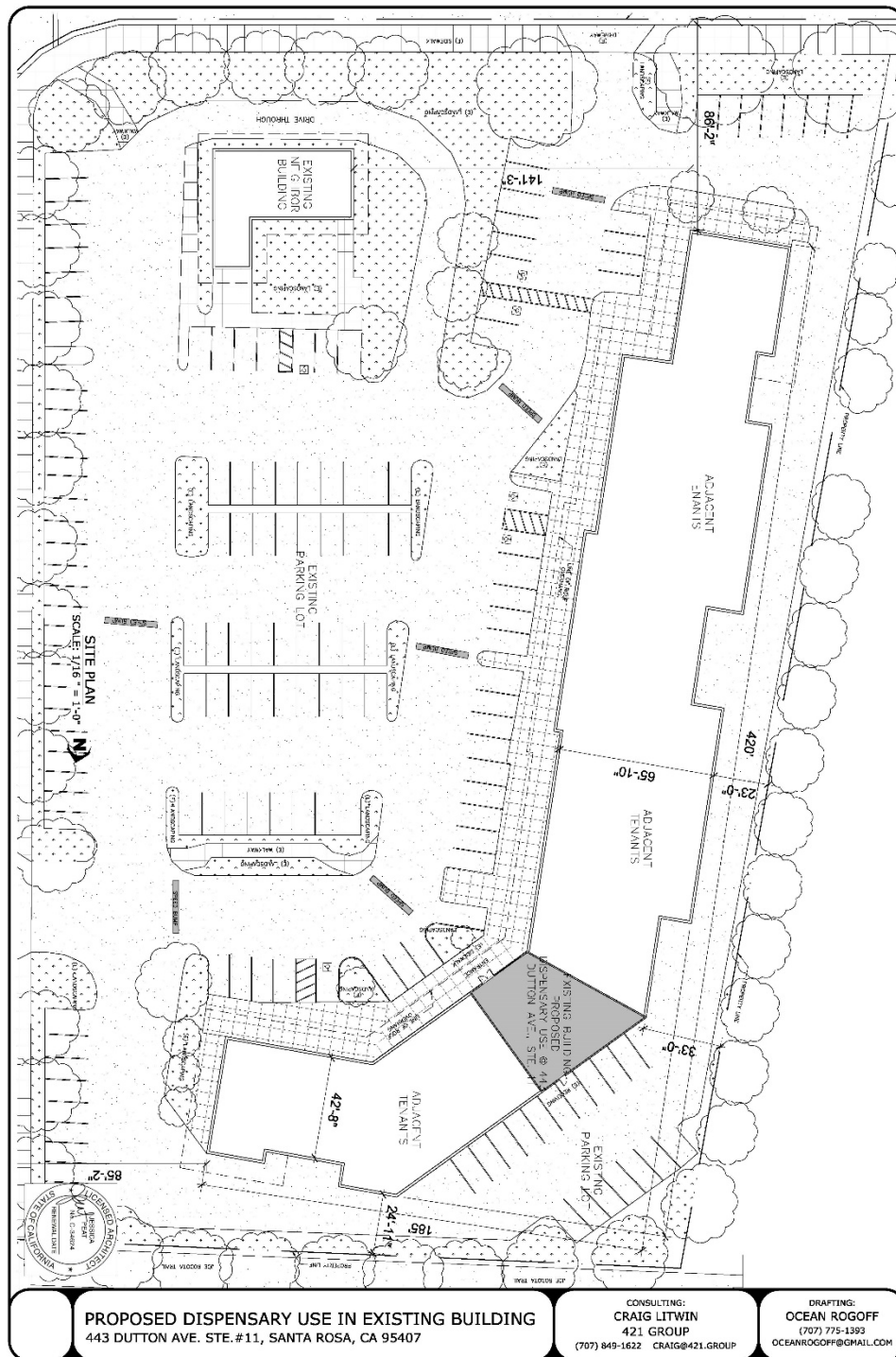
PROJECT TRIP GENERATION

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 was estimated based on rates provided in *Trip Generation, Institute of Transportation Engineers (ITE), 10th Edition, 2017*.



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

Figure 1- Site Location and Vicinity.



Source: Ocean Rogoff, 2019.

Figure 2- Project Site Plan.

The Apparel Store (ITE Land Use Code 876) is used to estimate project site prior use, which is consistent with the LA Style retail clothing store operations, as shown in following ITE description: “an apparel store is an individual store specializing in the sale of clothing.”

