



September 4, 2019

Mr. Henry Wix  
Emerald City Blooms  
c/o WIX Architecture  
4849 Old Redwood Highway  
Santa Rosa, CA 95403

## **Focused Traffic Study for the Emerald Blooms Dispensary Project**

Dear Mr. Wix;

W-Trans has completed a focused traffic study that addresses the potential traffic and parking impacts associated with the Emerald City Blooms project to be located at 112 Commercial Court in the City of Santa Rosa.

### **Project Description**

The proposed project is a cannabis dispensary to be located in an existing suite consisting of 2,216 square feet of commercial use at 112 Commercial Court. As proposed, 538 square feet of the existing space would be converted to an indoor parking garage for employees and loading area for deliveries. The facility would be open to the public between the hours of 10:00 a.m. and 7:00 p.m. Monday through Thursday and 10:00 a.m. to 9:00 p.m. Friday and Saturday. It is anticipated that there would be three to four employees on-site per shift while the business is open to the public. Employees would be on-site 15 minutes before and 30 minutes after public hours and the owners would be on-site one hour before and one hour after public hours. The project site plan is enclosed for reference.

### **Trip Generation**

The anticipated daily and p.m. peak hour trip generations for the proposed dispensary were estimated using standard rates for a new land use published by the Institute of Transportation Engineers (ITE) in *Trip Generation Manual*, 10<sup>th</sup> Edition, 2017, called "Marijuana Dispensary" (LU #882). Because ITE rates were developed based on data collected at sites that open for business at 8:00 a.m. and dispensaries in the City of Santa Rosa are not allowed to open for business until 9:00 a.m., custom a.m. peak hour trip generation rates specific to the City of Santa Rosa were developed based on data collected at three existing dispensaries in the City. A spreadsheet summarizing the data collected and derivation of the applied rates is enclosed. It should be noted that although parking floor area is not typically included in trip generation calculations, to provide a conservative estimate of the trip generating potential of the proposed project, these rates were applied to the entire floor area of the suite. Based on application of these rates and assumptions, the proposed project would be expected to generate 560 daily trips on average, including five trips during the a.m. peak hour and 48 trips during the p.m. peak hour.

For comparative purposes, and to review short-term impacts, the anticipated trip generation for the existing use of the space was also estimated. The suite is currently occupied by an automobile repair shop, so peak hour trips associated with the existing use were estimated based on rates for "Automobile Care" (ITE LU #942). It is noted that daily trip rates are not available in the ITE reference for this use, so daily trips were estimated using the rate for "Automobile Parts and Services" (ITE LU #943) as this was determined to be the land use most like Automobile Care. 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.

As shown in Table 1, the proposed project would be expected to result in a net increase of 524 trips per day on average, including no new trips during the a.m. peak hour and 41 new trips during the p.m. peak hour; these trips represent the increase in traffic associated with the proposed project over current volumes.

**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
<b>Existing</b>											
Automotive Care	-2.216 ksf	16.28*	36	-2.25	-5	-3	-2	-3.11	-7	-3	-4
<b>Proposed</b>											
Marijuana Dispensary	2.216 ksf	252.70	560	2.40	5	5	0	21.83	48	24	24
<b>Net Difference</b>			<b>524</b>		<b>0</b>	<b>2</b>	<b>-2</b>		<b>41</b>	<b>21</b>	<b>20</b>

Note: ksf = 1,000 square feet; \*Weekday daily rate not available for Automotive Care so daily rate for Automotive Parts and Services used instead

Because the proposed project would be expected to generate fewer than 50 new trips during either peak hour, whether trips associated with the existing use are deducted or not and conservatively including space that is intended to be dedicated to parking, per the City's *Standard Guidance for the Preparation of Traffic Impact Analysis*, an operational analysis is not required.

## Access Analysis

The project is part of an existing commercial development that has seven other tenants. The site would continue to be accessed via two driveways on the south side of Commercial Court. No changes are proposed to site access or on-site circulation. Deliveries are envisioned to be made by a sprinter van or smaller vehicle and would be accommodated in the project's garage.

**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 Commercial Court 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. While no speed limit signs are posted on Commercial Court, a reasonable approximation speed of 15 mph was assumed for the purpose of evaluating adequacy of sight distance, as the street is a cul-de-sac approximately 500 feet in length and stop-controlled on the east end which lends itself to lower speeds. Based on an approach speed of 15 mph, the recommended stopping sight distance is 100 feet.

