



City of Sonoma Planning Commission **AGENDA**

Regular Meeting of August 11, 2016 -- 6:30 PM
Community Meeting Room, 177 First Street West
Sonoma, CA 95476

Meeting Length: No new items will be heard by the Planning Commission after 10:30 PM, unless the Commission, by majority vote, specifically decides to continue reviewing items. If an item is not heard due to the length of the meeting, the Commission will attempt to schedule a special meeting for the following week. If a special meeting is necessary, potential dates will be established at the close of this meeting, and a date set as soon as possible thereafter.

CALL TO ORDER – Chair, Robert Felder

Commissioners: Michael Coleman
James Cribb
Mary Sek
Ron Wellander
Bill Willers
Robert McDonald (Alternate)

*Be Courteous - **TURN OFF** your cell phones and pagers while the meeting is in session.*

PLEDGE OF ALLEGIANCE

COMMENTS FROM THE PUBLIC: Presentations by audience members on items not appearing on the agenda.

MINUTES: Minutes from the meeting of July 14, 2016.

CORRESPONDENCE

ITEM #1 – STUDY SESSION

REQUEST:

Study session on a proposal to construct a Safeway gas station and expand the Safeway, in conjunction with associated circulation and parking lot upgrades.

Applicant/Property Owner:

Safeway, Inc.

Staff: David Goodison

Project Location:

477 West Napa Street

General Plan Designation:

Commercial (C)

Zoning:

Planning Area:

West Napa/Sonoma Corridor

Base: Commercial (C)

Overlay: None

RECOMMENDED ACTION:

Provide direction to applicant.

ITEM #2 – DISCUSSION

ISSUE:

Housing issues – Second units and junior second units, including presentation by Lilypad Homes.

Staff: David Goodison

RECOMMENDED ACTION:

Discuss.

CEQA Status:

Not applicable

ITEM #3 – PUBLIC HEARING

ISSUE:

Continued review of the Circulation Element Update, including consideration of adopting a Negative Declaration.

Staff: David Goodison

RECOMMENDED ACTION:

Recommend adoption to the City Council.

CEQA Status:

Negative declaration.

ITEM #4 – DISCUSSION**RECOMMENDED ACTION:****ISSUE:**

Noticing procedures for public hearings.

Maintain current procedures.

Staff: David Goodison

CEQA Status:

Not applicable

ISSUES UPDATE**COMMENTS FROM THE COMMISSION****COMMENTS FROM THE AUDIENCE****ADJOURNMENT**

I do hereby certify that a copy of the foregoing agenda was posted on the City Hall bulletin board on August 5, 2016.

CRISTINA MORRIS, ADMINISTRATIVE ASSISTANT

Rights of Appeal: Any decision of the Planning Commission may be appealed to the City Council. Appeals must be filed with the City Clerk within fifteen (15) calendar days following the Planning Commission's decision, unless the fifteenth day falls on a weekend or a holiday, in which case the appeal period ends at the close of the next working day at City Hall. Appeals must be made in writing and must clearly state the reason for the appeal. Appeals will be set for hearing before the City Council on the earliest available agenda. A fee is charged for appeals.

Copies of all staff reports and documents subject to disclosure that relate to any item of business referred to on the agenda are available for public inspection the Monday before each regularly scheduled meeting at City Hall, located at No. 1 The Plaza, Sonoma CA, (707) 938-3681. Any documents subject to disclosure that are provided to all, or a majority of all, of the members of the Planning Commission regarding any item on this agenda after the agenda has been distributed will be made available for inspection at the Administrative Assistant office, No. 1 The Plaza, Sonoma CA during regular business hours.

If you challenge the action of the Planning Commission in court, you may be limited to raising only those issues you or someone else raised at the public hearing described on the agenda, or in written correspondence delivered to the Administrative Assistant, at or prior to the public hearing.

In accordance with the Americans with Disabilities Act, if you need special assistance to participate in this meeting, please contact the City Clerk (707) 933-2216. Notification 48-hours before the meeting will enable the City to make reasonable arrangements to ensure accessibility to this meeting.

**CITY OF SONOMA
PLANNING COMMISSION
REGULAR MEETING
July 14, 2016**

Community Meeting Room, 177 First Street West, Sonoma, CA

Draft MINUTES

Chair Felder called the meeting to order at 6:30 p.m.

Roll Call:

Present: Chair Felder, Comms. Wellander, Cribb, Willers, Sek, Coleman, McDonald (Alternate)

Absent: Comm. Roberson

Others

Present: Planning Director Goodison, Associate Planner Atkins, Administrative Assistant Morris

Chair Felder stated that no new items would be heard after 10:30 p.m. unless the Planning Commission so decides. Any decisions made by the Planning Commission can be appealed within 15 days to the City Council. He reminded everyone to turn off cell phones and pagers. Comm. Sek led the Pledge of Allegiance.

COMMENTS FROM THE PUBLIC: Karin Skooglund, resident, (126 Blue Wing Drive), expressed concern about the prospective First Street East development as she believes it will create serious negative impacts in that neighborhood. She will oppose any commercial component if a mixed use project is submitted as a formal application.

Lynda Corrado, resident, stated that traffic circulation and parking will be problematic if the First Street East development is pursued.

APPROVAL OF MINUTES: Comm. Willers made a motion to approve the minutes of June 9, 2016, with corrections. Comm. Cribb seconded. The motion was unanimously approved (6-0). (Chair Felder and Comm. McDonald abstained).

CHANGES TO AGENDA ORDER: None

CORRESPONDENCE: The Planning Director reviewed late correspondence submitted after the distribution of the agenda packet.

Item #1 – Consent Calendar – Request for a one-year extension to the Use Permit allowing a multi-tenant marketplace, including restaurant uses for the Sonoma Cheese Factory at 2 West Spain Street (Applicant: Viviani Trust).

Comm. Cribb made a motion to approve the one-year extension to the Use Permit. Comm. Willers seconded. The motion was unanimously approved (7-0).

Item 2 – Public Hearing – Consideration of an Exception to the height standards and rear yard setback requirements to legalize an existing accessory structure located in the rear yard of a residential property at 458 East MacArthur Street.

Applicant/Property Owner: Robert Baumann & Associates/Leslie Carlson

Comm. Cribb recused due to conflict of interest and left the room.

Associate Planner Atkins presented staff's report.

Chair Felder opened the item for public comment.

Robert Baumann, project architect, explained that the application was the result of the property owner receiving a Notice of Violation issued by the Building Department. He conveyed that financial constraints prevented the property owner from upgrading the structure as a second unit. Instead, the property owner proposes to correct the Building Code deficiencies and retain the building as a guest house.

Chair Felder asked if a kitchen will be added.

Mr. Baumann responded that the building currently contains a kitchen, but it will be removed, and any other changes made will be in conformance with the Building Code.

Comm. Coleman asked about the age of the homeowner and costs projected for the demolition and renovation.

Mr. Baumann responded that he did not know his client's age and the estimated demolition cost range is between \$8,000 and \$10,000 and the costs to upgrade the existing structure is between \$25,000 and \$35,000.

Patty Daffurn, neighbor, felt the existing structure should be grandfathered-in since it provides an opportunity for housing for a small household, seniors, or the working force.

Chair Felder closed the item for public comment.

Comm. Willers confirmed with staff that the accessory structure was built without a building permit.

Chair Felder asked Mr. Baumann to re-approach the dais, as there were additional questions on the part of the Commission.

Robert Baumann explained that the 120 square foot structure (built by the previous owner in 2004) initially did not require a building permit. He understood that modifications to the structure require a building permit.

Comm. Wellander conducted a site visit and expressed reservations about the 8-foot fence since it appeared imposing.

Comms. McDonald and Coleman agreed with Comm. Wellander's comments that the proposed fence height suggested in the draft conditions of approval is unnecessary.

Comm. Coleman asked whether it would be possible to approve the structures as constructed.

Chair Felder confirmed with Planning Director Goodison that a portion of the structure must be removed as otherwise it would exceed the 600 square foot standard for a guest room and it is not financially feasible for the applicant to renovate the structure as a second unit.

Staff clarified that reference to an 8-foot solid fence in the draft conditions of approval should be 7-foot solid plus 1 foot of non-solid fencing.

Comm. Sek did not have an opportunity to visit the site. She appreciated the owner working with the Building Department to correct deficiencies.

Comm. Willers stated that he supported allowing the two exceptions as he felt that the renovated structure would be compatible with its surroundings. In his view, the existing landscaping along the property line was a sufficient screen and he did not feel that a new fence was necessary.

Comm. Willers made a motion to approve the two exceptions as submitted with amended conditions of approval to remove the requirement for additional fencing. Comm. McDonald seconded. The motion was unanimously approved (6-0).

Comm. Cribb returned to the dais.

Item 3 – Public Hearing – Consideration of a Use Permit to convert a building into a vacation rental unit at 450 Fifth Street West.

Applicant/Property Owner: Ryan Martin

Associate Planner Atkins presented staff's report.

Chair Felder opened the item for public comment.

Ryan Martin, property owner, felt the location is not ideal for a full-time rental, given the adjoining commercial uses, but more appropriate as a vacation rental. He will hire a property manager to oversee. He canvassed the neighborhood and said the commercial tenants in the Sonoma Valley Center supported the vacation rental use.

Jim Bohar, resident in the Historic Overlay Zone, is concerned with the intrusion of commercial uses in the residential districts. He did not support the vacation rental use since in his view the home is ideal for a working family as a long-term rental. Mr. Bohar confirmed with staff that public notices are sent to all property owners and tenants within a 500-foot radius.

Jean Marsh, resident at 472 Church Street, was notified of the public hearing from the mailer. She supported the request since she viewed the neighborhood as mainly a commercial district instead of exclusively residential. She is of the opinion that property owners should be allowed to generate income from their homes.

Chair Felder closed the item for public comment.

Comm. Willers stated that he opposed the conversion of the property to a vacation rental because it removed much needed housing inventory. In his view, the location is well-suited for a long-term rental.

Comm. Cribb indicated that he was inclined to support the application as the building has not been in the housing stock for a long time.

Comm. Coleman expressed the view that the location was appropriate for a long-term rental. He concurred with Comm. Willers and opposed. He asked about the City's public notice procedures and suggested that a larger radius for mailings should be considered.

Planning Director Goodison said public noticing for meetings exceed State standards.

Comm. Sek opposed the proposal as the unit had never been legally converted to a commercial use.

Comm. McDonald recognized the increased demand for affordable housing and is concerned with vacation rental conversions replacing rental housing units.

Comm. Wellander opposed the application and felt the house should remain a conventional rental.

Comm. McDonald confirmed with staff that the applicant could apply for a Use Permit for a commercial use on the property, as had been done with the adjoining parcel on the south.

Chair Felder agreed with his fellow commissioners. He opposed the change since it would take away a housing site. He is concerned with the town transforming into a more transient community as a result of the increase in vacation rentals in recent years.

Comm. Willers made a motion to deny the Use Permit to convert a building into a vacation rental unit as submitted. Comm. Wellander seconded. The motion was approved on a vote of 6-1. Roll Call Vote: Ayes: Comms. Wellander, McDonald, Willers, Coleman, Sek, Chair Felder
Noes: Comm. Cribb.

Item 4: Public Hearing: Review of Draft Downtown Sonoma Preservation Design Guidelines

Associate Planner Atkins presented staff's report.

Presenters: Christina Dikas and Ruth Todd representing Page & Turnbull

Christina Dikas, Page and Turnbull, reviewed the draft guidelines and discussed the process used in developing them.

Comm. Cribb asked how the boundaries of the of Downtown District were originally defined.

Planning Director Goodison replied that the Downtown District was established when the Planning Commission adopted the Development Code. He explained that the boundaries of the individual districts were created through a lengthy public review process.

Comm. Coleman confirmed with Planning Director Goodison that the new guidelines do not substitute for the commission review that considers individual circumstances of a property.

Planning Director Goodison said the guidelines are not a vehicle for amending the FAR.

Chair Felder opened the item for public comment.

Mary Martinez, representing Johanna Patri, suggested that the guidelines consider FAR and could be incorporated into the Development Code and General Plan. She recommended the consultant compare guidelines in other California historic cities such as Pasadena and Santa Barbara. She recommended more time to review and suggested a new title could be "Downtown Sonoma Historic Preservation Guidelines".

Patricia Cullinan, resident, agreed with Johanna Patri's comments in her letter and felt the design guidelines are a unique opportunity to make a contribution to the future character of Sonoma but need more study before adopting.

Robert Demler, resident, is disappointed that it is not practical to have the public review all the late mail in advance of the meeting since speakers reference the contents. For example, the detailed letter received from Johanna Patri.

Gina Cuclis, Sonoma valley resident/former planning commissioner, appreciated the progress made in developing Downtown Design Guidelines. She was an early proponent for having City design guidelines for more clarity in the application process.

Chair Felder closed the item for public comment.

Comm. McDonald recommended bridging gaps between the General Plan and Development Code guidelines in place today. In a general sense, he recommended more emphasis on mixed use and defining features of contributing commercial buildings in the guidelines. He suggested more clarification on the priorities for the contents of the document. He suggested incorporating ADA requirements for building conversions, lighting, landscaping, off-street parking, fencing, massing, scale, and setbacks. He will submit detailed comments directly to staff.

Comm. Wellander, is enthusiastic about the document but wants more time to digest the comments and provide additional input.

Comm. Cribb is in favor of keeping the guidelines less prescriptive. In addition, he would like to see more emphasis on large-scale commercial projects. He suggested more discussion regarding ADA compliance.

Comms. Coleman and Sek agreed with Comm. Wellander and requested more time to study the document.

Comm. Willers participated in the advisory committee process and recommended that Johanna Patri's points be considered. While he does not support codifying the guidelines as part of the Development Code, in his view the new document will improve the review process by providing common language. He envisioned more examples of acceptable landscape and exteriors for historic buildings.

Chair Felder agreed with his fellow commissioners' comments that the guidelines should not be immediately codified, as in his view they can be integrated with the Development Code and the

General Plan over time. He appreciated the efforts made but agreed that more time is needed to gather public and commissioner input. He asked that an updated draft be prepared, as that would assist the Planning Commission in evaluating the document.

Planning Director Goodison stated that staff understood the direction and will continue the item to a future agenda.

Issues Update: Planning Director Goodison reviewed the issues update report.

Comments from Commissioners: Comm. Wellander requested a more in-depth discussion on work force housing incentives for developers.

Planning Director Goodison noted that there will be a joint meeting with the City Council on August 15 to discuss housing and junior second units and inclusionary and housing impact fees.

Comm. Coleman asked if the public noticing could be broader to include more residents beyond the 500 feet radius.

Planning Director Goodison noted that as the minimum standard required by State law is 300 feet, Sonoma's local rules exceed that requirement. However, the Commission could discuss whether it wishes to increase the radius even further.

Comments from the Audience: Patricia Cullinan, reported that the World Heritage Foundation, a California mission studies group, is scheduled to have their multinational nomination in Sonoma in February 2018.

Robert Demler, resident, is satisfied with the 500 ft. public noticing. He inquired why developers are not proposing affordable housing. He criticized the commission public hearing protocol and stated that more dialogue is needed.

Jean Marsh, resident at 472 Church Street agreed with Mr. Demler on many points. She is disappointed that vacation rentals are not universally allowed and wants the City to be more respectful of property owner's needs.

Adjournment: Chair Willers made a motion to adjourn. Comm. Cribb seconded. The motion was unanimously adopted. The meeting adjourned at 9:35 p.m. to the next regular meeting scheduled for 6:30 p.m. on Thursday, August 11, 2016.

I HEREBY CERTIFY that the foregoing minutes were duly and regularly adopted at a regular meeting of the Sonoma Planning Commission on the day of, 2016.

Approved:

Cristina Morris, Administrative Assistant

M E M O

To: Planning Commission

From: David Goodison, Planning Director

Re: Study session on a proposal to construct a Safeway service station and expand the Safeway store, in conjunction with associated circulation and parking lot upgrades (477 West Napa Street).

Study Session Purpose and Limitations

Study sessions are encouraged in order to provide an opportunity for early feedback on a project concept by the Planning Commission and the public prior to or immediately after the filing of an application. Planning Commission feedback provided in a study session will normally focus on:

- Site planning.
- Compatibility with neighboring uses.
- Overall consistency with the General Plan policies and Development Code standards and guidelines.
- Scale and mass.
- Potentially significant environmental impacts.

While a study session provides an opportunity for the Planning Commission to identify potential issues of concern, Commissioners will refrain from making statements of absolute judgment. Commissioners will provide their comments individually. Straw votes or polls of the Commission will not be undertaken. Commissioner comments made in the course of a study session should not be construed as limiting any action that the Planning Commission may subsequently take with respect to a project in the course the entitlement process.

Site Description and Environs

The Safeway property is located at the southeast corner of West Napa Street and Fifth Street West. It is comprised of three parcels having a combined area of approximately 6.83 acres. Two of the parcels are developed with the store and associated parking. The third parcel, which has an area of 2.9 acres, is mostly undeveloped, but small portions of it have been developed with parking and the southernmost driveway connection to Fifth Street West. The vacant parcel, which has an area of 3.02 acres, wraps around the parking lot and the store building on the east and south. It is traversed by a drainage structure that connects on the north with a storm drain in West Napa Street. Midway into the parcel, this structure opens up into a drainage swale that continues southward through the property and which ultimately connects with Fryer Creek.

The Safeway store, which as an area of approximately 50,000 square feet, is located on the southern half of the property, perpendicular to Fifth Street West. The paved parking lot in front

of the store features 192 spaces. A smaller parking lot behind the store, which is also where loading occurs, features 18 parking spaces. The primary parking lot has two driveways on West Napa Street and two more on Fifth Street West. A third driveway on Fifth Street West provides access to the loading facilities and the smaller parking lot behind the building. Adjoining uses include the Sassarini Elementary School on the south, multi-family development on the east, offices, banks and a gas station on the north, and a smaller shopping center and a repair service on the west (across Fifth Street West). The Safeway property is zoned "Commercial." Adjoining uses include the following:

North: A bank and office buildings (across West Napa Street).

South: The Sassarini Elementary School.

East: A scooter sales business, with a drive-through coffee service, a bank, and two apartment developments.

West: An automobile repair business and a shopping center (across Fifth Street West).

All of the parcels that comprise the site have a General Plan land use designation and a zoning designation of Commercial.

Proposed Development Concept

As set forth in the project narrative, Safeway proposes the following:

- Upgrade the existing store and develop a 15,000 square-foot expansion area on the east. The addition would accommodate a store expansion and does not involve the introduction of new tenant spaces. While no elevations have been developed, it would essentially extend the existing store eastward, but would not impinge upon the swale.
- Expand the parking lot and improve access and circulation. The existing parking lot is arranged in five rows of double-sided, angled parking, which results in a circulation system that is predominantly one-way. The proposed expansion would extend the parking lot eastward and it would reconfigure it into rows 90-degree parking, allowing for two-way travel throughout the lot. As shown on the conceptual site plan, the parking count would be increased to 250 spaces; however, required landscaping could reduce that number.
- Study and improve the safety of the parking lot entry at the Fifth Street West/Studley Street intersection. Safeway representatives recognize that this intersection experiences design and operational issues that need to be addressed in order to improve safety, especially for pedestrians. They propose to retain a traffic consult to identify improvement options that would be implemented as part of the overall project, but at this time they do not have a specific alternative to present.
- Develop a service station, with kiosk, at the northwest corner of the site. Currently, this portion of the site is developed with parking. Safeway is proposing a service station featuring nine pump islands and a 1,000 square foot kiosk. No repair bays are proposed.

- Identify open space uses for the area of the site to the east and south of the proposed addition that would preserve the swale. The project narrative suggests that Safeway is interested in retaining this area as an open space amenity, including the possibility of participating in the development of bike/walking path connection to Fourth Street West, as called for in the City’s Bicycle and Pedestrian Plan.

Further details on the project may be found in the attached project narrative and accompanying drawings.

General Plan Policy Directions

As noted above, the site has a land use designation of “Commercial,” in which hotels and restaurants are identified as a conditionally-allowed uses, with retail identified as a permitted use. As set forth in the General Plan, the purpose of the Commercial designation is to “... *provide areas for retail, hotel, service, medical, and office development, in association with apartments and mixed-use developments and necessary public improvements.*” Potentially applicable General Plan policies include the following:

Community Development Element

- Promote innovative design and mixed uses through the Development Code. (CDE 4.1)
- Coordinate development on small contiguous lots where possible. (CDE 4.3)
- Require pedestrian and bicycle access and amenities in all development. (CDE 4.4)
- Preserve and enhance the scale of the community without imposing rigid stylistic restrictions. (CDE 5.1)
- Promote higher density, infill development, while ensuring that building mass, scale and form are compatible with neighborhood and town character. (CDE 5.5)

Local Economy Element

- Focus on the retention and attraction of businesses that reinforce Sonoma’s distinctive qualities—such as agriculture, food and wine, history and art—and that offer high-paying jobs. (LE 1.1)
- Promote ground-floor retail uses in commercial areas as a means of generating pedestrian activity. (LE 1.10)

Environmental Resources Element

- Require new development to provide adequate private and, where appropriate, public open space. (ERE 1.4)
- Preserve existing trees and plant new trees. (ERE 2.6)
- Encourage construction, building maintenance, landscaping, and transportation practices that promote energy and water conservation and reduce greenhouse gas emissions. (ERE 3.2)

Circulation Element

- Incorporate bicycle facilities and amenities in new development. (CE 2.5)
- Ensure that new development mitigates its traffic impacts. (CE 3.7)

Although the use types proposed in the project narrative are consistent with the Commercial land use designation, there are General Plan policy issues that will need to be considered in the review of this development, especially those related to design compatibility and traffic issues.

Development Code Standards

Commercial Zone and Use Permit Review: The C zoning district implements the corresponding General Plan land use designation of Commercial and, accordingly, is applied to areas primarily suitable for retail, office, and other types of commercial development. Safeway is considered to be a “Large Formula Business”, as defined in the Development Code and the expansion of a “Large Formula Business” is subject to use permit review, which includes the adoption of additional findings in support of an approval. (Note: Even apart from the Formula Business requirement, the expansion would be subject to use permit review because the project site adjoins a residential zoning district.) Service stations are identified as a conditionally-allowed use in the Commercial zoning district; therefore, that component of the proposal would be subject to use permit review as well.

Formula Business Regulations: As a member of a national grocery chain and with a building area of greater than 10,000 square feet, the existing Safeway store meets the definition of a large formula business under the City’s zoning regulations. The Planning Commission may approve a Use Permit for the expansion of a large formula business provided the three findings below can be made in addition to those normally required for a Use Permit.

1. The Formula Business establishment will promote diversity and variety to assure a balanced mix of commercial uses available to serve both resident and visitor populations; and,
2. The proposed use, together with its design and improvements, is consistent with the unique and historic character of Sonoma, and will preserve the distinctive visual appearance and shopping/dining experience of Sonoma for its residents and visitors.

Service Station Regulations: As set forth in section 19.50.100 of the Development Code (attached), there are specific design standards for new service stations against which the proposed development will need to be evaluated. In addition, this section set forth additional findings for use permit approval:

1. The proposed use will not substantially increase vehicular traffic on any public rights-of-way in the immediate vicinity, especially those serving residential uses;
2. The proposed use will not create increased traffic hazards to pedestrians when located near a church, school, theater, or other place of assembly; and
3. The products offered for sale will be displayed with consideration to their visual impacts.

As is the case with the findings necessary to approve the expansion of a large formula business, these findings are in addition to the normal findings required for use permit approval.

Residential Component: In applications for new development on commercially zoned properties over one-half acre in area, a residential component comprising at least 50% of the total proposed building area is normally required unless waived or reduced by the Planning Commission. It should be noted that the reduction or waiver of a residential component does not constitute a variance or an exception, as this allowance is built into the definition of the Commercial zone. No residential component is proposed in this project and Safeway would request a waiver from

this standard. Circumstances in which the residential component may be reduced or waived, include, but are not limited, to the following:

1. The replacement of a commercial use within an existing tenant space with another commercial use.
2. The presence of uses or conditions incompatible with residential development on or adjacent to the property for which a new development is proposed.
3. Property characteristics, including size limitations and environmental characteristics, that constrain opportunities for residential development or make it infeasible.
4. Limitations imposed by other regulatory requirements, such as the Growth Management Ordinance.

Safeway representatives argue that the area of the vacant parcel proposed for parking is not well situated for residential development and that the open space area remainder area proposed at the southeast portion of the site is even less suitable due to constrained access and the presence of the swale.

Setbacks: Based on the Commercial zoning of the site, a 15-foot front (or street side) setback is required for single-story structures and 25-foot setback is required for two-story structures. An 11-foot setback would be required along the east, adjoining the residentially-zone parcels.

Floor Area Ratio (FAR)/Site Coverage: The maximum FAR in the C zone (within the West Napa/Sonoma Highway Planning District) is 0.8. Based on the calculations provided in the project narrative, the proposed expansion would result in an FAR of 0.24, which complies with this limitation. The maximum building coverage allowance in the C zone is 70%. Based on a preliminary calculation, the project would result in building coverage of approximately 30%, which clearly meets the standard.

Building Height: The maximum building height in the C zone is 30 feet. The proposed building addition and the service station canopy would comply with this limit.

