Traffic Impact Study

3059 Coffey Lane Dispensary Project

City of Santa Rosa

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3059 Coffey Lane Dispensary Project
City of Santa Rosa

TRAFFIC IMPACT STUDY

1) EXECUTIVE SUMMARY

This traffic operations report describes the existing and future conditions for transportation with and without the proposed cannabis dispensary project. The project would be located at 3059 Coffey Lane in the City of Santa Rosa, which has an existing commercial building that is currently being utilized by an engine repair company. The proposed project involves converting the existing commercial building to a 3,520 square foot cannabis dispensary. This study presents information on the regional and local roadway networks that serve the project site, the pedestrian and transit conditions in the area, and provides an analysis of the effects on transportation facilities associated with the project. This study has been conducted in accordance with the requirements and methodologies set forth by the City of Santa Rosa, Caltrans, and the applicable provisions of CEQA.[1] Based on the project's design and a detailed analysis conducted according to the required transportation impact analysis guidelines there would be no significant impacts to traffic operations according to established traffic engineering standards and no off-site traffic or transportation mitigations would be required. Based on the City's adopted transportation analysis policy and CEQA Guidelines section 15064.3(c) the project would not have a significant impact on VMT, subject to approval by the City.

2) PROJECT DESCRIPTION

As noted above, the project site has an existing commercial building that is currently being utilized by an engine repair company. The proposed project involves converting the existing commercial building to a 3,520 square foot cannabis dispensary. The project is proposing to meet the municipal code parking requirements by providing 9 parking spaces in a surface parking lot. **Figure 1** shows the location of the project and the surrounding roadway network. **Figure 2** shows the proposed site plan for the project.

3) ENVIRONMENTAL SETTING

This section of the report describes the roadways, traffic conditions and other existing transportation characteristics in the vicinity of the project. The primary basis of the analysis is the peak hour level of service for the key intersections. Throughout this report, these peak hours will be identified as the AM and PM peak hours.

[1] *Guidance for the Preparation of Traffic Operational Analysis*, Santa Rosa Transportation and Public Works Department, City of Santa Rosa, July 2019.

FIGURE 1 | PROJECT LOCATION
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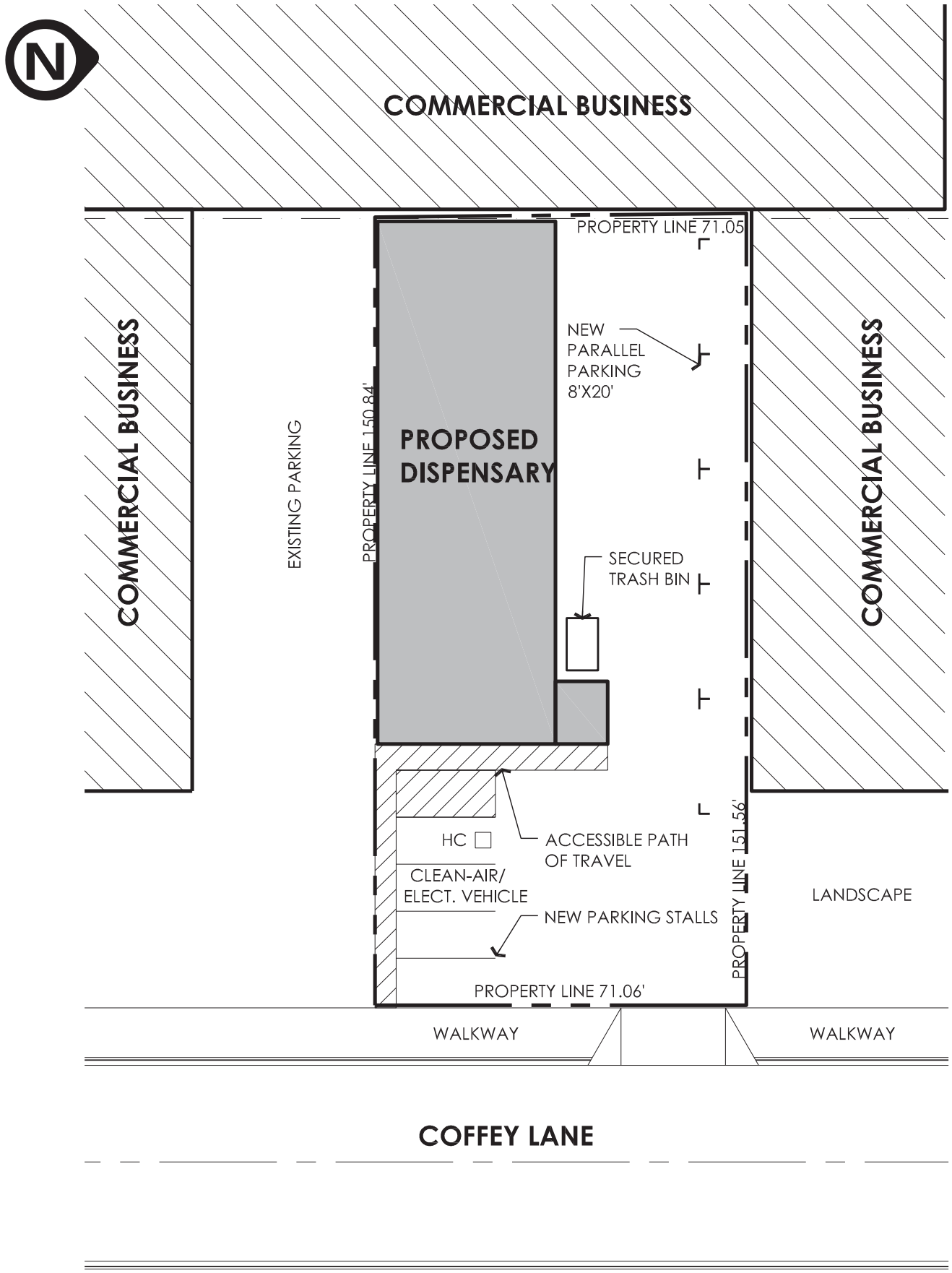

