



April 12, 2022

Mr. Scott Schellinger  
 CSW Land Solutions  
 P.O. Box 921  
 Santa Rosa, CA 95402

## Updated Focused Traffic Study 1825 Ferdinand Court

Dear Mr. Schellinger;

As requested, W-Trans has prepared an updated focused transportation analysis for a revised version of the proposed cannabis cultivation, manufacturing, processing, and distribution facility to be located at 1825 Ferdinand Court in the City of Santa Rosa. The purpose of this letter is to present the project's trip generation as well as an analysis of the transportation-related issues required under the California Environmental Quality Act (CEQA). The following analysis was completed in accordance with the criteria established by the City of Santa Rosa and is consistent with standard traffic engineering techniques.

### Project Description

The project site is located at the terminus of a private street, Ferdinand Court, on the south side of Colgan Avenue. As proposed, the project would convert eight vacant industrial suites in an existing warehouse building into a cannabis cultivation, nursery, manufacturing, and distribution facility. The site is composed of nine industrial suites, eight of which would be redeveloped into cannabis-related uses; the remaining Suite A is not part of the proposed project and would continue to be used for manufacturing. The project would have use of 44 parking spaces, two of which would be "accessible," as defined by the Americans with Disabilities Act (ADA) design standards. The proposed site and floor plans are enclosed for reference and the proposed uses are summarized in Table 1.

| <b>Table 1 – Proposed Uses</b> |                  |                        |
|--------------------------------|------------------|------------------------|
| <b>Suite</b>                   | <b>Size (sf)</b> | <b>Proposed Use</b>    |
| Suite B                        | 1,481            | Cannabis Manufacturing |
| Suite C                        | 1,307            | Cannabis Manufacturing |
| Suite D                        | 1,572            | Office                 |
| Suite E                        | 3,728            | Cannabis Distribution  |
| Suite F                        | 1,805            | Cannabis Nursery       |
| Suite G                        | 1,805            | Cannabis Cultivation   |
| Suite H                        | 1,805            | Cannabis Cultivation   |
| Suite I                        | 1,960            | Cannabis Cultivation   |
| Shared Space                   | 2,300            | Hallway and Lavatory   |
| <b>Total</b>                   | <b>17,763</b>    |                        |

Notes: sf = square feet

### Trip Generation

The site has historically been occupied by various industrial uses so the anticipated trip generations for the previous and proposed uses were estimated using standard rates published by the Institute of Transportation

Engineers (ITE) in *Trip Generation Manual*, 10<sup>th</sup> Edition, 2017. Rates for “Industrial Park” (LU #130) were applied to estimate the site’s previous trip generation potential when a mix of industrial uses were present. Because the proposed uses are mostly industrial, the project site could continue to be classified as an industrial park upon completion of the project with a minimal expected change in trip generation given the similarity of the historical and proposed uses; however, to provide a detailed assessment of the project’s potential trip generation, the individual suites were considered separately. Rates for “Manufacturing” (LU #140) were applied to the manufacturing space proposed in Suites B and C, rates for “Small Office Building” (LU #712) were applied to Suite D, and rates for “General Light Industrial” (LU #110) were applied to the rest of the suites and shared floor area since the remaining uses could all generally be classified as light industrial.

Based on application of these rates, the proposed project would be expected to generate an average of 102 trips per day, including 14 trips during each peak hour. Compared to the historical trip generation of the site, the project would result in 42 more daily trips on average, including seven more trips during each peak hour; these results are summarized in Table 2.

