City of Sebastopol

Planning Department
7120 Bodega Avenue
Sebastopol, CA 95472
(707) 823-6167 (Phone) or (707) 823-1135 (Fax)
www.ci.sebastopol.ca.us

MASTER PLANNING APPLICATION FORM

PROJECT INFORMATION:

ADDRESS:	SEE ATTACHED TWO
PARCEL #:	SHEETS FOR PROPERTY,
PARCEL AREA:	OWNER, AGENT INFORMATION

FOR CITY USE ONLY

PLANNING FILE #: 2020-043

DATE FILED: 6/18/2020

TOTAL FEES PAID: $ _____

RECEIVED BY: _____

DATE APPLICATION DEEMED COMPLETE: _____

APPLICANT OR AGENT:

PACIFIC WEST COMMUNITIES, INC
Name: CALEB ROOPE

Email Address: CALEBR@TPCHOUSING.COM

Mailing Address: 430 E. STATE ST. #100

City/State/Zip: EAGLE, ID 83616

Phone: 208-461-0022

Fax: 208-461-3267

Business License #: _____

Signature: [signature]

Date: 5/26/2020

OWNER OF PROPERTY *IF OTHER THAN APPLICANT:*

Name: SEE ATTACHED TWO SHEETS

Email Address: FOR OWNERS AGENTS

Mailing Address: CONTACT INFORMATION

City/State/Zip: AND SIGNATURES

Phone: _____

Fax: _____

Business License #: _____

Signature: _____

I certify that this application is being made with my consent.

Date: _____

OTHER PERSONS TO BE NOTIFIED: (Include Agents, Architects, Engineers, etc.).

Name: KEN KOSS

Email Address: sylken1@sbcglobal.net

Mailing Address: 6891 E. DORADO CT.

City/State/Zip: TUCSON, AZ 85715

Phone: 916.425.2743

Fax: 520.203.8039

Name: LAUREN ALEXANDER

Email Address: laurenalexander@gmail.com

Mailing Address: 609 HUDIS ST.

City/State/Zip: ROHNERT PARK, CA 94928

Phone: 605-465-8782

Fax: _____

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MASTER PLANNING APPLICATION FORM

PROJECT INFORMATION:

ADDRESS:	7760 BODEGA AVENUE
PARCEL #:	060-230-067
PARCEL AREA:	1.35 ACRES

FOR CITY USE ONLY

PLANNING FILE #: ________ / ________
DATE FILED: ________
TOTAL FEES PAID: $ ________
RECEIVED BY: ________
DATE APPLICATION DEEMED COMPLETE: ________

APPLICANT OR AGENT:

Name: ________
Email Address: ________
Mailing Address: ________
City/State/Zip: ________
Phone: ________
Fax: ________
Business License #: ________
Signature: ________
Date: ________

VINCENT G. WHITESELL & JB WHITESELL 1999 Trust

OWNER OF PROPERTY
IF OTHER THAN APPLICANT:

Name: KEN BIZZELL
Email Address: KBIZZELL@KEEGANCOPPIN.COM
Mailing Address: 1355 N. DUTTON AVE.
City/State/Zip: SANTA ROSA, CA 95401
Phone: 707-528-1400
Fax: 707-524-1419
Business License #: ________
Signature: [signature] tte
I certify that this application is being made with my consent.
Date: ________

OTHER PERSONS TO BE NOTIFIED: (Include Agents, Architects, Engineers, etc.).

Name: ________
Email Address: ________
Mailing Address: ________
City/State/Zip: ________
Phone: ________
Fax: ________

Name: ________
Email Address: ________
Mailing Address: ________
City/State/Zip: ________
Phone: ________
Fax: ________

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MASTER PLANNING APPLICATION FORM

PROJECT INFORMATION:

ADDRESS:	7716 BODEGA AVE
PARCEL #:	004-211-007
PARCEL AREA:	2.55 ACRES

FOR CITY USE ONLY

PLANNING FILE #: _____ / _____

DATE FILED: _____

TOTAL FEES PAID: $ _____

RECEIVED BY: _____

DATE APPLICATION DEEMED COMPLETE: _____

APPLICANT OR AGENT:

Name: _____

Email Address: _____

Mailing Address: _____

City/State/Zip: _____

Phone: _____

Fax: _____

Business License #: _____

Signature: _____

Date: _____

RICHARD RAYMOND SHONE
OWNER OF PROPERTY
IF OTHER THAN APPLICANT:

Name: ANN HARRIS

Email Address: ANNHARRIS@CBNORCAL.COM

Mailing Address: 101 MORRIS ST. #100

City/State/Zip: SEBASTOPOL, CA. 95472

Phone: 707-829-4500

Fax: 707-823-9159

Business License #: _____

Signature: [signature]

I certify that this application is being made with my consent.

Date: 5/26/20

OTHER PERSONS TO BE NOTIFIED: (Include Agents, Architects, Engineers, etc.).