The western driveway is located at the end of the cul-de-sac and as such there is no oncoming traffic from the west, nor are left-turns possible. A hotel is being constructed across the street at 111 Commercial Court, and the driveway at the hotel entrance is directly across the street and in clear view from the project driveway so there are no anticipated sight distance issues with drivers exiting the project site and those exiting the hotel parking lot simultaneously. At the eastern driveway there is 15 feet of red curb painted to the left of the driveway, which currently only provides approximately 60 feet of sight distance. Field observations confirmed that street parking on Commercial Court is heavily utilized and sight lines to the west of the eastern driveway are obstructed when a vehicle is parked in the first slot by the red curb. Parking should be restricted for an additional 18 feet to the west to improve

sight lines to 100 feet. To the east of the driveway, there is red curb and another driveway totaling over 50 feet, which provides sight lines in excess of 100 feet.

**Finding** – Stopping sight distance is adequate at the western driveway to the site, but there is inadequate sight distance to the west from the eastern driveway.

**Recommendation** – The curb should be painted red for an additional 18 feet from the end of the existing red curb on the west side of the eastern project site driveway.

## 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 nine parking spaces would be available to serve the project, including five spaces in front of the building (one of which would be ADA accessible), two spaces in the building's garage for employees, and two dedicated spaces for employees in the parking lot that serves the entire site. Based on 2,216 square feet of cannabis retail space, per Section 20-36.00 of the Santa Rosa City Code, the project would need to provide a total of nine spaces on-site to satisfy City requirements; the existing supply therefore meets City requirements, as indicated in Table 2. As noted previously, 538 square feet of the suite would be used as a parking and loading area. If this square footage is deducted from the total, the project would only need to provide seven parking spaces, so the number of spaces provided would exceed City requirements.

**Table 2 – Parking Summary**

Land Use	Units	Rate	Parking Spaces
<b>City Required Parking</b>			
Cannabis Retail	2,216 sf	1 space/250 sf	9
<i>Proposed On-site Supply</i>			9

Notes: sf = square feet

**Finding** – The proposed on-site parking supply is sufficient to meet City requirements.

## Conclusions and Recommendations

- The proposed project would be expected to result in a net increase of 524 daily trips on average, including no 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.
- Stopping sight distance on Commercial Court at the western project driveway is adequate to accommodate all turns into and out of the site, though sight lines to the west of the eastern project driveway are insufficient. Additional red curb should be provided to extend the parking prohibition 18 feet.
- The proposed on-site parking supply meets the City's requirements.

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.