On-Site Parking Requirements: Under the Development Code, the parking standards that apply to the various uses within the project are as follows:

Parking Summary*		
<i>Use/Parking Standard</i>	<i>Development Component</i>	<i>Minimum Requirement</i>
<i>Retail:</i> One space for every 300 square feet of building area.	65,000 square feet of building area	217
<i>Service Station:</i> One space for every 300 square feet of building area.	1,000 square-foot kiosk	3
Total Required:		220
Total Provided Onsite:		250
Difference:		+30

Based on the conceptual plan, the amount of off-street parking would exceed the normal minimum requirement. However, as noted above, it is likely that additional landscaping requirements would reduce the number of parking spaces that could ultimately be provided.

Bicycle Parking: Bicycle parking is required in all new commercial development subject to review and approval by the Planning Commission. Locations for bicycle parking have not yet been specified, but Safeway representatives are aware of the requirement.

Housing Opportunity Site Inventory: The vacant Safeway parcel is listed as a Housing Opportunity site in the Housing Element's inventory of sites suitable for higher-density residential development. In essence, State Housing Element law requires that jurisdictions verify that they have adequate land capacity to meet projected housing needs as defined through the Regional Housing Needs Determination process. This is accomplished by compiling an inventory of available sites that are potentially suitable for higher density residential development. However, the inclusion of the subject property in this inventory does not represent a mandate that it be developed with affordable housing or with housing of any particular type or density.

Design Guidelines for the West Napa/Sonoma Highway Corridor

In addition to quantified zoning requirements regarding setbacks, coverage, Floor Area Ratio limitations, and so forth, the Development Code sets forth design guidelines tailored to each Planning Area. The desired future of the West Napa/Sonoma Highway Corridor, as set forth in the Code is as follows:

While fulfilling its role as a traffic artery, the West Napa Street/Sonoma Highway corridor should be upgraded visually and made kinder to pedestrians. Towards these ends, a program for filling gaps in the sidewalk and street tree system should be developed and implemented. When frontage improvements are required of new development and redevelopment, planter strips should be used rather than monolithic sidewalk. New development and redevelopment should incorporate any desirable site features, especially trees and existing buildings having a street presence. Driveway cuts should be minimized, especially through the use of shared access, and new parking should be located in the back of properties. Because much of the corridor backs onto residential development, site plan relationships must be carefully evaluated. Ideally, new commercial uses should be designed to relate to the extent feasible with adjacent residential development; at a minimum, adequate screening and buffering are required.

Within the West Napa/Sonoma Highway Corridor, key guidelines applicable to the development include:

- Buildings should reinforce the scale, massing, proportions and detailing established by other significant historic buildings in the vicinity (if any).
- The massing of larger commercial and mixed use buildings (5,000 square feet or greater) should be broken down to an appropriate scale through the use of storefronts and breaks in the facade.

- Architectural styles and details that reflect the Sonoma vernacular should be used.
- Site design and architectural features that contribute to pedestrian comfort and interest, such as awnings, recessed entrances, paseos, alleys, and patios, are encouraged.
- Potential impacts on adjacent residential uses shall be considered and addressed through the site planning of new commercial and mixed use development.
- In renovations involving historic buildings, authentic details should be preserved and any new detailing and materials should be compatible with those of the existing structure. Pre-existing alterations that diminish a building's historic qualities should be removed when the opportunity arises. (See Chapter 19.42 SMC, Historic Preservation and Infill in the Historic Zone.)
- Building types, architectural details and signs having a generic or corporate appearance are strongly discouraged. Chain stores and franchises are not prohibited in the West Napa Street/Sonoma Highway corridor, but such uses must enhance appearance of the area in terms of building design, landscaping, and signs.

Staff would emphasize that these are guidelines, not requirements. That said, they do provide context and direction with respect to evaluating the proposal for consistency with the overall objectives for the West Napa/Sonoma Highway Corridor.

Project Issues

The following issues have been highlighted by staff in order to generate discussion and feedback. This list does not represent a complete catalog of the issues that will need to be evaluated in the course of the planning process, nor should it preclude discussion of other topics of interest to the Planning Commission or interested members of the public.

Traffic Safety and Circulation: The intersection of West Napa Street and Fifth Street West among the busiest in Sonoma and it operates at a relatively poor level of service (LOS D). Due to high traffic volumes and the proximity of the intersection to the driveways on the site, entering and exiting the Safeway property is already problematic for many drivers. In addition to these general conditions, there are several contributing issues:

- As discussed above, the intersection of the Safeway driveway on Fifth Street West at Studley Street has already been identified as having operational and safety issues, especially with respect to pedestrians.
- The driveways providing access to Safeway and the adjoining Scooteria use on West Napa Street are closely spaced and create awkward conditions for drivers entering and exiting the site.
- The presence of Sassarini School, which adjoins the subject property on the north, further underscores traffic and pedestrian safety concerns.

The proposed store expansion and the service station would generate additional traffic, exacerbating these problems unless specific improvements are identified and implemented. As noted in the project narrative, Safeway representatives are clearly aware of these issues and propose to undertake a comprehensive traffic study.

Aesthetics: The proposed service station and its suggested location at the street corner raise concerns about aesthetics and visual impacts. As stated in the project narrative, Safeway is proposing a complete renovation of the landscaping on the site, which would improve its overall appearance and perhaps mitigate the addition of the service station canopy structure. However, the conceptual site plan does not provide for substantial areas along the frontage of the site.

Swale/Stream, Potential Wetlands, and the Use of Remainder Area: The status of the swale/stream as a wetland feature needs to be analyzed and presence of seasonal wetlands needs to be evaluated, as these may be present at the northwest corner of the vacant parcel. As a related matter, Safeway is proposing to maintain a relatively large remainder area--which encompasses the swale and a number of large trees--as open space and contribute to the creation of bike/walking path that would parallel the swale, ultimately connecting to Fourth Street West. Exactly how this would be designed and accomplished will require further study. However, this area could potentially be enhanced as a publically-accessible open space amenity that would also help implement an off-street pathway that would benefit students attending Sassarini School as well as provide an alternative pedestrian route to Safeway.

Residential Component: As discussed above, no residential component is proposed. The Planning Commission will need to determine whether the factors that would allow for the waiver of a residential component are applicable. This question is related to the use of the remainder area.

Compatibility with Adjoining Residential Uses: Two residential apartment developments adjoin the site on the east. Some residents have provided correspondence on this item and note that they are already affected by the parking lot lighting and are concerned about car lights, increased noise, and impacts on privacy.

Previous Study Session

In 2005, the Planning Commission held a study session on the proposed development of a service station at the northwest corner of the Safeway site. (At that time, a store expansion was not proposed.) This proposal was the subject of considerable skepticism on the part of the Planning Commission, which expressed concerns in the area of traffic, traffic safety, aesthetics, and the lack of a residential component, among other issues. No application was subsequently made.

Next Steps

The applicant is before the Planning Commission in a study session to obtain feedback from the Commission and receive comments from the public. In terms of next steps, after a formal application is filed, the City would need to prepare an environmental review addressing issues of concern identified by the Planning Commission. After the completion of environmental review,

the project would return to the Planning Commission for consideration of the Use Permit and any Exceptions that may be applied for. The project would also be subject to review by the Design Review and Historic Preservation Commission with regard to building design and landscaping.

Recommendation

Staff recommends that the Planning Commission provide direction to the applicant on the issues identified in the staff report, and any other issues raised by the application.

Attachments

1. Development Code Standards for New Service Stations
2. Vicinity Map
3. Correspondence
4. Project Narrative
5. Air Photograph/Site Diagram
6. Conceptual Site Plan

cc: Paul O'Sullivan (via email)

Saled Molavi
339 Brockman Drive
Sonoma, CA 95476

Nancy Lloyd
778 Garland Avenue
Sonoma, CA 95476

Erica Tuohy
633 Barcelona Drive
Sonoma, CA 95476

Ann McCabe
350 Robinson Road, Suite 20
Sonoma, CA 95476

19.50.100. Service stations.

This section provides requirements for the establishment and operation of service stations which shall be subject to the following criteria and standards:

A. Applicability. The commission may approve the establishment of a new service station, or the enlargement or alteration of an established station, only through the granting of a conditional use permit. The commission shall make the following findings in addition to the findings required by SMC 19.54.040, Use permits:

- 1. The proposed use will not substantially increase vehicular traffic on any public rights-of-way in the immediate vicinity, especially those serving residential uses;
- 2. The proposed use will not create increased traffic hazards to pedestrians when located near a church, school, theater, or other place of assembly; and
- 3. The products offered for sale will be displayed with consideration to their visual impacts.

B. New Service Stations. New service stations shall comply with the following standards, in addition to those standards identified in subsection (C) of this section, Enlargement or Alteration of an Existing Service Station, except subsection (C)(6).

- 1. Major Intersections. Service stations shall be allowed only at the intersections of either two major streets or a major and a minor street;
- 2. Maximum at Each Intersection. A maximum of two service stations shall be allowed at each intersection;
- 3. Minimum Site Area. The minimum site area shall be 15,000 square feet;
- 4. Minimum Frontage. The minimum frontage shall be 150 feet on each street;
- 5. Minimum Side and Rear Setbacks. Structures shall be set back at least 10 feet from the side and rear property lines where the adjoining parcels are located in a residential zoning district;
- 6. Vehicular Access Points. There shall be no more than two vehicular access points to/from each public right-of-way;
- 7. Distance Between Curb Cuts. There shall be a minimum distance of 30 feet between curb cuts along a public right-of-way;
- 8. Location of Driveways. Driveways shall not be located closer than 50 feet to the end of a curb corner nor closer than 25 feet to a common property line;
- 9. Driveway Widths. The width of a driveway shall not exceed 25 feet, measured at the sidewalk;
- 10. Parking. On-site parking shall be provided at a minimum ratio of one space for each pump island, plus one space for each service bay in compliance with Chapter 19.48 SMC, Parking and Loading;
- 11. Pump Islands.
 - a. Pump islands shall be set back a minimum of 20 feet from any property line to the nearest edge of the pump island. A canopy or roof structure over a pump island may encroach up to 10 feet within this distance, but no closer than 10 feet to the property line;
 - b. When the property line is a public right-of-way line, an area of at least four feet in width along the line shall be landscaped in compliance with SMC 19.40.060, Landscape standards);
 - c. The cashier location shall provide direct visual access to the pump islands and the vehicles parked adjacent to the islands;
- 12. Canopies.
 - a. Canopy height shall be limited to a maximum of 18 feet;
 - b. Signs shall be prohibited on the canopy roof structure;
- 13. Landscaping. Landscaping shall comprise a minimum of 10 percent of the service station site area, exclusive of required setbacks, and shall be provided and permanently maintained in

compliance with the following regulations, as well as those identified in SMC 19.40.060, Landscape standards:

- a. A minimum four-foot wide, inside dimension, and six-inch high curbed landscaped planter area shall be provided along the front property lines, except for openings to facilitate vehicular circulation, and along side and rear property lines adjoining residentially zoned properties;
- b. Where the planter area(s) is adjoining a peripheral wall, trees planted not more than 16 feet apart shall be included in the planter area(s) which shall be a minimum of six feet wide, inside dimension;
- c. An on-site planter area of not less than 200 square feet shall be provided at the corner of the two intersecting streets. Landscaping shall not exceed a height of 42 inches at this location;
- d. A minimum of 50 square feet of planter area shall be located along those portions of the main structure fronting on public rights-of-way; and
- e. Additional landscaping may be required by the city planner to screen the service station from adjoining public rights-of-way and properties, in compliance with SMC 19.40.100, Screening and buffering;

14. Exterior Lighting.

- a. All exterior light sources, including canopy, flood, and perimeter, shall be energy efficient, stationary, and shielded or recessed within the roof canopy to ensure that all light is directed away from adjoining public rights-of-way and properties;
- b. Lighting shall not:
 - i. Be of a high intensity to cause a traffic hazard;
 - ii. Be used as an advertising element; or
 - iii. Adversely affect adjoining properties, in compliance with SMC 19.40.030, Exterior lighting;

15. Service Bays.

- a. Openings of service bays shall be designed to minimize the visual intrusion onto adjoining public rights-of-way and properties;
- b. Service bay doors shall not directly face a public right-of-way, or an existing or proposed residential development or zoning district;

16. Peripheral Wall.

- a. Where a service station adjoins property in a residential zoning district, a solid decorative masonry wall shall be constructed along the common property line. The height of the wall, which shall be at least six feet, shall be measured from the finished grade of the residential property. Colors, design, materials, and textures of the wall shall be compatible with on-site development and adjoining properties and subject to the approval of the city planner.
- b. When the wall reaches the established front setback line of a residentially zoned parcel adjoining the service station, the wall shall decrease to a maximum height of 42 inches.

Vicinity Map



Zoning Designations

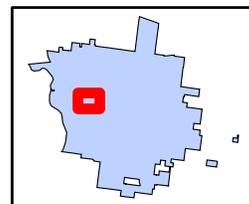
- R-HS Hillside Residential (1 D.U./10acres, maximum)
- R-R Rural Residential (2 D.U./acre, maximum)
- R-L Low Density Residential (2-5 D.U./acre)
- R-S Sonoma Residential (3-8 D.U./acre)
- R-M Medium Denisty Residential (6-10 D.U./acre)
- R-H High Density (9-12 D.U./acre)
- R-O Housing Opportunity (15-20 D.U./acre)
- R-P Mobile Home Park (7 D.U./acre, maximum)
- MX Mixed Use (12 D.U./acre, maximum)
- C Commercial (15 D.U./acre, maximum)
- C-G Commercial-Gateway (15 D.U./acre, maximum)
- W Wine Production
- P Public Facility
- Pk Park
- A Agriculture

Project Summary

<i>Project Name:</i>	Safeway Expansion
<i>Property Address:</i>	477 West Napa Street
<i>Applicant:</i>	Safeway, Inc.
<i>Property Owner:</i>	Same
<i>General Plan Land Use:</i>	Commercial
<i>Zoning - Base:</i>	Commercial
<i>Zoning - Overlay:</i>	None

Summary:

Study session on a proposal to construct a Safeway service station and expand the Safeway store, in conjunction with associated circulation and parking lot upgrades.



1 inch = 200 feet

RECEIVED

AUG 04 2016

CITY OF SONOMA

339 Brockman Ln.
Sonoma CA 95476

August 2nd, 2016

Rob Gjestland
Planning Commission
c/o Sonoma City Hall
No.1 The Plaza,
Sonoma CA 95476

Ref. Safeway gas station/store expansion

Dear Rob/Planning Commission,

I am writing to object to this project proposal as building a gas station in that location and expanding the store by 15,000 sq. ft. will have a very serious effect on traffic and safety on an already extremely busy intersection.

Since the last application that Safeway made, our roads in Sonoma have only got busier and that intersection on 5th St. West and Napa has to be one of the busiest in town, with cars coming in all directions. It is already a dangerous place to cross the road and the proximity to both Sassarini Elementary School and St. Francis Solano School makes this a particular danger to our children. Additionally, we don't need more gas emissions in our air, especially so close to two schools and to residential streets with many elderly residents.

Per the Service Stations Applicability section of the City of Sonoma Development Code, it is impossible to see how:

1. The proposed use will not substantially increase vehicular traffic on any public rights-of-way in the immediate vicinity, especially those serving residential uses
2. The proposed use will not create increased traffic hazards to pedestrians when located near a church or school

My last reason for my objection is that building a huge structure in that location will be an aesthetic eyesore. As David Goodison documented in May 2005, "service stations rarely constitute an aesthetic improvement, even to an existing parking lot. The proposed canopy, with an area of more than 5,000 sq/ft will be a massive structure, regardless of its architectural treatment." The 2016 proposal is even larger than the one proposed in 2005 and does not fit in with the character of Sonoma, being so near the Sonoma Plaza.

I trust that the Planning Commission rejects this proposal completely as they did in 2005.

Yours,


Saeed Molavi

RECEIVED

AUG 03 2016

Nancy Lloyd
778 Garland Ave.
Sonoma, CA 95476

CITY OF SONOMA

August 1, 2016

City of Sonoma Planning Commission
1 The Plaza
Sonoma, CA 95476

Subject: Safeway gas station and expansion

Dear Planners,

I own two parcels which adjoin the Safeway parcels. They are both multifamily residential properties at 415 W. Napa St., and 409 W. Napa Street. Altogether, these residential properties include 9 dwellings, fully rented, currently housing 17 people plus pets. Some tenants have been residing there for 7 years. Behind my property, there are dozens more residential units in a senior community as well.

We want to preserve the level of privacy these residents enjoy today. My properties also benefit from the shade of two very large trees on the Safeway property, including a large **walnut tree** behind the fence of 415 W. Napa St., as well as a supersize **eucalyptus tree**.

In the winter, seasonal wetlands near that eucalyptus tree form a pond about 30 feet wide. This pond provides rest for migrating ducks, wildflowers, as well as views for my tenants. I have included photos of this pond from January 2011, which also shows the two large existing trees.

I have lived in other Bay Area communities which had Safeway gas stations. Often, they had **long lines often 5-6 cars waiting** for each island. This traffic would be very disruptive to Sonoma serenity.

My requests from the City would include the following:

1. Existing large trees should be preserved and maintained by Safeway.
2. Any development would be shielded with potentially more trees or bushes on the perimeter of Safeway lands.
3. Do not allow the gas station to be added. We don't need another one in town.
4. Lights and noise from parking and traffic areas should be minimized at night to avoid disturbance of existing residents all along Safeway's borders.

Sincerely,



Nancy Lloyd

Attachment: photo of wetlands from January 2011

nancyalamo@yahoo.com



633 Barcelona Dr.
Sonoma CA 95476

July 28th 2016

Planning Commission
c/o Sonoma City Hall
No.1 The Plaza,
Sonoma CA 95476

For the attention of Rob Gjestland, Senior Planner

Re. Safeway proposal to construct a Safeway gas station

Dear Rob,

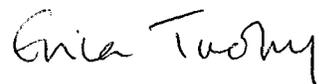
I am writing to object strongly to this project proposal on the following grounds:

- (1) When Safeway submitted a Study session proposal to build a gas station in March 2005, the Sonoma Planning Commission documented a number of issues including the serious traffic impact it would have. The 2005 proposal was for 6 dispensers/12 fueling points and an 850 sq. ft. kiosk for convenience sales; this proposal is for 9 dispensers/18 fueling points and a 1,000 sq. ft. kiosk so the traffic and associated danger impact will be even worse.

It was only in 2012 that there was a fatal accident on the crosswalk on 5th St. West and Studley - I know there are now flashing lights on the crosswalk but it's still a very busy junction with cars coming from all angles.

- (2) The proximity to Sassarini Elementary School (and to private residences) is of great concern for both the additional fume emissions as well as the additional danger to those on foot - many kids walk to and from school unaccompanied by an adult and crossing the road is already a hazard.

Yours faithfully,



Erica Tuohy

12-year Sonoma resident and volunteer at Sassarini

July 27-2016

Dear Planning Commission,
I was saddened to receive your
notice regarding Safeway's new
plans.

I live in Village Green I and my
bedrooms back up to Safeway parking
lot.

I now deal with tall parking
lot lights - noise from equip.
on their roof - side yellow lights
on their bldg. and Car Head
lights - at all hours -

Plus there is a Public School
next to the open space!

When is enough? I know
there is lots of money in
traps for Sonoma but gasoline
too?

Please consider your town folks
needs as well as people wanting to
use Sonoma as a Cash Cow!

RECEIVED

JUL 28 2016

CITY OF SONOMA

Respectfully,
Ann McCabe

Sonoma Safeway Proposed Renovation

477 West Napa Street, Sonoma

PROJECT NARRATIVE

July 2016

PROJECT OBJECTIVES

Description of the existing site.

The Sonoma Safeway occupies the south west corner of West Napa Street and 5th Street West. The total site area is approximately 6.83 acres and comprised of 3 parcels. The store was constructed in 1974 and has been remodeled several times over the last forty years, including an expansion into the former Sprouse Reitz in 1996. The existing store is a 49,825 square foot, single level building with parking facing West Napa St. and rear loading accessed by 5th Street West.

To the west of the existing store is a vacant, 2.9 acre parcel of land that is owned by Safeway and purchased with the intent of incorporating into the existing retail center.

Safeway Objectives.

1. Store renovation and expansion:

Upgrade the existing grocery store interior and expand the western side of the building (Produce side) approximately 15,000 square feet into the vacant land parcel, bringing the total store gross floor area to approximately 65,000 square feet.

2. Improve parking lot access and circulation:

Improve the existing access into the Sonoma Safeway and circulation within the parking lot, including enhancement of the landscaping with drought tolerant species, storm water elements, and other City landscaping requirements. Hire a transportation consultant to study the

driveways and propose alternative options for improving operational conditions.

3. Intersection with 5th Street West and Studley Street:

Hire a transportation consultant to study this intersection's relationship to Safeway's parking lot and propose alternative option for improving operational safety with particular emphasis on pedestrian and bicycle crossing.

4. Service Station:

In accordance with City design standards, add a fuel center with 9 pump islands and small kiosk of approximately 1,000 Square feet. Incorporate landscaped setbacks and simplified access from West Napa Street and 5th Street West. There will be no service bays.

5. Remainder land:

Consider alternative open space uses for the vacant land. Portions of the parcel have been the subject of a preliminary Section 404 Determination carried out in 2009 by WRA environmental consultants. In the north west corner of the parcel, there is the potential for a vegetated perennial stream (wetlands). This Study is to be updated and any renovation design will meet the required setbacks from the potential "vegetated perennial stream" and mitigate any "seasonal wetlands".

City of Sonoma Planning.

General Plan:

General Plan Designation: Commercial

Zoning Map Designation: Shopping Center

Development code

Density:

The Safeway renovation would not exceed the F.A.R. or Coverage Percentage.

Height:

The proposed Safeway renovation would not exceed the existing height for the Safeway Store.

Housing Requirement:

The proposed Safeway renovation would study and recommend alternatives to a housing component. Given the vacant parcel's land-locked position, challenging access, and creek/box culvert restraints, the site's viability as a residential opportunity is minimal.

Open space:

The proposed Safeway renovation will study and meet the Open Space requirement.

Service Stations:

The location and design would be in accordance with the Applicability standards and New Service Station standards.

Master Bike Plan:

The proposed development can incorporate the proposed bike path extension from 4th Street West to the Safeway store.

Conclusion.

Safeway embraces the Study Session and looks forward to a creative and open discussion. Safeway representatives have recently met with the majority of the adjoining owners and have taken their comments into account in the site planning. We believe that the development can be designed to be largely consistent with the General Plan policies and Development Code standards and Guidelines.