FIGURE 2 | SITE PLAN
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3.1 Project Study Intersections

Based on the project's trip generation and the potential for traffic impacts a list of project study intersections was prepared. **Figure 1** shows the location of the project study intersections. There are four (4) study intersections included in the analysis.

Project Study Intersections

1. *Coffey Lane at Piner Road*
2. *Coffey Lane at Ditty Avenue*
3. *Coffey Lane at the Project Entrance*
4. *Coffey Lane at W. Steele Lane*

3.2 Traffic Analysis Scenarios

The study intersections were evaluated for the following five scenarios:

- Scenario 1: *Existing Conditions* – Level of Service (LOS) based on existing peak hour volumes and existing intersection configurations.
- Scenario 2: *Existing Plus Project* – Existing traffic volumes plus trips from the proposed project.
- Scenario 3: *Baseline (No Project) Conditions* – The Baseline (Year 2022) scenario is based on the existing volumes plus growth in background traffic plus the traffic from all reasonably foreseeable developments that could substantially affect the volumes at the project study intersections. For this analysis it was conservatively assumed that traffic would return to pre-covid levels by 2022 (conservatively assumed to be a 20% increase over the traffic volumes counted in June of 2021).
- Scenario 4: *Baseline Plus Project Conditions* – This scenario is based on the Baseline traffic volumes plus the trips from the proposed project.
- Scenario 5: *Cumulative Conditions* – This scenario includes year 2040 cumulative volumes based on building of the City's General Plan and the Sonoma County Transportation Authority travel demand model.
- Scenario 6: *Cumulative Plus Project Conditions* – This scenario includes year 2040 cumulative plus the trips from the proposed project.

3.3 Existing Roadway Network

As discussed previously, the project location and the surrounding roadways are illustrated in **Figure 1**. The following is a description of the roadways that could be affected by the project:

- **Coffey Lane** – Coffey Lane north-south oriented roadway that provides access to residential, commercial, and office uses in the northwestern area of the City. It extends from Guerneville Road on the south to near US. 101 to the north. It has two lanes and is designated as an arterial street to the north of Ditty Avenue. The posted speed limit is 35 MPH and striped bike lanes are provided on both sides of the street in most areas.

- **Piner Road** – Piner Road is an east-west arterial roadway extending on the west side of the City near Olivet Road east to terminate at Cleveland Avenue. The section of Abel Street between Cleveland Road and Fulton Road includes four travel lanes plus a two-way left-turn lane. West of Fulton Road it becomes two lanes. The speed limit is 40 mph except to the east of Marlow Road where the speed limit is 35 mph.

- **W. Steele Lane** – W. Steele Lane is a two-lane collector road extending east from Marlow Road to Guerneville Road. The speed limit is 30 mph.

- **Ditty Avenue** – Ditty Avenue is an east-west two-lane local residential street extending east from Coffey Lane to Hardies Lane. The speed limit is 25 mph.

3.4 Intersection Analysis Methodology

Existing operational conditions at the four (4) study intersections have been evaluated according to the requirements set forth by the City of Santa Rosa using the methodology in the Traffic Operational Analysis Guidelines (dated July, 2019). Analysis of traffic operations was conducted using the 6th Edition of the *Highway Capacity Manual* (*HCM*) Level of Service (LOS) methodology with Synchro software.[2] Level of service is an expression, in the form of a scale, of the relationship between the capacity of an intersection (or roadway segment) to accommodate the volume of traffic moving through it at any given time. The level of service scale describes traffic flow with six ratings ranging from A to F, with "A" indicating relatively free flow of traffic and "F" indicating stop-and-go traffic characterized by traffic jams. As the amount of traffic moving through a given intersection or roadway segment increases, the traffic flow conditions that motorists experience deteriorate as the capacity of the intersection is reached. Under such conditions relatively small incidents (e.g., momentary engine stall) can cause considerable fluctuations in speeds and delays that lead to traffic congestion. This near-capacity situation is labeled level of service (LOS) E. Beyond LOS E, the intersection or roadway segment capacity has been exceeded, and arriving traffic will exceed the ability of the intersection to accommodate it.

