



VISION THAT MOVES YOUR COMMUNITY

TECHNICAL MEMORANDUM

Date: February 2, 2024

To: Frank Coda
Greenberg Farrow

Project No.: 066-164

From: Seitu Coleman
Assistant Transportation Planner – TJKM

Jurisdiction: Santa Rosa

Steven Matthew Dauterman, PE, TE, PTOE, RSP₁
Senior Transportation Engineer – TJKM

Subject: Vehicle-Miles Traveled, Trip Generation, and On-site Queuing Assessment for a Proposed Starbucks on College Avenue in the City of Santa Rosa, CA

This technical memorandum summarizes the findings from a vehicle-miles traveled (VMT) analysis, a trip generation analysis, and an on-site queuing assessment for a proposed Starbucks café to be located north of College Avenue and west of US Freeway 101 (US-101) in the City of Santa Rosa (the "City"), California.

This memorandum constitutes a second iteration and was updated based on comments received from City staff in November, 2023 and a slightly revised site layout.

Background

The proposed project would redevelop a previous Midas automotive repair shop (currently vacant) located at 131 College Avenue into a Starbucks café with a drive through. The Midas automotive repair shop was approximately 3,300 square feet, while the proposed Starbucks would be approximately 1,280 square feet and will focus primarily on drive-thru service.

VMT Analysis

For the VMT analysis, TJKM followed the City's Draft VMT Guidelines, published June 5, 2020 and effective July 1, 2020. The Guidelines (pg. 8) provide directives for eight screening criteria:

- Small Infill Projects,
- Map-based Screening for Residential and Office Projects,
- Proximity to Transit Stations,
- Affordable housing,
- Local-serving Retail,
- Mixed-use Projects,
- Local-serving Public Facilities (Excluding Schools); and

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- Streamlining Projects that are Considered Consistent with the General Plan and Specific Plans.

Since this is a retail project of only 1,280 square feet, the project would fall under the “Local-serving Retail” category (item 5). According to the City’s guidelines, local serving retail (retail uses under 10,000 gross square feet) do not require a VMT analysis. Thus, TJKM concludes that the College & US-101 Starbucks development will have an **insignificant** impact on VMT.

Trip Generation Analysis

The trip generation of the proposed project was determined using published trip generation rates from the Institute of Transportation Engineers’ (ITE) publication *Trip Generation Manual* (11th Edition). The rates for ITE land use code (LUC) 937 (“Coffee/Donut Shop with Drive-Thru Window”) were used for the proposed Starbucks café. Of note, ITE has a separate LUC for a drive-thru coffee/donut shop with no indoor seating (ITE LUC 938). The rates for LUC 937 were used below in lieu of LUC 938 as the rates are higher and were based on a higher number of data sources. See the **Appendix** for the trip generation with LUC 938.

The trip generation analysis herein accounts for the application of pass-by trip reductions, consistent with the methodology presented in ITE’s *Trip Generation Handbook* (3rd Edition). Pass-by trips are defined as trips “made as an intermediate stop on the way from an origin to a primary trip destination without a route diversion” (ITE, 2017, p. 93). The intermediate stop in this case would be the proposed project for vehicles traveling from an origin to a primary destination. Engineering judgement indicates that a pass-by reduction would be applicable due to the proposed use and the project’s immediate proximity to US-101. Based on the *Trip Generation Handbook*, a coffee shop that primarily conducts operations through its drive-through component will expect pass-by trips to account for at least 90 percent of all trips (i.e., most trips associated with the Starbucks café are expected to be drivers already on the road network). The results of the trip generation assessment are provided in **Table 1**. As illustrated, the conversion of the site is expected increase daily utilization of the surrounding road network by 64 more daily trips.

In order to compare the site to the previous use (intended for comparison purposes only), **Table 1** shows the trip generation for the Midas automotive repair shop. The trip generation for the previous use was based on ITE LUC 848 (“Tire Store”). As illustrated in the table, the proposed development is expected to generate approximately 4 fewer daily trips, 5 more a.m. peak hour trips, and 9 fewer p.m. peak hour trips as compared to the previous use and with the application of pass-by trips. Thus, TJKM concludes that the trip generation of the proposed project would produce **insignificant** impacts on the surrounding roadway network.

Table 1: Previous and Proposed Land Use Trip Generation (ITE 11th Ed; Peak of the Adj. Street)

Land Use	ITE Code	Size	----- Weekday -----											
			Daily		a.m. Peak Hour				p.m. Peak Hour					
			Rate	Total	Rate	In:Out %	In	Out	Total	Rate	In:Out %	In	Out	Total
Previous Development														
Tire Store	848	3.300 kSF	27.69	91	2.61	64:36	6	3	9	3.75	43:57	5	7	12
Pass-by trip reduction ^[1]			-25%	-23	-25%		-2	-1	-3	-25%		-1	-2	-3
Subtotal (with Pass-by Reductions Applied)				68			4	2	6			4	5	9
Proposed Infill														
Coffee/Donut Shop with Drive-Thru Window ^[2]	937	1.280 kSF	533.57	683	85.88	51:49	56	54	110	38.99	50:50	25	25	50
Pass-by trip reduction ^[3]			-91%	-619	-90%		-50	-49	-99	-98%		-25	-25	-50
Subtotal (with Pass-by Reductions Applied)				64			6	5	11			0	0	0
Total Trip Delta (Proposed - Previous; No Reductions)				+592			+50	+51	+101			+20	+18	+38
Total Trip Delta (Proposed - Previous; With Reductions)				-4			+2	+3	+5			-4	-5	-9

Notes:

1. ITE LUC 848 only has a pass-by rate for the weekday p.m. peak period. The pass-by rate for the weekday p.m. peak period was applied to the daily and a.m. peak periods.
2. ITE LUC 937 does not have pass-by rates. Therefore, pass-by rates for ITE LUC 938 were used to accommodate for pass-by trips. Engineering judgement indicates that pass-by rates would be high at the project site due to its proximity to a US-101 interchange.
3. ITE LUC 938 does not have a daily pass-by rate. A daily pass-by rate was derived from the average of pass-by rates for the a.m., mid-day, and p.m. peak periods.

On-Site Queuing Assessment

In order to estimate future drive-through queue demand for the proposed Starbucks café, TJKM collected queuing data at four similar Starbucks facilities within the City's limits:

- 1511 Farmers Lane, Santa Rosa, CA 95405
- 860 Hopper Avenue, Santa Rosa, CA 95403
- 1385 Santa Rosa Avenue, Santa Rosa, CA 95404
- 2527 Guerneville Road, Santa Rosa, CA 95401

Data were collected from 6:30 a.m. to 9:30 a.m. on Thursday, January 19, 2023 and on Saturday, January 21, 2023. The three-hour collection period was determined based on previous studies that TJKM has conducted for Starbucks and is intended to represent the period with the highest recorded drive-through utilization for the franchise. The raw queuing data is available in the **Appendix**.