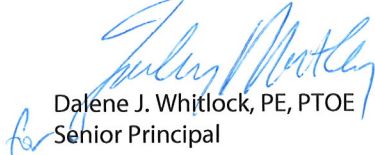
Sincerely,



Cameron Nye, EIT  
Associate Engineer



Barry Bergman, AICP  
Senior Planner



Dalene J. Whitlock, PE, PTOE  
Senior Principal



DJW/cn/SRO508.L1

Enclosures: Site Plan  
Santa Rosa Cannabis Dispensary Trip Generation Data





1 AERIAL CONTEXT PHOTO  
A1.0 1" = 80'



## Emerald Blooms - Neighborhood Context

0 4 8 16

112 COMMERCIAL CT SUITE 2 & 3, SANTA ROSA, CA

DATE: APRIL 18, 2018

WIX JOB #: 1808.01

4849 OLD REDWOOD HIGHWAY, SANTA ROSA, CA - (707) 576-7766

A1.0

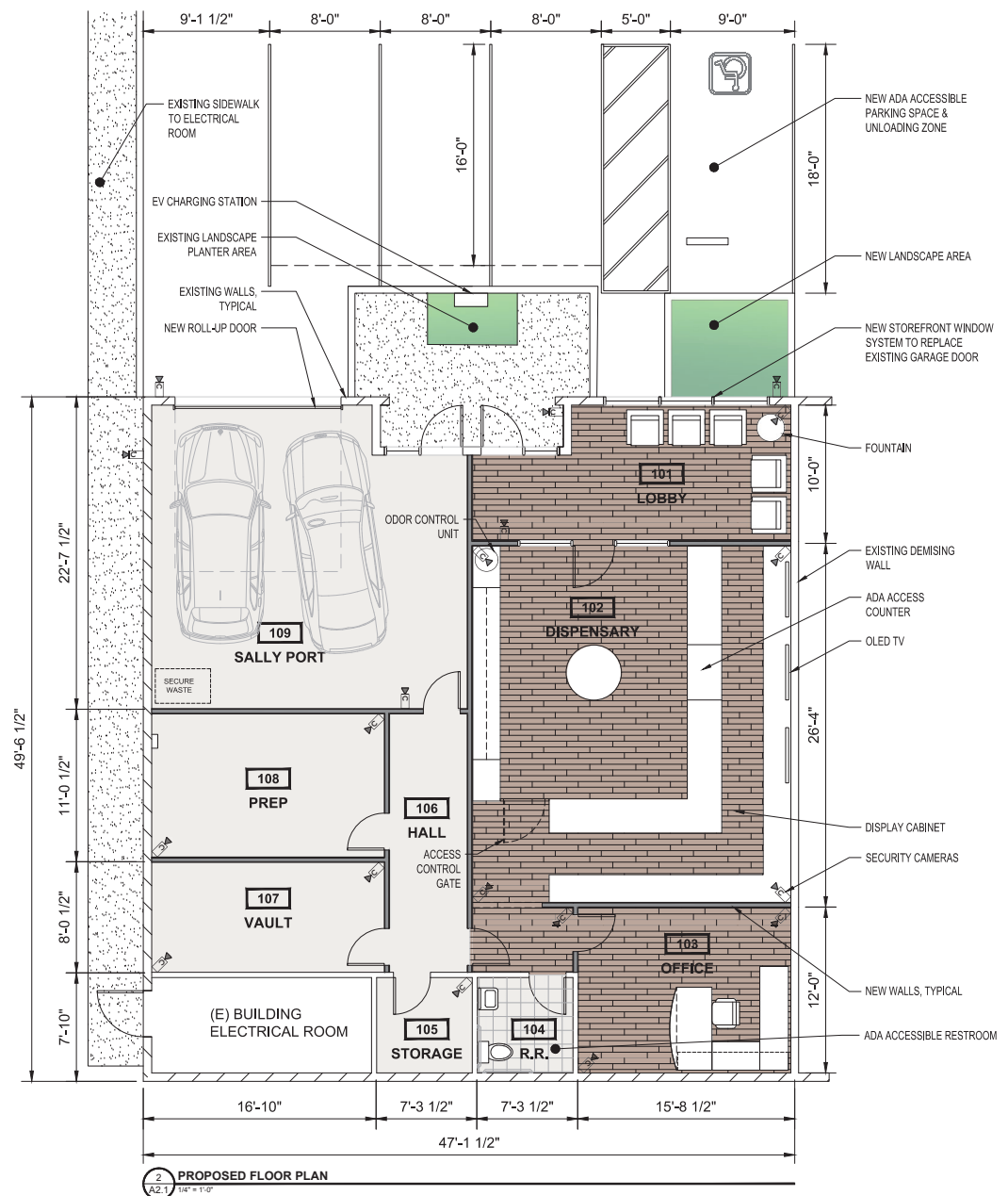
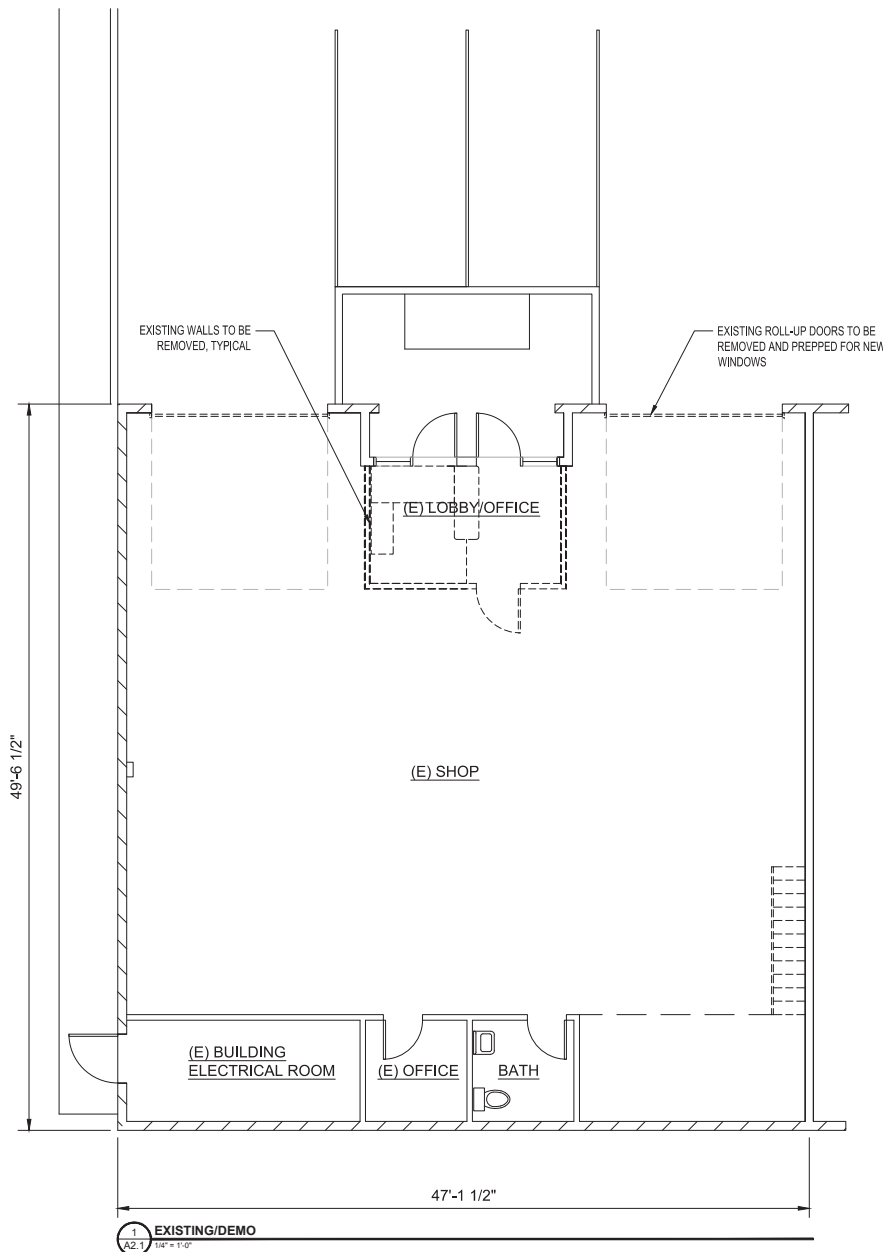