Study Driveways

Fuel Center

Study Intersection

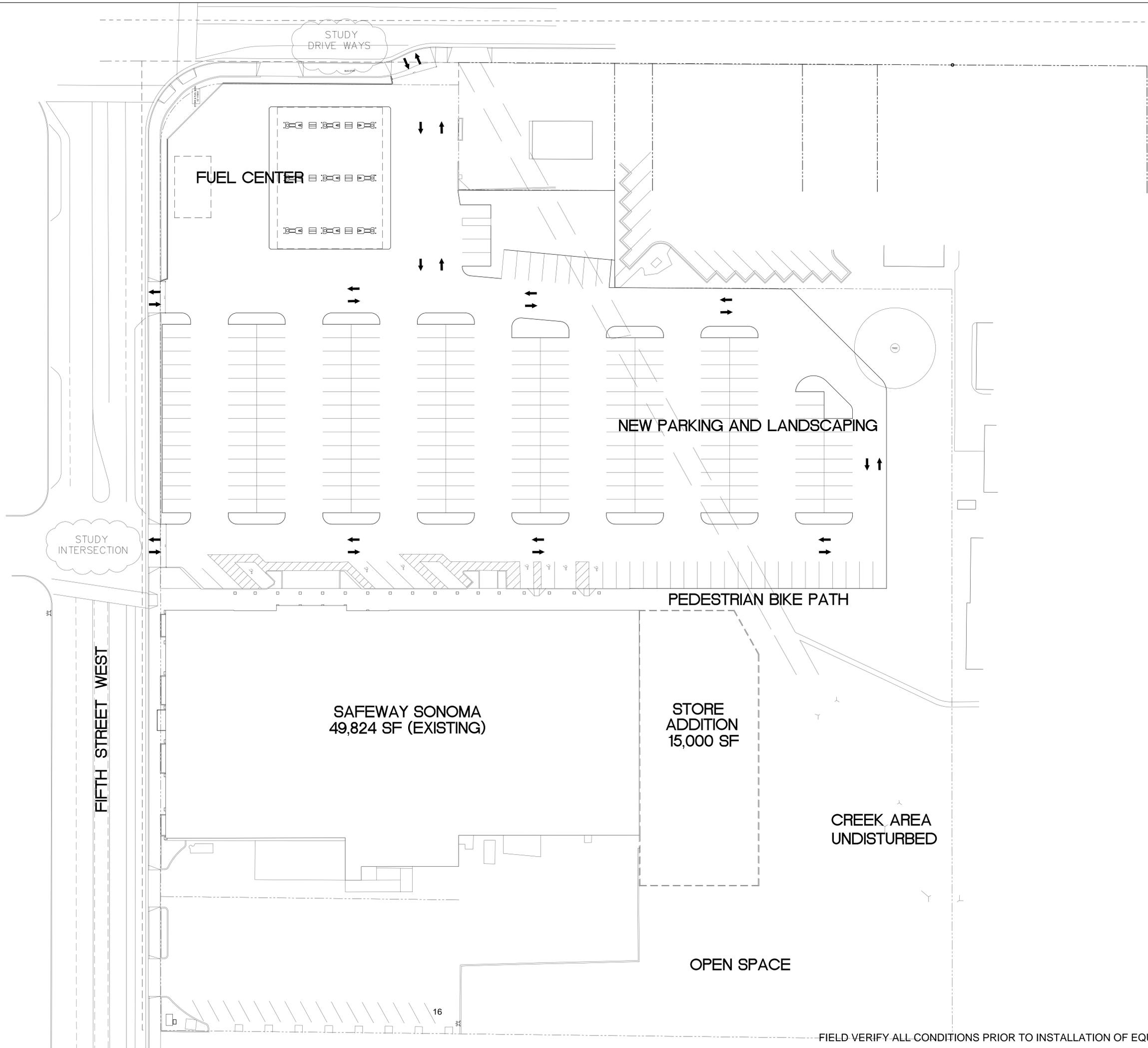
New Parking, Landscaping

Pedestrian/Bike Path

Store Addition Area

Creek
(Do Not Disturb)

Open Space



REVISION NOTES

LEGEND

	NEW / SURPLUS
	RELOCATED
	EXISTING
	REMOVED

STATUS LABELS

N	NEW
R	RELOCATED
S	SURPLUS

SAFEGWAY
SONOMA
477 W NAPA ST
SONOMA, CA

STORE PLANNER: *****
CONCEPT DATE: 07/26/16
BUILDING SIZE: 65,000 SF
SALESFLOOR SIZE: XX,XXX SF
DRAWING SCALE: 1"=20'-0"

STORE NUMBER
00911
SECOR

SHEET TITLE
CONCEPT SITE PLAN

SHEET NO.
F1.1

FIELD VERIFY ALL CONDITIONS PRIOR TO INSTALLATION OF EQUIPMENT

M E M O

To: Planning Commission
From: David Goodison, Planning Director
Re: Review of the Draft Circulation Element Update

Background

A General Plan is a state-mandated document that sets forth a community's vision and goals with regard to its future development. Under the law, it is intended to be a comprehensive document that addresses land use, circulation, housing, open space preservation, and other aspects of the community in a cohesive manner. The purpose of the Circulation Element is to coordinate development of the city circulation system with existing and planned land uses. Areas of particular focus include pedestrian, bicycle, and transit improvements, as well as auto use. The Circulation Element serves as the policy basis for the development of an integrated circulation system and it specifies the improvements necessary to resolve existing deficiencies and accommodate planned growth. The element emphasizes the importance of promoting alternatives to automobile use as a means of avoiding the need for or minimizing road improvements, while maintaining adequate service levels.

A key objective of the Circulation Element update is to ensure that it complies with State General Plan guidance concerning "Complete Streets" principles, as this will be necessary to qualify for many types of transportation improvement funding. The term "Complete Streets" describes a comprehensive, integrated transportation network with infrastructure and design that allows safe and convenient travel along and across streets for all users, including pedestrians, bicyclists, persons with disabilities, motorists, movers of commercial goods, users and operators of public transportation, seniors, children, youth, and families.

While revisions have been made throughout the document, the update retains the basic organization and policy directions set forth in the 2005 Circulation Element as it has proven successful. However, while there is substantial continuity with the earlier document, the updated Circulation Element builds on and refines the policies and programs established in the 2005 Circulation Element, although new policies and programs have been added to address changed circumstances in the community and to comply with recent legislation. It should also be noted that the Circulation Element update will not necessitate any changes in land use designation or rezonings.

Key Components and Work Tasks

The update of the Circulation Element includes the following components:

- Updated traffic counts and existing intersection LOS for the street segments and intersections addressed in the current Circulation Element (16 intersections and 22 street segments).
- Updated traffic projections for the year 2020 and the year 2040 based on updated land use information and the Sonoma County Traffic Model.

- Identification of needed intersection and roadway improvements.
- Development of updated information on bicycle use and bicycle facilities, pedestrian use and pedestrian facilities, and transit use and transit facilities.
- Analysis of existing policies and programs in the Circulation Element and to identify needed revisions and additions.
- Analysis of the intersections of Broadway/West Napa Street and West Napa Street/First Street West with respect to traffic and pedestrian safety conditions and develop options for improving those intersections.

A related task is the preparation of a downtown parking study assessing existing parking resources and community needs to determine future parking needs and goals for a parking management plan. The downtown parking study, which is still in progress, is not actually part of the Circulation Element update, but the research developed in its preparation has helped inform policies and programs in the Circulation Element related to the downtown area.

Policy Directions and Areas of Change

Over the course of the update process, the Planning Commission has held a series of hearings and study sessions on policy options and improvement alternatives both on a City-wide basis and with a focus on the Plaza area. Through this process, the Commission has provided the following key directions:

- Explicitly prioritize pedestrian safety and convenience with respect to circulation improvements on the Plaza area.
- The five intersections surrounding the historic Sonoma Plaza shall be exempt from vehicle LOS standards in order to maintain the historic integrity of the Plaza and prioritize non-auto modes.
- Seek context-sensitive solutions to reduce traffic congestion and improve pedestrian circulation at the intersection of Broadway/Napa Street, while preserving the historic character of the area.
- Design and implement road diets along the Broadway corridor, in coordination with Caltrans, to enhance pedestrian and bicycle facilities and provide additional opportunities for landscaping.
- Collaborate with Caltrans and the County in exploring potential ways to accommodate regional pass-through traffic on routes other than Highway 12 through the Sonoma Plaza area.
- Implement significant roadway and intersection improvements only when the need has been proven.

The policy direction approved by the Planning Commission with respect to the intersection of Broadway/West Napa Street is intended to provide maximum flexibility and allow for the further study of a range of improvement options, including:

- Restripe with on-street bike lanes (no road diet).
- Road diet with buffered bike lanes and median.
- Road diet with protected bikeways and center turn lane.
- Road diet with buffered diagonal parking and protected bikeway.
- Road diet with bike lanes and expanded sidewalks.

Although none of these options has been ruled out, the current preference expressed by the Planning Commission is for a road diet with bike lands and expanded sidewalks. The Planning Commission has

stated that it does not favor options that emphasize increased on-street parking. With regard to the intersection of First Street West/West Napa Street, it is staff's understanding that the Planning Commission prefers begin with curb bow-outs to reduce crossing distances and avoid the use of flashing beacons, if possible. An overhead mast solution was considered and rejected. (Note: the improvement of this intersection is now identified in the City's 5-year Capital Improvement Plan.)

Environmental Review

Staff and the housing consultants have prepared an initial study (attached) assessing the potential environmental impacts associated with the adoption of the Circulation Element. With respect this environmental review, staff would note the following:

- The Circulation Element is a policy document.
- As drafted, the Circulation Element does not call for any rezonings or General Plan amendments. Existing land use designations would remain unchanged.
- The policies in the Circulation emphasize alternatives to automobile use, which has the result of conserving road an intersection capacity and minimizing or avoiding the need for road and intersection improvements.
- Individual road improvement projects that may be proposed will be subject to environmental review.

The draft Initial Study finds that the adoption of the Circulation Element would not, in and of itself, result in any significant environmental impacts and the adoption of a negative declaration is therefore recommended by staff and the Circulation Element consultants. The draft initial study is provided to the Planning Commission for review and comment. However, because the Circulation Element must ultimately be adopted by the City Council, it will be the Council that takes final action on the initial study/negative declaration.

Recommendation

Staff recommends that the Planning Commission recommend to the City Council: 1) adoption of a negative declaration; and, 2) adoption of the updated Circulation Element.

Attachments:

1. Draft Circulation Element Update
2. Draft Initial Study

CIRCULATION ELEMENT

ROLE OF THE CIRCULATION ELEMENT

One of the most important components of a community is its circulation network. It provides the connection between different land uses, linking homes to shopping, jobs, and recreation. An efficient and integrated transportation system enables Sonoma residents to combine the benefits of small-town living with the job and recreation opportunities afforded by easy access to Sonoma Valley, Santa Rosa, Marin County, and San Francisco.

The purpose of the Circulation Element is to coordinate development of the city circulation system with existing and planned land uses. Areas of particular focus include pedestrian, bicycle, and transit improvements, as well as auto use. This element balances the need to facilitate and promote alternative modes of transportation—including buses, bicycling, and walking—with the provision of an effective roadway network that reflects the character and scale of Sonoma. The Circulation Element serves as the policy basis for the development of an integrated circulation system by providing for alternative modes of transportation, and it specifies the improvements necessary to resolve existing deficiencies and accommodate planned growth.

KEY CONCEPTS AND TERMS

Complete Streets

An overarching theme of the Circulation Element is that of “complete streets.” The term “complete streets” refers to an ideology that redefines how we use our streets and spend our money to improve them. This is accomplished by balancing allocation of space in the roadway right-of-way to provide safe and effective facilities that can be used for all modes and by all users. Complete streets are designed and operated to empower users of all ages and abilities to safely move along and across streets in a community, regardless of how they are traveling. As the National Complete Streets Coalition simply states, “Complete Streets are streets for everyone.” They make it easy to walk to the market, take the bus to work, and bike to the park.

Complete Streets are comprised of elements that make getting around safer and more efficient. Roadways designed using a complete streets approach may include sidewalks, bike lanes or cycle tracks, wide paved shoulders in rural and semi-rural areas, special bus lanes, accessible and comfortable transit stops, frequent and safe crossing opportunities, median islands, mid-block pedestrian and bicycle crossings, accessible pedestrian signals, curb extensions or “bulb outs,” narrower travel lanes, roundabouts and many other possible treatments that are selected based on the context of surrounding land uses and activities.

Level of Service

In transportation/traffic studies, Level of Service (LOS) has traditionally been determined for vehicle traffic at intersections and on roadway segments based on vehicle delays and speeds. LOS is intended to be a mechanism for communicating the performance of a transportation facility in a non-technical manner, using the results of detailed transportation analyses. Letter-based categories ranging from LOS A to LOS F are used to capture the performance of a facility. LOS A represents conditions in which drivers encounter minimal delays, whereas LOS F represents extremely congested conditions in which drivers encounter substantial delay and difficulty progressing.

It is important to understand that in some cases an automobile facility operating at LOS A or B may be undesirable as it may be characterized as having excessive capacity that can adversely affect other travel modes (through unnecessarily wide pedestrian crossing distances and promotion of higher vehicle speeds, for instance). Further, achieving a high vehicle LOS often results in disproportionately high construction and maintenance costs. In many cases, automobile operation in the LOS C to LOS E range may reflect a reasonable balance among its influences on other travel modes, auto mobility, and cost of constructing and maintaining the facility itself. In downtowns and major pedestrian districts, some jurisdictions exempt application of vehicle-based LOS requirements altogether. Some of the reasons for

exempting LOS in downtown areas may include concern that pedestrian and bicyclist mobility will suffer as modifications are made to maintain auto flow, that existing structures (historic or otherwise) would need to be demolished in order to widen roads, and that the character of the downtown would be adversely affected by an auto-focused philosophy.

CALTRANS COORDINATION

Several of Sonoma's most important roadway segments are owned and operated by the California Department of Transportation (Caltrans). State Route 12 (SR 12) includes Sonoma Highway, West Napa Street, and Broadway. Caltrans is responsible for maintaining these roads, and for reviewing and approving any proposed changes. Accordingly, the City of Sonoma must coordinate closely with Caltrans in the design and implementation of potential improvements along the SR 12 corridor that are identified in the Circulation Element.

In 2014 Caltrans completed the *Transportation Concept Report: State Route 12 (West)*, which establishes a long-range vision for the highway corridor including portions within the City of Sonoma. The report identifies SR 12 as a "Main Street" in Sonoma and recommends that the corridor be designed to maximize Smart Mobility benefits over vehicle throughput. A focus on Complete Streets, as described above, is compatible with the Smart Mobility benefits recommended by Caltrans.

The Transportation Concept Report also addresses the influence of regional traffic on the City, indicating that many regional drivers on the SR 12 corridor divert to parallel routes that avoid central Sonoma, including Napa Road, Leveroni Road, and Arnold Drive. Caltrans suggests that one potential long-range strategy may be "reassigning the SR 12 designation to a potentially more appropriate route," as a way to "better use resources and/or disperse traffic." This statement is consistent with Policy 4.2 in this Circulation Element, which calls for exploring ways to accommodate regional pass-through traffic on routes that avoid the Sonoma Plaza area, as well as Implementation Measure CE-34, which calls for the City to work with Caltrans and the County of Sonoma to establish a unified signage scheme that directs regional traffic to parallel routes.

If Caltrans, the County of Sonoma, and the City of Sonoma ultimately agree to reassign SR 12 to parallel routes, the former SR 12 segments passing through Sonoma would be relinquished to the City. The City of Sonoma would then become responsible for the

maintenance, operation, and ultimate configuration of the roadway and its intersections. This would result in added maintenance costs to the City, but may also allow the City to implement its chosen vision for Broadway, West Napa Street, and the Plaza more efficiently and without the need to obtain concurrence from Caltrans.

CIRCULATION NETWORK

The discussion of circulation network components begins with pedestrian and bicycle facilities, followed by transit and auto modes.

Walking

Sonoma is a city with a size and a scale well-suited to walking. This is one of the features that makes the Plaza so enticing to both local residents and visitors. Some of the characteristics that make the Plaza area so pleasant to walk around become less common as one travels to other areas of the city. People who might otherwise choose to walk to the store, the library, or a restaurant may not because they are confronted with noise, inconvenience, lack of shade, a perceived lack of safety, or even a lack of sidewalks. So instead they decide to drive. This creates a dilemma: as most people tend to drive, there is little incentive to provide amenities for pedestrians, but because there are few amenities for pedestrians, most people tend not to walk.

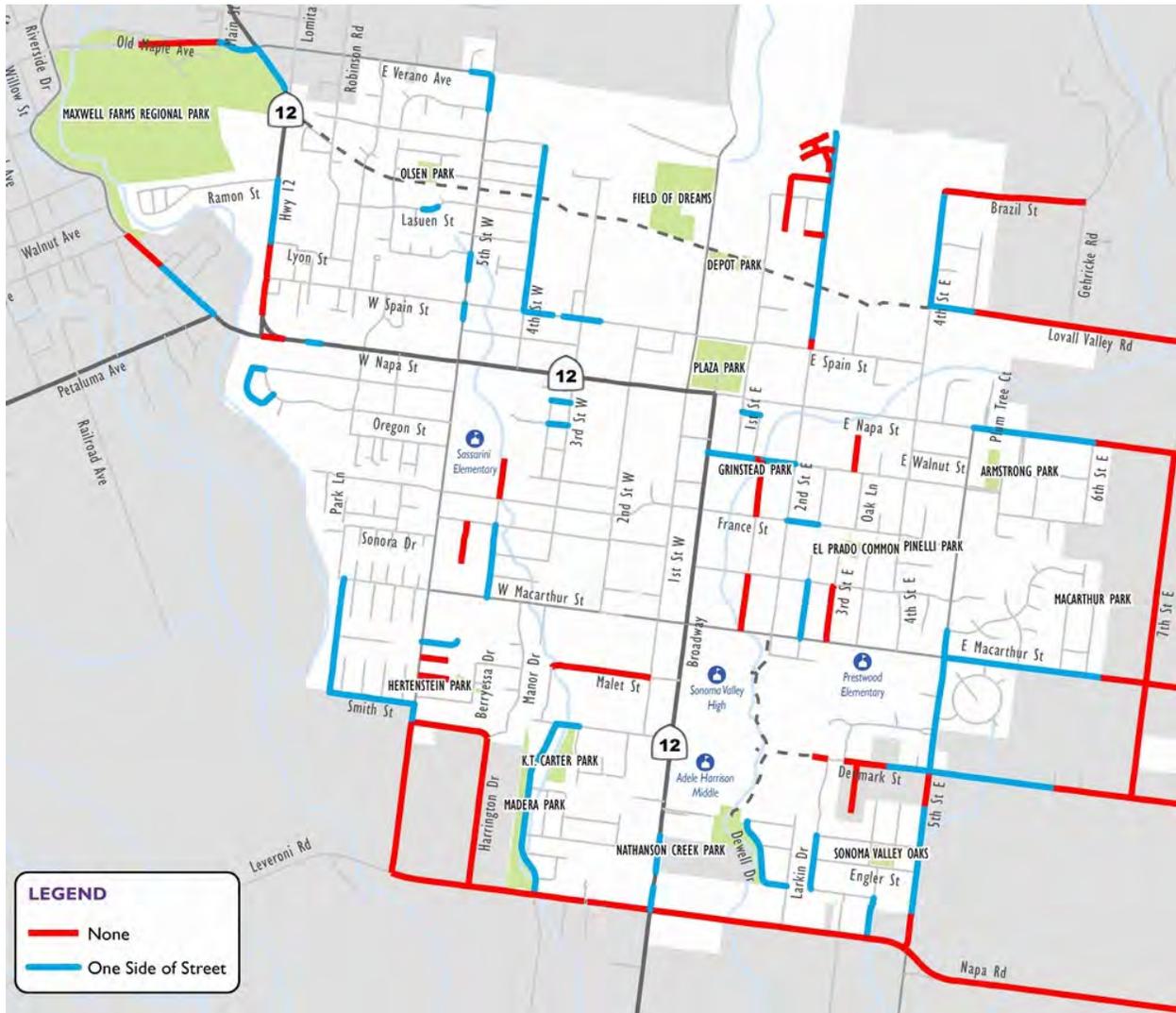
A continuous sidewalk system exists around the Plaza where pedestrian activity is highest. While the pedestrian network is also generally well-developed in the remainder of Sonoma, there are some locations where gaps in the sidewalk network can be found, as depicted in Figure CE-1. While the Circulation Element calls for closing gaps in the sidewalk, on certain rural lanes the City may choose to forgo curb, gutter, and sidewalk.

The Circulation Element policies and implementation measures are intended to recognize and enhance the inherent positive qualities of walking in Sonoma to get more people out of their vehicles more often. As discussed in the following section on bicycles, Class 1 bikeways are also commonly used as pedestrian pathways and serve as important links in the pedestrian network.

Bicycling

Sonoma's size, scale, climate, and topography make it ideal for bicycling. However, many residents continue to use automobiles because in many areas the city lacks the facilities and amenities to render biking an efficient

Figure CE-1: Sidewalk Completeness



alternative to driving. The Circulation Element includes many policies and implementation measures that are intended to promote bicycling as a means of reducing the number of vehicle trips on the local roadway network, recognizing that it can be more than just a recreational activity.

Bicycle circulation in Sonoma is supported by an existing network of multi-use paths, on-street bike lanes, and bicycle routes. Bikeways are typically classified as being one of four types:

- Class I: A completely separated right-of-way designated for the exclusive use of bicycles and pedestrians, commonly called a “bike path.” Cross-flows by pedestrians and motorists are minimized.

The paths along Fryer Creek and the former railroad right-of-way through the northern part of the city are Class 1 routes.

- Class II: A restricted right-of-way along a street designated for the exclusive or semi-exclusive use of bicycles, identified by pavement markings and signage and commonly referred to as a “bike lane.” Through travel by pedestrians or motor vehicles is not allowed. Bike lanes exist on several City streets including long segments on portions of Fifth Street West and West MacArthur Street.
- Class III: A shared street right-of-way designated by signs placed on vertical posts or stenciled on the pavement. These bikeways, which share right-of-way with motor vehicles and are typically called “bike routes,” offer the least protection from automobile

traffic. They are typically used to indicate preferred routes.

- **Class IV:** A separated bikeway for the exclusive use of bicycles, provided on public streets and including a physical separation between the bikeway and through vehicular traffic. The separation may include, but is not limited to, a physical difference in grade, a raised median, flexible posts, inflexible posts, inflexible barriers, or on-street parking. This is a relatively new classification and no Class 4 bikeways currently exist in Sonoma.

Many variations of these standard types are possible. Striping along shoulders can be used to designate bike lanes in areas without enough room for a standard Class II lane. This reduces the width of vehicle travel lanes and creates a common area shared by bicyclists and parked cars. Another option is the uses of “Sharrows,” shared bicycle-automobile lane marking symbols that can be striped on the street to alert drivers to the presence of bicyclists, as well as to both guide bicyclists on designated routes and help them position within the lane to avoid opening car doors.

Notable bicycle facilities in Sonoma include the Sonoma City Trail, which runs from SR 12/Lomita Avenue to Fourth Street/Lovall Valley Road. Other Class I trails include the Nathanson Creek Trail with connection between Fine Avenue and East MacArthur Street, the Fryer Creek Trail which stretches from Leveroni Road to Arroyo Way and connects with the Hertenstein Park trail, and the Sonoma Creek Path which parallels a segment of the waterway to Riverside Drive. The City’s *Bicycle and Pedestrian Master Plan*, a map excerpt of which is shown in Figure CE-2, expands upon the existing network to create a robust bicycle circulation system in Sonoma. The Plan includes important bicycle facility improvements such as future bike lanes on SR 12, Fifth Street East, and Leveroni Road/Napa Road, as well as several new future bike routes throughout the City.

Transit

Sonoma County Transit is the primary transit provider in Sonoma; it provides regularly-scheduled local service to major activity centers within the City limits, as well as regional service to Sonoma Valley, Santa Rosa, and San Rafael. Service to Sonoma is also provided by VINE Transit, Napa County’s primary transit operator, with connections between the Plaza and the Soscol Gateway Transit Center in downtown Napa. A door-to-door paratransit service operated by Volunteer Wheels, funded

by Sonoma County Transit and the City of Sonoma, is available for those that are unable to independently use the transit system due to a physical or mental disability. Transit routes serving the City are shown in Figure CE-3.

The City is committed to increasing ridership through increased frequency, expanded operating hours, direct funding, transit-oriented planning, and upgraded transit facilities. The Land Use Plan envisions increased densities around existing retail commercial areas and promotes mixed-use development to encourage walking and help create nodes with a sufficient level of activity to support transit services. The Circulation Element also calls for additional transit support amenities including lighted bus shelters and bike racks at transit stops.

Street System

Sonoma’s central street system follows a grid pattern established in the 1800’s by General Vallejo when the city was first laid out. As the city has grown, the basic grid has been elaborated in some areas and disregarded in others. Many residential subdivisions developed in the 1970’s and 1980s employ curvilinear streets. The dominant element of the system is Highway 12 (Caltrans SR 12), which follows the major local streets in the city: Broadway, West Napa Street, and Sonoma Highway. The regional importance of Highway 12, in conjunction with its path through the heart of the city, means that local circulation conditions are greatly affected by regional traffic and, therefore, by regional growth.

The City’s roadway network is shown in Figure CE-4. Major north/south carriers of traffic are Sonoma Highway, Fifth Street West, Broadway, and Eighth Street East. The major east/west roadways include Spain Street, Napa Street, Andrieux Street, MacArthur Street, and Napa/Leveroni Roads. These major routes are supported by a number of lesser arterials, collectors, and local streets. The road network in the Sonoma Planning Area is made up of five types of roadways, each of which serves a different primary function:

- **State Highway**—Although Highway 12 is considered an arterial, it is unique among local roadways. The highway is not only a primary route for through traffic, commuters, and tourists; it also carries many longer-distance and regional trips.
- **Arterials**—These streets carry traffic to and from the highway and to major commercial and public destinations. Volumes are heavy compared to collectors and local streets.