Table 2 and **Table 3** illustrate a summary of observed vehicle queues collected for the weekday and weekend operation periods, respectively. For weekdays, the maximum observed queue length was 14 vehicles (with a weighted average between the four locations being 11.75 vehicles). For weekends, the maximum observed queue length was 16 vehicles (with a weighted average between the four locations being 12.32 vehicles).

Table 2: Observed Drive-Thru Queue Lengths (Weekday Operation)

Location	1511 Farmers Ln	860 Hopper Ave	1385 Santa Rosa Ave	2527 Guerneville Rd	Straight Average	Weighted Average
Square-Footage	2,384	2,391	2,550	3,370	-	-
50th Percentile Queue	8	10	4	7	7.25	7.18
95th Percentile Queue	13.1	13	6.1	12.1	11.08	11.09
Max Queue	14.0	13.0	7.0	13.0	11.75	11.79

Note: Queues were recorded from 6:30 a.m. to 9:30 a.m. on Thursday, January 19, 2023

Table 3: Observed Drive-thru Queue Lengths (Weekend Operation)

Location	1511 Farmers Ln	860 Hopper Ave	1385 Santa Rosa Ave	2527 Guerneville Rd	Straight Average	Weighted Average
Square-Footage	2,384	2,391	2,550	3,370	-	-
50th Percentile Queue	5	9	3	7	6.00	6.05
95th Percentile Queue	8.2	14	9.0	15.1	11.56	11.85
Max Queue	9.0	14.0	9.0	16.0	12.00	12.32

Note: Queues were recorded from 6:30 a.m. to 9:30 a.m. on Saturday, January 21, 2023

The proposed Starbucks café along College Avenue is expected have a driveway that can accommodate up to 21 vehicles. In addition, the configuration of the site could allow for between one to two additional vehicles to be in storage before impacting operations along College Avenue (total of 22 to 23 vehicles). Based on the assessment of observed queues, the proposed drive-through should be able to **accommodate expected demand**. Furthermore, this location does allow for indoor ordering and pick-up with nine parking spaces being provided for patrons.

Conclusion

This memorandum summarizes the findings of a VMT analysis, trip generation analysis, and an on-site queuing assessment conducted for a proposed Starbucks café at 131 College Avenue.

This memo supports the following conclusions:

- The proposed project will have an insignificant impact on VMT.
- The proposed project will generate comparable trips to the previous development on the site.
- The drive-through component is expected to accommodate expected demand.

References

- Institute of Transportation Engineers. (2017). *Trip generation handbook* (3rd Ed.). Retrieved on February 1, 2023, from <https://itetripngen.org/index.html>
- Institute of Transportation Engineers. (2021). *Trip generation manual* (11th Ed.). Retrieved on February 1, 2023, from <https://itetripngen.org/index.html>
- City of Santa Rosa. (2019). *Guidance for the preparation of traffic operational analysis*. Retrieved on February 1, 2023, from <https://www.srcity.org/DocumentCenter/View/28939/Guidance---Traffic-Operational-Analysis-?bidId>
- City of Santa Rosa. (2020). *Vehicle miles traveled (VMT) guidelines final draft*. Retrieved on January 23, 2023, from <https://www.srcity.org/DocumentCenter/View/28508/Vehicle-Miles-Traveled-Final-Draft-Guidelines-6520>

Appendix

Queue Collection Data Alternative Trip Generation Table (938)

**Table A1: Previous and Proposed Land Use Trip Generation
(with less conservative ITE LUC 938)**

Land Use	ITE Code	Size	----- Weekday -----											
			Daily		a.m. Peak Hour				p.m. Peak Hour					
			Rate	Total	Rate	In:Out %	In	Out	Total	Rate	In:Out %	In	Out	Total
Previous Development														
Tire Store	848	3.300 kSF	27.69	91	2.61	64:36	6	3	9	3.75	43:57	5	7	12
Pass-by trip reduction ⁽¹⁾			-25%	-23	-25%		-2	-1	-3	-25%		-1	-2	-3
Subtotal (with Pass-by Reductions Applied)				68			4	2	6			4	5	9
Proposed Infill														
Coffee/Donut Shop with Drive-Thru Window and No Indoor Seating	938	2.0 Drive-Thru Lanes	179.00	358	39.81	50:50	44	45	89	15.08	50:50	15	15	30
Pass-by trip reduction ⁽²⁾			-91%	-325	-90%		-40	-41	-81	-98%		-15	-15	-30
Subtotal (with Pass-by Reductions Applied)				33			4	4	8			0	0	0
Total Trip Delta (Proposed - Previous; No Reductions)				+267			+38	+42	+80			+10	+8	+18
Total Trip Delta (Proposed - Previous; With Reductions)				-35			0	+2	+2			-4	-5	-9

Land Use: 937

Coffee/Donut Shop with Drive-Through Window

Description

This land use includes any coffee and donut restaurant that has a drive-through window as well as a walk-in entrance area at which a patron can purchase and consume items. The restaurant sells freshly brewed coffee (along with coffee-related accessories) and a variety of food/drink products such as donuts, bagels, breads, muffins, cakes, sandwiches, wraps, salads, and other hot and cold beverages. The restaurant marketing and sales may emphasize coffee beverages over food (or vice versa).

A coffee/donut shop typically holds long store hours (more than 15 hours) with an early morning opening. Limited indoor seating is generally provided for patrons, but table service is not provided.

Coffee/donut shop without drive-through window (Land Use 936) and coffee/donut shop with drive-through window and no indoor seating (Land Use 938) are related uses.

Additional Data

The sites were surveyed in the 1990s, the 2000s, and the 2010s in California, Colorado, Connecticut, Illinois, Massachusetts, Minnesota, Nevada, New Hampshire, New Jersey, New York, Ontario (CAN), Pennsylvania, Quebec (CAN), Tennessee, Vermont, Washington, and Wisconsin.

Specialized Land Use Data

One study was conducted during the pandemic in 2020. Twelve sites were counted in Illinois and Missouri during the AM and PM adjacent street peak hours. The data have not been incorporated within the overall ITE trip generation database and are not reflected in the data plots for this land use. Consideration for their inclusion will be given for the 12th Edition of *Trip Generation Manual* after additional post-pandemic data are collected. Overall, the pandemic counts yielded an AM adjacent street peak weighted average rate of 84 vehicle trips per 1,000 square feet GFA, roughly equivalent to the pre-pandemic average. The PM adjacent street peak rate was 56 (roughly 40 percent higher than the pre-pandemic value). The higher PM peak rate for these coffee/donut shops conforms with anecdotal observations that with the temporary or permanent closures of many restaurants during the pandemic, the drive-through restaurants that were open did a brisk business even during their off-peak periods.