| <b>Table 2 – Trip Generation Summary</b>   |              |              |              |                     |              |           |            |                     |              |           |            |
|--|--------------|--------------|--------------|---------------------|--------------|-----------|------------|---------------------|--------------|-----------|------------|
| <b>Land Use</b>                            | <b>Units</b> | <b>Daily</b> |              | <b>AM Peak Hour</b> |              |           |            | <b>PM Peak Hour</b> |              |           |            |
|  |              | <b>Rate</b>  | <b>Trips</b> | <b>Rate</b>         | <b>Trips</b> | <b>In</b> | <b>Out</b> | <b>Rate</b>         | <b>Trips</b> | <b>In</b> | <b>Out</b> |
| <b>Previous</b>                            |              |              |              |                     |              |           |            |                     |              |           |            |
| Industrial Park                            | 17.763 ksf   | 3.37         | 60           | 0.40                | 7            | 6         | 1          | 0.40                | 7            | 1         | 6          |
| <b>Proposed</b>                            |              |              |              |                     |              |           |            |                     |              |           |            |
| Manufacturing                              | 2.788 ksf    | 3.93         | 11           | 0.62                | 2            | 1         | 1          | 0.67                | 2            | 1         | 1          |
| Office                                     | 1.572 ksf    | 16.19        | 25           | 1.92                | 3            | 3         | 0          | 2.45                | 4            | 1         | 3          |
| General Light Industrial                   | 13.403 ksf   | 4.96         | 66           | 0.70                | 9            | 8         | 1          | 0.63                | 8            | 1         | 7          |
| <i>Total Proposed</i>                      |              | <i>102</i>   |              | <i>14 12 2</i>      |              |           |            | <i>14 3 11</i>      |              |           |            |
| <b>Net New Trips (Proposed – Previous)</b> |              | <b>42</b>    |              | <b>7 6 1</b>        |              |           |            | <b>7 2 5</b>        |              |           |            |

Note: ksf = 1,000 square feet

The proposed project would be expected to generate fewer than 250 new daily trips over the previous uses of the project site and fewer than 50 new trips during either peak hour; therefore, a full traffic impact study with an operational analysis is not typically required per the *City’s Guidance for the Preparation of Traffic Operational Analysis*, 2019, so one was not prepared.

## Vehicle Miles Traveled

Senate Bill (SB) 743 established a change in the metric to be applied to determining transportation impacts associated with development projects. Rather than the delay-based criteria associated with a Level of Service (LOS) analysis, the change in Vehicle Miles Traveled (VMT) as a result of a project is now the basis for determining California Environmental Quality Act (CEQA) impacts with respect to transportation and traffic.

The City of Santa Rosa issued guidelines for VMT analysis, as outlined in *Vehicle Miles Traveled (VMT) Guidelines Final Draft*, dated June 5, 2020. Many of the VMT significance criteria in the draft guidelines are consistent with guidance provided by the California Governor’s Office of Planning and Research (OPR) in the publication *Transportation Impacts (SB 743) CEQA Guidelines Update and Technical Advisory*, 2018. This document, and the City’s guidelines, identify several criteria that may be used to identify certain types of projects that are unlikely to have a significant VMT impact and can be “screened” from further analysis. One of these screening criteria pertains to small projects, which OPR and the City define as generating fewer than 110 vehicle trips per day. As shown in Table 2, the

proposed project is anticipated to result in 42 more daily vehicle trips on average compared to the previous uses and a total of 102 daily trips, both of which fall below the small project threshold of 110 trips; therefore, it is reasonable to conclude that the project can be presumed to have a less-than-significant transportation impact on VMT.

**Finding** – Based on draft guidelines published by the City of Santa Rosa as well as OPR guidance, the project can be presumed to result in a less-than-significant transportation impact on VMT.

## Site Access and Circulation

### Access Analysis

The project site would continue to be accessed from an existing driveway located at the terminus of Ferdinand Court; no changes are proposed to the configuration of the existing driveway. Ferdinand Court is a private street about 350 feet long and 40 feet wide that intersects Colgan Avenue approximately 580 feet west of Petaluma Hill Road. Because the driveway is located on a cul-de-sac, there are no conflicting turning movements so site access is expected to function acceptably.

**Finding** – Site access would continue to be adequate.

### On-site Circulation

No changes are proposed to the existing layout of the site, though a gate would be placed between Suites A and B so that members of the public would not be able to freely access the cannabis-related uses. Surface parking would continue to be accessed from a rectangular-shaped drive aisle. The layout of the project site includes a 23- to 26-foot drive aisle and a combination of standard and compact parking spaces. Since the proposed project would not alter circulation patterns within the site, on-site circulation is expected to continue functioning in an acceptable manner.

**Finding** – On-site circulation would continue to function acceptably.

## Alternative Modes

The project site is located within approximately 0.2 miles of transit stops on Petaluma Hill Road at Colgan Avenue to the east and 0.3 miles from transit stops on Santa Rosa Avenue at Colgan Avenue to the west so it is reasonable to expect some employees would want to use transit to reach the site. While sidewalk coverage is limited on Colgan Avenue, there are paved shoulders on both sides of the street so employees could walk between the transit stops and the site. Additionally, employees would be able to walk to the various commercial and retail uses on Santa Rosa Avenue.