Name: _____

Email Address: _____

Mailing Address: _____

City/State/Zip: _____

Phone: _____

Fax: _____

Name: _____

Email Address: _____

Mailing Address: _____

City/State/Zip: _____

Phone: _____

Fax: _____

PROJECT DESCRIPTION:

DESCRIBE IN DETAIL, the proposed project and permit request. (Attach additional pages, if needed):

SEE ATTACHED PROJECT DESCRIPTION

This application includes the checklist for the type of application requested: ☒ Yes ☐ No

Please indicate the type(s) of application that is being requested (example: Use Permit, Design Review, Variance, Planned Community Rezone, etc.):

DESIGN REVIEW

Please describe existing uses (businesses, residences, etc.) and other structures on the property:

BOTH PROPERTIES HAVE A SFR UNIT & 3-5 OUT BUILDINGS

DEVELOPMENT DATA:

SQUARE FEET BUILDING EXISTING:	2861	☐ N/A
SQUARE FEET BUILDING DEMOLISHED:	2861	☐ N/A
SQUARE FEET BUILDING NEW:	74,921	☐ N/A
NET CHANGE IN BUILDING SQUARE FEET:	72,060	☐ N/A
NUMBER OF DWELLING UNITS EXISTING:	☐ 0 Bedrooms ☐ 2 Bedrooms ☒ 4+ Bedrooms	☐ 1 Bedrooms ☐ 3 Bedrooms ☐ N/A
NUMBER OF DWELLING UNITS PROPOSED:	☐ 0 Bedrooms ☒ 2 Bedrooms 36 ☐ 4+ Bedrooms	☒ 1 Bedrooms 12 ☒ 3 Bedrooms 36 ☐ N/A
NET CHANGE IN DWELLING UNITS:	80	☐ N/A
SETBACKS:	**Existing:** ☐ Front Yard ____ ☐ Side Yard ____ ☐ Rear Yard ____ ☒ N/A	**Proposed:** ☐ Front Yard 10' ☐ Side Yard ____ EAST 79' WEST 58' ☐ Rear Yard 600' ☐ N/A

EXISTING LOT DIMENSIONS:	Front: 482.59 Rear: 264.93 Left: 492.63 Right: 388.00		☐ N/A
PROPOSED LOT DIMENSIONS:	Front: 482.59 Rear: 264.93 Left: 492.63 Right: 388.00		☐ N/A
EXISTING LOT AREA:	154,638 Square Feet		☐ N/A
PROPOSED LOT AREA:	154,638 Square Feet		☐ N/A
BUILDING HEIGHT:	Existing: 20+	Proposed: 36'6"	☐ N/A
NUMBER OF STORIES:	Existing: 2	Proposed: 2/3	☐ N/A
PARKING SPACE (S):	Existing: 4	Proposed: 152	☐ N/A
ZONING	Existing: R7	Proposed: R7	☐ N/A

Will the project involve a new curb cut or driveway? ☐ Yes ☒ No

Are there existing easements on the property? ☒ Yes ☐ No

Will Trees be removed? ☒ Yes ☐ No

If yes, please describe (Example: Type, Size, Location on property, etc.)

SEE TREE SURVEY

Will Existing Landscaping be revised? ☒ Yes ☐ No

If yes, what is square footage of new or revised landscaping?

SEE LANDSCAPE PLAN

Will Signs be Changed or Added? ☒ Yes ☐ No

Business: Hours of Operation? Open: N/A Close: N/A

Is alcohol service proposed? ☐ Yes ☒ No

If yes, what type of State alcohol license is proposed? N/A

If yes, have you applied to the State Alcoholic Beverage Control for a license? ☐ Yes ☒ No

If this is a restaurant, café or other food service, bar, or nightclub, please indicate total number of seats: N/A

Is any live entertainment proposed? ☐ Yes ☒ No

If yes, please describe: _____

INDEMNIFICATION AGREEMENT

As part of this application, applicant agrees to defend, indemnify, release and hold harmless the City, its agents, officers, attorneys, employees, boards and commissions from any claim, action or proceeding brought against any of the foregoing individuals or entities, the purpose of which is to attack, set aside, void or annul the approval of this application or the adoption of the environmental document which accompanies it or otherwise arises out of or in connection with the City's action on this application. This indemnification shall include, but not be limited to, damages, costs, expenses, attorney fees or expert witness fees that may be asserted by any person or entity, including the applicant, arising out of or in connection with the City's action on this application, whether or not there is concurrent passive or active negligence on the part of the City.

If, for any reason any portion of this indemnification agreement is held to be void or unenforceable by a court of competent jurisdiction, the remainder of the agreement shall remain in full force and effect.

Applicant's Signature	Date Signed	Planning File Number
	5/26/2020	

NOTE: The purpose of the indemnification agreement is to allow the City to be held harmless in terms of potential legal costs and liabilities in conjunction with permit processing and approval.

NOTICE OF MAILING:

Email addresses or facsimiles will be used for sending out staff reports and agendas to applicants, their representatives, property owners, and others to be notified.

Please sign and acknowledge you have been notified of the Notice of Mailing for applications and have provided an email address or fax number.