Source Numbers

594, 599, 615, 617, 618, 621, 622, 635, 639, 712, 714, 725, 726, 728, 853, 854, 892, 903, 928, 959, 979, 982, 1004, 1042, 1044

Coffee/Donut Shop with Drive-Through Window (937)

Vehicle Trip Ends vs: 1000 Sq. Ft. GFA

On a: Weekday

Setting/Location: General Urban/Suburban

Number of Studies: 6

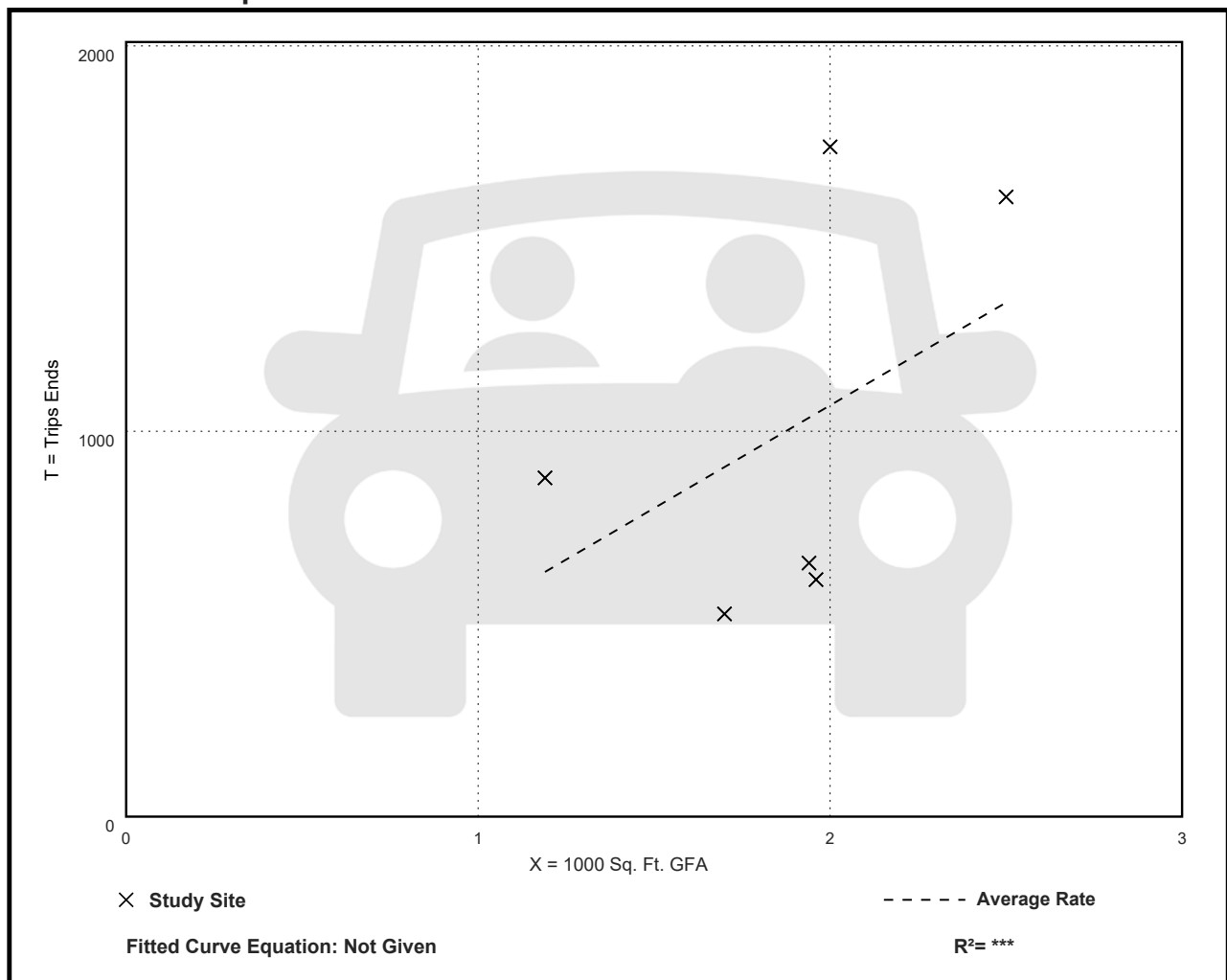
Avg. 1000 Sq. Ft. GFA: 2

Directional Distribution: 50% entering, 50% exiting

Vehicle Trip Generation per 1000 Sq. Ft. GFA

Average Rate	Range of Rates	Standard Deviation
533.57	309.41 - 869.00	243.65

Data Plot and Equation



Coffee/Donut Shop with Drive-Through Window (937)

Vehicle Trip Ends vs: 1000 Sq. Ft. GFA

On a: Weekday,

Peak Hour of Adjacent Street Traffic,

One Hour Between 7 and 9 a.m.