The Shopping Center (ITE Land Use Code 820) is used to estimate project site permitted use, which is consistent with the Dutton Plaza 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 Marijuana Dispensary (ITE Land Use Code 882) is used to estimate project site proposed use, which is consistent with the project operations, 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.”

In comparison to the former use, the proposed project would generate 405 net daily trips more, 21 net trips more during am peak hour, and 38 net trips more during pm peak hour. However, in comparison to the site permitted use, the proposed project would generate 467 net daily trips more, 21 net trips more during am peak hour, and 39 net trips more during pm peak hour, as shown in Table 1.

In the worst-case scenario, the project would generate 39 net 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
Formerly- LA Style	2.172 KSF	144	80%/20%	2	0	2	51%/49%	5	4	9
Permitted- Dutton Plaza	2.172 KSF	82	62%/38%	1	1	2	48%/52%	4	4	8
Proposed- Cannabis Dispensary	2.172 KSF	549	56%/44%	13	10	23	50%/50%	23	24	47
Net Trips from Former Use	NA	405	NA	11	10	21	NA	18	20	38
Net Trips from Permitted Use	NA	467	NA	12	9	21	NA	19	20	39

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.

Apparel Store (ITE Land Use Code 876) – daily = 66.40, AM = 1.00, PM = 4.12 trips/KSF.

Shopping Center (ITE Land Use Code 820) – daily = 37.75, AM = 0.94, PM = 3.81 trips/KSF.

Marijuana Dispensary (ITE Land Use Code 882) – daily = 252.70, AM = 10.44, PM = 21.82 trips/KSF.

PROJECT PARKING REQUIREMENTS AND DESIGN

The City zoning code for parking requirements for a cannabis dispensary was applied to the project (1 vehicle space per 250 sf and 1 bicycle space per 5,000 sf). The project (approximately 2,172 sf) would be completely used for cannabis dispensary activities. Thus, 9 vehicle parking spaces and 1 bicycle parking space are required for project operations.

The parking requirements for the project former use are listed in the City zoning code. Thus, “all retail trade uses, except those listed in the zoning code” apply to the project former use (1 vehicle space per 250 sf and 1 bicycle space per 5,000 sf). Therefore, 9 vehicle parking spaces and 1 bicycle parking space were required for site former use.

The City zoning code parking requirements for a shopping center was applied to project permitted use (1 vehicle space per 250 sf and 1 bicycle space per 5,000 sf). Thus, 9 vehicle parking spaces and 1 bicycle space were provided when the site was permitted.

In summary, project parking requirements are consistent with project site former and permitted uses.

DUTTON PLAZA PARKING SUPPLY AND REQUIREMENTS

TCE has conducted a site visit to the Dutton Plaza and inventoried parking supply with a total of 150 vehicle parking spaces and no bicycle parking, as shown in Figure 3. The plaza holds 28,796 sf shopping center and 2,418 sf fast-food restaurant (*City of Santa Rosa Parcel Reports, May 10, 2019*).

The City zoning code parking requirements for a shopping center was applied to the shopping center building (1 vehicle space per 250 sf and 1 bicycle space per 5,000 sf). Thus, 115 vehicle parking spaces and 6 bicycle spaces are required.

In addition, the City zoning code parking requirements for a restaurant was applied to the fast-food restaurant building (1 vehicle space per 75 sf and 1 bicycle space per 4,000 sf). Thus, 32 vehicle parking spaces and 1 bicycle space are required.

Overall, the City zoning code parking requirements for the Dutton Plaza are 147 vehicle parking spaces and 7 bicycle parking spaces. Therefore, the plaza parking supply for vehicles (150 parking spaces) exceeds City zoning code parking requirements. However, it is recommended to install bicycle parking racks to accommodate 7 bicycles.



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

Figure 3. Onsite Parking Inventory.

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SIGHT DISTANCE

Sight distance at project driveways onto Dutton Avenue and Sebastopol Road Yolanda were evaluated based on Caltrans sight distance standards (*Caltrans Highway Design Manual, November 20, 2017*). There are speed limit signs on both roadways 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 project driveway onto Dutton Avenue is about 400 feet when looking to the north and 350 feet when looking to the south; and the sight distance currently provided at project driveway onto Sebastopol Road is about 300 feet when looking to the east and 500 feet when looking to the west. Thus, sight distance at project driveways exceed Caltrans minimum stopping sight distance requirement (200 ft).

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.

SITE ACCESS AND CIRCULATION

Project site access and internal circulation would be provided by the existing two 2-way driveways onto Dutton Avenue and Sebastopol Road. 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



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