



MEMORANDUM

Date: March 22, 2021
To: Danny Abdelmalak, 800 Yolanda LLC
From: Ian Barnes, Fehr & Peers
Subject: **Parking Analysis for the 800 Yolanda Avenue Project in Southeastern Santa Rosa, California**

WC18-3529

This memorandum presents the results of a parking analysis for the proposed Santa Rosa Farm Group indoor cannabis cultivation facility located at 800 Yolanda Avenue in southeastern Santa Rosa, California. The proposed project includes construction of approximately 120,000 square feet of uses on site, to be served by 85 parking spaces.

The proposed project is anticipated to be a 24-hour operation, staffed by a total of 105 employees over four shifts. The shifts are anticipated to occur as follows¹:

- Primary Day Shift: 45 employees arriving during the AM peak hour and departing during the PM peak hour
- Early Night Shift: 25 employees arriving during the PM peak hour and departing during the off-peak early morning period
- Night Shift: 10 employees arriving after the PM peak hour and departing during the off-peak early morning period
- Early Morning Shift: 25 employees arriving before the AM peak hour and departing in the period between the AM peak hour and PM peak hour; a limited number of AM peak hour lunch break trips are assumed for this employee shift.

The remainder of this memorandum outlines the City requirements for off-street parking and assesses whether the project's proposed parking supply is sufficient to meet estimated peak parking demand after project occupancy.

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By Andrew Trippel at 7:14 am, Mar 29, 2021

¹ Description of peak/off-peak times noted in shift descriptions relate to peak hours of adjacent street traffic, as noted in the *800 Yolanda Avenue Transportation Impact Analysis Report* (Fehr & Peers, July 2019).



City Zoning Code Requirements

Off-street parking supply requirements for projects in the City of Santa Rosa are governed, in part, by the City Zoning Code. Table 3-4 in City Zoning Code §20-36.040 specifies the number of off-site parking spaces required for various project types. **Table 1** presents the City Code parking requirement calculation for the proposed project:

Table 1: City Parking Code Requirements

Project Component	Size	Required Parking Ratio	Required Parking Spaces
Cultivation (>5,001 SF)	86,050 square feet	1 space/ 1,000 square feet	86
Manufacturing (Non-Volatile)	21,505 square feet	1 space/ 350 square feet	61
Distribution (Type 11)	8,070 square feet	1 space/ 1,000 square feet	8
Testing	1,085 square feet	1 space/ 300 square feet	4
Required Code Parking Spaces			159
Provided Parking Spaces			85
Parking Supply Surplus/(Shortfall) Versus Code Requirements			(74)

Source: Fehr & Peers, 2021.

As noted in **Table 1**, the proposed parking supply of 85 spaces results in a net shortfall of 74 spaces versus the 159 spaces required by the City Zoning Code.

City Zoning Code §20-36.050(C)(b), however, authorizes the City to reduce parking requirements by any amount with a Conditional Use Permit. To approve a parking reduction, the City must make the following findings:

- (1) Due to special circumstances associated with the operation of the use at its location, the proposed use will generate a parking demand different from the standards specified in Table 3-4; and
- (2) The number of parking spaces approved will be sufficient for its safe, convenient, and efficient operations of the use.

The next section of this memorandum analyzes whether the project's proposed parking supply of 85 spaces would meet these requirements.



A more precise analysis of parking demand and supply – taking into account the unique operating characteristics of the project – may result in a finding that the proposed parking supply is in fact adequate to accommodate projected peak parking demands.

Parking Demand and Operation Analysis

(1) Due to special circumstances associated with the operation of the use at its location, the proposed use will generate a parking demand different from the standards specified in Table 3-4

There are special circumstances associated with the operation of the proposed use, including a staggered four-shift schedule and low employee densities. As noted earlier in this memorandum, the proposed project is anticipated to be occupied by a total of 105 employees over the course of four shifts on a 24-hour basis. Of the 105 employees, a typical maximum on-site employee count of 70 employees is expected during the morning (comprised of the Early Morning Shift and the Primary Day Shift). The City Zoning Code maximum estimated peak parking demand for the site is 143 vehicles,² which is far in excess of the level of parking demand associated with a maximum of 70 employees on site. This further indicates that there are special circumstances (shift schedule, lower employee densities, etc.) associated with the operation of the proposed project, which are not reflected in the City Zoning Code.

Based on these special circumstances, the project would generate a parking demand different from the standards of Table 3-4 in City Zoning Code §20-36.040. The worst case scenario for peak parking demand would occur during the morning period when employees on the Primary Day Shift (45 employees) and the Early Morning Shift (25 employees) are present on-site, in combination with visitor trips, delivery trips or US Mail/UPS/FedEx trips. Assuming that the total of the delivery trips, visitor trips and/or US Mail trips would amount to five vehicles during this high employee occupancy period, this would result in total peak parking demand of 75 vehicles. Additionally, the project site is located near residential neighborhoods, the project site is served by City and County public transit services, and the project site is served by on-street bicycle facilities; these factors reduce the demand for commuting by vehicle.

The total proposed parking supply is 85 spaces, indicating that the supply would be able to accommodate the estimated peak parking demand of 75 vehicles. Ten parking spaces (about 12 percent of available spaces) would be left unoccupied in this scenario; based on expected

² Assuming that the Zoning Code Table 3-4 parking calculation includes a 10 percent circulation efficiency factor, this suggests that the peak parking demand on site would be 143 vehicles. The circulation efficiency factor is a typical factor used in parking analysis to ensure that some parking spaces are open under peak demand conditions to reduce the need for drivers to circulate around the project site in order to find an open parking space.



operations, it is unlikely that these additional ten spaces would be needed to accommodate the peak demand.

(2) The number of parking spaces approved will be sufficient for its safe, convenient, and efficient operations of the use.

As noted above, 85 parking spaces are more than sufficient to meet anticipated maximum demand of 75 parking spaces. In addition, by providing ten additional parking spaces above anticipated maximum demand, the project will reduce the time needed for an arriving motorist to find an open space, thus minimizing the number of vehicle-vehicle, vehicle-pedestrian and vehicle-bicycle interactions on site. Moreover, the proposed layout of the parking area will provide for appropriate ingress and egress and appropriate internal circulation. Therefore, the proposed parking supply of 85 spaces would promote the safe³, convenient, and efficient operations of the site.

Conclusions

The results of the parking analysis indicate that the proposed parking supply of 85 spaces would be adequate to accommodate the estimated peak parking demand for the project (75 spaces). While the City Zoning Code suggests a parking supply requirement of 159 spaces, the proposed employee density and shift schedule for the project results in substantially different operating assumptions than those assumed in the Code for the purposes of calculating parking supply requirements. Accordingly, under the provisions of City Zoning Code §20-36.050(C)(b) a reduction of the default parking requirements may be granted as part of the project's conditional use permit process.

This concludes our assessment of the adequacy of the parking supply for the 800 Yolanda Avenue project. Please contact Ian Barnes at (925) 930-7100 if you have any questions.

³ It is noted that multimodal safety is promoted through a combination of factors. Providing sufficient parking supply generally enhances safety by reducing the amount of vehicle circulation on-site. Providing sufficient parking is not a guarantee of multimodal safety on-site.