Setting/Location: General Urban/Suburban

Number of Studies: 78

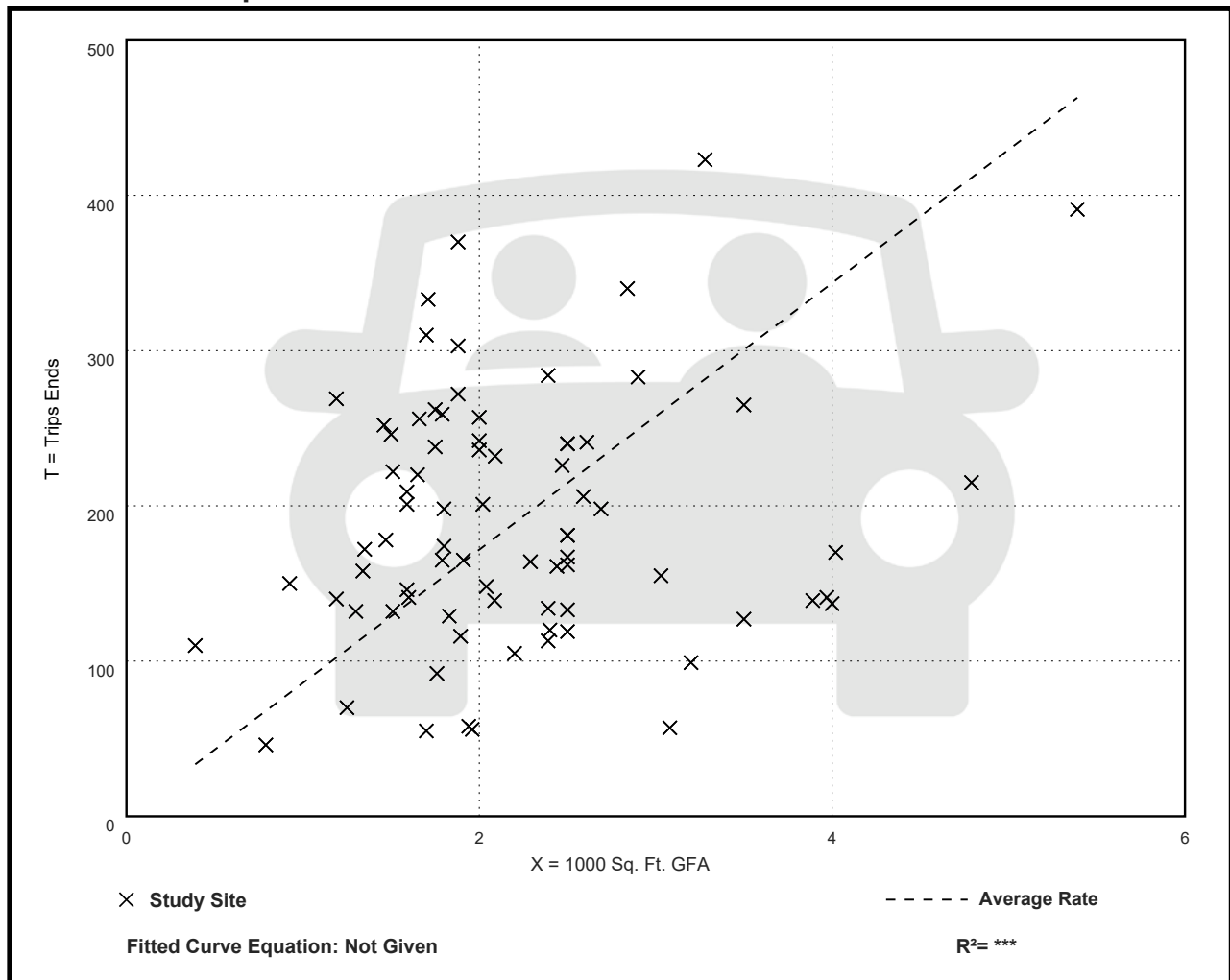
Avg. 1000 Sq. Ft. GFA: 2

Directional Distribution: 51% entering, 49% exiting

Vehicle Trip Generation per 1000 Sq. Ft. GFA

Average Rate	Range of Rates	Standard Deviation
85.88	18.51 - 282.05	44.92

Data Plot and Equation



Coffee/Donut Shop with Drive-Through Window (937)

Vehicle Trip Ends vs: 1000 Sq. Ft. GFA

On a: Weekday,

Peak Hour of Adjacent Street Traffic,

One Hour Between 4 and 6 p.m.

Setting/Location: General Urban/Suburban

Number of Studies: 36

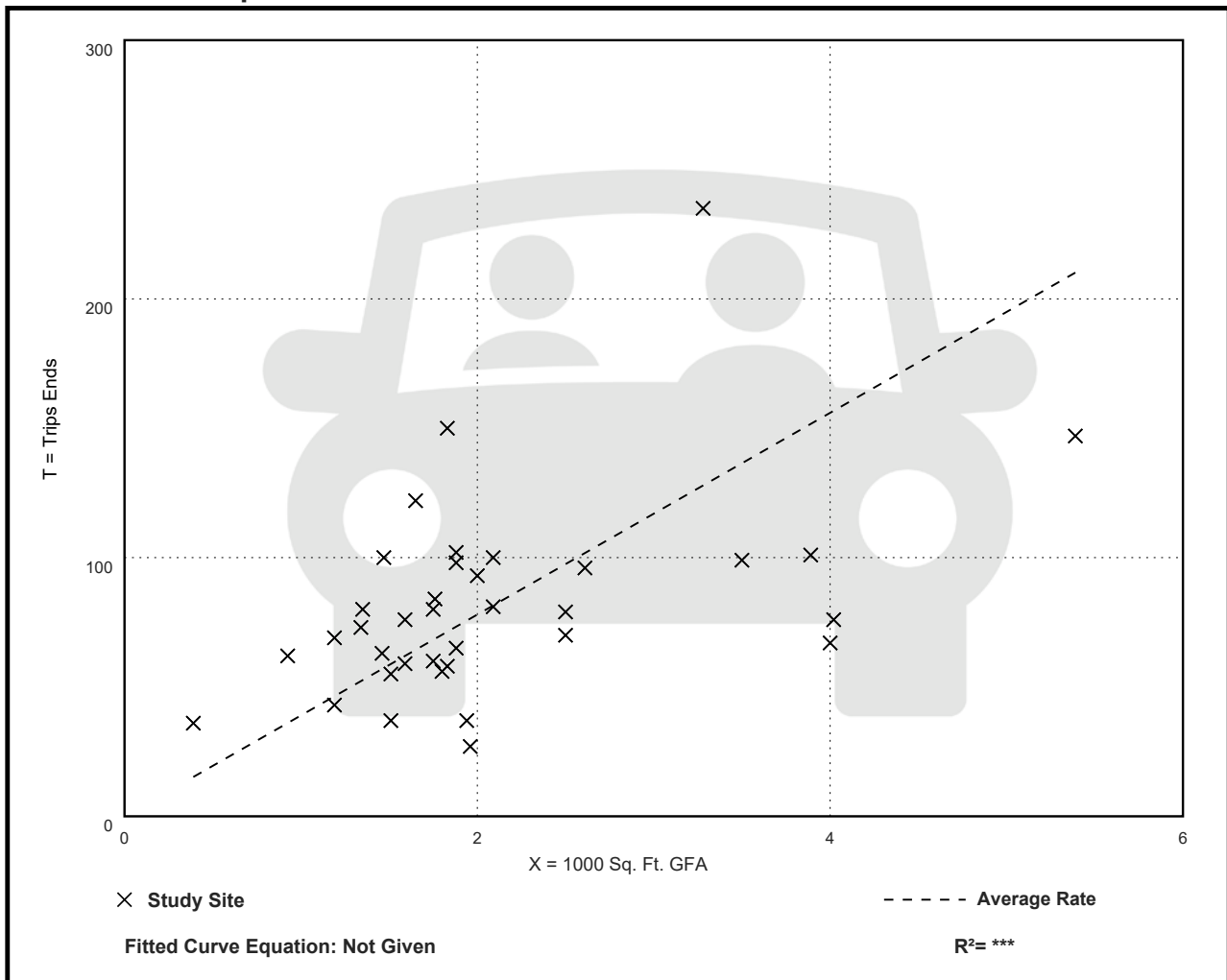
Avg. 1000 Sq. Ft. GFA: 2

Directional Distribution: 50% entering, 50% exiting

Vehicle Trip Generation per 1000 Sq. Ft. GFA

Average Rate	Range of Rates	Standard Deviation
38.99	13.78 - 92.31	17.79

Data Plot and Equation



Land Use: 938

Coffee/Donut Shop with Drive-Through Window and No Indoor Seating

Description

This land use includes any coffee and donut restaurant that has only drive-through window service. A patron cannot walk into the shop and purchase items. The restaurant sells freshly brewed coffee (along with coffee-related accessories) and a variety of food/drink products such as donuts, bagels, breads, muffins, cakes, sandwiches, wraps, salads, and other hot and cold beverages. The restaurant marketing and sales may emphasize coffee beverages over food (or vice versa).

The coffee/donut shops contained in this land use typically hold long store hours (more than 15 hours) with an early morning opening.

Coffee/donut shop without drive-through window (Land Use 936) and coffee/donut shop with drive-through window (Land Use 937) are related uses.

Additional Data

The sites were surveyed in the 1990s, the 2000s, and the 2010s in Arizona, New Hampshire, Oregon, and Washington.