SCOPE OF PROJECT	:	TENANT IMPROVEMENT FOR RETAIL (DISPENSARY) AND DELIVERY SERVICE
AP #	:	043-240-001 (#2 & #3)
ZONING	:	GENERAL COMMERCIAL
GENERAL PLAN	:	RETAIL BUSINESS SERVICE
SITE AREA	:	0.05 ACRES (2,216 S.F.) WITH 1.52 ACRES OF COMMON SPACE - 2.41 ACRES TOTAL SITE
EXISTING USE/BUILDING AREA	:	AUTOMOBILE REPAIR/OFFICE
PROPOSED USE/BUILDING AREA	:	CANNABIS DISPENSARY & DELIVERY SERVICE
EXISTING PARKING (FOR UNIT #2)	:	4
PROPOSED PARKING (FOR UNIT #2)	:	9 : 5 VISITOR (1 HC) + 4 EMPLOYEE (2 IN GARAGE)
EXISTING PARKING (COMMUNITY)	:	65 (DESIGNATED PARKING TO EACH UNIT AT APPROXIMATELY 2-4 SPACES PER CONDO UNIT) 3 SPACES ARE COMMON HC ACCESSIBLE SPACES
EXISTING LANDSCAPE AREA	:	N/A NO CHANGES TO EXISTING



Condition	0	8	16	32
Control	10	10	10	10
100 Hz	10	10	10	10
200 Hz	10	10	10	10
400 Hz	10	10	10	10
800 Hz	10	10	10	10
1600 Hz	10	10	10	10





# Emerald Blooms - Conceptual Floor Plan

112 COMMERCIAL CT SUITE 2 & 3, SANTA ROSA, CA

DATE: JUNE 18, 2018

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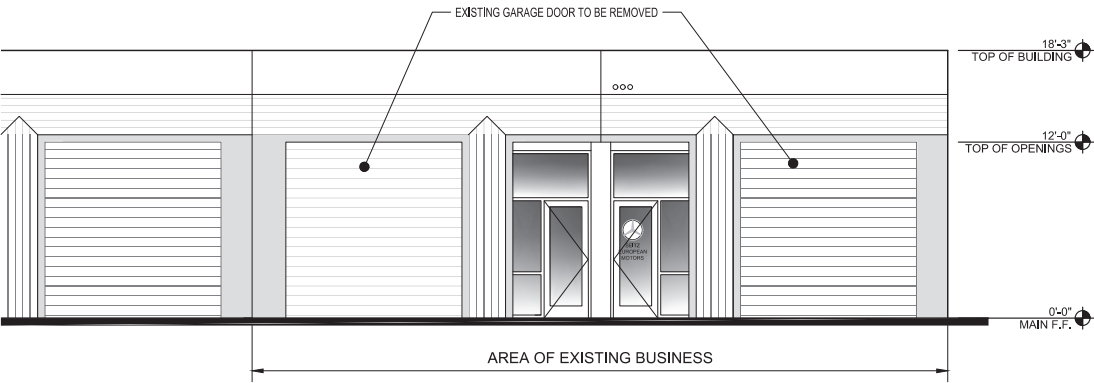
4849 OLD REDWOOD HIGHWAY, SANTA ROSA, CA - (707) 576-7766