For signalized intersections, The *HCM* methodology determines the capacity of each lane group approaching the intersection. The LOS is then based on average control delay (in seconds per vehicle) for the various movements within the intersection. A combined weighted average

[2] *Highway Capacity Manual – Sixth Edition*, Transportation Research Board, Washington D.C., 2016.

control delay and LOS are presented for the intersection. A summary of the HCM results and copies of the detailed HCM LOS calculations are included in the appendix to this report. **Table 1** summarizes the relationship between LOS, average control delay, and the volume to capacity ratio at signalized intersections.

For unsignalized (all-way stop controlled and two-way stop controlled) intersections, the average control delay and LOS operating conditions are calculated by approach (e.g., northbound) and movement (e.g., northbound left-turn) for those movements that are subject to delay. In general, the operating conditions for unsignalized intersections are presented for the worst approach. **Table 2** summarizes the relationship between LOS and average control delay at unsignalized intersections.

3.5 Existing Conditions Traffic Operations Analysis (Scenario 1)

The existing intersection geometry at each of the project study intersections can be seen in **Figure 3** and the existing traffic volumes at each are presented in **Figure 4.** Traffic counts at the study intersections were conducted in August of 2021. **Table 3** summarizes the associated LOS computation results for the existing weekday AM and PM peak hour conditions. Please note that the corresponding LOS analysis calculation sheets are presented in the *Traffic Analysis Appendix.* As shown in **Table 3**, all of the study intersections currently have acceptable conditions (LOS D or better) during the weekday AM and PM peak hours.

3.6 Pedestrian and Bicycle Facilities

Bicycle paths, lanes and routes are typical examples of bicycle transportation facilities, which are defined by Caltrans as being in one of the following four classes:

Class I – Provides a completely separated facility designed for the exclusive use of bicyclists and pedestrians with crossing points minimized.

Class II – Provides a restricted right-of-way designated lane for the exclusive or semi-exclusive use of bicycles with through travel by motor vehicles or pedestrians prohibited, but with vehicle parking and cross-flows by pedestrians and motorists permitted.

Class III – Provides a route designated by signs or permanent markings and shared with pedestrians and motorists.

Class IV – Provides an adjacent bike lane or bikeway that is physically separated from motor vehicle traffic.

In the immediate project vicinity there are existing bicycle lanes on Coffey Lane as well as sidewalks in most areas, marked crosswalks, and pedestrian signals provided at all nearby signalized intersections.

TABLE 1
SIGNALIZED INTERSECTION LEVEL OF SERVICE DEFINITIONS

Level of Service	Description of Operations	Average Delay (sec/veh)	Volume to Capacity Ratio
A	Insignificant Delays: No approach phase is fully used and no vehicle waits longer than one red indication.	≤ 10	< 0.60
B	Minimal Delays: An occasional approach phase is fully used. Drivers begin to feel restricted.	> 10 to 20	> 0.61 to 0.70
C	Acceptable Delays: Major approach phase may become fully used. Most drivers feel somewhat restricted.	> 20 to 35	> 0.71 to 0.80
D	Tolerable Delays: Drivers may wait through no more than one red indication. Queues may develop but dissipate rapidly without excessive delays.	> 35 to 55	> 0.81 to 0.90
E	Significant Delays: Volumes approaching capacity. Vehicles may wait through several signal cycles and long vehicle queues from upstream.	> 55 to 80	> 0.91 to 1.00
F	Excessive Delays: Represents conditions at capacity, with extremely long delays. Queues may block upstream intersections.	> 80	> 1.00

SOURCES: 2010 *Highway Capacity Manual*, Transportation Research Board, 2011. *Technical Procedures Update,* Contra Costa Transportation Authority, January 16, 2013.

TABLE 2
UNSIGNALIZED INTERSECTION LEVEL OF SERVICE DEFINITIONS

Level of Service	Description of Operations	Average Delay (seconds/vehicle)
A	No delay for stop-controlled approaches.	0 to 10
B	Operations with minor delays.	> 10 to 15
C	Operations with moderate delays.	> 15 to 25
D	Operations with some delays.	> 25 to 35
E	Operations with high delays and long queues.	> 35 to 50
F	Operation with extreme congestion, with very high delays and long queues unacceptable to most drivers.	> 50

SOURCE: 2010 *Highway Capacity Manual*, Transportation Research Board, 2011.