Source Numbers

514, 644, 755, 981, 1028

Coffee/Donut Shop with Drive-Through Window and No Indoor Seating (938)

Vehicle Trip Ends vs: Drive-Through Lanes On a: Weekday

Setting/Location: General Urban/Suburban

Number of Studies: 8

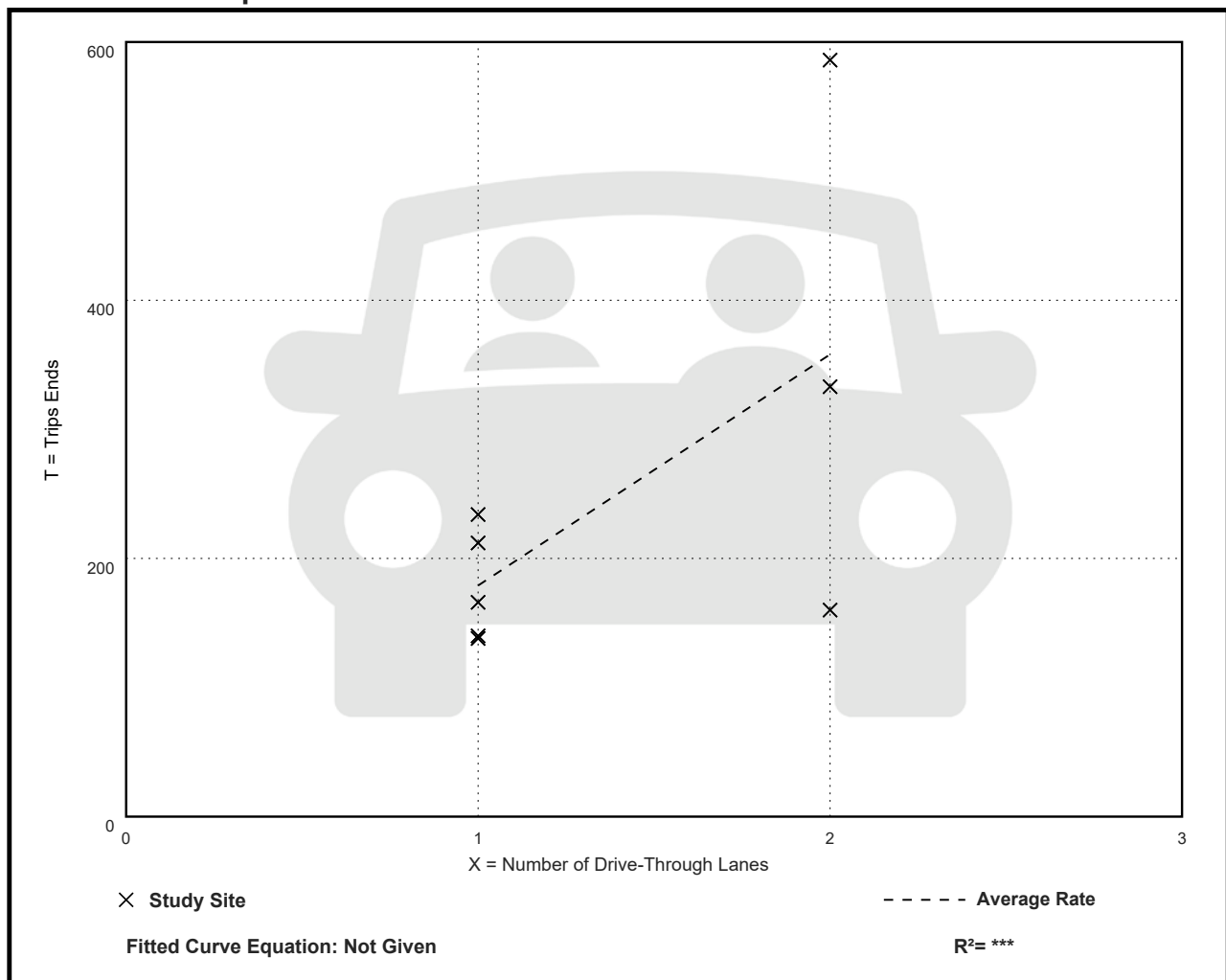
Avg. Num. of Drive-Through Lanes: 1

Directional Distribution: 50% entering, 50% exiting

Vehicle Trip Generation per Drive-Through Lane

Average Rate	Range of Rates	Standard Deviation
179.00	80.00 - 293.00	74.48

Data Plot and Equation



Coffee/Donut Shop with Drive-Through Window and No Indoor Seating (938)

Vehicle Trip Ends vs: Drive-Through Lanes

On a: Weekday,

Peak Hour of Adjacent Street Traffic,

One Hour Between 7 and 9 a.m.