In the project vicinity there are existing Class II bicycle lanes on both Santa Rosa Avenue and Petaluma Hill Road which connect to most of the major bicycle routes in the City. In the near term, cyclists would have to ride with motorists or on the shoulders of Colgan Avenue to reach Ferdinand Court and ultimately the project site, but there are future plans to provide Class II bike lanes on Colgan Avenue, as contained in the *Santa Rosa Bicycle and Pedestrian Master Plan*. The project would result in no changes to Ferdinand Court or Colgan Avenue and therefore no impediment to the future installation of the planned bicycle lanes.

**Finding** – Access for pedestrians, bicyclists, and transit riders are adequate.

## Parking

Parking was evaluated to determine if the proposed supply of 44 spaces would be adequate to satisfy City requirements upon the change in land use. Section 20-36.040 of the Santa Rosa City Code requires vehicle parking at a rate of one space for 250 square feet of office space, one space per 350 square feet of floor area for manufacturing uses, and one space for every 1,000 square feet of floor area for cannabis cultivation and distribution uses. Based on these requirements, 27 parking spaces would need to be provided for the project to meet City Code and the existing supply of 44 spaces would be more than adequate. The City requirements and parking supply are shown in Table 3.

**Table 3 – City Required Parking Summary**

| <b>Land Use</b>  | <b>Units</b> | <b>Rate</b>      | <b>Parking Spaces</b> |
|--|--------------|------------------|-----------------------|
| Suites B and C – Cannabis Manufacturing                                      | 2,788 sf     | 1 space/350 sf   | 8                     |
| Suite D – Office   | 1,572 sf     | 1 space/250 sf   | 6                     |
| Suites E-I and Shared Area – Cannabis Distribution, Nursery, and Cultivation | 13,403 sf    | 1 space/1,000 sf | 13                    |
| <b>Total City Requirements</b>   |              |                  | <b>27</b>             |
| <b>Proposed Supply</b>   |              |                  | <b>44</b>             |

Notes: sf = square feet

**Finding** – The existing parking supply would be more than adequate to satisfy City Requirements upon the proposed change in use for Suites B through I.

## Bicycle Parking

The required bicycle parking supply was also calculated to ensure adequacy under City requirements. Santa Rosa City Code requires cannabis manufacturing uses to provide one bicycle space for every 7,000 square feet of floor area, cannabis cultivation and distribution uses to provide one bicycle space for every 14,000 square feet, and general office uses to provide one bicycle space for every 5,000 square feet. Based on these rates, two bicycle parking space would be required for all uses collectively.

**Finding** – Two bicycle parking spaces would be required for the project under City Code.

**Recommendation** – A minimum of two bicycle parking spaces should be provided on-site.

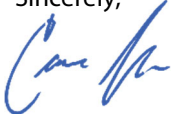
## Conclusions and Recommendations

- The proposed project would be expected to generate an average of 102 trips per day, including 14 trips during each peak hour. Compared to the historical use of the site as an industrial park occupied by various light industrial uses, the project would result in 42 more daily trips on average, including seven more trips during each peak hour. Because the project would generate fewer than 250 new daily trips and fewer than 50 new trips during each peak hour, no operational analysis was prepared.
- Based on guidance published by the City of Santa Rosa as well as OPR, the project can be presumed to result in a less-than-significant transportation impact on VMT since it would result in fewer than 110 new daily trips.
- Site access and on-site circulation would continue to function acceptably.

- The project site has adequate access for pedestrians, bicyclists, and transit riders.
- The vehicle parking supply is adequate to satisfy City requirements with the change in land use.
- A minimum of two bicycle parking spaces should be provided on-site to satisfy City requirements.

Thank you for giving W-Trans the opportunity to provide these services. Please call if you have any questions.