FIGURE 3 | EXISTING LANE CONFIGURATIONS

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City of Santa Rosa

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FIGURE 4 | EXISTING AM(PM) PEAK HOUR TRAFFIC VOLUMES

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City of Santa Rosa

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TABLE 3
EXISTING INTERSECTION LEVEL OF SERVICE CONDITIONS

	INTERSECTION	CONTROL	PEAK HOUR	EXISTING	
				Delay	LOS
1	COFFEY LANE & PINER ROAD	Signalized	AM	19.9	B
			PM	31.4	C
2	COFFEY LANE & DIFFY AVENUE	All Way Stop	AM	8.8	A
			PM	9.6	A
3	COFFEY LANE & PROJECT ACCESS	Side Street Stop	AM	N/A	N/A
			PM	N/A	N/A
4	COFFEY LANE & W STEELE LANE	Signalized	AM	11.2	B
			PM	15.0	B

SOURCE: Abrams Associates, 2021

NOTES: HCM LOS results are presented in terms of average intersection delay in seconds per vehicle. For stop-controlled intersections the results for the worst side street approach are presented.

3.7 Transit Service

Three public transit operators provide service within or adjacent to the study area. These include SMART, Santa Rosa CityBus, and Sonoma County Transit. These operators are described below.

Sonoma Marin Area Rail Transit (SMART) – Sonoma-Marin Area Rail Transit (SMART) is the Bay Area's newest passenger rail service providing a safe, reliable and congestion-free transportation option for Marin and Sonoma counties. The current 45-mile system includes stations in the Sonoma County Airport area, Santa Rosa, Rohnert Park, Cotati, Petaluma, Novato, San Rafael, and Larkspur. SMART's rail service includes a Windsor extension, which is slated to open by the end of 2021. The Santa Rosa North station, which is located about three quarters of a mile from the proposed project, serves north Santa Rosa and the surrounding area and has trains running with approximately one-hour headways between 5:00 a.m. and 8:00 p.m.

Santa Rosa CityBus – Santa Rosa CityBus provides fixed route bus service within the City of Santa Rosa. CityBus Route 10 provides fixed service between the Santa Rosa Transit Mall and the Hopper Avenue area to the north. Weekday service operates Monday through Friday with approximately one-hour headways between 6:00 a.m. and 8:00 p.m. Weekend service operates Saturday and Sunday with approximately one-hour headways between 7:45 a.m. and 4:30 p.m. The nearest bus stops are less than 100 feet from the project site.

Sonoma County Transit (SCT) – Sonoma County Transit (SCT) provides regional bus service throughout Sonoma County and within the City of Santa Rosa. SCT Routes 20, 30, 44, and 48 have stops at the Coddingtown Mall, located just over three quarters of a mile from the site. Weekday service operates Monday through Friday with approximately one-hour headways between 6:00 a.m. and 8:00 p.m. The routes provide connections to regional bus service serving Cloverdale to the north and Petaluma to the south.

4) REGULATORY CONTEXT

Existing policies, laws and regulations that apply to the proposed project are summarized below.

4.1 State

The California Department of Transportation (Caltrans) has jurisdiction over State highways. Therefore, Caltrans controls all construction, modification, and maintenance of State highways, such as I-880. Any improvements to these roadways would require Caltrans' approval. The Guide for the Preparation of Traffic Impact Studies provides consistent guidance for Caltrans staff who review local development and land use change proposals. The Guide also informs local agencies about the information needed for Caltrans to analyze the traffic impacts to state highway facilities which include freeway segments, on- or off-ramps, and signalized intersections.

4.2 Local

Santa Rosa General Plan - The Transportation and Circulation Element included in the Santa Rosa General Plan was prepared pursuant to Section 65302(b) of the California Government Code. The Transportation and Circulation Element addresses the location and extent of existing and planned transportation routes, terminals, and other local public utilities and facilities. The General Plan identifies roadway and transit goals and policies that have been adopted to ensure that the transportation system of the City will have adequate capacity to serve planned growth. These goals and policies are intended to provide a plan and implementation measures for an integrated, multi-modal transportation system that will safely and efficiently meet the transportation needs of all economic and social segments of the City.