Setting/Location: General Urban/Suburban

Number of Studies: 20

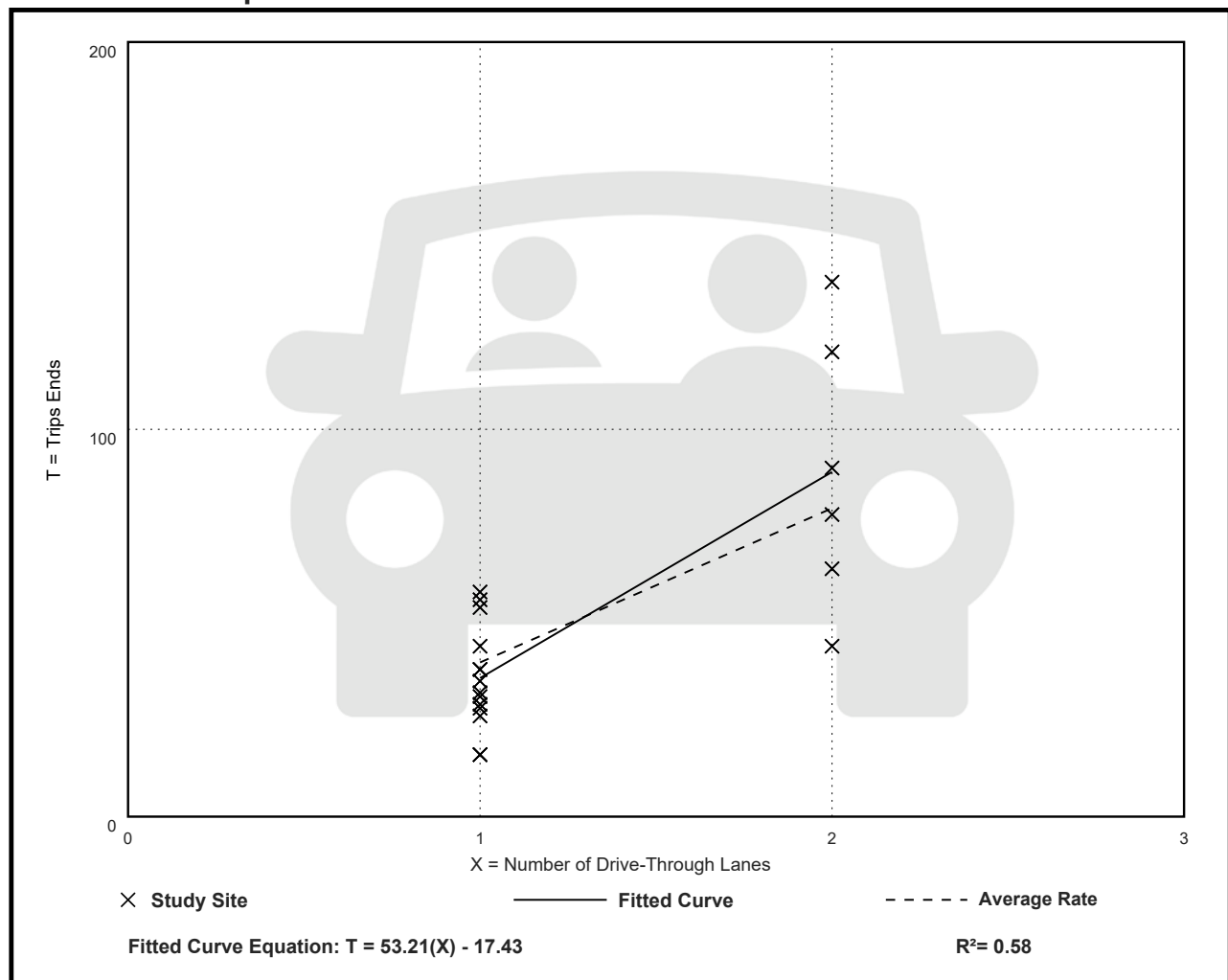
Avg. Num. of Drive-Through Lanes: 1

Directional Distribution: 50% entering, 50% exiting

Vehicle Trip Generation per Drive-Through Lane

Average Rate	Range of Rates	Standard Deviation
39.81	16.00 - 69.00	15.44

Data Plot and Equation



Coffee/Donut Shop with Drive-Through Window and No Indoor Seating (938)

Vehicle Trip Ends vs: Drive-Through Lanes

On a: Weekday,

Peak Hour of Adjacent Street Traffic,

One Hour Between 4 and 6 p.m.

Setting/Location: General Urban/Suburban

Number of Studies: 8

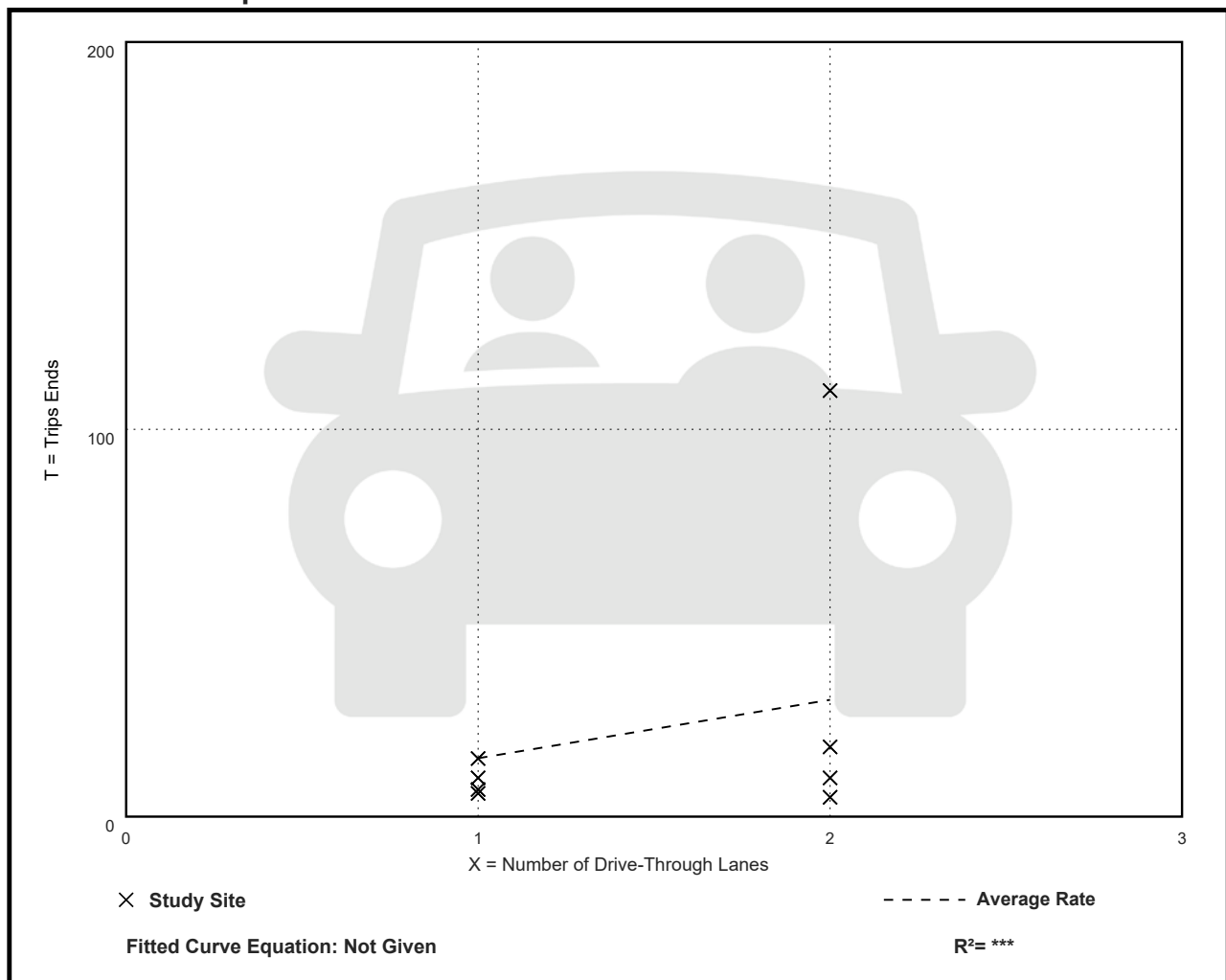
Avg. Num. of Drive-Through Lanes: 2

Directional Distribution: 50% entering, 50% exiting

Vehicle Trip Generation per Drive-Through Lane

Average Rate	Range of Rates	Standard Deviation
15.08	2.50 - 55.00	19.41

Data Plot and Equation



[illegible]

Source: ITE *Trip Generation Manual*, 11th Edition

[illegible]

Vehicle Pass-By Rates by Land Use

Source: ITE *Trip Generation Manual*, 11th Edition

[illegible]

MAX QUEUE**Location: Starbucks, Farmers Lane Center, 1511 Farmers Ln****City: Santa Rosa, CA****Date: 1/19/2023 (Thursday)**

MAX Queue Length (# of vehicles)		
TIME	Drive Thru Queue From Service Window to End of Queue	Notes
6:30 AM	4	
6:40 AM	3	
6:50 AM	5	
7:00 AM	3	
7:10 AM	4	
7:20 AM	9	
7:30 AM	8	
7:40 AM	7	
7:50 AM	8	
8:00 AM	11	
8:10 AM	14	
8:20 AM	11	
8:30 AM	12	
8:40 AM	13	
8:50 AM	10	
9:00 AM	7	
9:10 AM	7	
9:20 AM	3	
9:30 AM	9	
Totals	148	