Figure CE-2: Existing and Planned Bicycle Network

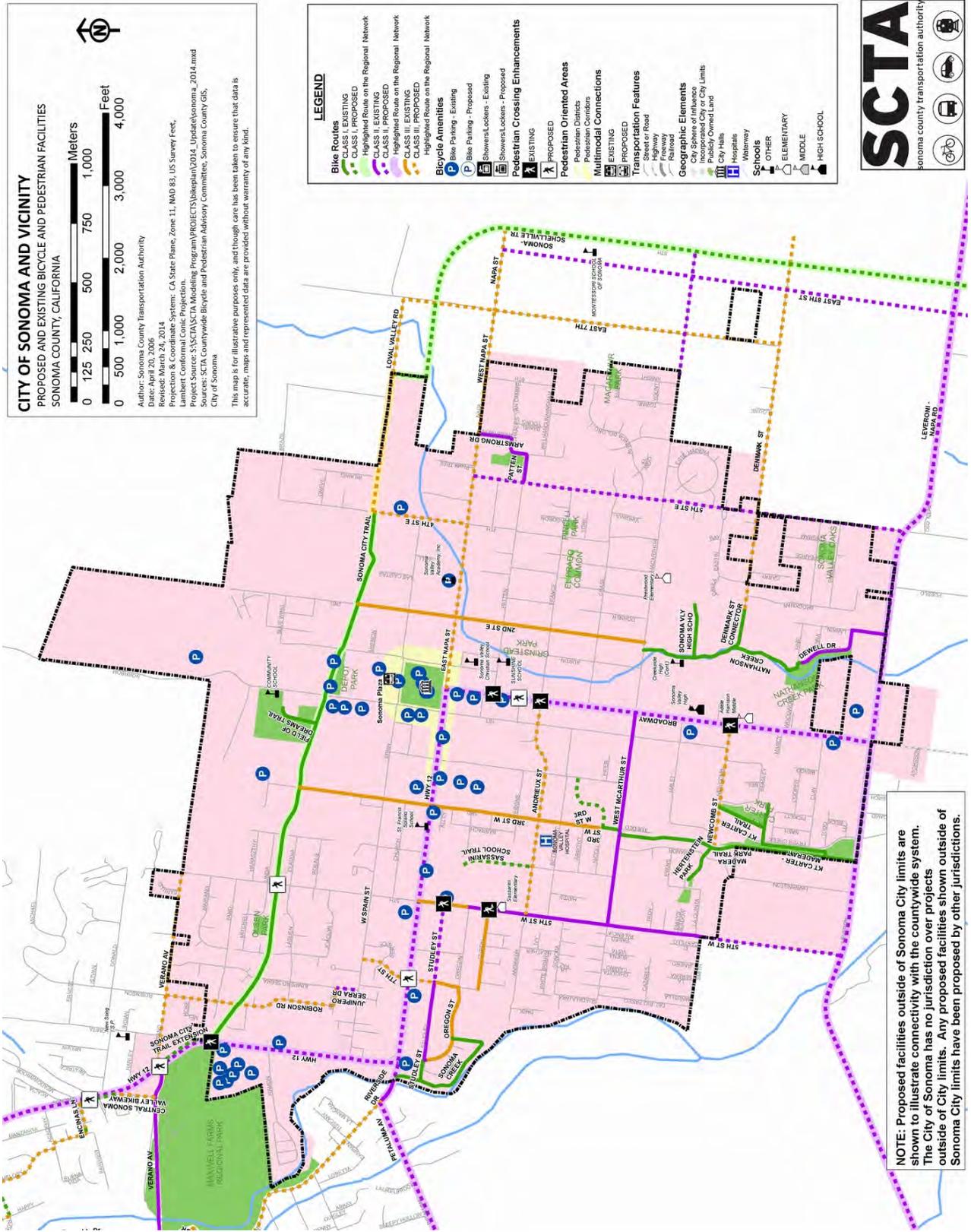


Figure CE-3: Transit Routes

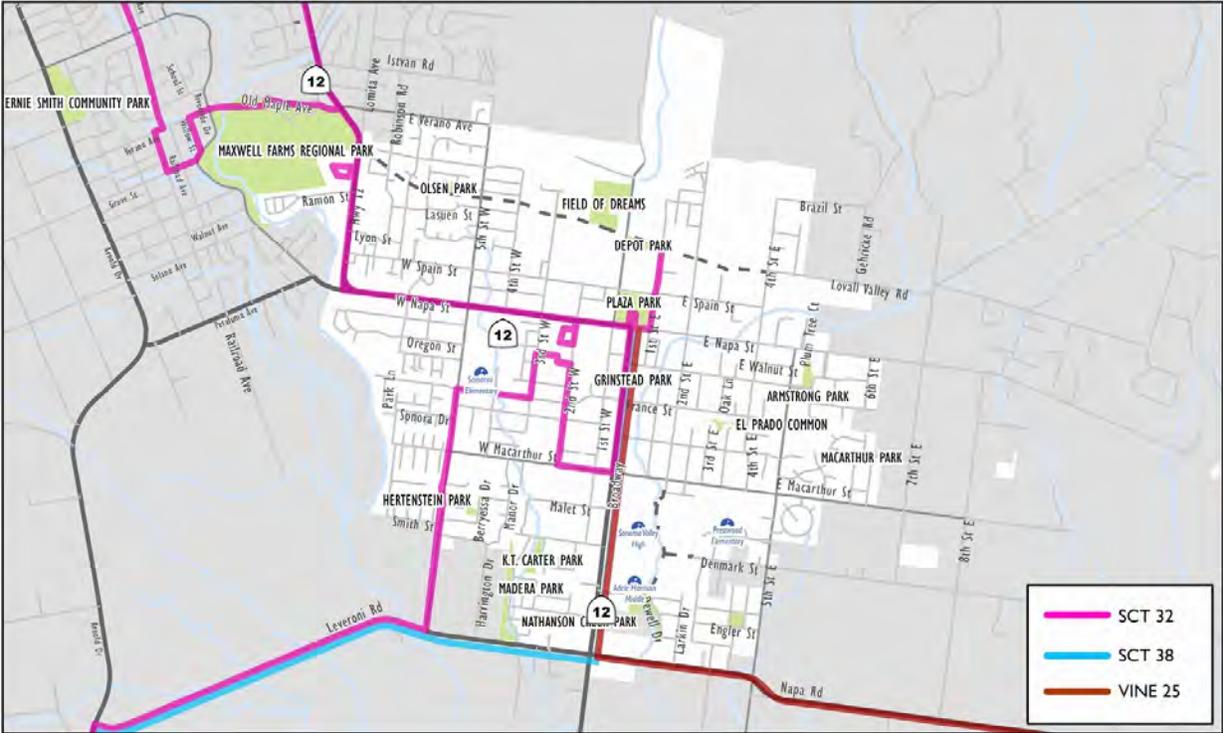
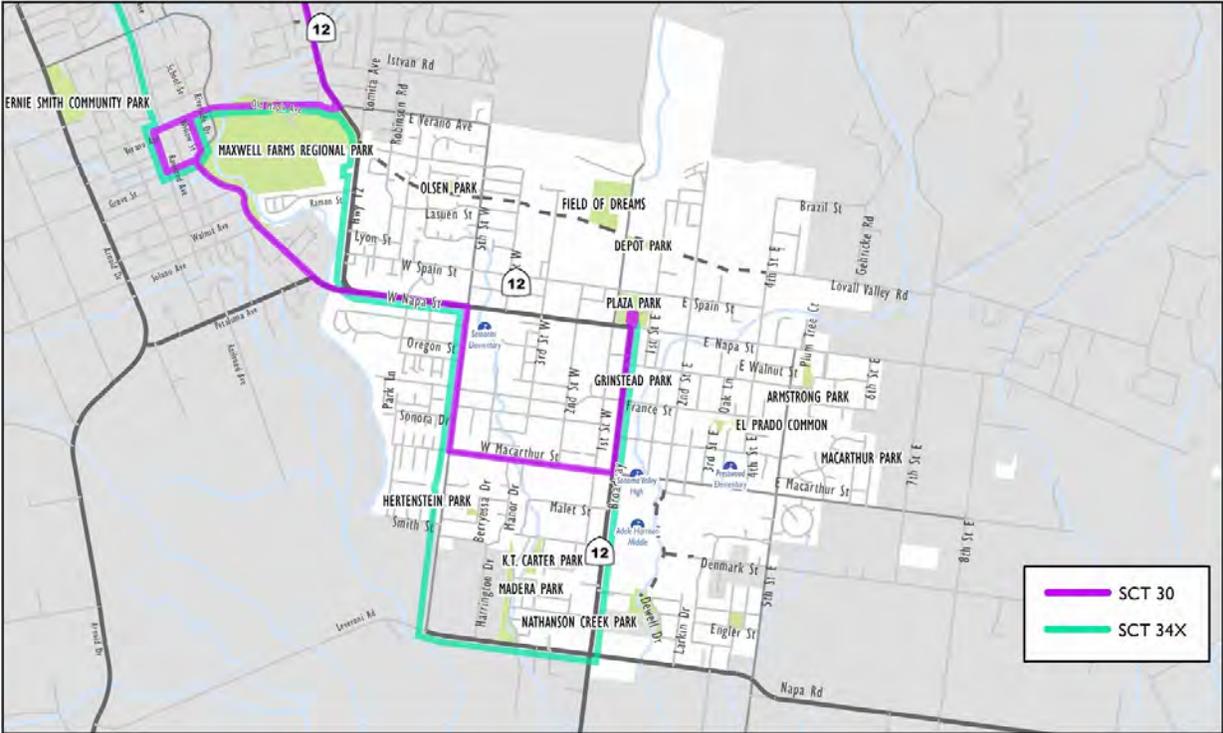


Figure CE-4: Roadway Network



- Collectors—These roads link arterials to local streets and commercial and public destinations. In some cases a collector may also serve as a lesser link to the highway.
- Local Streets—Typically residential streets, these streets provide access to neighborhoods and individual parcels within them. They are generally developed with curb, gutter, and sidewalk.
- Rural—These routes carry traffic to outlying districts. They are generally not developed with curb, gutter, or sidewalk.

The current travel pattern within Sonoma is dominated by Highway 12 (Broadway, West Napa Street, and the Sonoma Highway), with the highest volumes occurring along West Napa Street. Supporting arterials include Napa

Road, Fifth Street West, MacArthur Street, Second Street West, and West Spain Street. The traffic on Highway 12 has many sources including commuters, through traffic, tourists, and residents. Some traffic on other major arterials and collectors can also be attributed in part to driver avoidance of Highway 12. During peak commute times, many regional drivers traveling between Napa County and points north of Sonoma appear to bypass the central part of the city by using Napa Road, Leveroni Road, and Arnold Drive. This diversion pattern is acknowledged in the Caltrans Route Concept Report for SR 12, and in fact the report identifies redesignation of SR 12 to these parallel corridors as a potential long-term strategy.

Some of the local traffic on major streets such as Fifth Street West, MacArthur Street, Second Street West, and West Spain Street also results from drivers skirting Highway 12.

While the increase in traffic along West Spain Street is well within capacity limits, residents along this street have been particularly affected by this diverted traffic. The Plaza also experiences considerable traffic, not only due to volume, but also because of parking activity and a large pedestrian presence.



ROADWAY CAPACITY AND IMPROVEMENTS

Future changes to traffic patterns in the city will be largely determined by the location of jobs and housing in Sonoma and the region, and by improvements to the local street system. In analyzing future traffic conditions, traffic volume projections were obtained through use of the SCTM\10 travel demand model maintained by the Sonoma County Transportation Authority (SCTA), which includes year 2040 development projections representing buildout of both the City of Sonoma and regional General Plans. In other words, future traffic growth is the result of expected growth in the city, Sonoma Valley, and the greater Bay Area. Year 2030 traffic projections were obtained by assuming straight-line growth between the year 2014 and the SCTA model's year 2040 horizon year.

Table CE-1 classifies main roads in Sonoma according to functional types. The table identifies sub-segments for some streets and provides information on existing peak hour volumes as of 2014, and projected peak hour volumes in the years 2030 and 2040. Table CE-2 has a similar format but provides information on roadway capacities, identifying segments that are anticipated to encounter a traffic demand that exceeds capacity, thereby being subject to auto congestion.

Table CE-3 lists levels of service for key intersections in Sonoma for 2014, as well as projected operation in the years 2030 and 2040. The intersection locations and numbers are shown Figure CE-4.

Roadway Network Improvements

The objective for future roadway network modifications is to minimize needed improvements in Sonoma while promoting alternatives to automobile use. Accordingly, road widenings in the city will be minimized to the extent possible and implemented only when proven necessary. Future roadway improvements will be phased in accordance with the City Capital Improvement Plan and the State Transportation Improvement Program. Some improvements may be put in place as a condition of project approval as development occurs, and all will be funded in part by the City Circulation Improvement Fee imposed on all construction. The City will continue to rely on Capital Improvement Program revenues, Community Development Agency monies, and gas tax funds to finance street improvements. Sonoma County Transportation Authority funds are available for some maintenance of existing facilities and highway improvements, while any Caltrans-initiated upgrades along Highway 12 would require State and federal funding.

Roadway Segments

The Circulation Element includes completion of the following roadway modifications to provide multimodal access and maintain adequate traffic conditions. Because nearly all of the following improvements are on Highway 12, close coordination between the City of Sonoma and Caltrans will be required.

- West Napa Street (SR 12) from Riverside Drive to Fifth Street West – widen to five lanes. Future volumes on this segment are well beyond what a three-lane street can accommodate, and the segment should be widened to five lanes (two lanes in each direction and a center turn lane, plus bicycle lanes).
- West Napa Street (SR 12) from Fifth Street West to Second Street West – maintain existing three-lane configuration. Projected volumes on this segment are approximately 25 percent lower than the segment to the west, and are within the upper-end of a range that has been handled by a three-lane street in other jurisdictions. The segment also passes through areas with frequent building frontages that would impede widening, and areas with higher levels of pedestrian activity. Widening the highway to add new vehicle lanes in this type of built environment may cause adverse effects on pedestrian and bicyclists modes. For these reasons, the current three-lane configuration should be maintained into the future.

Table CE-1: Roadway Classification and Traffic Volumes

Roadway Segment	Class	Year 2014 Volume		Year 2030 Volume		Year 2040 Volume	
		NB/EB	SB/WB	NB/EB	SB/WB	NB/EB	SB/WB
West Napa Street (Highway 12)							
Riverside Dr to Fifth St West	Arterial	1000	975	1218	1150	1353	1258
Fifth St West to Second St West	Arterial	725	725	888	860	990	944
Second St West to Broadway	Arterial	615	585	658	621	684	644
East Napa Street							
First St East to Fifth St East	Collector	195	290	216	318	230	336
West Spain Street							
Fifth St West to Highway 12	Collector	375	420	404	459	423	484
Broadway (Highway 12)							
Watmaugh Rd to Napa/Leveroni Rd	Arterial	390	380	473	515	525	600
Napa/Leveroni Rd to MacArthur St	Arterial	635	570	805	707	911	793
MacArthur St to West Napa St	Arterial	560	460	700	605	786	695
Highway 12							
Riverside Dr to West Spain St	Arterial	750	805	901	1007	996	1132
West Spain St to Maxwell Village	Arterial	1015	965	1156	1164	1245	1289
Napa Road							
Broadway (Hwy 12) to Fifth St East	Arterial	660	675	745	796	855	813
Fifth St East to Eighth St E	Arterial	630	670	693	761	733	817
Leveroni Road							
Broadway (Hwy 12) to Fifth St West	Arterial	620	640	707	696	760	731
West MacArthur Street							
Broadway (Hwy 12) to Fifth St W	Collector	205	235	243	264	267	282
East MacArthur Street							
Broadway (Hwy 12) to City Limits	Collector	170	225	257	281	312	317
City Limits to Eighth St E	Collector	80	60	195	97	268	118
Fifth Street East							
East Napa St to Napa Rd	Local	150	125	206	163	241	187
Napa Rd to East Watmaugh Rd	Rural	60	50	70	56	75	58
Fifth Street West							
Verano Ave to West Spain St	Collector	400	295	441	317	467	331
Andrieux St to West MacArthur St	Arterial	550	480	601	524	632	551
West MacArthur St to Leveroni Rd	Arterial	460	430	504	461	531	479
Verano Avenue							
Highway 12 to Fifth St West	Collector	195	305	220	335	235	354

NB=Northbound; SB=Southbound; EB=Eastbound; WB=Westbound

Table CE-2: Roadway Capacity Utilization

Roadway Segment	Class	Capacity (veh)	Year 2014 V/C		Year 2030 V/C		Year 2040 V/C	
			NB/EB	SB/WB	NB/EB	SB/WB	NB/EB	SB/WB
West Napa Street (Highway 12)								
Riverside Dr to Fifth St West	Arterial	800	1.14	1.11	1.52	1.44	1.69	1.57
<i>Widen to 2 lanes in each direction</i>		<i>1620</i>			<i>0.75</i>	<i>0.71</i>	<i>0.84</i>	<i>0.78</i>
Fifth St West to Second St West	Arterial	800	0.82	0.82	1.11	1.08	1.24	1.18
Second St West to Broadway	Arterial	800	0.95	0.91	0.82	0.78	0.86	0.81
East Napa Street								
First St East to Fifth St East	Collector	800	0.30	0.44	0.27	0.40	0.29	0.42
West Spain Street								
Fifth St West to Highway 12	Collector	800	0.57	0.64	0.51	0.57	0.53	0.61
Broadway (Highway 12)								
Watmaugh Rd to Napa/Leveroni Rd	Arterial	880	0.38	0.37	0.54	0.59	0.60	0.68
Napa/Leveroni Rd to MacArthur St	Arterial	800	0.84	0.75	1.01	0.88	1.14	0.99
<i>Widen to 2 lanes in each direction</i>		<i>1620</i>			<i>0.50</i>	<i>0.44</i>	<i>0.56</i>	<i>0.49</i>
MacArthur St to West Napa St	Arterial	1620	0.38	0.32	0.43	0.37	0.49	0.43
<i>Reduce to 1 lane in each direction</i>		<i>800</i>			<i>0.88</i>	<i>0.76</i>	<i>0.98</i>	<i>0.87</i>
Highway 12								
Riverside Dr to West Spain St	Arterial	800	0.88	0.94	1.13	1.26	1.25	1.42
<i>Widen to 2 lanes in each direction</i>		<i>1620</i>			<i>0.56</i>	<i>0.62</i>	<i>0.61</i>	<i>0.70</i>
West Spain St to Maxwell Village	Arterial	800	1.28	1.21	1.45	1.46	1.56	1.61
<i>Widen to 2 lanes in each direction</i>		<i>1620</i>			<i>0.71</i>	<i>0.72</i>	<i>0.77</i>	<i>0.80</i>
Napa Road								
Broadway (Hwy 12) to Fifth St East	Arterial	880	0.70	0.71	0.85	0.90	0.97	0.92
Fifth St East to Eighth St E	Arterial	880	0.65	0.69	0.79	0.86	0.83	0.93
Leveroni Road								
Broadway (Hwy 12) to Fifth St West	Arterial	880	0.64	0.66	0.80	0.79	0.86	0.83
West MacArthur Street								
Broadway (Hwy 12) to Fifth St W	Collector	800	0.36	0.42	0.30	0.33	0.33	0.35
East MacArthur Street								
Broadway (Hwy 12) to City Limits	Collector	800	0.30	0.40	0.32	0.35	0.39	0.40
City Limits to Eighth St E	Collector	800	0.13	0.10	0.24	0.12	0.34	0.15
Fifth Street East								
East Napa St to Napa Rd	Local	800	0.23	0.19	0.26	0.20	0.30	0.23
Napa Rd to East Watmaugh Rd	Rural	800	0.11	0.09	0.09	0.07	0.09	0.07
Fifth Street West								
Verano Ave to West Spain St	Collector	800	0.71	0.52	0.55	0.40	0.58	0.41
Andrieux St to West MacArthur St	Arterial	800	0.80	0.70	0.75	0.66	0.79	0.69
West MacArthur St to Leveroni Rd	Arterial	800	0.58	0.54	0.63	0.58	0.66	0.60
Verano Avenue								
Highway 12 to Fifth St West	Collector	800	0.35	0.54	0.28	0.42	0.29	0.44

Bold v/c ratios indicates locations where volumes may exceed capacity and LOS F operation may occur; *italicized* lines represent alternate configurations; planning-level roadway capacities based on Exhibit 10-7 of the *Highway Capacity Manual 2000*, Transportation Research Board, 2000; v/c=volume to capacity ratio; NB=Northbound; SB=Southbound; EB=Eastbound; WB=Westbound

Table CE-3: Intersection Levels of Service

Intersection	Type of Control	Year 2014	Year 2030	Year 2040
1. Sonoma Hwy (SR 12)/Verano Ave	Signal	22.7/C	25.3/C	28.4/C
2. Sonoma Hwy (SR 12)/Maxwell Village Center	Signal	18.3/B	20.9/C	22.7/C
3. Sonoma Hwy (SR 12)/W Spain St	Signal	26.0/C	33.1/C	43.5/D
4. Fifth St W/W Spain St	All-Way Stop	40.0/E	44.7/E	46.4/E
<i>a. Add EB and WB right turn lanes</i>	<i>All-Way Stop</i>	<i>n/a</i>	<i>31.6/D</i>	<i>33.9/D</i>
<i>b. Install mini-roundabout</i>	<i>Mini Roundabout</i>	<i>n/a</i>	<i>11.6/B</i>	<i>13.1/B</i>
5. Sonoma Hwy (SR 12)/Riverside/W Napa St	Signal	15.9/B	16.3/B	17.5/B
6. Fifth St W/W Napa St (SR 12)	Signal	37.3/D	47.5/D	59.5/E
<i>Add SB right-turn lane and EB overlap</i>	<i>Signal</i>	<i>n/a</i>	<i>n/a</i>	<i>43.0/D</i>
7. Broadway (SR 12)/Napa St	All-Way Stop	32.2/D	53.0/F	58.7/F
<i>a. Install traffic signal</i>	<i>Signal</i>	<i>n/a</i>	<i>51.2/D</i>	58.6/E
<i>b. Install single-lane roundabout</i>	<i>Roundabout</i>	<i>n/a</i>	<i>9.6/A</i>	<i>11.7/B</i>
8. E Napa St/Fifth St E Northbound Approach	Two-Way Stop	1.7/A 12.3/B	2.1/A 13.5/B	2.4/A 14.3/B
9. Eighth St E/E Napa St Northbound Approach	Two-Way Stop	6.1/A 12.3/B	6.4/A 12.9/B	6.6/A 13.4/B
10. Fifth St W/W MacArthur St	All-Way Stop	17.1/C	21.1/C	24.8/C
11. Broadway (SR 12)/MacArthur St	Signal	17.4/B	19.3/B	21.2/C
12. Fifth St E/E MacArthur St	All-Way Stop	8.9/A	11.2/B	13.7/B
13. Fifth St W/Leveroni Rd	Signal	11.6/B	12.7/B	13.5/B
14. Broadway (SR 12)/Leveroni Rd/Napa Rd	Signal	36.7/D	44.6/D	51.1/D
15. Fifth St E/Napa Rd	All-Way Stop	39.5/E	44.6/E	49.3/E
<i>Install traffic signal</i>	<i>Signal</i>	<i>n/a</i>	<i>10.0/A</i>	<i>11.6/B</i>
16. Eighth St E/Napa Rd	Signal	21.5/C	34.1/C	48.2/D

Results are expressed as Delay/LOS; Delay is measured in average seconds per vehicle; LOS = Level of Service; **Bold**=operation below LOS D; *italicized* rows reflect mitigated or alternate configurations; NB=Northbound; SB=Southbound; EB=Eastbound; WB=Westbound

➤ Broadway (SR 12) from Napa/Leveroni Roads to MacArthur Street – widen to five lanes only if proven necessary. Many of the parcels along this segment already include frontage improvements to accommodate a future five-lane roadway (two lanes in each direction and a center turn lane), and the projected traffic volumes are near the limits of what can be accommodated by a three-lane roadway. For these reasons the City and Caltrans should continue to plan for an ultimate five-lane roadway, however, striping of spot improvements such as right turn lanes and acceleration/deceleration areas be utilized in lieu of striping for two lanes in each direction until such time that the need for dual through lanes is proven. Maintaining one travel lane in each direction will help to regulate speeds and function better as a gateway to the Sonoma Plaza.

➤ Broadway (SR 12) from MacArthur Street to West Napa Street – implement a road diet. This segment currently includes five lanes (two in each direction plus a center turn lane). Volumes are lower than on the segment to the south, and based on the projected volumes, a single lane in each direction would be expected to function acceptably. The City and Caltrans should plan to implement a “road diet” on this segment of Broadway. A three-lane configuration would be expected to operate safely and efficiently, would help to regulate vehicle speeds in a pedestrian-oriented area, would create space for bicycle facilities, and would potentially create space for additional parking spaces. A reduction in lanes is also consistent with the Caltrans Route Concept Report for SR 12 (West), which for Broadway suggests that “reducing the number of lanes by a combination of diagonal parking, bike lanes and/or a median would

improve the location efficiency and community design.” If the Broadway/West Napa Street intersection remains as all-way stop-controlled, a three-lane configuration would allow for implementation of bulb-outs that would improve pedestrian circulation at this key Plaza gateway location. A three-lane segment would also work with a potential signal or roundabout.

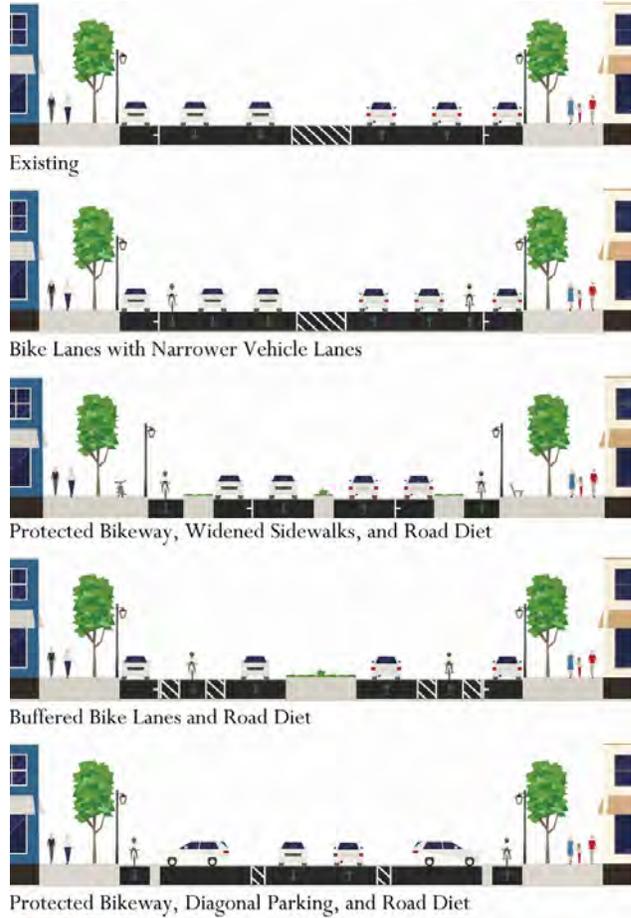
- Sonoma Highway (SR 12) from Riverside Drive to Maxwell Village Center – widen to five lanes. This segment of Sonoma Highway already encounters congestion, and the projected future volumes cannot be accommodated by a roadway with one lane in each direction. The City and Caltrans should plan for this to be a five-lane roadway in the future (two lanes in each direction, a center turn lane, and bike lanes).
- Upgrade Hayes Street and Fourth Street West to local street standards between Bettencourt Street and West MacArthur Street.