4.3 Significance Criteria

The goal of the City of Santa Rosa is to maintain Level of Service (LOS) D during the peak hours, with some exceptions granted, subject to City approval. Project-related operational impacts on the City's intersections are considered significant if project-related traffic causes the Level of Service (LOS) rating to deteriorate from LOS D or better to LOS E or F, or from LOS E to LOS F. If a signalized intersection(s) is operating unacceptably before the addition of project trips, it would be considered an operational impact if the project increases the average vehicle delay at the intersection by more than 5.0 seconds. It is also considered a significant impact if the project generates 20 pedestrians or more in any single hour at an unsignalized intersection, a mid-block crossing, or at a location where no crossing has been established. In addition, according to CEQA guidelines and the City's Transportation Analysis Policy, a project would have a significant impact if it would:

- Conflict with a plan, ordinance or policy establishing measures of effectiveness for the performance of the circulation system, including transit, roadway, bicycle and pedestrian facilities?
- Would the project conflict with or be inconsistent with CEQA Guidelines Section 15064.3 subdivision (b)?
- Substantially increase hazards due to a geometric design feature (e.g., sharp curves or dangerous intersections) or incompatible uses (e.g. farm equipment).
- Result in inadequate emergency vehicle access.

5) IMPACTS AND MITIGATION MEASURES

5.1 Project Trip Generation

The vehicle trip generation for the project is shown in **Table 4**. The trip generation rates are based on the ITE rates for a marijuana dispensary (Land Use 882) and a specialty trade contractor (Land Use 180) taken from the 10th Edition of the Institute of Transportation Engineers (ITE) Trip Generation Manual. The traffic from the existing engine repair company has been subtracted from the project trip generation, as shown in **Table 4**, to account for its removal. Based on the trip generation forecasts the project would generate an increase in traffic of about 31 new vehicle trips during the AM peak hour and 70 trips during the PM peak hour. The trips generated by this proposed development are estimated for the peak commute hours which represent the peak of adjacent street traffic. Please note that no reductions were taken to account for the potential for pass-by traffic or the use of alternative transportation.

TABLE 1
TRIP GENERATION CALCULATIONS

Land Use	ITE Code	Size	ADT	AM Peak Hour			PM Peak Hour		
				In	Out	Total	In	Out	Total
ITE Dispensary Trip Rates - Trips per Square Foot	882		252.7	5.85	4.59	10.44	10.91	10.92	21.83
Dispensary Trip Generation		3,520 sq. ft.	890	21	16	37	38	39	77
ITE Specialty Trade Contractor Trip Rates - Trips per Square Foot	180		10.22	1.21	0.45	1.66	0.63	1.34	1.97
Existing Site Trip Generation		3,520 sq. ft.	36	4	2	6	2	5	7
Net New Trip Generation for the Proposed Project			**854**	**17**	**14**	**31**	**36**	**34**	**70**

SOURCE: ITE Trip Generation, 10th Edition, 2018

5.2 Project Trip Distribution

The trip distribution assumptions have been based on the project's proximity to freeway interchanges, the existing directional split at nearby intersections, and the overall land use patterns in the area. **Figure 5** shows the project traffic that would be added at each of the study intersections.

5.3 Existing Plus Project Traffic Operations Analysis (Scenario 2)

This scenario evaluates the existing conditions with the addition of traffic from the proposed project. The traffic volumes for each of the study intersections for the Existing Plus Project scenario are shown in **Figure 6**. The capacity calculations for the Existing Plus Project scenario are shown in **Table 5**. The corresponding LOS analysis calculation sheets are presented in the Traffic Analysis Appendix. As shown in **Table 5**, all of the existing project study intersections currently have acceptable operations during the weekday AM and PM peak hours.

TABLE 5
EXISTING PLUS PROJECT INTERSECTION LEVEL OF SERVICE CONDITIONS

	INTERSECTION	CONTROL	PEAK HOUR	EXISTING		EXISTING PLUS PROJECT	
				Delay	LOS	Delay	LOS
1	COFFEY LANE & PINER ROAD	Signalized	AM	19.9	B	20.2	C
			PM	31.4	C	33.2	C
2	COFFEY LANE & DIFFY AVENUE	All Way Stop	AM	8.8	A	8.9	A
			PM	9.6	A	9.9	A
3	COFFEY LANE & PROJECT ACCESS	Side Street Stop	AM	N/A	N/A	10.0	B
			PM	N/A	N/A	11.6	B
4	COFFEY LANE & W STEELE LANE	Signalized	AM	11.2	B	11.3	B
			PM	15.0	B	15.5	B

SOURCE: Abrams Associates, 2021

NOTES: HCM LOS results are presented in terms of average intersection delay in seconds per vehicle. For stop-controlled intersections the results for the worst side street approach are presented.

5.4 Baseline Traffic Operations Analysis (Scenario 3)

The Baseline scenario evaluates the existing conditions with the addition of traffic from reasonably foreseeable projects in the area and general baseline growth in traffic. For this analysis the baseline volumes were developed based on the assumption that the project completion and full occupancy date would be 2022 with a conservative assumption that the traffic volumes in the study area will have returned to pre-covid levels. This was conservatively calculated to be a 36% increase over the traffic volumes counted in August of 2021 based on traffic counts conducted by the City in March of 2017. The traffic volumes for each of the study intersections for the Baseline scenario are shown in **Figure 7**. **Table 6** summarizes the associated LOS computation results for the Baseline weekday AM and PM peak hour conditions.