MAX QUEUE

Location: Starbucks, 860 Hopper Ave

City: Santa Rosa, CA 95403

Date: 1/19/2023 (Thursday)

MAX Queue Length (# of vehicles)		
TIME	Drive Thru Queue From Service Window to End of Queue	Notes
6:30 AM	8	
6:40 AM	6	
6:50 AM	5	
7:00 AM	2	
7:10 AM	6	
7:20 AM	6	
7:30 AM	13	
7:40 AM	9	
7:50 AM	11	
8:00 AM	10	
8:10 AM	13	
8:20 AM	12	
8:30 AM	11	
8:40 AM	10	
8:50 AM	12	
9:00 AM	9	
9:10 AM	10	
9:20 AM	11	
9:30 AM	12	
Totals	176	

MAX QUEUE**Location: Starbucks, 1385 Santa Rosa Ave****City: Santa Rosa, CA****Date: 1/19/2023 (Thursday)**

MAX Queue Length (# of vehicles)		
TIME	Drive Thru Queue From Service Window to End of Queue	Notes
6:30 AM	3	
6:40 AM	2	
6:50 AM	4	
7:00 AM	3	
7:10 AM	3	
7:20 AM	4	
7:30 AM	7	
7:40 AM	6	
7:50 AM	5	
8:00 AM	3	
8:10 AM	5	
8:20 AM	6	
8:30 AM	5	
8:40 AM	3	
8:50 AM	4	
9:00 AM	2	
9:10 AM	4	
9:20 AM	3	
9:30 AM	2	
Totals	74	

MAX QUEUE**Location: Starbucks, 2527 Guerneville Rd****City: Santa Rosa, CA****Date: 1/19/2023 (Thursday)**

MAX Queue Length (# of vehicles)		
TIME	Drive Thru Queue From Service Window to End of Queue	Notes
6:30 AM	5	
6:40 AM	4	
6:50 AM	6	
7:00 AM	10	
7:10 AM	5	
7:20 AM	9	
7:30 AM	9	
7:40 AM	9	
7:50 AM	7	
8:00 AM	6	
8:10 AM	10	
8:20 AM	12	
8:30 AM	12	
8:40 AM	13	
8:50 AM	12	
9:00 AM	4	
9:10 AM	7	
9:20 AM	4	
9:30 AM	6	
Totals	150	

MAX QUEUE**Location: Starbucks, Farmers Lane Center, 1511 Farmers Ln****City: Santa Rosa, CA****Date: 1/21/2023 (Saturday)**

MAX Queue Length (# of vehicles)		
TIME	Drive Thru Queue From Service Window to End of Queue	Notes
6:30 AM	5	
6:40 AM	4	
6:50 AM	3	
7:00 AM	4	
7:10 AM	3	
7:20 AM	4	
7:30 AM	6	
7:40 AM	4	
7:50 AM	6	
8:00 AM	8	
8:10 AM	7	
8:20 AM	4	
8:30 AM	6	
8:40 AM	4	
8:50 AM	5	
9:00 AM	7	
9:10 AM	8	
9:20 AM	9	
Totals	97	

MAX QUEUE**Location: Starbucks, 860 Hopper Ave****City: Santa Rosa, CA 95403****Date: 1/21/2023 (Saturday)**