Sincerely,



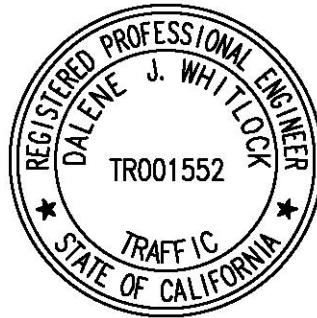
Cameron Nye, EIT  
Associate Engineer



Dalene J. Whitlock, PE, PTOE  
Senior Principal

DJW/cn/SRO555-1.L1

Enclosures: Site Plan and Floor Plan





# 1825 FERDINAND COURT

FOR PLANNING - NOT FOR CONSTRUCTION



**PROJECT DESCRIPTION**

**C.U.P. APPLICATION EXHIBIT**

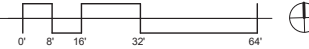
**PROJECT LOCATION:**  
 1825 FERDINAND COURT, SANTA ROSA, CA 95401 PARCEL NO. 044-011-087

**PROJECT DESCRIPTION:** TENANT IMPROVEMENTS FOR PROPOSED CHANGE OF USE FOR COMMERCIAL CANNABIS BUSINESS. PROPOSED CANNABIS BUSINESS COMPONENTS INCLUDE: DISTRIBUTION, CULTIVATION, AND MANUFACTURING AT THE ABOVE ADDRESS. TENANT IMPROVEMENTS INCLUDE

**OWNER:**  
 California Organica  
 Zaid Ziadeh  
 1825 Ferdinand Court, Ste D  
 Santa Rosa, CA 95401  
 415-450-5340

**CONTACT:**  
 Scott Schellinger  
 CSW Land Solutions, LLC  
 PO Box 921  
 Santa Rosa, CA 95402  
 707.921.5030  
 scott@cswwland.com

**1** PROPOSED SITE PLAN  
 T0.1  
 1/16" = 1'-0"



**PRELIMINARY ZONING AND CODE ANALYSIS**

**PROJECT DATA:**  
 LOT ACRES: 1.2 (92,824 SF)  
 91' BUILT: 2006  
 COW UNITS: 4  
 BLDG SQFT: 14,920

**ZONING CODE:** L  
 LAND USE: WAREHOUSING/ACTIVE  
 FIRE ZONE:  
 FAULT KM: 9  
 PARK FEE: SERVICE AREA NO. 4 - SOUTHEAST  
 WIND ZONE: EXPOSURE C  
 FIRE DISTRICT: 11

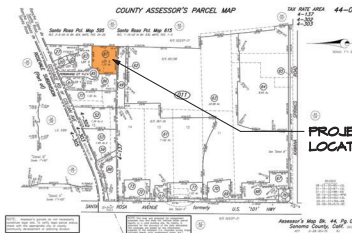
**PROPOSED USES:**  
 CANNABIS - DISTRIBUTION - GROUP S-1, STORAGE  
 MANUFACTURING - GROUP P-1  
 BUSINESS - GROUP B

**LOT COVERAGE (FROM TABLE 2-11):** DETERMINED BY CUP  
 PROPOSED LOT COVERAGE: 14115 SQF / 52824 SF = 30%  
 PROPOSED FAS: 14115 SQF / 47604 SF = 30%  
 30-34.050 LANDSCAPE STANDARDS  
 LANDSCAPING IS EXISTING AND NO CHANGES ARE PROPOSED AT THIS TIME  
 20-30.040 ZONING DISTRICT SIGN STANDARDS.

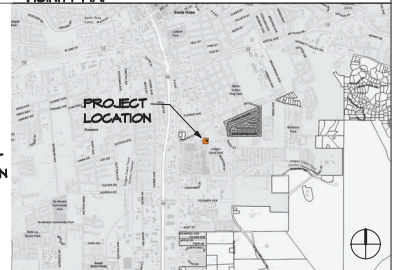
**APPLICABLE CODES:**

- A. California Building Code 2014 (CBC)
- B. California Electrical Code 2014 (CEC)
- C. California Mechanical Code 2014 (CMC)
- D. California Plumbing Code 2014 (CPC)
- E. California Energy Code 2014
- F. California Fire Code 2014 (CFC)
- G. California Existing Building Code 2014 (CEBC)
- H. California Green Building Standards Code 2014 (CALGREEN)
- I. California Existing Building Code 2014 (CEBC)
- J. California Health and Safety Code 2014 (HSC)
- K. California Business and Professions Code (BAPC)
- L. National Fire Protection Association Standards (NFPA)
- M. Medical and Adult Use Cannabis Regulation and Safety Act (MAUCRSA)
- N. Santa Rosa City Code (SRCC)