FIGURE 5 | PROJECT AM(PM) PEAK HOUR TRIPS

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3059 Coffey Lane Dispensary Project

City of Santa Rosa

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FIGURE 6 | EXISTING PLUS PROJECT AM(PM) PEAK HOUR TRAFFIC VOLUMES

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3059 Coffey Lane Dispensary

City of Santa Rosa

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FIGURE 7 | BASELINE AM(PM) PEAK HOUR TRAFFIC VOLUMES

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3059 Coffey Lane Dispensary

City of Santa Rosa

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TABLE 6
BASELINE PLUS PROJECT INTERSECTION LEVEL OF SERVICE CONDITIONS

INTERSECTION		CONTROL	PEAK HOUR	BASELINE		BASELINE PLUS PROJECT		DELTA
				Delay	LOS	Delay	LOS	
1	COFFEY LANE & PINER ROAD	Signalized	AM	39.2	D	40.5	D	1.3
			PM	**65.2**	**E**	**67.3**	**E**	2.1
2	COFFEY LANE & DIFFY AVENUE	All Way Stop	AM	10.1	B	10.3	B	0.2
			PM	12.2	B	12.8	B	0.6
3	COFFEY LANE & PROJECT ACCESS	Side Street Stop	AM	N/A	N/A	10.7	B	10.7
			PM	N/A	N/A	13.2	B	13.2
4	COFFEY LANE & W STEELE LANE	Signalized	AM	13.4	B	13.5	B	0.1
			PM	18.2	B	18.9	B	0.7

SOURCE: Abrams Associates, 2021

NOTES: HCM LOS results are presented in terms of average intersection delay in seconds per vehicle. For stop-controlled intersections the results for the worst side street approach are presented.

5.5 Baseline *Plus Project* Traffic Operations Analysis (Scenario 4)

The Baseline plus proposed project traffic forecasts were developed by adding traffic from proposed project to the baseline traffic volumes. The traffic volumes for each of the study intersections for the Baseline Plus Project scenario are shown in **Figure 8**. **Table 6** summarizes the LOS results for the Baseline and Baseline Plus Project weekday AM and PM peak hour conditions. The corresponding LOS analysis calculation sheets are presented in the appendix. As shown in **Table 6**, all of the study intersections would continue to have acceptable conditions (LOS D or better) under the Baseline Plus Project scenario during the weekday AM and PM peak hours with the exception of the intersection of Coffey Lane and Piner Road which would is forecast to operate at LOS E with or without implementation of the proposed project. However, the project would increase the average delay by less than five seconds and therefore the addition of project traffic would not be considered a significant impact according to City standards.

5.6 Internal Circulation, Safety, and Queuing

Internal Circulation - No internal site circulation or access issues have been identified that would cause a traffic safety problem or any unusual traffic congestion or delay. In general, the project was not found to cause (or substantially increase) any safety hazards due to any design features or incompatible uses.

Safety - Although the project would increase vehicle and pedestrian traffic in the project vicinity it is not expected to significantly impact or change the design of any existing facilities or create any new safety problems in the area. Based on the established significance criteria the project's impacts on transportation safety would be less than significant and no mitigation would be required.

FIGURE 8 | BASELINE PLUS PROJECT AM(PM) PEAK HOUR TRAFFIC VOLUMES

TRAFFIC IMPACT STUDY

3059 Coffey Lane Dispensary

City of Santa Rosa

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Queuing – A review of the 95th percentile queue length for turn pockets at the project study intersection identified no problems, with the exception of the intersection of Coffey Lane at Piner Road. At this intersection the Synchro analysis indicates the eastbound and westbound left turn pockets could exceed the available storage during the PM peak hour. However, the proposed project would not be forecast to substantially change the queues and the turn pockets would be forecast to exceed the available storage regardless of whether or not the proposed project is implemented.

5.7 Pedestrian and Bicycle Impacts

Beyond the threshold of the addition of more than 20 pedestrians at an unsignalized intersection or crossing (which the project does not meet) the City does not have level of service standards for pedestrian or bicycle facilities. Nevertheless, use of existing facilities by the users of the project would not be expected to overcrowd those facilities or decrease their performance or safety. The proposed project would not significantly impact or change the design of any existing pedestrian facilities and should not create any new safety problems for pedestrians or bicyclists in the area. The project will add some bicyclists in the area but the volumes added would not be expected to significantly impact any existing bicycle facilities. In relation to the existing conditions, the proposed project would not cause substantial changes to the pedestrian or bicycle traffic in the area and would not significantly impact or require changes to the design of any existing bicycle or pedestrian facilities.