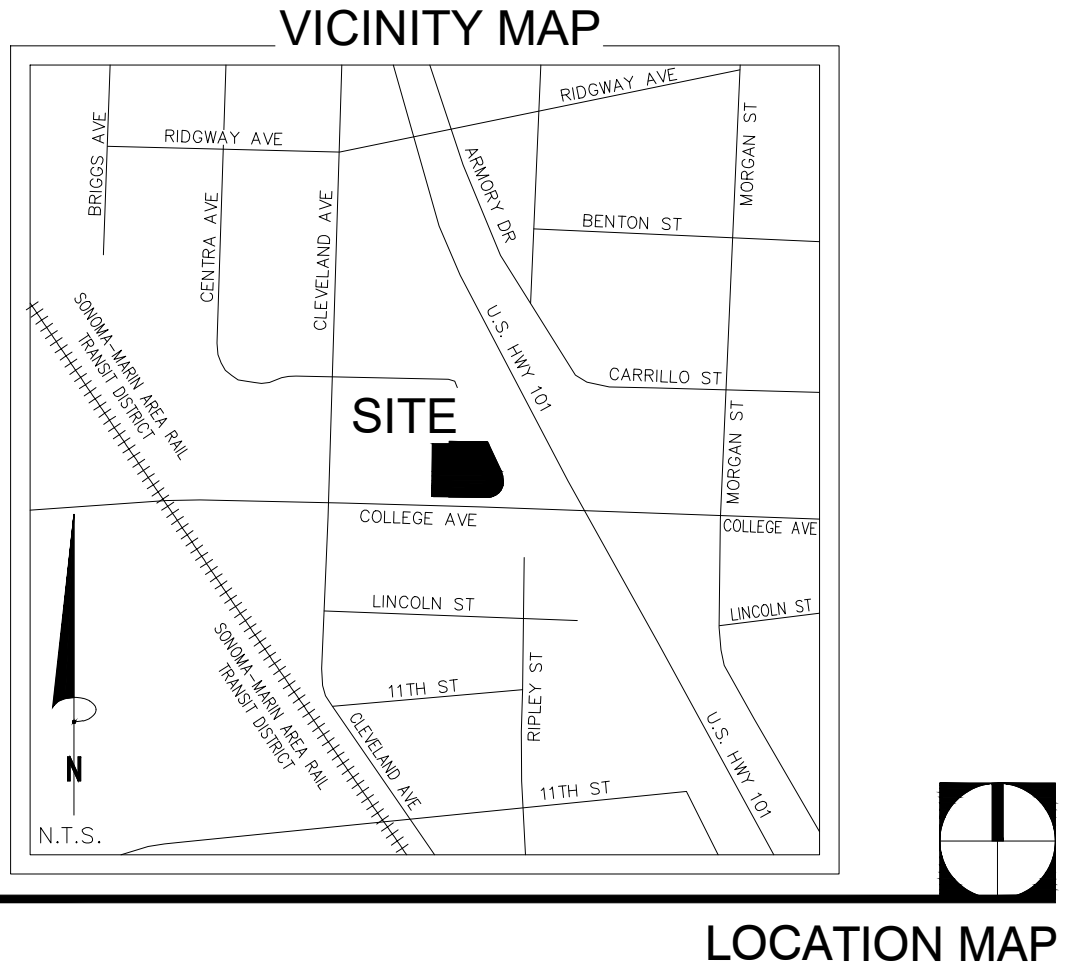
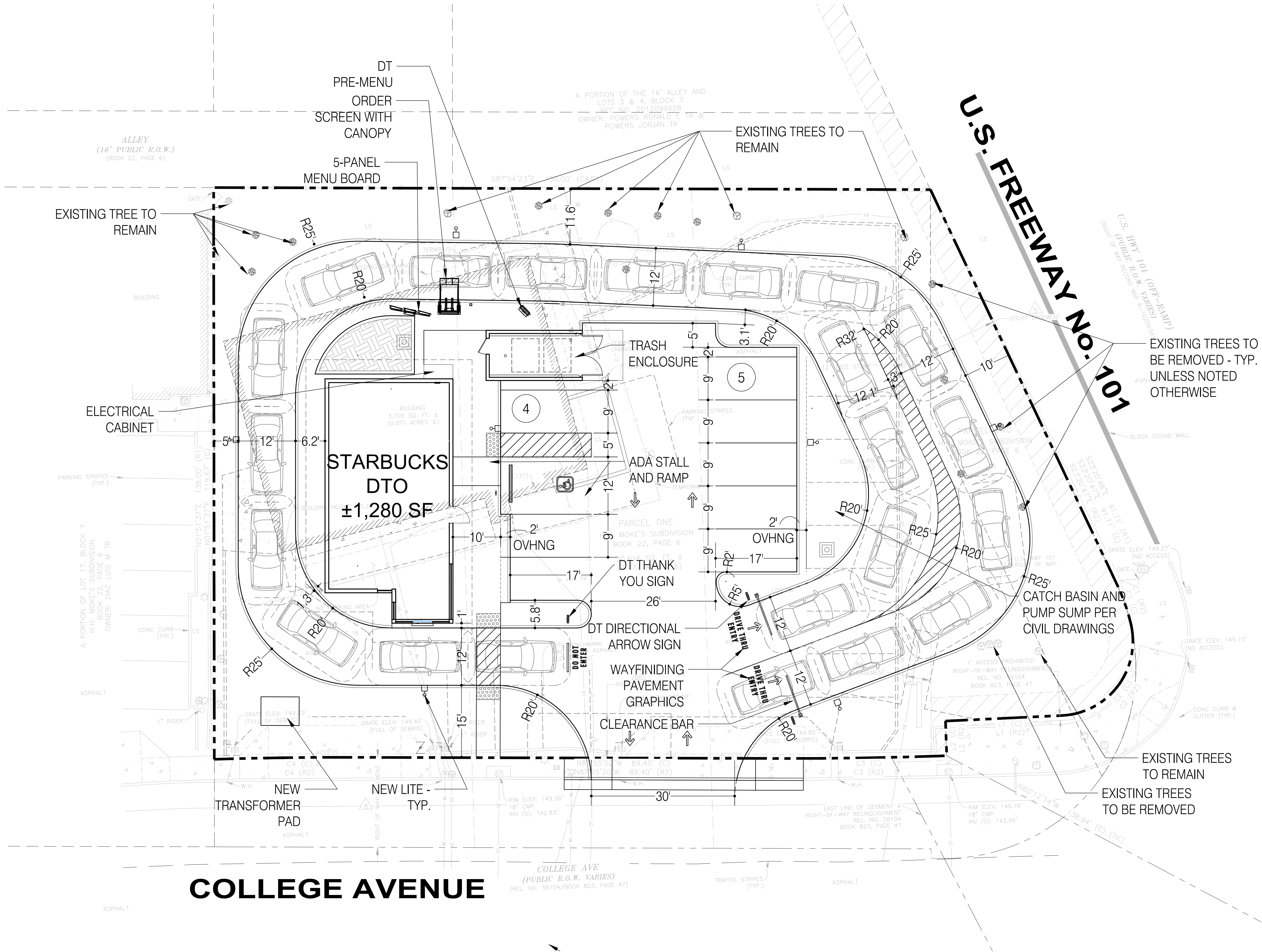
MAX Queue Length (# of vehicles)		
TIME	Drive Thru Queue From Service Window to End of Queue	Notes
6:30 AM	8	
6:40 AM	8	
6:50 AM	7	
7:00 AM	4	
7:10 AM	4	
7:20 AM	8	
7:30 AM	7	
7:40 AM	9	
7:50 AM	7	
8:00 AM	10	
8:10 AM	10	
8:20 AM	10	
8:30 AM	9	
8:40 AM	10	
8:50 AM	12	
9:00 AM	13	
9:10 AM	14	
9:20 AM	14	
9:30 AM	14	
Totals	164	

MAX QUEUE**Location: Starbucks, 1385 Santa Rosa Ave****City: Santa Rosa, CA****Date: 1/21/2023 (Saturday)**

MAX Queue Length (# of vehicles)		
TIME	Drive Thru Queue From Service Window to End of Queue	Notes
6:30 AM	2	
6:40 AM	3	
6:50 AM	2	
7:00 AM	3	
7:10 AM	3	
7:20 AM	3	
7:30 AM	6	
7:40 AM	5	
7:50 AM	3	
8:00 AM	2	
8:10 AM	2	
8:20 AM	5	
8:30 AM	2	
8:40 AM	3	
8:50 AM	6	
9:00 AM	8	
9:10 AM	8	
9:20 AM	9	
9:30 AM	9	
Totals	75	

MAX QUEUE**Location: Starbucks, 2527 Guerneville Rd****City: Santa Rosa, CA****Date: 1/21/2023 (Saturday)**

MAX Queue Length (# of vehicles)		
TIME	Drive Thru Queue From Service Window to End of Queue	Notes
6:30 AM	2	
6:40 AM	3	
6:50 AM	2	
7:00 AM	2	
7:10 AM	4	
7:20 AM	5	
7:30 AM	1	
7:40 AM	7	
7:50 AM	5	
8:00 AM	4	
8:10 AM	9	
8:20 AM	9	
8:30 AM	9	
8:40 AM	15	
8:50 AM	16	
9:00 AM	15	
9:10 AM	13	
9:20 AM	11	
9:30 AM	12	
Totals	132	



PROJECT INFORMATION

APN	012-062-032
ZONING CLASSIFICATION	
JURISDICTION	CITY OF SANTA ROSA, CA
EXISTING ZONE	CG-SA (GENERAL COMMERCIAL COMBINING WITH NORTH STATION AREA)
REQUIRED ZONE	CG-SA (GENERAL COMMERCIAL COMBINING WITH NORTH STATION AREA)
SITE AREA	
EXISTING SITE AREA:	±0.473 AC (±20,616 SF)
BUILDING INFORMATION	
NEW CONSTRUCTION	±1,280 SF
SITE COVERAGE	±6.2 % (±2,706 SF/AC)

PROPOSED PARKING

TOTAL PARKING PROVIDED:	9 SPACES
TOTAL STACKING PROVIDED:	21 VEHICLES

PROJECT NOTES

THIS SITE PLAN IS BASED ON ALTA SURVEY DRAWING BY CLARK LAND SURVEYING, INC. DATED 02/07/2023

DRAWING ISSUE/REVISION RECORD

DATE	NARRATIVE	INITIALS
04.07.2023	PREP SP-6	BP
07.17.2023	PREP SP-7	BP
11.07.2023	PREP SP-8	BP
12.14.2023	PREP SP-8a	BP

GREENBERG FARROW CONTACTS

PLANNER/PROJECT MANAGER	I.BRAHIMBEGOVIC
SITE DEV. COORDINATOR	FRANK CODA