A2.1





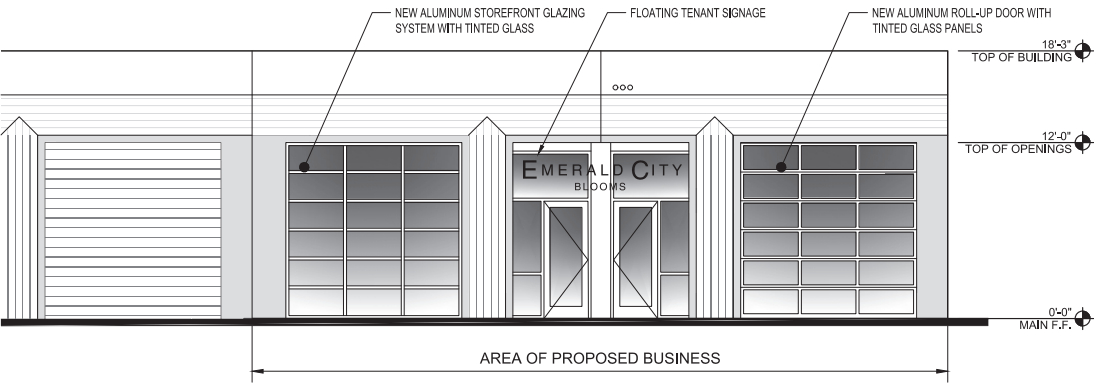
EXISTING FRONT ELEVATION - LOOKING NORTHWEST



1  
A3.1  
1/4" = 1'-0"



EXISTING FRONT ELEVATION - LOOKING WEST



2  
A3.1  
1/4" = 1'-0"

# Emerald Blooms - Conceptual Elevation

0 2 4 8  
112 COMMERCIAL CT SUITE 2 & 3, SANTA ROSA, CA

DATE: JUNE 18, 2018

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A3.1



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1  
A3.2  
NTS  
PROPOSED ENTRY RENDERING - LOOKING NORTHWEST



2  
A3.2  
NTS  
PROPOSED ENTRY RENDERING - LOOKING SOUTHWEST



3  
A3.2  
NTS  
PROPOSED DISPENSARY SALES AREA - LOOKING SOUTHWEST

## Emerald Blooms - Conceptual Renderings

112 COMMERCIAL CT SUITE 2 & 3, SANTA ROSA, CA

DATE: JUNE 18, 2018

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A3.2



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City of Santa Rosa Dispensary Rates						AM PEAK HOUR (8-9)								
LOCATION	No. of Units	Units	Land Use Number	Land Use No./Type	DATE	Setting/Location	Trip Rate per Unit	Number of Trips	In (%)	In (Rate)	In (Trips)	Out (%)	Out (Rate)	Out (Trips)
SPARC Santa Rosa	3.8	ksf	882	Marijuana Dispensary	12/18/2018	General Urban/Suburban	4.47	17	88%	3.95	15	12%	0.53	2
SPARC Santa Rosa	3.8	ksf	882	Marijuana Dispensary	12/19/2018	General Urban/Suburban	4.21	16	94%	3.95	15	6%	0.26	1
AVERAGE							4.34		91%	3.95		9%	0.39	
Sonoma Patient Group	1.17	ksf	882	Marijuana Dispensary	12/12/2018	General Urban/Suburban	1.71	2	100%	1.71	2	0%	0.00	0
Sonoma Patient Group	1.17	ksf	882	Marijuana Dispensary	12/17/2018	General Urban/Suburban	1.71	2	100%	1.71	2	0%	0.00	0
AVERAGE							1.71		100%	1.71		0%	0.00	
Alternatives	4.8	ksf	882	Marijuana Dispensary	12/18/2018	General Urban/Suburban	1.46	7	86%	1.25	6	14%	0.21	1
Alternatives	4.8	ksf	882	Marijuana Dispensary	12/19/2018	General Urban/Suburban	0.83	4	100%	0.83	4	0%	0.00	0
AVERAGE							1.15		93%	1.04		7%	0.10	
3 LOCATION AVERAGE							2.40		95%	2.23		5%	0.17	
ITE RATES							10.44		56%	5.85		44%	4.59	