5.8 Transit Impacts

The project would not result in degradation of the level of service (or a significant increase in delay) on any roadway segments currently being utilized by bus transit in the area and, as such, no significant impacts to bus transit are expected. The proposed project would not interfere with SMART or any existing bus routes and would not remove or relocate any existing bus stops. The proposed project could potentially help support existing transit services with additional transit ridership and would not conflict with any transit plans or goals of SMART, CityBus, or Sonoma County Transit. As a result, the project would not be expected to result in any significant impacts to bus transit service in the area.

5.9 Vehicle Miles Traveled

One performance measure that can be used to quantify the transportation impacts of a project is vehicle miles traveled (VMT). This section presents the extent of the VMT-related transportation impacts caused by the Project. The City has adopted a new transportation analysis policy that specifies vehicle miles traveled as the new metric for evaluating transportation impacts, and therefore a project's effect on automobile delay shall no longer constitute a significant impact. Because VMT is a relatively new method for measuring transportation impacts under CEQA, less data exists to estimate VMT than trip generation based on use and location. VMT is typically estimated using an area-wide travel demand model from a regional transportation agency that calculates VMT based on the number of vehicles multiplied by the typical distance

traveled by each vehicle originating from or driving to a certain area.

VMT is a particularly useful metric for evaluating the impacts of growth on greenhouse gas (GHG) emissions because it can be used to estimate fuel consumption by motor vehicles. Increases in VMT cause proportional increases in greenhouse gas emissions and air pollution. The Office of Planning and Research (OPR) released their final proposed Guidelines in a Technical Advisory on Evaluating Transportation Impacts in CEQA, dated December 2018. The Technical Advisory specifies that "*By adding retail opportunities into the urban fabric and thereby improving retail destination proximity, local-serving retail development tends to shorten trips and reduce VMT. Thus, lead agencies generally may presume such development creates a less-than-significant transportation impact. Regional-serving retail development, on the other hand, which can lead to substitution of longer trips for shorter ones, may tend to have a significant impact.*"

The policy also states "*Because lead agencies will best understand their own communities and the likely travel behaviors of future project users, they are likely in the best position to decide when a project will likely be local-serving. Generally, however, retail development including stores larger than 50,000 square feet might be considered regional-serving, and so lead agencies should undertake an analysis to determine whether the project might increase or decrease VMT.*" The project would not add any building space and would create only 3,520 square feet of new retail space and therefore, subject to City approval, this project would be considered to have a less than significant impact on the VMT in the area.

5.10 Cumulative Traffic Operations Analysis (Scenario 5)

For the cumulative conditions, the intersection traffic volumes were based on the existing turning movements plus incremental growth in background traffic based on the VTA's traffic forecasting model. **Figure 9** presents the cumulative build-out traffic volumes for the project study intersections. **Table 8** summarizes the LOS results for the Cumulative (Year 2040) traffic conditions at each of the project study intersections. As shown on this table, the project study intersections would continue to have acceptable conditions during the weekday AM and PM peak commute hours with the exception of the intersection of Coffey Lane and Piner Road which would is forecast to operate at LOS F under cumulative buildout conditions.

FIGURE 9 | CUMULATIVE AM(PM) PEAK HOUR TRAFFIC VOLUMES
TRAFFIC IMPACT STUDY
3059 Coffey Lane Dispensary
City of Santa Rosa

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TABLE 8
CUMULATIVE PLUS PROJECT INTERSECTION LEVEL OF SERVICE CONDITIONS

INTERSECTION		CONTROL	PEAK HOUR	CUMULATIVE		CUMULATIVE PLUS PROJECT		DELTA
				Delay	LOS	Delay	LOS	
1	COFFEY LANE & PINER ROAD	Signalized	AM	51.9	D	53.4	D	1.5
			PM	**81.3**	**F**	**85.4**	**F**	4.1
2	COFFEY LANE & DIFFY AVENUE	All Way Stop	AM	10.8	B	10.9	B	0.1
			PM	13.6	B	14.5	B	0.9
3	COFFEY LANE & PROJECT ACCESS	Side Street Stop	AM	0.0	NA	11.0	B	11.0
			PM	0.0	NA	13.8	B	13.8
4	COFFEY LANE & W STEELE LANE	Signalized	AM	14.2	B	14.3	B	0.1
			PM	20.3	C	21.4	C	1.1

SOURCE: Abrams Associates, 2021

NOTES: HCM LOS results are presented in terms of average intersection delay in seconds per vehicle. For stop-controlled intersections the results for the worst side street approach are presented.

5.11 Cumulative Plus Project Traffic Operations Analysis (Scenario 6)

Figure 10 presents the cumulative build-out traffic volumes including the traffic from the proposed project**. Table 8** summarizes the LOS results for the Cumulative Plus Project (Year 2040) traffic conditions at each of the project study intersection. As shown on this table, the project study intersections would continue to have acceptable conditions during the weekday AM and PM peak commute hours with the exception of the intersection of Coffey Lane and Piner Road which would is forecast to operate at LOS F under cumulative buildout conditions, regardless of whether or not the proposed project is implemented. However, the project would increase the average delay by less than five seconds and therefore the addition of project traffic would not be considered a significant impact according to City standards.