**PARCEL MAP**



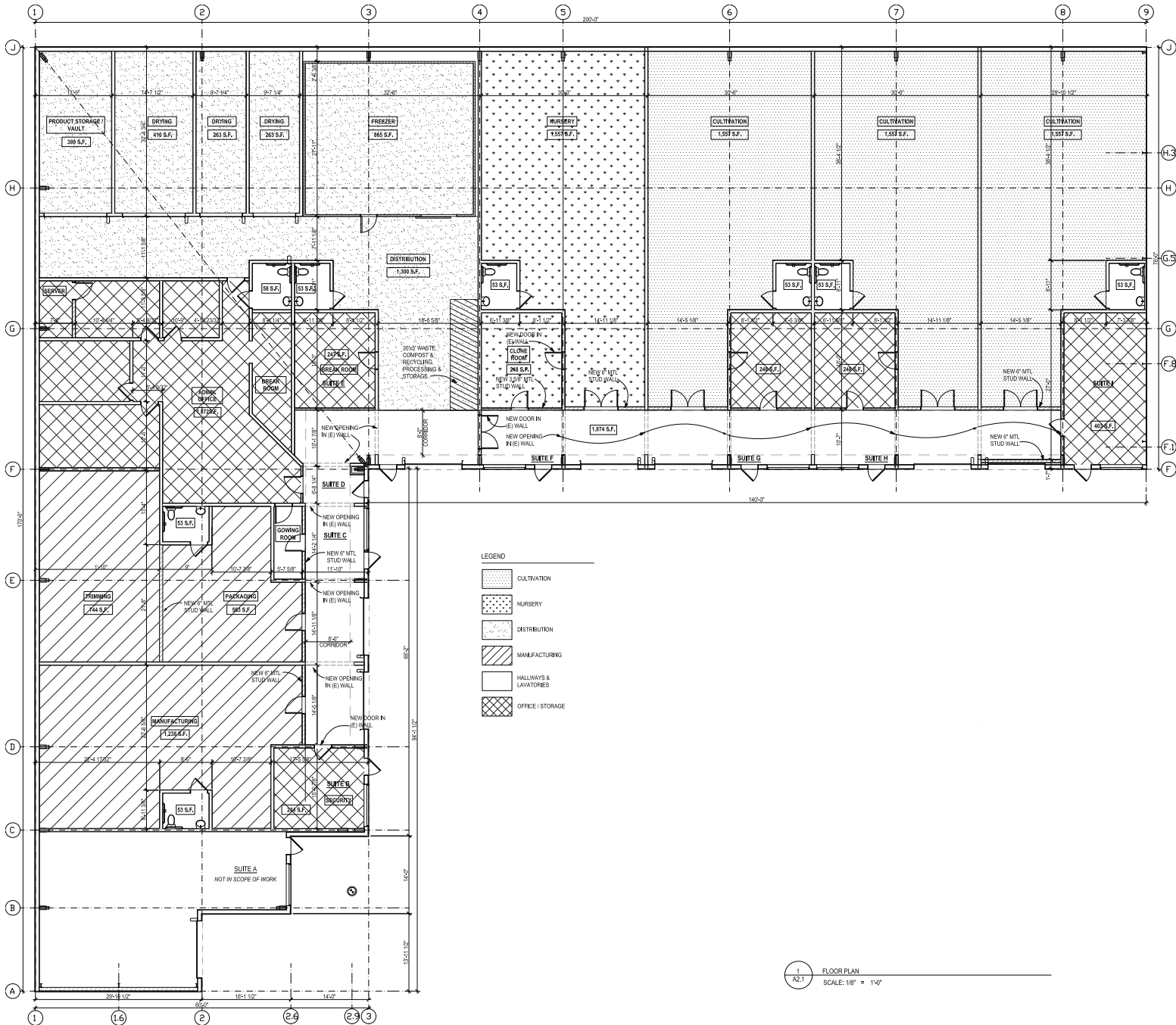
**VICINITY MAP**



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**TITLESHEET**

Project number: \_\_\_\_\_ Project Number: \_\_\_\_\_  
 Date: \_\_\_\_\_ Issue Date: \_\_\_\_\_  
 Drawn by: \_\_\_\_\_  
 Checked by: \_\_\_\_\_ Checker: \_\_\_\_\_  
**T0.1**  
 Scale: 1/16" = 1'-0"



1 FLOOR PLAN  
 A2.1 SCALE: 1/8" = 1'-0"

| AS-BUILT        |           |
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| DATE            | SUBMITTAL |
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| PRINTED 7/13/21 |           |

BUILDING PLANS  
 PROPOSED - FLOOR PLAN  
**A2.1**