Road widenings would only be implemented upon proven need.

Intersections

Intersections are the major determinants of local traffic conditions on the City’s street network, and also serve as designated crossing locations for non-auto users. Accordingly, they should be designed in a context-sensitive manner to accommodate mobility for all users as effectively and as safely as possible. The following intersection improvements have been identified; again, in many locations coordination between the City and Caltrans will be required.

- Fifth Street West/West Spain Street – There are two improvement options. One includes restriping the eastbound and westbound approaches to add right-turn lanes. Alternatively, a mini-roundabout could be installed. The mini-roundabout would have a higher installation cost though it would provide a beneficial traffic calming effect, result in superior operation, and result in less fuel consumption, emissions, and noise than all-way stops. Either option would entail elimination of existing parking spaces near the intersection.



Many options exist for reconfiguring Broadway near the Plaza



View on Broadway looking north toward Plaza

- Fifth Street West/West Napa Street (SR 12) – Construct a southbound right-turn pocket and add an eastbound right-turn signal overlap phase. Construction of the right-turn pocket would require land acquisition.
- Broadway (SR 12)/Napa Street – The Circulation Element calls for further community engagement and evaluation before identifying specific modifications to improve multimodal circulation at this intersection. Potential changes may include (but are not limited to) any of the following: modify curbs to reduce pedestrian crossing distances while maintaining current all-way stop controls, install a traffic signal, install a single-lane roundabout, or make no changes. Any modifications would need to be completed in a manner that is deemed compatible with the Plaza’s physical and historical context.
- Fifth Street East/Napa Road – Install a traffic signal. The intersection is located in the County of Sonoma, and the City will coordinate with the County to participate in funding.



Broadway/Napa Street Intersection

Circulation Element helps organize land use through policies requiring adequate access, pedestrian and bicycle amenities, and safety improvements at street/bike path connections.

COORDINATION WITH OTHER ELEMENTS

Circulation and land use are interconnected, as is recognized in the State guidelines pertaining to general plans, which emphasize the correlation between the circulation element and the land use element. The Circulation Element is also closely related to the Housing and Environmental Resources elements and has ties to the Local Economy Element. Traffic-related noise is addressed in the Noise Element.

The Community Development Element

The Land Use Plan and designations in the Community Development Element establish the general arrangement of uses by type and intensity, from which circulation relationships derive. Through the organization of uses, the Land Use Plan lays the basis for linking housing, employment, goods and services, schools, and parks and recreation. The connection between land use and circulation has been reinforced by using the Land Use Plan as the basis for the traffic model used to develop projected traffic volumes. Building on that foundation, the elements are designed to work in concert to achieve various General Plan policy objectives. For example, in order to reduce auto dependence and promote walking, the Land Use Plan establishes higher densities adjacent to commercial centers and encourages mixed-use development. These measures also help promote transit. At the same time, the

The Local Economy Element

Through its programs to ensure acceptable traffic conditions, address downtown parking, and improve pedestrian conditions, the Circulation Element helps support the Local Economy Element in its objective of maintaining the continued vitality of Sonoma’s commercial centers. Through their policies and implementation measures, the two elements also seek to encourage a pedestrian presence in retail and service areas, particularly the downtown, by promoting mixed-use development and ground floor retail use.

The Housing Element

Like the Community Development Element, the Housing Element includes policies and implementation measures aimed at promoting mixed-use development and locating higher density residential development near commercial centers. The Housing Element expands upon those basic directions by providing guidance for the design of new housing, ensuring that higher density developments are compatible with their surroundings and include provisions for bicyclists, pedestrians, and transit users.

The Environmental Resources Element

The Circulation and Environmental Resources elements share the objectives of reducing auto dependency, encouraging transit use, and promoting energy conservation. The Circulation Element provides goals and

policies intended to establish safe and convenient bicycle and pedestrian networks linking housing, shopping, services, schools, and parks, while the Environmental Resources Element includes additional measures supporting that effort. In addition, the Environmental Resources Element includes a street tree planting measure to make local travel more enjoyable for pedestrians, bicyclists, and drivers.

The Noise Element

Current and projected traffic volumes, as documented through the Circulation Element, are assessed as a noise source in the Noise Element.



GOALS AND POLICIES

The following Circulation Element goals and policies will guide the City’s actions pertaining to transportation during the planning period.

Maintain Safe and Efficient Movement

Goal 1.0: Maintain a Citywide Roadway System that Provides for the Safe and Efficient Movement of People and Goods to All Parts of Sonoma.

Policy 1.1: Ensure that the City’s circulation network is a well-connected system that effectively accommodates vehicular and non-vehicular traffic in a manner that considers the context of surrounding land uses and the needs of all roadway users.

Policy 1.2: Promote safety for all users of the street system.

Policy 1.3: Maximize efficient use of the existing circulation system and avoid widening streets to the extent possible.

Policy 1.4: When analyzing the circulation network, consider the needs of all users including those with disabilities, ensuring that pedestrians, bicyclists, and transit riders are considered at an equal level to motor vehicle drivers.

Policy 1.5: Establish a motor vehicle Level of Service (LOS) standard of LOS D at intersections. The following shall be taken into consideration in applying this standard:

- Efforts to meet the vehicle LOS standard shall not result in diminished safety for other modes including walking, bicycling, or transit (see Policy 1.6).
- The standard shall be applied to the overall intersection operation and not that of any individual approach or movement.
- Consideration shall be given to the operation of the intersection over time, rather than relying exclusively on peak period conditions.
- The five intersections surrounding the historic Sonoma Plaza shall be exempt from vehicle LOS standards in order to maintain the historic integrity of the Plaza and prioritize non-auto modes.

Policy 1.6: Intersections may be exempted from the vehicle LOS standards established in Policy 1.5 in cases where the City Council finds that the infrastructure improvements needed to maintain LOS D operation (such as roadway or intersection widening) would be in conflict with goals of for improving multimodal circulation, or would lead to other potentially adverse environmental impacts. For those locations where the City allows a reduced motor vehicle LOS or queuing standard, additional multimodal improvements and/or transportation demand management (TDM) measures may be required in order to reduce impacts to mobility.

Policy 1.7: Continue to seek context-sensitive solutions to reduce traffic congestion and improve pedestrian circulation at the intersection of Broadway (SR 12)/Napa Street.

Policy 1.8: Consider all transportation improvements as opportunities to enhance safety, access, and mobility.

Policy 1.9: Design intersections to provide adequate and safe access for all users including pedestrians, bicyclists, and motorists of all ages and abilities, and in a manner that is appropriate for the surrounding land use and cultural context.

Policy 1.10: Consider the use of roundabouts and mini-roundabouts, where appropriate, to enhance pedestrian and cyclist circulation, moderate traffic flow, reduce accident severity, and improve intersection efficiency.

Policy 1.11: Ensure that new development contributes its proportional share of the cost of improvements necessary to address cumulative transportation impacts on the multimodal circulation network.

Policy 1.12: Design and implement road diets along the Broadway corridor, in coordination with Caltrans, to enhance pedestrian and bicycle facilities, provide additional opportunities for landscaping, and potentially increase parking supply.

Support Non-Auto Travel

Goal 2.0: Create a Circulation Network that Supports and Encourages Travel by Non-Automobile Modes

Policy 2.1: Implement the extensions and upgrades to the bicycle network identified in the City’s Bicycle and Pedestrian Master Plan, with a focus on establishing safe routes to popular destinations.

Policy 2.2: Improve city streets as necessary to preserve safety and expand opportunities for non-automobile modes of transportation.

Policy 2.3: Preserve and establish short-cuts that give pedestrians and bicyclists alternatives to traveling along major streets.

Policy 2.4: Improve pedestrian circulation and safety at major intersections.

Policy 2.5: Establish a system of hiking trails through major public open space.

Policy 2.6: Eliminate gaps and obstructions in the sidewalk system.

Policy 2.7: Proactively work with utility providers to reduce or eliminate barriers to pedestrian and bicyclist mobility created by utility infrastructure.

Policy 2.8: Prioritize pedestrian safety and convenience when considering circulation improvements near the Sonoma Plaza.

Policy 2.9: Prioritize bicycle and pedestrian safety for students traveling to and from school.

Policy 2.10: Create an accessible circulation network that is consistent with guidelines established by the Americans with Disabilities Act (ADA).

Policy 2.11: Promote bicycling as an efficient alternative to driving.

Policy 2.12: Expand the availability of sheltered bicycle parking and other bicycle amenities.

Policy 2.13: Resolve potential conflicts between bicycles and vehicles and pedestrians.

Policy 2.14: Incorporate bicycle facilities and amenities in new development.

Policy 2.15: Promote transit use and improve transit services.

Policy 2.16: Ensure that adequate lighting is provided at all bus stops.

Maintain Neighborhood Access and Town Character

Goal 3.0: Coordinate circulation and land use patterns to ensure safe and convenient access to activity centers while maintaining Sonoma’s neighborhoods and small-town character.

Policy 3.1: Encourage a mixture of uses and higher densities where appropriate to improve the viability of transit, pedestrian and bicycle travel.

Policy 3.2: Ensure that new development complements and extends the historic street grid pattern, where feasible, while minimizing cut-through traffic.

Policy 3.3: Protect residential areas by keeping traffic speeds low and discouraging through truck traffic.

Policy 3.4: Encourage shared and “park once” parking arrangements that reduce vehicle use.

Policy 3.5: Improve parking availability and traffic and pedestrian circulation around the Plaza area while maintaining the historic, small-town character of the area.

Policy 3.6: Recognize the role of streets not only as vehicle routes but also as parts of a system of public spaces, with quality landscaping, street trees, and bicycle and pedestrian amenities.

Policy 3.7: If necessary, utilize traffic calming techniques to control vehicle speeds on residential streets as well as on collector streets within residential areas.

Integrate with Regional Circulation Network

Goal 4.0: Effectively Integrate the City’s Circulation System with Surrounding Regional Networks

Policy 4.1: Actively work with Sonoma County and SCTA in coordinating improvements to major roads in the unincorporated areas surrounding Sonoma.

Policy 4.2: Collaborate with Caltrans and the County in exploring potential ways to accommodate regional pass-through traffic on routes other than Highway 12 through the Sonoma Plaza area.

Policy 4.3: Continue to consult with Caltrans and Sonoma County on transportation planning, operations, and funding to improve automobile and non-automobile circulation on the Sonoma Highway corridor.

IMPLEMENTATION MEASURES

The implementation measures outlined in Table CE-4 correspond to the four major topics outlined in the above circulation goals and policies: Maintain Safe and Efficient Movement, Support Non-Auto Travel, Maintain Neighborhood Access and Town Character, and Integrate with Regional Circulation Network.

Table CE-4: Circulation Implementation Summary

Implementation Measure	Objective(s)	Responsible Department
SAFE AND EFFICIENT MOVEMENT		
CE-1. CIP Circulation Improvements	Prioritize and implement circulation improvements through the five-year capital improvement program.	Public Works
CE-2. Impact Fee Program	Prepare and adopt a transportation impact fee program that establishes a mechanism for new development to pay its proportional share of circulation improvements.	Public Works
CE-3. Monitor Safety	Routinely monitor collision trends in order to proactively respond to safety problems and changing conditions. Prioritize locations with high collision rates for safety improvements.	Public Works
CE-4. Seek Outside Funding	Continually seek opportunities to fund maintenance of and improvements to the circulation network, including through pursuit of grants.	Public Works, Planning
CE-5. Roadway Improvements	<p>If and when deemed clearly necessary, complete the following roadway improvements to maintain the safety and efficiency of the current circulation system, and to support buildout of the General Plan.</p> <p>Roadway Segments</p> <ul style="list-style-type: none"> • Sonoma Highway (SR 12) from Riverside Drive to Maxwell Village Center: widen street to two lanes in each direction, including a center turn lane and bicycle lanes • West Napa Street (SR 12) from Riverside Drive to Fifth Street West: widen street to two lanes in each direction, including a center turn lane and bicycle lanes • Broadway (SR 12) from MacArthur Street to West Napa Street: implement a “road diet” consisting of one travel lane in each direction plus center turn lane and bicycle lanes • Broadway (SR 12) from Napa Road-Leveroni Road to MacArthur Street: limit further widenings to spot improvements such as adding turn lanes where needed to maintain traffic flow and safety. Design and implement a plan that reduces the paved section, where possible, enhances conditions for pedestrians and bicyclists, and improves the visual quality and consistency of the corridor. <p>Intersections</p> <ul style="list-style-type: none"> • Fifth Street West/West Spain Street: restripe the eastbound and westbound approaches to add right-turn lanes, or install a mini-roundabout within the available right-of-way • Fifth Street West/West Napa Street (SR 12): construct a southbound right-turn pocket and add an eastbound right-turn signal overlap phase • Fifth Street East/Napa Road: install a traffic signal; this intersection is under County of Sonoma jurisdiction and the costs of designing, funding, and implementing the improvement should be shared by the City and County 	Public Works

Implementation Measure	Objective(s)	Responsible Department
CE-6. Design Intersections for all modes	Review plans for new or modified intersections to ensure that lane configurations are limited where possible to provide for moderate speeds and pedestrian and cyclist safety, and that curb extensions are installed where appropriate to reduce driving speeds and shorten pedestrian crossing distances.	Public Works
CE-7. Mitigate Development Impacts	Require development projects to mitigate circulation impacts through installation of necessary associated improvements or payment of in-lieu fees, consistent with a nexus between the level of impact and required improvements and/or contributions.	Public Works, Planning
CE-8. Review of Development Impacts	<p>As part of the development review process, the Planning and Public Works Departments shall review development projects to ensure that developers:</p> <ul style="list-style-type: none"> • Construct transportation improvements along property frontages when appropriate • Address the project's proportional share of impacts to the City's circulation network through payment of traffic mitigation and other fees • For local project-related circulation impacts requiring improvements that are not included in an adopted impact fee program, either complete the necessary improvements or pay a proportional share of the cost • Provide for complete streets to the extent feasible, facilitating walking, biking, and transit modes • Fund transportation impact studies that identify on-site and off-site project effects and mitigation measures • Provide adequate emergency vehicle access 	Public Works, Planning
CE-9. Improvements at Broadway/Napa Street	Engage the community in discussions to evaluate and select among alternatives to improve pedestrian circulation and alleviate congestion at the intersection of Broadway (SR 12)/Napa Street in a context-sensitive manner, and work with Caltrans to fund and implement the improvements.	Planning, Public Works
CE-10. Multimodal LOS	Monitor ongoing efforts to establish multimodal LOS methodologies and assess whether implementation of multimodal LOS is appropriate for application in Sonoma. Should the City deem a multimodal LOS methodology to be suitable for application, the LOS standards described in Policy 1.5 shall be amended to include quantitative evaluation of designated non-auto modes where deemed applicable.	Public Works, Planning
SUPPORT NON-AUTO TRAVEL		
CE-11. Add Pedestrian/Bicycle to CIP	Create and fund pedestrian and bicycle improvement categories in the five-year Capital Improvement Program as a mechanism for identifying, budgeting, and implementing specific pedestrian and bicycle improvements, including constructing pathways and repairing and completing sidewalks.	Public Works
CE-12. Provide Cut-Through Paths	Require the preservation or replacement of cut-through paths in conjunction with proposed development projects.	Planning
CE-13. Prioritize Pedestrian Improvements	Monitor and prioritize the need for pedestrian improvements through the Traffic Safety Committee.	Public Works
CE-14. Non-Auto	Work with Caltrans, the County of Sonoma, Sonoma County Transit, Sonoma County Bicycle Coalition, and the SCTA to coordinate bicycle improvements within Sonoma	Public Works, Planning

Implementation Measure	Objective(s)	Responsible Department
Modes Regional Coordination	Valley, to provide connections to regional routes, and to incorporate bicycle facilities such as carriers and racks on transit buses and at bus stops.	
CE-15. Bicycle Education	Work with schools and other interested organizations to establish safe bike routes and to promote bicycle use, registration, safety, and etiquette in accordance with the Police Department bicycle education program.	Public Works, Police
CE-16. Safe Routes to School	Coordinate with the Sonoma Valley Unified School District to fund new Safe Routes to School plans for schools within the City of Sonoma.	Public Works
CE-17. Accessible Transportation Improvements	Review all transportation improvements to ensure installation in accordance with current accessibility standards.	Public Works
CE-18. Identify and Remove Barriers	Review transportation corridors to identify barriers encountered by persons with disabilities, including locations with damaged sidewalk surfaces and non ADA-compliant curb cuts and ramps, and address such obstacles in the Capital Improvement Program as funding permits.	Public Works
CE-19. Incorporate Bicycle and Pedestrian Improvements	Require development projects to provide all rights-of-way and improvements necessary to comply with the Bicycle and Pedestrian Master Plan and Development Code requirements pertaining to bicycle and pedestrian amenities.	Planning
CE-20. Update Bike Requirements in Development Code	Implement Development Code requirements for bicycle access and amenities in commercial and multi-unit residential developments and update the provisions as necessary.	Planning
CE-21. Improve Transit Availability	Work with Sonoma County Transit to improve transit coverage and headways on routes serving Sonoma.	Planning
CE-22. Add Bus Shelters	Coordinate with Sonoma County Transit to construct attractive and consistently designed lighted bus shelters along Highway 12 and other transit corridors.	Public Works
CE-23. Pedestrian Signal Timing	Review traffic signal timing plans to ensure adequate crossing times for all users at signalized intersections.	Public Works
CE-24. Upgrade Signals for Bicyclists and Pedestrians	Prepare an inventory of bicycle and pedestrian facilities at signalized intersections, and develop a program to install crosswalk actuators, bicycle detectors with stencils, and bicycle safety signs as appropriate where they currently do not exist.	Public Works
MAINTAIN NEIGHBORHOOD ACCESS AND TOWN CHARACTER		
CE-25. Caltrans Collaboration	Work collaboratively with Caltrans to ensure that the City's vision for the design and implementation of Highway 12 improvements is achieved.	Public Works

Implementation Measure	Objective(s)	Responsible Department
CE-26. Truck Routes	Establish and enforce truck routes and regulations that apply to all heavy vehicles, including delivery trucks and tour buses.	Public Works
CE-27. Traffic Calming	Evaluate requests and proposed approaches to traffic calming through the Traffic Safety Committee.	Public Works
CE-28. Casa Grande Parking Lot	Work with the State Parks Department to retain and expand the use of the Casa Grande lot for public parking.	Planning
CE-29. Parking Wayfinding	Provide maps, signage, entrance lighting, and other improvements that advertise off-street public parking.	Planning
CE-30. Develop Off-Street Parking	Work with property-owners to acquire land and/or develop public off-street parking to serve the Plaza area.	Planning, Public Works
CE-31. Parking Improvement District	Explore the feasibility of creating a downtown improvement district to fund acquisition and development of parking as well as other types of improvements.	Planning
CE-32. Tour buses	Work with the Visitors Bureau and tour bus providers to minimize safety and parking conflicts associated with tour buses.	Public Works, Police
INTEGRATE WITH REGIONAL CIRCULATION NETWORK		
CE-33. Regional Collaboration on Circulation	Work with Caltrans, the County of Sonoma and the Sonoma Valley Citizens Advisory Commission to monitor potential traffic impacts of proposed development, to identify options for regional circulation improvements, and to implement methods of alleviating traffic congestion, such as improved signal timing along Highway 12.	Public Works
CE-34. Regional Signage Program	Work with Caltrans and the County of Sonoma to establish a unified directional signage scheme in the Sonoma Valley that directs through drivers to peripheral routes instead of through downtown Sonoma.	Public Works
CE-35. Assist SCTA	Provide land use and circulation data to the Sonoma County Transportation Authority (SCTA) as requested, and coordinate with SCTA in implementing and updating the regional Comprehensive Transportation Plan.	Planning, Public Works



California Environmental Quality Act

Initial Study

(As required by Sec. 15063 of the Public Resources Code)

Prepared: June 2016

1. **Project Title:** City of Sonoma General Plan Amendment:
Circulation Element Update
2. **Lead Agency Name and Address:** City of Sonoma Planning Department
3. **Contact Person and Phone Number:** David Goodison, Planning Director
(707) 938-3681
4. **Project Location:** City of Sonoma (please refer to Figure 1)
5. **Project Sponsor's Name and Address:** City of Sonoma
No. 1, The Plaza
Sonoma CA 95476
6. **General Plan Designation:** N/A (City-wide policy document)
7. **Zoning:** N/A (City-wide policy document)

8. **Description of Project:**

Overview: The Project consists of an amendment to the City of Sonoma General Plan to update the Circulation Element pursuant to California Government Code Section 65588. The Circulation Element is solely a policy document and does not modify the zoning or land-use designations of any land within the city, nor does it modify the land use element of the General Plan or the City's Zoning Ordinance. It does not provide discretionary approval of any development project or infrastructure improvement within the City. Any development or other action anticipated under the Circulation Element not already allowed under the current zoning and General Plan, would require additional CEQA review and discretionary approvals prior to any formal action. The purpose of the Circulation Element is to coordinate development of the city circulation system with existing and planned land uses, in compliance with the requirement of state law. Components of the element include:

- Updated traffic counts and existing intersection LOS for the street segments and intersections addressed in the current Circulation Element (16 intersections and 22 street segments).
- Updated traffic projections for the year 2020 and the year 2040 based on updated land use information and the Sonoma County Traffic Model.
- Identification of needed intersection and roadway improvements. (Draft recommendations are nearly complete.)
- Development of updated information on bicycle use and bicycle facilities, pedestrian use and pedestrian facilities, and transit use and transit facilities.

- Analysis of existing policies and programs in the Circulation Element and identification of needed revisions and additions.
- Analysis of the intersections of Broadway/West Napa Street and West Napa Street/First Street West with respect to traffic and pedestrian safety conditions.

The Circulation Element balances the need to facilitate and promote alternative modes of transportation—including buses, bicycling, and walking—with the provision of an effective roadway network that reflects the character and scale of Sonoma. The Circulation Element serves as the policy basis for the development of an integrated circulation system by providing for alternative modes of transportation, and it specifies the improvements necessary to resolve existing deficiencies and accommodate planned growth. A key objective of the Circulation Element update is to ensure that it complies with State General Plan guidance concerning “Complete Streets” principles, as this will be necessary to qualify for many types of transportation improvement funding. The term “Complete Streets” describes a comprehensive, integrated transportation network with infrastructure and design that allows safe and convenient travel along and across streets for all users, including pedestrians, bicyclists, persons with disabilities, motorists, movers of commercial goods, users and operators of public transportation, seniors, children, youth, and families.

Road Widening and Intersection Improvements: The Circulation Element identifies the following roadway and intersection modifications as potentially necessary to provide multimodal access and maintain adequate traffic conditions. Because many of the following improvements are on Highway 12, close coordination between the City of Sonoma and Caltrans will be required.

Roadway Modifications

- West Napa Street (SR 12) from Riverside Drive to Fifth Street West – widen to five lanes. Future volumes on this segment exceed what a three-lane street can accommodate; therefore, the segment should be widened to five lanes (two lanes in each direction and a center turn lane, plus bicycle lanes).
- West Napa Street (SR 12) from Fifth Street West to Second Street West – maintain existing three-lane configuration. Projected volumes on this segment are approximately 25 percent lower than the segment to the west, and are within the upper-end of a range that has been handled by a three-lane street in other jurisdictions. The segment also passes through areas with frequent building frontages that would impede widening, and areas with higher levels of pedestrian activity. Widening the highway to add new vehicle lanes in this type of built environment may cause adverse effects on pedestrian and bicyclist modes. For these reasons, the current three-lane configuration should be maintained into the future.
- Broadway (SR 12) from Napa/Leveroni Roads to MacArthur Street – widen to five lanes only if proven necessary. Many of the parcels along this segment already include frontage improvements to accommodate a future five-lane roadway (two lanes in each direction and a center turn lane), and the projected traffic volumes are near the limits of what can be accommodated by a three-lane roadway. For these reasons the City and Caltrans should continue to plan for an ultimate five-lane roadway, however, striping of spot improvements such as right turn lanes and acceleration/deceleration areas be utilized in lieu of striping for two lanes in each direction until such time that the need for dual through lanes is proven. Maintaining one travel lane in each direction will help to regulate speeds and function better as a gateway to the Sonoma Plaza.
- Broadway (SR 12) from MacArthur Street to West Napa Street – implement a road diet. This segment currently includes five lanes (two in each direction plus a center turn lane). Volumes are lower than on the segment to the south, and based on the projected volumes, a single lane in each direction would be

expected to function acceptably. The City and Caltrans should plan to implement a “road diet” on this segment of Broadway. A three-lane configuration would be expected to operate safely and efficiently, would help to regulate vehicle speeds in a pedestrian-oriented area, would create space for bicycle facilities, and would potentially create space for additional parking spaces. If the Broadway/West Napa Street intersection remains as all-way stop-controlled, a three-lane configuration would allow for implementation of bulb-outs that would improve pedestrian circulation at this key Plaza gateway location. A three-lane segment would also work with a potential signal or roundabout.