5.12 Impacts and Mitigation Measures

Based on the project's design and a detailed analysis conducted according to the required guidelines there would be no significant transportation impacts according to established traffic engineering standards and no off-site traffic or transportation mitigations would be required.

Impact #1 Impacts related to conflicts with adopted policies, plans, or programs regarding public transit, bicycle, or pedestrian facilities, or potential decreases to the performance or safety of such facilities.

The project would not result in degradation of the level of service (or a significant increase in delay) on any roadway segments currently being utilized by bus transit in the area and would not increase ridership beyond existing capacity. As such, no significant impacts to transit would be expected to occur. In addition, the proposed project would not significantly impact or change the design of any existing

FIGURE 10 | CUMULATIVE PLUS PROJECT AM(PM) PEAK HOUR TRAFFIC VOLUMES
TRAFFIC IMPACT STUDY
3059 Coffey Lane Dispensary
City of Santa Rosa

Abrams Associates
TRAFFIC ENGINEERING, INC.

pedestrian facilities and would not create any new safety problems for pedestrians in the area. The project will add some bicyclists in the area but the volumes added would not be expected to significantly impact any existing bicycle facilities. In relation to the existing conditions, the proposed project would not cause substantial changes to the pedestrian or bicycle traffic in the area and would not significantly impact or require changes to the design of any existing bicycle or pedestrian facilities.

Mitigation Measure(s)
None required.

Impact #2 Impacts relating to construction activities

The increase in traffic as a result of construction activities associated with the proposed project has been quantified assuming a worst-case single phase construction period of 6 months.

Employees

The weekday work is expected to begin around 7:00 AM and end around 4:00 PM. The construction worker arrival peak would occur between 6:30 AM and 7:30 AM, and the departure peak would occur between 4:00 PM and 5:00 PM. These peak hours are slightly before the citywide commute peaks. It should be noted that the number of trips generated during construction would not only be temporary, but would also be substantially less than the proposed project at buildout. Based on past construction of similar projects, construction workers could require parking for up to 10 vehicles during the peak construction period.

Additionally, deliveries, visits, and other activities may generate peak non-worker parking demand of 5 to trucks and automobiles per day. Therefore, up to 15 vehicle parking spaces may be required during the peak construction period for the construction employees, visitors, and deliveries. Furthermore, the Traffic Control Plan requires construction employee parking be provided on the project site whenever possible to eliminate conflicts with nearby residential areas. Because the construction of the project can be staggered so that the majority of construction worker parking demand can be met by using on-site parking, the impacts of construction-related employee traffic and parking are considered less-than-significant.

Traffic Control Plan

The Traffic Control Plan would indicate how parking for construction workers would be provided during construction and ensure a safe flow of traffic in the project area during construction. This analysis assumed construction of the entire project in one

phase to identify the potential worst-case traffic effects. If the project is built in phases over time, the effects of each phase will be the same or less. Each phase will be subject to a Traffic Control Plan and oversight by the City Engineer. The last phase may require added worker parking measures, depending on the circumstances, as there will not be any remaining vacant land for parking. Therefore, the demolition and construction activities associated with the proposed project or its individual phases would not lead to noticeable congestion in the vicinity of the site or the perception of decreased traffic safety resulting in a ***less-than-significant*** impact.

Mitigation Measure(s)
None required.

Impact #3 Impacts related to site access and circulation.

The proposed project would have one access driveway for patrons and employees. With the proposed stop-controlled exit for the project the driveway would be forecast to have acceptable operations. Based on a review of the proposed site plan it was determined that the site circulation should function well and would not cause any safety or operational problems. The project site design has been required to conform to City design standards and is not expected to create any significant impacts to pedestrians, bicyclists or traffic operations. Therefore, impacts related to access and circulation to the proposed project would be ***less-than-significant*** with implementation of the following mitigation measure.

Mitigation Measure(s)
None required.

Impact #4 Impacts regarding emergency vehicle access on and surrounding the proposed project site.

Sufficient emergency access is determined by factors such as number of access points, roadway width, and proximity to fire stations. The land use plan for the proposed project would include an access driveway on Coffey Lane. All lane widths within the project would meet the minimum width that can accommodate an emergency vehicle. In addition, the addition of traffic from project traffic would not result in any significant changes to emergency vehicle response times in the area. Therefore, subject to approval from the City and the fire department, the development of the proposed project is expected to have ***less-than-significant*** impacts regarding emergency vehicle access.

Mitigation Measure(s)
None required.