- Sonoma Highway (SR 12) from Riverside Drive to Maxwell Village Center – widen to five lanes. This segment of Sonoma Highway already encounters congestion, and the projected future volumes cannot be accommodated by a roadway with one lane in each direction. The City and Caltrans should plan for this to be a five-lane roadway in the future (two lanes in each direction, a center turn lane, and bike lanes).
- Upgrade Hayes Street and Fourth Street West to local street standards between Bettencourt Street and West MacArthur Street.

Intersection Improvements

- Fifth Street West/West Spain Street – There are two improvement options. One includes restriping the eastbound and westbound approaches to add right-turn lanes. Alternatively, a mini-roundabout could be installed. The mini-roundabout would have a higher installation cost though it would provide a beneficial traffic calming effect, result in superior operation, and result in less fuel consumption, emissions, and noise than all-way stops. Either option would entail elimination of existing parking spaces near the intersection.
- Fifth Street West/West Napa Street (SR 12) – Construct a southbound right-turn pocket and add an eastbound right-turn signal overlap phase. Construction of the right-turn pocket would require land acquisition.
- Broadway (SR 12)/Napa Street – The Circulation Element calls for further community engagement and evaluation before identifying specific modifications to improve multimodal circulation at this intersection. Potential changes may include (but are not limited to) any of the following: modify curbs to reduce pedestrian crossing distances while maintaining current all-way stop controls, install a traffic signal, install a single-lane roundabout, or make no changes. Any modifications would need to be completed in a manner that is deemed compatible with the Plaza’s physical and historical context.
- Fifth Street East/Napa Road – Install a traffic signal. The intersection is located in the County of Sonoma, and the City will coordinate with the County to participate in funding.

Roadway modifications and intersection improvements would only be implemented upon proven need.

9. Setting and Context:

The City of Sonoma is located between Petaluma and Napa and is located along State Route (SR) 12, which stretches from the Sonoma County coast to the California Central Valley. Sonoma’s circulation system is largely dominated by SR 12 as it enters and exits the city’s northeast and southern borders, and passes directly by the town’s historic downtown square. The highway serves as the main transportation corridor connecting the town to western Sonoma County including Santa Rosa and US 101, Napa County including the City of Napa and SR 29, and Solano County including Fairfield and I-80. Regional traffic associated with this important east-west

route creates traffic congestion through the middle of Sonoma during peak commute hours and on summer weekends. (See Figure 1.)

10. Other public agencies whose approval is required (e.g. permits, financing approval, or participation agreement).

The adoption of the Circulation Element update is at the discretion of the City of Sonoma Planning Commission and City Council. However, the future review of potential implementing actions, such as roadway and intersection improvements, will be subject to additional CEQA review, as well as potential review and approval by other agencies, most notably Caltrans.

11. Application of CEQA requirements.

This Project is subject to the requirements of the California Environmental Quality Act (CEQA). The City of Sonoma is the CEQA lead agency. Prior to making a decision to approve the Project, the City must identify and document the potential significant environmental effects of the Project in accordance with CEQA. This Initial Study/Proposed Negative Declaration has been prepared under the direction of the City to fulfill the CEQA requirements.

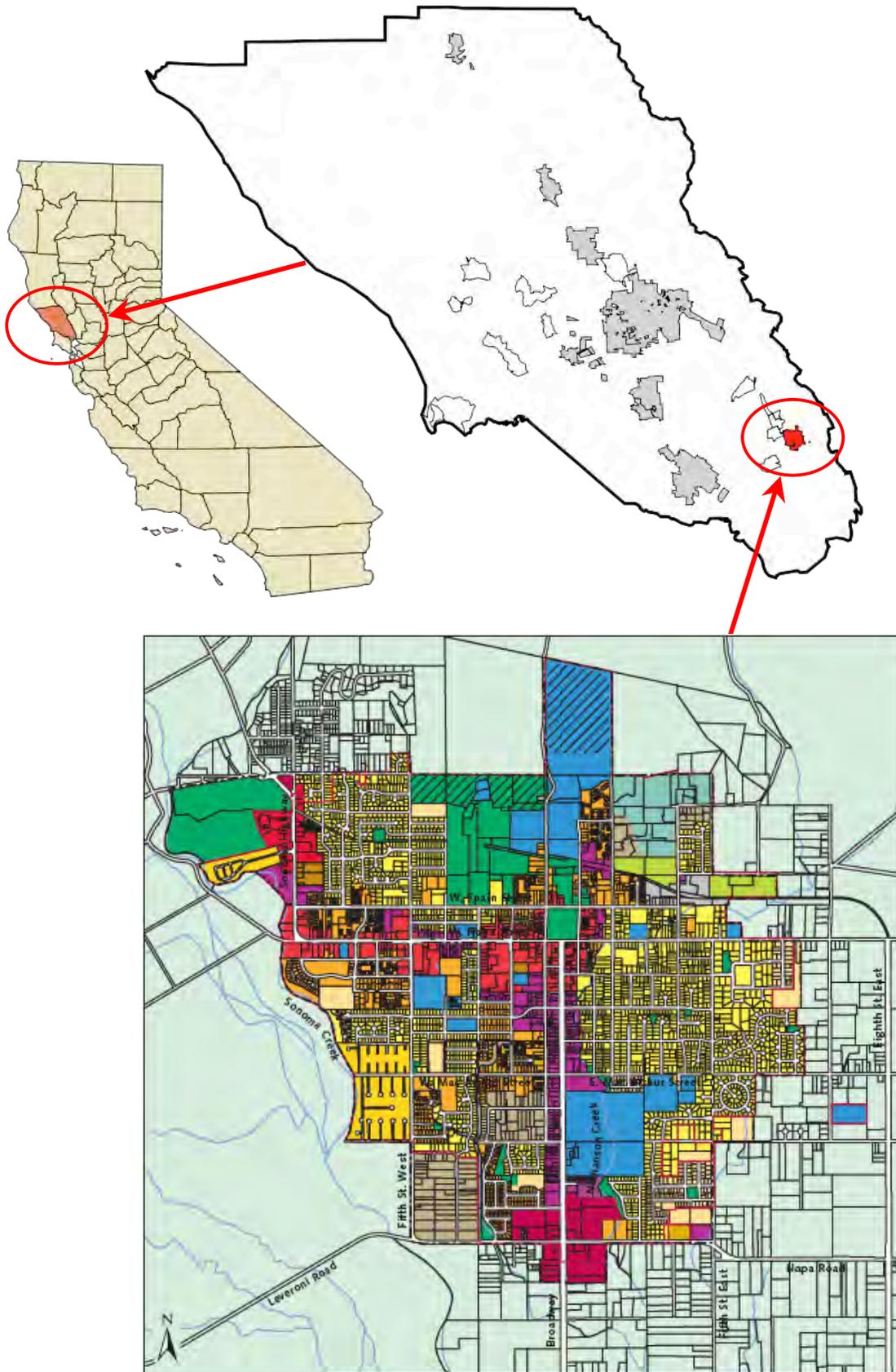
This Initial Study/Proposed Negative Declaration will be circulated for public and agency comment for a minimum of 30 days from July 8, 2016 to August 11, 2016. Written comments may be e-mailed, delivered, or mailed to the following address until close of business on August 11, 2016:

David Goodison, Planning Director

#1 The Plaza
Sonoma, CA 95476
Email: dgoodison@sonomacity.org

This Initial Study/Proposed Negative Declaration is intended to satisfy the requirements of CEQA (Public Resources Code, Div 13, Sec 21000-21177), and the State CEQA Guidelines (California Code of Regulations, Title 14, Sec 15000-15387). CEQA encourages lead agencies and applicants to modify their projects to avoid significant adverse impacts.

Figure 1 – Location Map (City of Sonoma)



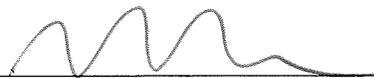
The environmental factors checked below would be potentially affected by this project, involving at least one impact that is a "Potentially Significant Impact" as indicated by the checklist on the following pages.

- | | | |
|--|--|---|
| <input type="checkbox"/> Aesthetics | <input type="checkbox"/> Hazards & Hazardous Materials | <input type="checkbox"/> Public Services |
| <input type="checkbox"/> Agriculture Resources | <input type="checkbox"/> Hydrology / Water Quality | <input type="checkbox"/> Recreation |
| <input type="checkbox"/> Air Quality | <input type="checkbox"/> Land Use / Planning | <input type="checkbox"/> Storm Water |
| <input type="checkbox"/> Biological Resources | <input type="checkbox"/> Mineral Resources | <input type="checkbox"/> Transportation / Traffic |
| <input type="checkbox"/> Cultural Resources | <input type="checkbox"/> Noise | <input type="checkbox"/> Utilities / Service Systems |
| <input type="checkbox"/> Geology / Soils | <input type="checkbox"/> Population / Housing | <input type="checkbox"/> Mandatory Findings of Significance |

DETERMINATION: (To be completed by the Lead Agency)

On the basis of this initial evaluation:

- I find that the proposed project COULD NOT have a significant effect on the environment, and a NEGATIVE DECLARATION will be prepared.
- I find that although the proposed project could have a significant effect on the environment, there will not be a significant effect in this case because revisions in the project have been made by or agreed to by the project proponent. A MITIGATED NEGATIVE DECLARATION will be prepared.
- I find that the proposed project MAY have a significant effect on the environment, and an ENVIRONMENTAL IMPACT REPORT is required.
- I find that the proposed project MAY have a "potentially significant impact" or "potentially significant unless mitigated" impact on the environment, but at least one effect 1) has been adequately analyzed in an earlier document pursuant to applicable legal standards, and 2) has been addressed by mitigation measures based on the earlier analysis as described on attached sheets. An ENVIRONMENTAL IMPACT REPORT is required, but it must analyze only the effects that remain to be addressed.
- I find that although the proposed project could have a significant effect on the environment, because all potentially significant effects (a) have been analyzed adequately in an earlier EIR or NEGATIVE DECLARATION pursuant to applicable standards, and (b) have been avoided or mitigated pursuant to that earlier EIR or NEGATIVE DECLARATION, including revisions or mitigation measures that are imposed upon the proposed project, nothing further is required.


6-22-16

 Signature Date

David Goodison, Planning Director City of Sonoma, Planning Department

 Printed name For (Lead Agency)

EVALUATION OF ENVIRONMENTAL IMPACTS:

- 1) A brief explanation is required for all answers except “No Impact” answers that are adequately supported by the information sources a lead agency cites in the parentheses following each question. A “No Impact” answer is adequately supported if the referenced information sources show that the impact simply does not apply to projects like the one involved (e.g. the project falls outside a fault rupture zone). A “No Impact” answer should be explained where it is based on project-specific factors as well as general standards (e.g., the project will not expose sensitive receptors to pollutants, based on a project-specific screening analysis).
- 2) All answers must take account of the whole action involved, including off-site as well as on-site, cumulative as well as project-level, indirect as well as direct, and construction as well as operational impacts.
- 3) Once the lead agency has determined that a particular physical impact may occur, then the checklist answers must indicate whether the impact is potentially significant, less than significant with mitigation, or less than significant. “Potentially Significant Impact” is appropriate if there is substantial evidence that an effect may be significant. If there are one or more “Potentially Significant Impact” entries when the determination is made, an EIR is required.
- 4) “Negative Declaration: Less Than Significant With Mitigation Incorporated” applies where the incorporation of mitigation measures has reduced an effect from “Potentially Significant Impact” to a “Less Than Significant Impact.” The lead agency must describe the mitigation measures, and briefly explain how they reduce the effect to a less than significant level (mitigation measures from Section XVII, “Earlier Analyses,” may be cross-referenced).
- 5) Earlier analyses may be used where, pursuant to the tiering, program EIR, or other CEQA process, an effect has been adequately analyzed in an earlier EIR or negative declaration. Section 15063(c)(3)(D). In this case, a brief discussion should identify the following:
 - a. Earlier Analysis Used. Identify and state where they are available for review.
 - b. Impacts Adequately Addressed. Identify which effects from the above checklist were within the scope of and adequately analyzed in an earlier document pursuant to applicable legal standards, and state whether such effects were addressed by mitigation measures based on the earlier analysis.
 - c. Mitigation Measures. For effects that are “Less than Significant with Mitigation Measures Incorporated,” describe the mitigation measures which were incorporated or refined from the earlier document and the extent to which they address site-specific conditions for the project.
- 6) Lead agencies are encouraged to incorporate into the checklist references to information sources for potential impacts (e.g., general plans, zoning ordinances). Reference to a previously prepared or outside document should, where appropriate, include a reference to the page or pages where the statement is substantiated.
- 7) Supporting Information Sources: A source list should be attached, and other sources used or individuals contacted should be cited in the discussion.
- 8) This is only a suggested form, and lead agencies are free to use different formats; however, lead agencies should normally address the questions from this checklist that are relevant to a project’s environmental effects in whatever format is selected.
- 9) The explanation of each issue should identify:
 - a. The significance criteria or threshold, if any, used to evaluate each question; and
 - b. The mitigation measure identified, if any, to reduce the impact to less than significance.

1. AESTHETICS: Would the project:	Potentially Significant Impact	Less Than Significant With Mitigation Incorporated	Less Than Significant Impact	No Impact
a) Have a substantial adverse effect on a scenic vista?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
b) Substantially damage scenic resources, including, but not limited to, trees, rock outcroppings, and historic buildings within a state scenic highway?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
c) Substantially degrade the existing visual character or quality of the site and its surroundings?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>
d) Create a new source of substantial light or glare that would adversely affect day or nighttime views in the area?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>

Discussion:

a) Have a substantial adverse effect on a scenic vista?

The Development Code §19.40.030.C defines “scenic vistas” as a public view, benefiting the community at large, of significant features, including hillside terrain, ridgelines, canyons, geologic features, and community amenities (e.g., parks, landmarks, permanent open space). This would include public views from road corridors of the hillsides that adjoin Sonoma Valley. The Circulation Element includes an identification of potential roadway and intersection improvements, to be implemented only upon a demonstration of need, that could affect scenic vistas (see “Project Description”). However, these improvements are not mandated by the Circulation Element and would be subject to subsequent review and approval procedures, including detailed environmental review and, for those improvements involving state right-of-way, review and approval by Caltrans. For these reasons, adoption of the element would have **no significant** impact on the visual quality of the site and its surroundings.

b) Substantially damage scenic resources, including, but not limited to trees, rock outcroppings, and historic buildings within a state scenic highway?

See response 1.a, above.

c) Substantially degrade the existing visual character or quality of the site and its surroundings?

See response 1.a, above.

d) Create a new source of substantial light or glare which would adversely affect day or nighttime views in the area?

See response 1.a, above.

<p>2. AGRICULTURAL RESOURCES:</p> <p>In determining whether impacts to agricultural resources are significant environmental effects, lead agencies may refer to the California Agricultural Land Evaluation and Site Assessment Model (1997) prepared by the California Department of Conservation as an optional model to use in assessing impacts on agriculture and farmland.</p> <p>Would the project:</p>	Potentially Significant Impact	Less Than Significant With Mitigation Incorporated	Less Than Significant Impact	No Impact
<p>a) Convert Prime Farmland, Unique Farmland, or Farmland of Statewide Importance (Farmland), as shown on the maps prepared pursuant to the Farmland Mapping and Monitoring Program of the California Resources Agency, to non-agricultural use?</p>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
<p>b) Conflict with existing zoning for agricultural use, or a Williamson Act contract?</p>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
<p>c) Involve other changes in the existing environment which, due to their location or nature, could result in conversion of Farmland, to non-agricultural use?</p>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>

Discussion:

a) Convert Prime Farmland, Unique Farmland, or Farmland of Statewide Importance, as shown on the maps prepared pursuant to the Farmland Mapping and Monitoring Program of the California Resources Agency, to non-agricultural use?

Currently there is some land zoned for agriculture within the City, but none that is commercially-viable Prime Farmland, Unique Farmland, or Farmland of Statewide Importance on maps prepared pursuant to the Farmland Mapping and Monitoring Program of the California Department of Conservation. The proposed Circulation Element Update does not propose any land uses changes. Therefore, the Project will have **no impact** on agricultural resources.

b) Conflict with existing zoning for agricultural use, or a Williamson Act contract?

The Circulation Element Update does not identify any potential roadway or intersection improvements that would affect properties having an agricultural zoning, an agricultural use, or subject to a Williamson Act contract. Thus, there would be no affect to any lands subject to a Williamson Act contract. Hence, **no impact** would occur.

c) Involve other changes in the existing environment, which, due to their location or nature, could result in conversion of farmland, to non-agricultural use?

See response 2.b, above.

3. AIR QUALITY: Where available, the significance criteria established by the applicable air quality management or air pollution control district may be relied upon to make the following determinations. Would the project:	Potentially Significant Impact	Less Than Significant With Mitigation Incorporated	Less Than Significant Impact	No Impact
a) Conflict with or obstruct implementation of the applicable air quality plan?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
b) Violate any air quality standard or contribute substantially to an existing or projected air quality violation?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
c) Result in a cumulatively considerable net increase of any criteria pollutant for which the project region is non-attainment under an applicable federal or state ambient air quality standard (including releasing emissions that exceed quantitative thresholds for ozone precursors)?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
d) Expose sensitive receptors to substantial pollutant concentrations?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
e) Create objectionable odors affecting a substantial number of people?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>

Discussion:

a) Conflict with or obstruct implementation of the applicable air quality plan?

The Bay Area Air Quality Management District (BAAQMD) is the regional air quality agency for the San Francisco Bay Area Air Basin (SFBAAB), which comprises all of Alameda, Contra Costa, Marin, Napa, San Francisco, San Mateo, and Santa Clara Counties; the southern portion of Sonoma County; and the southwestern portion of Solano County. Accordingly, the City is subject to the rules and regulations imposed by the BAAQMD, as well as the California ambient air quality standards adopted by the California Air Resources Board (CARB), and national ambient air quality standards adopted by the United States Environmental Protection Agency (USEPA). The BAAQMD does not require project specific analysis for projects proposing less than 520 apartments/condominiums or resulting in less than 2,000 vehicle trips per day. If a project does not exceed either of these thresholds, it is typically assumed to have a less than significant impact on air quality. Because the adoption of the Circulation Element update would not change any General Plan land use designation or increase the development capacity of Sonoma in any way, the proposed Project would have *no impact* with respect to air quality or any air quality plans.

b) Violate any air quality standard or contribute substantially to an existing or projected air quality violation?

Sonoma is part of a region-wide nonattainment area, in which levels of ground-level ozone and inhalable particulate matter exceed respective State or Federal air quality standards. Ozone and particulate matter are the pollutants of primary concern when evaluating projects. Since these air pollutants are not directly emitted to the atmosphere, the

significance of a project’s impact is evaluated through comparison of overall project emissions to thresholds of significance established by the BAAQMD. Air quality goals and policies are noted in the City’s Environmental Resources Element of the General Plan. In the environmental impact report prepared for the 2020 General Plan, it was determined that the level of development associated with General Plan buildout would not contribute to an air quality violation. The subject Circulation Element Update does not mandate any physical development that would result in the generation of air quality emissions. As a result, the adoption of the updated Circulation Element would have **no impact** in this area.

c) Result in a cumulatively considerable net increase of any criteria pollutant for which the project region is nonattainment under an applicable federal or state ambient air quality standard (including releasing emissions which exceed quantitative thresholds for ozone precursors)

As noted in responses 3.a and 3.b, above, the adoption of the Circulation Element update would not change any General Plan land use designation or increase the development capacity of Sonoma in any way, nor would it mandate any physical development that would result in the generation of air quality emissions. For these reasons, the adoption of the updated Circulation Element would have **no impact** with respect to air quality.

d) Expose sensitive receptors to substantial pollutant concentrations?

The BAAQMD considers sensitive receptors to include: facilities serving children, seniors, or the ill and residences. There are no physical improvements mandated as a result of the Circulation Element Update and any future improvements will be subject to subsequent review based on the specifics of the project. Therefore, potential impacts to sensitive receptors resulting from the Circulation Element Update would be **less-than-significant**.

e) Create objectionable odors and/or airborne dust affecting a substantial number of people?

Construction activities associated with future development proposal, including grading and other earthmoving activities, may generate airborne dust that could adversely affect residents in vicinity of the project site. However, any future projects will be regulated by standard requirements and regulations pertaining to construction activity aimed at minimizing dust generation. The proposed Circulation Element Update does not result in any changes to adopted regulation that would conflict with policies and programs that minimize dust generation and any future improvements that may be proposed will be subject to subsequent review based on the specifics of the project. Therefore, potential impacts from airborne dust as a result of the Circulation Element Update are **less-than-significant**.

4. BIOLOGICAL RESOURCES – Would the project:	Potentially Significant Impact	Less Than Significant With Mitigation Incorporated	Less Than Significant Impact	No Impact
a) Have a substantial adverse effect, either directly or through habitat modifications, on any species identified as a candidate, sensitive, or special status species in local or regional plans, policies, or regulations, or by the California Department of Fish and Game or U.S. Fish and Wildlife Service?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>

b) Have a substantial adverse effect on any riparian habitat or other sensitive natural community identified in local or regional plans, policies, regulations or by the California Department of Fish and Game or U.S. Fish and Wildlife Service?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
c) Have a substantial adverse effect on federally protected wetlands as defined by Section 404 of the Clean Water Act (including, but not limited to, marsh, vernal pool, coastal, etc.) through direct removal, filling, hydrological interruption, or other means?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
d) Interfere substantially with the movement of any native resident or migratory fish or wildlife species or with established native resident or migratory wildlife corridors, or impede the use of native wildlife nursery sites?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
e) Conflict with any local policies or ordinances protecting biological resources, such as a tree preservation policy or ordinance?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
f) Conflict with the provisions of an adopted Habitat Conservation Plan, Natural Community Conservation Plan, or other approved local, regional, or state habitat conservation plan?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>

Discussion:

a) Have a substantial adverse effect, either directly or through habitat modifications, on any species identified as a candidate, sensitive, or special status species in local or regional plans, policies, or regulations, or by the California Department of Fish and Game or U.S. Fish and Wildlife Service?

Because Sonoma’s Sphere of Influence is so limited in its area, only a few types of rare and endangered plant and animal species have any likelihood of residing within it.

(1) Plant Species. According to a local California Native Plant Society representative, the rare and endangered plant species most likely to occur within the Sonoma Planning Area include Sonoma sunshine, dwarf downingia, valley oak, and Lobb’s aquatic buttercup.

(2) Animal Species. The rare and endangered animals species most likely to be found in the Sphere of Influence include the coho and Chinook salmon, northwestern pond turtle, Cooper’s Hawk, Northern Harrier, Black-shouldered kite, peregrine falcon, yellow warbler, yellow-breasted chat, and mountain lion.

Potential impacts from construction of future circulation improvements would most likely be related to the removal of trees and other vegetation. If future circulation improvement projects were to be proposed in areas where biological resources are present, those projects would be required to provide site-specific field studies to search for special-status species and to determine whether suitable habitat for any special-status species occur within the study area. At the time such a project is proposed, the City would conduct the appropriate level of environmental review pursuant to CEQA prior to taking action to consider the approval of the project. As there are no physical

improvements proposed at this time and the Circulation Element Update would not alter any existing policies or programs that protect biological resources, the project would have a **no impact** on any candidate, sensitive, or special-status species.

b) Have a substantial adverse effect on any riparian habitat or other sensitive natural community identified in local or regional plans, policies, regulations or by the California Department of Fish and Game or U.S. Fish and Wildlife Service?

See response 4.a. **No impact** would occur.

c) Have a substantial adverse effect on federally protected wetlands?

The adoption of the updated Circulation Element would not increase development potential within Sonoma, nor would it change existing land use designations or zoning districts. The Circulation Element includes an identification of potential roadway and intersection improvements, to be implemented only upon a demonstration of need; however, these improvements are not mandated by the Circulation Element and would be subject to subsequent review and approval procedures, including detailed environmental review, including an evaluation of impacts on any potential wetlands that may be identified. For these reasons, adoption of the element would have **no significant** impact in this area. Therefore, **no impact** would occur.

d) Interfere substantially with the movement of any fish or wildlife species or on any wildlife corridor, or impede the use of native wildlife nursery sites?

Wildlife corridors within Sonoma's sphere of influence consist of creeks. While it does not appear that any of the potential roadway and intersection improvements identified in the Circulation Element update would affect any creek, any such improvement that might be proposed in the future and would be subject to subsequent review and approval procedures, including an evaluation of impacts on any nearby creeks or waterways. For these reasons, the project would not interfere substantially with the movement of any fish or wildlife species or any wildlife corridors or native wildlife nursery sites. **No impact** would occur.

e) Conflict with any local policies or ordinances protecting biological resources?

The General Plan and the Development Code include policies and standards regarding creek and riparian habitat protection as well as tree preservation and protection. The adoption of the Circulation Element update would not change these policies and nor would it change any existing development standards pertaining to the protection of biological resources. Therefore, **No impact** would occur.

f) Conflict with the provisions of any adopted or approved local, regional, or state habitat conservation plan?

No habitat conservation plans have been prepared addressing the opportunity sites and its surrounding lands. As a result, the project would not conflict with any adopted or approved habitat conservation plans. **No impact** would occur.

5. CULTURAL RESOURCES: Would the project:	Potentially Significant Impact	Less Than Significant With Mitigation Incorporated	Less Than Significant Impact	No Impact
a) Cause a substantial adverse change in the significance of a historical resource as defined in §15064.5?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
b) Cause a substantial adverse change in the significance of an archaeological resource pursuant to §15064.5?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
c) Directly or indirectly destroy a unique paleontological resource or site or unique geologic feature?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
d) Disturb any human remains, including those interred outside of formal cemeteries?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>

Discussion:

a) *Cause a substantial adverse change in the significance of a historical resource as defined in §15064.5?*

According to the State Office of Historic Preservation, structures over 50 years old *may* be historically significant, even if not listed on a local or State/National register. Pursuant to section §15064.5 of the California Environmental Quality Act (CEQA), a resource is considered “historically significant” if the resource is at least 50 years old, has integrity, and meets any one of the following criteria for listing on the California Register of Historical Resources (as set forth under Public Resource Code §5024.1):

- 1) Is associated with events that have made a significant contribution to the broad patterns of local or regional history or the cultural heritage of California or the United States.
- 2) Is associated with the productive lives of individuals significant in local or regional history or the cultural heritage of California or the United States.
- 3) Embodies the distinctive characteristics of a type, period, region, or method of construction, or represents the work of a master or possesses high artistic values.
- 4) Has yielded, or may be likely to yield, information important in prehistory or history.

Based on the criteria listed above, there are approximately 70 sites identified within Sonoma’s sphere of influence as possessing historic significance. In addition, a portion of downtown Sonoma is a registered National Historic Landmark District and a portion of south Broadway has also been identified as a historic district. Any development proposed for an opportunity site that may contain a historic resource will be subject to these requirements and guidelines as part of the project review process. The Circulation Element Update includes provisions explicitly aimed at protecting historic resources, including the following policies:

Policy 1.5: Establish a motor vehicle Level of Service (LOS) standard of LOS D at intersections. The following shall be taken into consideration in applying this standard:

- *Efforts to meet the vehicle LOS standard shall not result in diminished safety for other modes including walking, bicycling, or transit (see Policy 1.6).*
- *The standard shall be applied to the overall intersection operation and not that of any individual approach or movement.*
- *Consideration shall be given to the operation of the intersection over time, rather than relying exclusively on peak period conditions.*
- *The five intersections surrounding the historic Sonoma Plaza shall be exempt from vehicle LOS standards in order to maintain the historic integrity of the Plaza and prioritize non-auto modes.*

Policy 1.6: Intersections may be exempted from the vehicle LOS standards established in Policy 1.5 in cases where the City Council finds that the infrastructure improvements needed to maintain LOS D operation (such as roadway or intersection widening) would be in conflict with goals of for improving multimodal circulation, or would lead to other potentially adverse environmental impacts. For those locations where the City allows a reduced motor vehicle LOS or queuing standard, additional multimodal improvements and/or transportation demand management (TDM) measures may be required in order to reduce impacts to mobility.

It should also be noted that although the Circulation Element includes an identification of potential roadway and intersection improvements, these improvements are not mandated by the Circulation Element and would be subject to subsequent review and approval procedures, including detailed environmental review, including an evaluation of impacts on any potential historic resources that may be identified. For these reasons, adoption of the element would have **no significant** impact in this area.

b) Cause a substantial adverse change in the significance of an archaeological resource?

The Circulation Element includes an identification of potential roadway and intersection improvements; however, these improvements are not mandated by the Circulation Element and would be subject to subsequent review and approval procedures, including tribal consultations and an evaluation of impacts on any potential archaeological resources that may be identified. Furthermore, as a policy document, the Circulation Element Update does not result in physical improvements including ground-disturbing activities. Therefore, there would be **no impact** on the significance of any archaeological resource caused by the adoption of the Circulation Element update.

c) Directly or indirectly destroy a unique paleontological resource or site or unique geologic feature?

As a policy document, the Circulation Element Update does not result in physical improvements including ground-disturbing activities. Hence, **no impact** would occur.

d) Disturb any human remains, including those interred outside of formal cemeteries?

Although impacts to human remains are not anticipated, there is always the remote possibility that human remains are present below the ground surface and could be unearthed during ground disturbing activities. The Circulation Element update does discuss potential roadway and intersection improvement projects that, if implemented, would involve grading, trenching, and other ground-disturbing activities. However, the adoption of the Circulation Element update would not mandate the implementation of any of these potential projects and any potential impacts and mitigation measures would be analyzed in conjunction with the subsequent review of a particular project. Therefore, the adoption of the Circulation Element will have **no impact** in this area.

6. GEOLOGY AND SOILS: Would the project:	Potentially Significant Impact	Less Than Significant With Mitigation Incorporated	Less Than Significant Impact	No Impact
a) Expose people or structures to potential substantial adverse effects, including the risk of loss, injury, or death involving:				
i. Rupture of a known earthquake fault, as delineated on the most recent Alquist-Priolo Earthquake Fault Zoning Map issued by the State Geologist for the area or based on other substantial evidence of a known fault? (Refer to Division of Mines and Geology Special Publication 42.)	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
ii. Strong seismic ground shaking?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>
iii. Seismic-related ground failure, including liquefaction?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
iv. Landslides?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
b) Result in substantial soil erosion or the loss of topsoil?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>
c) Be located on a geologic unit or soil that is unstable, or that would become unstable as a result of the project, and potentially result in on- or off-site landslide, lateral spreading, subsidence, liquefaction or collapse?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>
d) Be located on expansive soil, as defined in Table 18-1-B of the Uniform Building Code (1994), creating substantial risks to life or property?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>
e) Have soils incapable of adequately supporting the use of septic tanks or alternative waste water disposal systems where sewers are not available for the disposal of waste water?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>

Discussion:

a) Expose people or structures to potential substantial adverse effects, including the risk of loss, injury, or death involving:

i) Rupture of a known earthquake fault, as delineated on the most recent Alquist-Priolo Earthquake Fault Zoning Map issued by the State Geologist for the area or based on other substantial evidence of a known fault?

The project site is not located within an Alquist-Priolo Earthquake Fault Zone. Any potential impacts resulting from seismic activity would be reduced to a less than significant level by the City of Sonoma’s construction requirements, which require all new structures to be constructed in a manner to maximize seismic safety. Therefore, *no impact* would occur.

ii) Strong seismic ground shaking?

The City of Sonoma is located in the seismically active San Francisco Bay Area, in proximity to several mapped active or potentially active regional faults, mainly the Rodgers Creek fault. As a result, future projects discussed in the Circulation Element update could result in the exposure of people, structures, and/or property to seismic ground shaking. While hazards associated with potential ground shaking cannot be eliminated, potential impacts resulting from seismic ground shaking would be reduced to the greatest extent feasible through compliance with the local, state, and federal construction requirements, which require new structures to be designed and constructed in a manner to maximize seismic safety. Impacts in this area would be **less-than-significant**.

iii) Seismic-related ground failure, including liquefaction?

Refer to Section 6.a.ii and 6.c. **No impact** would occur.

iv) Landslides?

No potential for landslides exists within the city and sphere of influence, as the site is relatively flat. Therefore, **no impact** would occur.

b) Result in substantial soil erosion or the loss of topsoil?

Future circulation improvement projects would be subject to existing federal, State, and local regulations related to erosion prevention. As a policy document, the Circulation Element Update does not result in physical improvements including ground-disturbing activities that would result in soils erosion or loss of topsoil. Any impacts in this area would be **less-than-significant**.

c) Be located on a geologic unit or soil that is unstable, or that would become unstable as a result of the project, and potentially result in on- or off-site landslide, lateral spreading, subsidence, liquefaction or collapse?

Unstable geologic units are known to be present within the Sphere of Influence. Future circulation improvement projects on unstable or expansive soils could create risks to life or property and result in adverse impacts such as on- or off-site landslides, lateral spreading, subsidence, liquefaction, or collapse. Portions of the City are underlain with stiff alluvial clay, which is a soil unit with expansion potential. Structures and infrastructure in these areas can be at risk if they are not engineered and constructed pursuant to appropriate codes and design standards. All circulation improvement projects that may be constructed in the future would be subject to site-specific geotechnical review as well as City engineering requirements which would minimize the potential impacts of expansive soil and soil stability. Therefore, a **less-than-significant impact** regarding the potential for landslides, lateral spreading, subsidence, liquefaction, or collapse would occur.

d) Be located on expansive soil, as defined in Table 18-1-B of the Uniform Building Code (1994), creating substantial risks to life or property?

Refer to Section 6.c. Impacts in this area would be **less-than-significant**.

e) Have soils incapable of adequately supporting the use of septic tanks or alternative wastewater disposal systems where sewers are not available for the disposal of wastewater?

Not applicable. **No impact** would occur.

7. GREENHOUSE GAS EMISSIONS: Would the project:	Potentially Significant Impact	Less Than Significant With Mitigation Incorporated	Less Than Significant Impact	No Impact
a) Generate greenhouse gas emissions, either directly or indirectly, that may have a significant impact on the environment?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>
b) Conflict with an applicable plan, policy or regulation adopted for the purpose of reducing the emissions of greenhouse gases?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>

a) *Generate greenhouse gas emissions, either directly or indirectly, that may have a significant impact on the environment?*

In 2006, California adopted Assembly Bill 32 (AB 32), the Global Warming Solutions Act of 2006. AB 32 established a statewide GHG emissions reduction goal to reduce statewide GHG emissions levels to 1990 levels by 2020. Assembly Bill 32 established a legislative short-term (2020) mandate for State agencies in order to set the State on a path toward achieving the long-term GHG reduction goal of Executive Order S-03-05 to stabilize carbon dioxide (CO₂) emissions by 2050.

The City of Sonoma 2020 General Plan sets forth plans, policies, and programs to aid in the reduction of GHG emissions. Policies in the 2020 General Plan aim to curb GHG emissions and reduce sprawl, in part by supporting land use decisions that reduce reliance on cars and promote compact development. In addition to implementing Plan policies, the City coordinates with regional agencies to ensure its transportation plans, programs, and projects conform to the most recent air quality and GHG reduction requirements. In 2005 the ten local governments within Sonoma County set a mutual greenhouse gas target in partnership with the Climate Protection Campaign (CPC). The target is to reduce GHG emissions to 25 percent below 1990 levels by 2015, one of the most aggressive targets in the country. All of these policies are further supported by measures in the revised Circulation Element intended to reduce energy use and lower greenhouse gas emissions.

The Circulation Element is a regulatory document that establishes goals and policies that guide future transportation improvements. However, the adoption of the Circulation Element update does not directly result in development in and of itself, nor does the Element mandate the implementation of any particular project. Before any circulation improvement project can occur in the city, all such development is required to be analyzed for conformance with the General Plan, Development Code and other applicable local and State requirements; comply with the requirements of CEQA; and obtain all necessary clearances and permits. Future circulation improvement projects in Sonoma could contribute to global climate change through direct and indirect emissions of GHG from transportation sources, energy (natural gas and purchased energy and the use of construction equipment). However, the Circulation Element update would not increase development potential in Sonoma beyond what is already allowed for in the General Plan. Based on the preceding, impacts in this area would *less-than-significant*.

b) *Conflict with an applicable plan, policy or regulation adopted for the purpose of reducing the emissions of greenhouse gases?*

See response 7.a, above. The adoption of the Circulation Element update would not conflict with any applicable plan, policy or regulation adopted for the purpose of reducing greenhouse gases. To the contrary, the updated Circulation Element includes policies and implementation measures aimed at reducing greenhouse gas emissions. Therefore, there would be *no impact*.

8. HAZARDS AND HAZARDOUS MATERIALS: Would the project:	Potentially Significant Impact	Less Than Significant With Mitigation Incorporated	Less Than Significant Impact	No Impact
c) Create a significant hazard to the public or the environment through the routine transport, use, or disposal of hazardous materials?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
d) Create a significant hazard to the public or the environment through reasonably foreseeable upset and accident conditions involving the release of hazardous materials into the environment?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
e) Emit hazardous emissions or handle hazardous or acutely hazardous materials, substances, or waste within one-quarter mile of an existing or proposed school?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
f) Be located on a site which is included on a list of hazardous materials sites compiled pursuant to Government Code Section 65962.5 and, as a result, would it create a significant hazard to the public or the environment?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
g) For a project located within an airport land use plan or, where such a plan has not been adopted, within two miles of a public airport or public use airport, would the project result in a safety hazard for people residing or working in the project area?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
h) For a project within the vicinity of a private airstrip, would the project result in a safety hazard for people residing or working in the project area?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
i) Impair implementation of or physically interfere with an adopted emergency response plan or emergency evacuation plan?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
j) Expose people or structures to a significant risk of loss, injury or death involving wildland fires, including where wildlands are adjacent to urbanized areas or where residences are intermixed with wildlands?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>

Discussion:

a) Create a significant hazard to the public or the environment through the routine transport, use, or disposal of hazardous materials?

As described in the Public Safety Element in the 2020 General Plan, the City has many programs and ordinances in place related to hazardous materials. In addition, the City's Public Works Department implements a comprehensive environmental regulatory program that includes permitting, inspection, enforcement, and educational elements. The proposed adoption of the Circulation Element Update does not involve the routine transport, use, or disposal of hazardous materials and would not be expected to generate hazardous emissions. The Circulation Element update does discuss potential roadway and intersection improvement projects that, if implemented, would involve grading, trenching, and other construction activities that could in cases involve transport or use hazardous materials. However, the adoption of the Circulation Element update would not mandate the implementation of any of these potential projects and any impacts and mitigation measures would be analyzed in conjunction with the subsequent review of a particular project. Therefore, the adoption of the Circulation Element will have **no impact** in this area.

Therefore, **no impact** would occur.

b) Create a significant hazard to the public or the environment through reasonably foreseeable upset and accident conditions involving the release of hazardous materials (including, but not limited to, oil, pesticides, chemicals, or radiation) into the environment?

Refer to Section 8.a. **No impact** would occur.

c) Emit hazardous emissions or handle hazardous or acutely hazardous materials, substances, or waste within one-quarter mile of an existing or proposed school?

Refer to Section 8.a. **No impact** would occur.

d) Be located on a site which is included on a list of hazardous materials sites compiled pursuant to Government Code Section 65962.5 and, as a result, would it create a significant hazard to the public or the environment?

Refer to Section 8.a. **No impact** would occur.

e) For a project within the vicinity of a private airstrip, would the project result in a safety hazard for people residing or working in the project area?

The project is not within the vicinity of a private airstrip and therefore would not reasonably be expected to result in a safety hazard, and thus **no impact** would occur.

f) Impair implementation of or physically interfere with an adopted emergency response plan or emergency evacuation plan?

The adoption of the Circulation Element update would not interfere with any adopted emergency response or evacuation plan. Therefore, **no impact** would occur.

g) *Expose people or structures to a significant risk of loss, injury or death involving wildland fires, including where wildlands are adjacent to urbanized areas or where residences are intermixed with wildlands?*

Not applicable. **No impact** would occur.

9. HYDROLOGY AND WATER QUALITY: Would the project:	Potentially Significant Impact	Less Than Significant With Mitigation Incorporated	Less Than Significant Impact	No Impact
a) Violate any water quality standards or waste discharge requirements?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
b) Substantially deplete groundwater supplies or interfere substantially with groundwater recharge such that there would be a net deficit in aquifer volume or a lowering of the local groundwater table level (e.g., the production rate of pre-existing nearby wells would drop to a level which would not support existing land uses or planned uses for which permits have been granted)?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>
c) Substantially alter the existing drainage pattern of the site or area, including through the alteration of the course of a stream or river, in a manner which would result in substantial erosion or siltation on- or off-site?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
d) Substantially alter the existing drainage pattern of the site or area, including through the alteration of the course of a stream or river, or substantially increase the rate or amount of surface runoff in a manner which would result in flooding on- or off-site?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
e) Create or contribute runoff water which would exceed the capacity of existing or planned storm water drainage systems or provide substantial additional sources of polluted runoff?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
f) Otherwise substantially degrade water quality?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
g) Place housing within a 100-year flood hazard area as mapped on a federal Flood Hazard Boundary or Flood Insurance Rate Map or other flood hazard delineation map?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
h) Place within a 100-year flood hazard area structures which would impede or redirect flood flows?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>
i) Expose people or structures to a significant risk of loss, injury or death involving flooding, including flooding as a result of the failure of a levee or dam?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
j) Inundation by seiche, tsunami, or mudflow?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>

Discussion:

a) Violate any water quality standards or waste discharge requirements?

The City has adopted specific thresholds to analyze potential storm water and erosion impacts and requires compliance with the National Pollutant Discharge Elimination System (NPDES) for construction activities. The adoption of the Circulation Element Update will not result in a violation of water quality standards, waste discharge requirements or otherwise alter adopted policies programs that protect water quality and regulate waste discharge. Hence, **no impact** would occur.

b) Substantially deplete groundwater supplies or interfere substantially with groundwater recharge such that there would be a net deficit in aquifer volume or a lowering of the local groundwater table level (e.g. the production rate of pre-existing nearby wells would drop to a level which would not support existing land uses or planned uses for which permits have been granted)?

The Department of Water Resources (DWR) defines groundwater basins based on geologic and hydrogeologic conditions. According to the DWR, the opportunity sites are located within the Sonoma Valley groundwater sub-basin. As set forth in a 2006 study of the Sonoma Valley watershed performed by the USGS, groundwater recharge within the basin primarily occurs from creeks, streams, lakes, reservoirs, and ground recharge from expansive agricultural and open space areas. By supporting the land use strategy of the 2020 General Plan to focus on infill development within a compact city boundary, the Circulation Element Update preserves primary groundwater recharge areas. Furthermore, the proposed adoption of the updated Circulation Element would not result in any new development potential in the city beyond what was previously analyzed in the certified General Plan EIR and no additional water demand would occur. In addition, although Circulation Element update does discuss potential roadway and intersection improvement projects that, if implemented, would involve grading, trenching, and other construction activities, the adoption of the Circulation Element update would not mandate the implementation of any of these potential projects and any impacts and mitigation measures would be analyzed in conjunction with the subsequent review of a particular project. This would be a **less-than-significant** impact.

c) Substantially alter the existing drainage pattern of the site or area, including through the alteration of the course of a stream or river, in a manner which would result in substantial erosion or siltation on- or off-site?

The Circulation Element Update does not involve the alteration of any stream or river. The Circulation Element update does discuss potential roadway and intersection improvement projects that, if implemented, could modify site-specific drainage patterns and potentially result in erosion. However, the adoption of the Circulation Element update would not mandate the implementation of any potential project and impacts and mitigation measures would be analyzed in conjunction with the subsequent review of any particular project. Hence, there would be **no impact**.

d) Substantially alter the existing drainage pattern of the site or area, including through the alteration of the course of a stream or river, or substantially increase the rate or amount of surface runoff in a manner which would result in flooding on- or off-site?

No significant changes to the city's drainage patterns would result from the adoption and implementation of the Circulation Element Update. Hence, **no impact** would occur.

e) *Create or contribute runoff water which would exceed the capacity of existing or planned stormwater drainage systems or provide substantial additional sources of polluted runoff?*

There are no changes set forth in the Circulation Element Update that would conflict with existing policies and programs that regulate drainage systems. Hence, there would be **no impact**.

f) *Otherwise substantially degrade water quality?*

There would be **no impact**. See responses to Items 9.a, 9.c, and 9.e.

g) *Place housing within a 100-year flood hazard area as mapped on a federal Flood Hazard Boundary or Flood Insurance Rate Map or other flood hazard delineation map?*

Nor applicable. **No impact** would occur.

h) *Place within a 100-year flood hazard area structures which would impede or redirect flood flows?*

Future circulation improvement projects discussed in the Circulation Element could occur within flood zones. However, the adoption of the Circulation Element does not mandate any particular improvement and all circulation improvement projects that may be constructed in the future would be subject to site-specific environmental and geotechnical reviews as well as City engineering requirements which would avoid impeding or redirecting flood flows. Therefore, a **less-than-significant impact** would occur.

i) *Expose people or structures to a significant risk of loss, injury or death involving flooding, including flooding as a result of the failure of a levee or dam?*

No portion of Sonoma is located below a levee or dam. **No impact** would occur.

j) *Expose people or structures to inundation by seiche, tsunami, or mudflow?*

Sonoma is not located in the vicinity of a large inland water body, along coastal waters, or in the path of a potential mudflow. **No impact** would occur.

10. LAND USE AND PLANNING: Would the project:	Potentially Significant Impact	Less Than Significant With Mitigation Incorporated	Less Than Significant Impact	No Impact
a) Physically divide an established community?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
b) Conflict with any applicable land use plan, policy, or regulation of an agency with jurisdiction over the project (including, but not limited to the general plan, specific plan, local coastal program, or zoning ordinance) adopted for the purpose of avoiding or mitigating an environmental effect?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
c) Conflict with any applicable habitat conservation plan or natural community conservation plan?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>

Discussion:

a) Physically divide an established community?

Implementation of the proposed Project would not involve any structures, changes to land use designations, or the introduction of other features (i.e. freeways, railroad tracks) that would physically divide an established community. As a result, the adoption of the Circulation Element Update would not physically divide the community. **No impact** would occur.

b) Conflict with any applicable land use plan, policy, or regulation of an agency with jurisdiction over the project (including but not limited to the general plan, specific plan, local coastal program, or zoning ordinance) adopted for the purpose of avoiding or mitigating an environmental effect?

The General Plan is the primary planning document for the City of Sonoma. The proposed Circulation Element update would improve the City’s ability to successfully implement its General Plan. In addition, the Circulation Element update does not conflict with the City’s zoning regulations or any other adopted plan or policy aimed at avoiding or mitigating environmental impacts. **No impact** would occur.

c) Conflict with any applicable habitat conservation plan or natural community conservation plan?

No habitat conservation plans or natural community conservation plans have been prepared addressing the site and surrounding lands. Therefore, **no impact** would occur.

11. MINERAL RESOURCES: Would the project:	Potentially Significant Impact	Less Than Significant With Mitigation Incorporated	Less Than Significant Impact	No Impact
a) Result in the loss of availability of a known mineral resource that would be of value to the region and the residents of the state?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
b) Result in the loss of availability of a locally-important mineral resource recovery site delineated on a local general plan, specific plan or other land use plan?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>

Discussion:

a) *Result in the loss of availability of a known mineral resource that would be of future value to the region and the residents of the state?*

The City and Sphere of Influence does not have any sites of known mineral resources of value to the region or the state, or identified on any local land use plans. No sites used for the production of mineral resources would be impacted by the Project; therefore, it will not have a negative impact on mineral resources. Hence, **no impact** would occur.

b) *Result in the loss of availability of a locally-important mineral resource recovery site delineated on a local general plan, specific plan or other land use plan?*

Refer to Section 11.a. **No impact** would occur.

12. NOISE: Would the project result in:	Potentially Significant Impact	Less Than Significant With Mitigation Incorporated	Less Than Significant Impact	No Impact
a) Exposure of persons to, or generation of noise levels in excess of standards established in the local general plan or noise ordinance, or applicable standards of other agencies?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
b) Exposure of persons to, or generation of excessive groundborne vibration or groundborne noise levels?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>
c) A substantial permanent increase in ambient noise levels in the project vicinity above levels existing without the project?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>
d) A substantial temporary or periodic increase in ambient noise levels in the project vicinity due to construction activities above levels existing without the project?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>

e) For a project located within an airport land use plan or, where such a plan has not been adopted, within two miles of a public airport or public use airport, would the project expose people residing or working in the project area to excessive noise levels?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
f) For a project within the vicinity of a private airstrip, would the project expose people residing or working in the project area to excessive noise levels?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>

Discussion:

a) *Exposure of persons to, or generation of noise levels in excess of, standards established in the local general plan or noise ordinance, or applicable standards of other agencies?*

The adoption of the Circulation Element Update would not generate or expose people to noise levels in excess of standards established within the Noise Element of the *City of Sonoma 2020 General Plan*, or the City’s Noise Ordinance (Chapter 9.56 of the Sonoma Municipal Code) beyond what was previously analyzed in the General Plan EIR. Thus, **no impact** would occur. Refer to subsection d. below for a discussion of construction noise impacts.

b) *Exposure of persons to, or generation of excessive groundborne vibration or groundborne noise levels?*

The adoption of the Circulation Element Update would not expose persons to or generate excessive groundborne vibration or groundborne noise levels. Future circulation improvement projects will be reviewed in accordance with CEQA at the time they are proposed. There are no changes set forth in the Circulation Element Update that would conflict with adopted policies and programs that protect residence from excessive noise levels. For these reasons, impacts in this area would be **less-than-significant**.

c) *A substantial permanent increase in ambient noise levels in the project vicinity?*

Although the Circulation Element discusses potential circulation improvement options, including road widenings and intersection improvements, the Element would not change any land use designation nor would it increase development potential beyond what is already called for in the 2020 General Plan. In addition, there are no changes proposed in the Circulation Element Update that would conflict with adopted policies and programs that protect residence from excessive noise levels. Future circulation improvement projects will be reviewed in accordance with CEQA at the time they are proposed. For these reasons, impacts in this area would be **less-than-significant**.

d) *A substantial temporary or periodic increase in ambient noise levels in the project vicinity due to construction activities above levels existing without the project?*

Activities typically associated with circulation improvements, including grading, excavation, paving, material deliveries, and construction, would result in a substantial temporary increase in ambient noise levels in the project vicinity. Although this impact is temporary in nature, increased noise levels throughout the construction period, may adversely affect residents in the area. However, compliance with the City’s Noise Ordinance (Chapter 9.56 of the Sonoma Municipal Code) as normally required, would ensure that potential impacts from future development projects are minimized. As a policy document, the subject Circulation Element Update does not propose any construction at this time nor does it mandate the implementation of any particular circulation improvement project.

Therefore, the adoption of the Circulation Element Update would have a *less-than-significant* impact with regard to temporary or periodic increases in ambient noise levels.

e) For a project located within an airport land use plan or, where such a plan has not been adopted, within two miles of a public airport or public use airport, would the project expose people residing or working in the project area to excessive noise levels?

Not applicable. **No impact** would occur.

f) For a project within the vicinity of a private airstrip, would the project expose people residing or working in the project area to excessive noise levels?

Not applicable. **No impact** would occur.

13. POPULATION AND HOUSING: Would the project:	Potentially Significant Impact	Less Than Significant With Mitigation Incorporated	Less Than Significant Impact	No Impact
a) Induce substantial population growth in an area, either directly (for example, by proposing new homes and businesses) or indirectly (for example, through extension of roads or other infrastructure)?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
b) Displace substantial numbers of existing housing units, necessitating the construction of replacement housing elsewhere?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
c) Displace substantial numbers of people, necessitating the construction of replacement housing elsewhere?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>

Discussion:

a) Induce substantial population growth in an area, either directly or indirectly?

The Project consists of adoption of a policy document that identifies and assesses projected transportation programs and improvements potentially necessary to accommodate planned residential and commercial development. It does not include any land use changes, rezoning, or development approvals. The overall amount and pace of residential development in the City of Sonoma is regulated by the City’s Growth Management Ordinance. The update of the Circulation Element will not affect the already allowable location, density, type and affordability of new housing development, nor will it induce growth in excess of what is allowed through the Growth Management Ordinance or anticipated in the General Plan as a whole. Hence there would be **no impact**.

b) Displace substantial numbers of existing housing units?

The Project consists of adoption of a policy document that identifies and assesses projected transportation programs and improvements potentially necessary to accommodate planned residential and commercial development. It does not include any land use changes, rezoning, or development approvals. The Circulation Element update does not suggest any improvement that would displace any of Sonoma’s existing housing stock. Hence there would be *no impact*.

c) Displace substantial numbers of people?

The Project consists of adoption of a policy document that identifies and assesses projected transportation programs and improvements potentially necessary to accommodate planned residential and commercial development. It does not include any land use changes, rezoning, or development approvals. The Circulation Element update does not suggest any improvement that would not displace a substantial number of people. Hence, there would be *no impact*.

14. PUBLIC SERVICES: Would the project:	Potentially Significant Impact	Less Than Significant With Mitigation Incorporated	Less Than Significant Impact	No Impact
a) Result in substantial adverse physical impacts associated with the provision of new or physically altered governmental facilities, need for new or physically altered governmental facilities, the construction of which could cause significant environmental impacts, in order to maintain acceptable service ratios, response times or other performance objectives for any of the public services:				
i. Fire protection?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
ii. Police protection?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
iii. Schools?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
iv. Parks?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
v. Other public facilities?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>

Discussion:

a) Result in substantial adverse physical impacts associated with the provision of new or physically altered governmental facilities, need for new or physically altered governmental facilities, the construction of which could cause significant environmental impacts, in order to maintain acceptable service ratios, response times or other performance objectives for any of the public services:

As discussed in Section 13, Population and Housing, above, the proposed Project would not directly or indirectly result in population growth. The proposed Project does not include the construction of any new

governmental facilities or expansion of existing governmental facilities. The proposed Project would not increase development potential beyond what is already allowed for in the current General Plan and analyzed in the associated EIR. Further, the provisions of the proposed Project would not change or conflict with any aspects of the General Plan, including land use designations and allowed building intensities, that could impact demand for City services. In summary, the adoption of the Circulation Element update would not result in new impacts in regard to provision of City services.

i. Fire protection?

Fire protection services are provided by Sonoma Valley Fire & Rescue Authority (SVFRA). The project would not require new or physically altered fire department facilities, nor will it induce growth and demand for services in excess of what is allowed through the Growth Management Ordinance or anticipated in the General Plan as a whole. **No impact** would occur.

ii. Police protection?

The Sonoma County Sheriff's Department currently provides police services for the City. According to Police Department staff, since the proposed Circulation Element Update does not alter the anticipated rate of growth and demand for services analyzed in the General Plan EIR, **no impact** would occur.

iii. Schools?

The project site is located within the Sonoma Valley Unified School District (SVUSD), which operates five elementary schools, two middle schools, and one comprehensive high school. The adoption of the Circulation Element Update would not require new or physically altered school facilities, nor would it induce growth and demand for services in excess of what is allowed through the Growth Management Ordinance or anticipated in the General Plan as a whole. Therefore, **no impact** would occur.

iv. Parks?

A sufficient number of parks and recreational facilities exist within the city and region. The Circulation Element update could ultimately lead to enhanced access to recreational facilities, but it would not require the provision or construction of new public parks (refer to Section 15. Recreation). **No impact** would occur.

v. Other Public Facilities?

The Circulation Element Update would not require the provision or construction of other public facilities. **No impact** would occur.

15. RECREATION	Potentially Significant Impact	Less Than Significant With Mitigation Incorporated	Less Than Significant Impact	No Impact
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a) Would the project increase the use of existing neighborhood and regional parks or other recreational facilities such that substantial physical deterioration of the facility would occur or be accelerated?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
b) Does the project include recreational facilities or require the construction or expansion of recreational facilities which might have an adverse physical effect on the environment?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>

Discussion:

a) *Would the project increase the use of existing neighborhood or regional parks, or other recreational facilities such that substantial physical deterioration of the facility would occur or be accelerated?*

Not applicable. **No impact** would occur.

b) *Does the project include recreational facilities or require the construction or expansion of recreational facilities which might have an adverse physical effect on the environment?*

Not applicable. **No impact** would occur.

16. TRANSPORTATION/TRAFFIC: Would the project:	Potentially Significant Impact	Less Than Significant With Mitigation Incorporated	Less Than Significant Impact	No Impact
a) Conflict with an applicable plan, ordinance or policy establishing measures of effectiveness for the performance of the circulation system, taking into account all modes of transportation including mass transit and non-motorized travel and relevant components of the circulation system, including but not limited to intersections, streets, highways and freeways, pedestrian and bicycle paths, and mass transit?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
b) Conflict with an applicable congestion management program, including, but not limited to level of service standards and travel demand measures or other standards established by the county congestion management agency for designated roads or highways?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>
c) Result in a change in air traffic patterns, including either an increase in traffic levels or a change in location that results in substantial safety risks?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>

d) Substantially increase hazards due to a design feature (e.g., sharp curves or dangerous intersections) or incompatible uses (e.g., farm equipment)?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
e) Result in inadequate emergency access?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>
f) Conflict with adopted policies, plans, or programs supporting alternative transportation (e.g., bus turnouts, bicycle racks)?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>

Discussion:

a) *Conflict with an applicable plan, ordinance or policy establishing measures of effectiveness for the performance of the circulation system, taking into account all modes of transportation including mass transit and non-motorized travel and relevant components of the circulation system, including but not limited to intersections, streets, highways and freeways, pedestrian and bicycle paths, and mass transit?*

The adoption of the updated Circulation Element would not increase development potential or population growth beyond what is already accounted for in the current General Plan. Further, the updated Circulation Element would not alter land use designations or allowed building intensities. The overall level of development in Sonoma would continue to be regulated by the Growth Management Ordinance. By better incorporating “complete streets” principles, the updated Circulation Element should lead to improvements in all modes of transportation, including transit, walking, and biking. For these reasons, the updated Circulation Element would enhance Sonoma’s circulation plans, policies, and ordinances and **no impact** would occur.

b) *Conflict with an applicable congestion management program, including, but not limited to level of service standards and travel demand measures or other standards established by the county congestion management agency for designated roads or highways?*

As set forth in the existing Circulation Element of the 2020 General Plan, the City of Sonoma considers Level of Service (LOS) D to be the poorest acceptable level of service operation at both signalized and unsignalized intersections. This basic standard is retained in the proposed Circulation Element update, although additional policy direction is provided as to how the standard would be implemented and under what circumstances it might be waived or modified. The traffic projections developed for the Circulation Element update are based on the traffic model from Sonoma County developed and maintained by the Sonoma County Transportation Authority (SCTA) and these projections are consistent with the traffic plans and projections of the SCTA and Sonoma County. For these reasons, the proposed Circulation Element update is consistent with County and regional transportation plans. **No impact** would occur.

c) *Result in a change in air traffic patterns, including either an increase in traffic levels or a change in location that results in substantial safety risks?*

The proposed Project does not include any strategy or measure that would directly or indirectly affect air traffic patterns. Therefore, **no impact** would occur.

d) *Substantially increase hazards due to a design feature (e.g., sharp curves or dangerous intersections) or incompatible uses (e.g., farm equipment)?*

The updated Circulation Element includes goals, policies, and implementation measures designed to reduce traffic hazards of all types. **No impact** would occur.

e) Result in inadequate emergency access?

The updated Circulation Element includes goals, policies, and implementation measures designed to improve emergency access. **No impact** would occur.

f) Conflict with adopted policies, plans, or programs supporting alternative transportation (e.g. bus turnouts, bicycle racks)?

The updated Circulation Element includes goals, policies, and implementation measures designed to enhance programs supporting alternative transportation modes. **No impact** would occur.

17. UTILITIES AND SERVICE SYSTEMS: Would the project:	Potentially Significant Impact	Less Than Significant With Mitigation Incorporated	Less Than Significant Impact	No Impact
a) Exceed wastewater treatment requirements of the applicable Regional Water Quality Control Board?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
b) Require or result in the construction of new water or wastewater treatment facilities or expansion of existing facilities, the construction of which could cause significant environmental effects?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
c) Require or result in the construction of new storm water drainage facilities or expansion of existing facilities, the construction of which could cause significant environmental effects?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
d) Have sufficient water supplies available to serve the project from existing entitlements and resources, or are new or expanded entitlements needed?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
e) Result in a determination by the wastewater treatment provider which serves or may serve the project that it has adequate capacity to serve the project's projected demand in addition to the provider's existing commitments?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
f) Be served by a landfill with sufficient permitted capacity to accommodate the project's solid waste disposal needs?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
g) Comply with federal, state, and local statutes and regulations related to solid waste?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>

Discussion:

a) Exceed wastewater treatment requirements of the applicable Regional Water Quality Control Board?

Because the Circulation Element update does not increase density or intensity beyond what was analyzed in the 2020 General Plan, it would not have any impact on wastewater treatment requirements. **No impact** would occur.

b) Require or result in the construction of new or expanded water or wastewater treatment facilities?

Not applicable. **No impact** would occur.

c) Require or result in the construction of new or expanded storm water drainage facilities, the construction of which could cause significant environmental effects?

Not applicable. **No impact** would occur.

d) Have sufficient water supplies available to serve the project from existing entitlements and resources?

The Circulation Element update does not increase density or intensity beyond what was analyzed in the 2020 General Plan and evaluated in the City's 2016 Urban Water Management Plan. Any future residential development approval will be subject to the will-serve requirement. Thus, the adoption of the updated Circulation Element will have **no impact** on the City's ability to meet future water demand.

e) Result in a determination by the wastewater treatment provider that it has adequate capacity to serve the project's projected demand in addition to the provider's existing commitments?

See 17.a. There will be **no impact**.

f) Be served by a landfill with sufficient permitted capacity to accommodate the project?

Not applicable. **No impact** would occur.

g) Comply with federal, state, and local statutes and regulations related to solid waste?

Not applicable. **No impact** would occur.

17. MANDATORY FINDINGS OF SIGNIFICANCE	Potentially Significant Impact	Less Than Significant With Mitigation Incorporated	Less Than Significant Impact	No Impact
a) Does the project have the potential to degrade the quality of the environment, substantially reduce the habitat of a fish or wildlife species, cause a fish or wildlife population to drop below self-sustaining levels, threaten to eliminate a plant or animal community, reduce the number or restrict the range of a rare or endangered plant or animal or eliminate important examples of the major periods of California history or prehistory?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
b) Does the project have impacts that are individually limited, but cumulatively considerable (“Cumulatively considerable” means that the incremental effects of a project are considerable when viewed in connection with the effects of past projects, the effects of other current projects, and the effects of probable future projects)?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
c) Does the project have environmental effects which will cause substantial adverse effects on human beings, either directly or indirectly?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>

Discussion:

a) Does the project have the potential to degrade the quality of the environment, substantially reduce the habitat of a fish or wildlife species, cause a fish or wildlife population to drop below self-sustaining levels, threaten to eliminate a plant or animal community, reduce the number or restrict the range of a rare or endangered plant or animal or eliminate important examples of the major periods of California history or prehistory?

As described throughout this document, the Project consists of an update of the Circulation Element of the City of Sonoma General Plan. The Circulation Element serves as the policy basis for the development of an integrated circulation system and it specifies the improvements necessary to resolve existing deficiencies and accommodate planned growth. The element emphasizes the importance of promoting alternatives to auto use as a means of avoiding the need for or minimizing road improvements while maintaining adequate service levels.

The Circulation Element update does not change the City’s current land use designations or zoning, and does not allow or require any additional development beyond that currently allowed. Any potential site-specific environmental impacts from future circulation improvement proposals will be evaluated when those projects are proposed and reviewed for permitting purposes. Adoption of the Circulation Element will not degrade the quality of the environment or substantially reduce the habitat of any wildlife species. Therefore, there will be *no impact*.

b) Does the project have impacts that are individually limited, but cumulatively considerable ("Cumulatively considerable" means that the incremental effects of a project are considerable when viewed in connection with the effects of past projects, the effects of other current projects, and the effects of probable future projects)?

The Circulation Element update does not require any land use or zoning changes, and does not direct or promote development outside the City's existing sphere of influence. The Circulation Element update would not result in cumulatively considerable impacts beyond what have already been analyzed in the adopted General Plan EIR. Therefore, adoption of the Circulation Element will not result in any cumulatively considerable impacts and hence will have **no impact**.

c) Does the project have environmental effects which will cause substantial adverse effects on human beings, either directly or indirectly?

The Circulation Element update does not require any land use or zoning changes, and does not require residential development outside the existing built-up areas of the City. Adoption of the proposed Circulation Element update will not degrade the quality of the environment, result in cumulatively considerable impacts or cause substantial adverse effects on human beings. Therefore, there will be **no impact**.

Documents Referenced

Attachment A: City of Sonoma, 2016 Circulation Element Update

Attachment B: City of Sonoma, 2016 Circulation Element Update Background Report

References: *These documents are available at the City of Sonoma Planning Department*

1. City of Sonoma’s 2020 General Plan Update (September 2006) includes the following Elements:
 - i. Community Development Element
 - ii. Local Economy
 - iii. Environmental Resources Element
 - iv. Circulation Element
 - v. Public Safety Element
 - vi. Noise Element
2. City of Sonoma “Land Use and Design Options”, September 2004.
3. City of Sonoma’s 2006 General Plan – Final Environmental Impact Report, September 2006. (State Clearinghouse No. 2006052117)
4. City of Sonoma General Plan, “2015-2023 Housing Element.
5. City of Sonoma “General Plan Land Use Map,” Sonoma, California
6. City of Sonoma "Zoning Map," Sonoma, California
7. State of California, Department of Conservation California Geological Survey, Alquist-Priolo Earthquake Fault Zones website: <http://www.conservation.ca.gov/cgs/rghm/ap/Pages/Index.aspx>
8. FEMA Maps

M E M O

To: Planning Commission
From: Planning Director Goodison
Re: Discussion of notice procedures for public hearings

Background

At its meeting of July 14, 2016, Comm. Coleman requested a review and discussion of the procedures used to notify the public about project proposal and public hearings before the Planning Commission. The table below compares the minimum public notice requirements set forth in State law with the provisions of the City's Development Code:

Comparison of State Notice Requirements with City Procedures		
Element of Notice	State Law	City Procedures
Timing	10 days prior public hearing	20 days prior to public hearing
Mailed notice to property Owners	Within 300 feet of project site	Within 500 feet of project site
Newspaper notice*	1 time	2 times
Posters*	Optional	Required
Mailed notice to tenants	Not required.	Required

*When mailed notice is provided to property owners, under State law the jurisdiction is required to provide *either* newspaper notice or posters in the project vicinity.

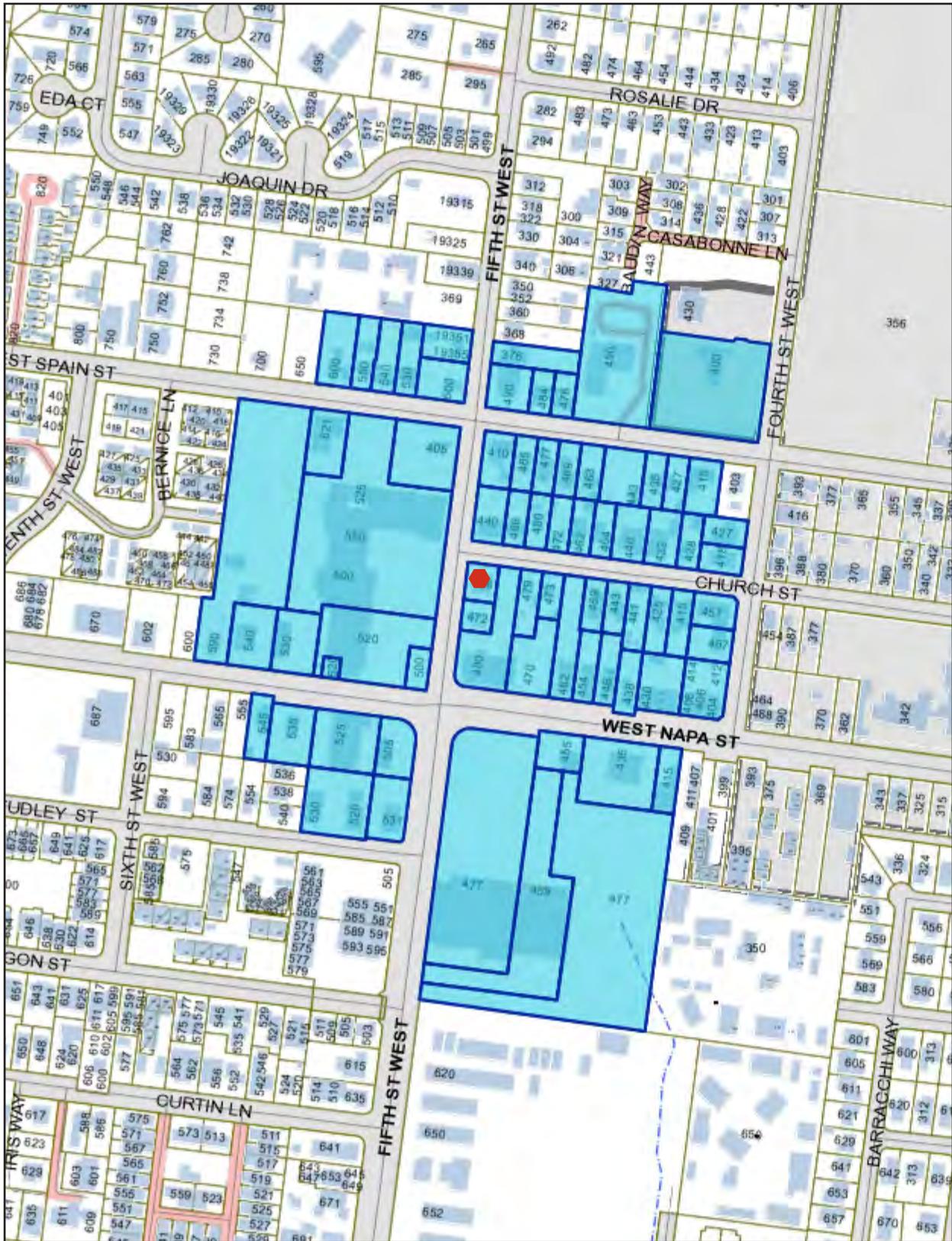
As shown in the table, the City's public notice procedures significantly exceed the minimum standards set by the State. Of course, it is possible to expand the City's notice requirements even further. However, the question is raised as to whether there would be a corresponding increase in public participation, in comparison to the cost in staff time to implement an expanded notice requirement. Because the use permit application for a vacation rental at 456 Fifth Street West triggered this discussion, staff has used it as an example of what an expanded notice procedure would accomplish. By expanding notification radius to 1,000 feet, the maximum potential number of mailings would increase from 163 to 724. As shown on the attached maps, the notification range would include a number of areas that not appear to have any particular relation to the subject property.

As the Planning Commission may recall, only one resident in the vicinity of the project spoke on the application at the public hearing. The other speaker, who resides well beyond even the 1,000-foot range, has an interest in in how applications for commercial development are evaluated, so he reviews the public hearing notices in the newspaper to identify items of interest. In staff's

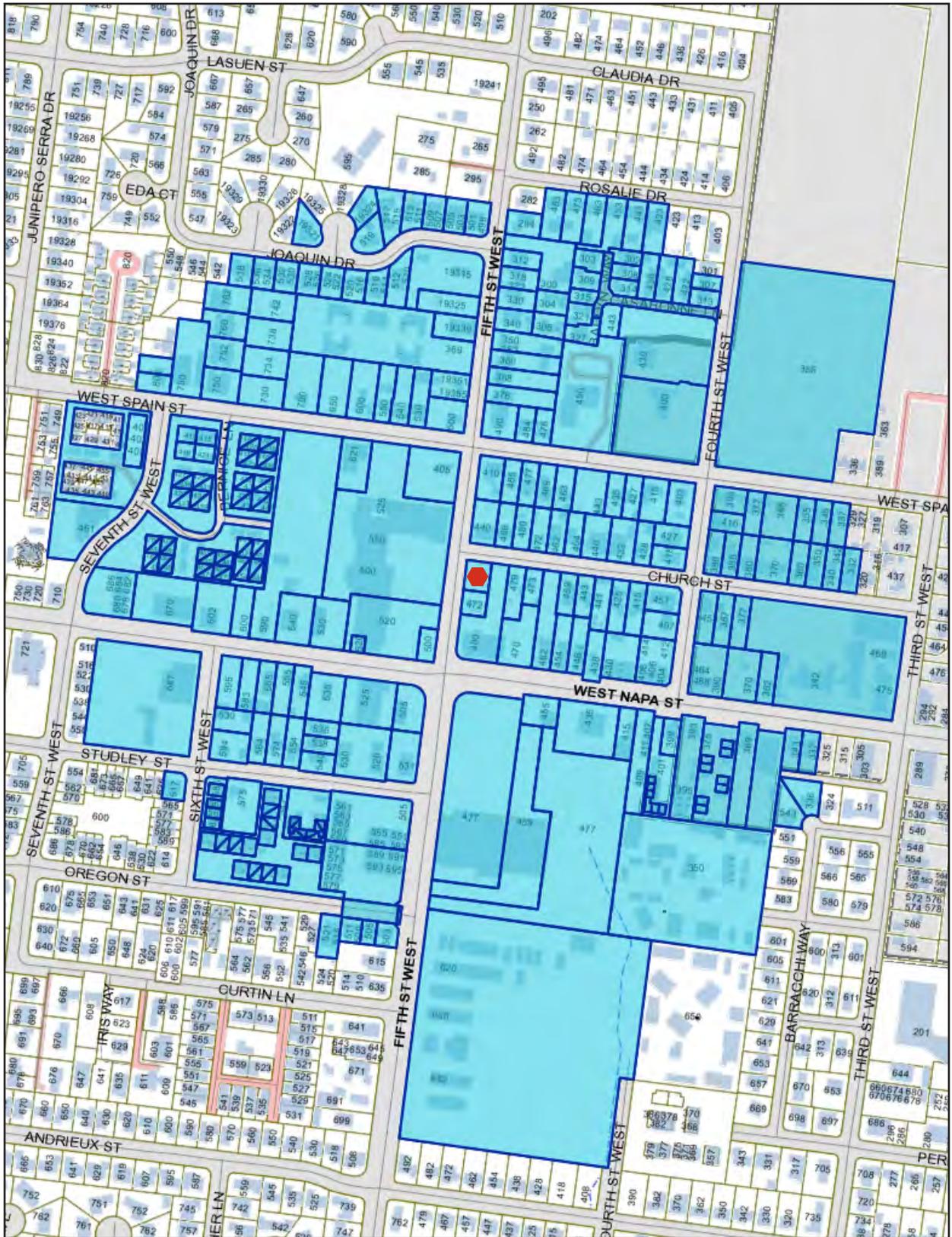
view, it seems unlikely that an expansion of the mailed notice would have any impact with regard to public participation in that item.

Recommendation

Staff recommends that the current notification procedures be retained.



500-foot Notification Radius



1000-foot Notification Radius