Signature	Printed Name
	CALEB ROOPE

NOTE: It is the responsibility of the applicant and their representative to be aware of an abide by City laws and policies. City staff, Boards, Commissions, and the City Council will review applications as required by law; however the applicant has responsibility for determining and following applicable regulations.

NEIGHBOR NOTIFICATION

In the interest of being a good neighbor, it is highly recommended that you contact those homes or businesses directly adjacent to, or within the area of your project. Please inform them of the proposed project, including construction activity and possible impacts such as noise, traffic interruptions, dust, larger structures, tree removals, etc.

Many projects in Sebastopol are remodel projects which when initiated bring concern to neighboring property owners, resident and businesses. Construction activities can be disruptive, and additions or new buildings can affect privacy, sunlight or landscaping. Some of these concerns can be alleviated by neighbor-to-neighbor contacts early in the design and construction process.

It is a "good neighbor policy" to inform your neighbors so that they understand your project. This will enable you to begin your construction with the understanding of your neighbors and will help promote good neighborhood relationships.

Many times development projects can have an adverse effect on the tranquility of neighborhoods and tarnish relationships along the way. If you should have questions about who to contact or need property owner information in your immediate vicinity, please contact the Building and Safety Department for information at (707) 823-8597, or the Planning Department at (707) 823-6167.

I have informed site neighbors of my proposed project: ☒ Yes ☐ No

If yes, or if you will inform neighbors in the future, please describe outreach efforts:

A NEIGHBORHOOD MEETING WAS HELD ON 11-21-19

WEBSITE REQUIRED FOR MAJOR PROJECTS

Applicants for major development projects (which involves proposed development of 25,000 square feet of new floor area or greater, or 25 or more dwelling units), are required to create a project website in conjunction with submittal of an application for Planning approval (including but not limited to Subdivisions, Use Permits, Rezoning's, and Design Review). Required information may be provided on an existing applicant web site.

The website address shall be provided as part of the application. The website shall be maintained and updated, as needed until final discretionary approvals are obtained for the project.

Such website shall include, at a minimum, the following information:

- √ Project description
- √ Contact information for the applicant, including address, phone number, and email address
- √ Map showing project location
- √ Photographs of project site
- √ Project plans and drawings

Exemption Questionnaire

STORM WATER LOW IMPACT DEVELOPMENT

PURPOSE: This questionnaire will determine *whether* or *not* you need to submit the 'Storm Water Low Impact Development Determination Worksheet' as part of this application. Any application that does not contain this questionnaire OR the Determination Worksheet will be deemed incomplete.

PROJECT ADDRESS:

7716 & 7760 BODEGA AVENUE, SEBASTOPOL, CA

TYPE OF APPLICATION

Your project is exempt from the 'Determination Worksheet' submittal requirement, if it falls under any of the below listed application categories. However, the City Staff may require the submittal of a 'Determination Worksheet', as determined on a case-by-case basis.

- ☐ Administrative Review (Interior Improvements or Use)
- ☑ Sign Review
- ☐ Temporary Use Permit
- ☐ Time Extension Request
- ☑ Tree Removal Permit
- ☐ Zoning Determination or Interpretation

The project is exempt from the 'Storm Water Low Impact Development Determination Worksheet' submittal requirement as determined by City Staff.

I certify this information:

APPLICANT SIGNATURE	PRINTED NAME	DATE
	CALEB ROOPE	5/26/2020

CITY OF SEBASTOPOL
7120 Bodega Avenue, Sebastopol, California 95472 707-823-6167

MWELO: California Model Water Efficient Landscape Ordinance

Permit applicants are required to complete this form, or applications may be incomplete.

MWELO PRELIMINARY APPLICABILITY DETERMINATION CHECKLIST

Applicant Information:

Name: PACIFIC WEST COMMUNITIES - KEN KOSS

Phone: 916-425-2743

Address: 6891 E. DORADO CT.; TUCSON, AZ. 85715-4755

Email: sylken1@sbcglobal.net

Project Information:

Site Address: 7716 & 7760 BODEGA AVENUE

Project Type *(new dwelling, commercial, remodel, etc.)*: _____

A. ☐ Currently, this project **does not include new or rehabilitated landscaping.** I am aware that future landscape installations may be required to comply with the Model Water Efficient Landscape Ordinance (MWELO) requirements per California Code of Regulations, Municipal code 15.36 Title 23, Division 2, Chapter 2.7.

B. ☐ This project is **not** a homeowner project and will include new or rehabilitated landscaping of **2,500 sq. ft. or greater in area.**

C. ☒ This project is for a **homeowner-provided or homeowner hired single-family or multi-family residential project** with new or rehabilitated landscaping of **more than 5,000 sq. ft.**

*If you checked Item **B. or C.** above, please provide the information below specific to the new or rehabilitated landscape area which will be completed as part of this project **and** specify the compliance method to be used (ask Planning staff for compliance options, if you have questions):*

Total Landscape Area (sq. ft.): 41,432 Turf Area (sq. ft.): 1,035

Non-Turf Plan Area (sq. ft.): 40,397 Special Landscape Area (sq. ft.): N/A

Water Type *(potable, recycled, well)*: CITY WELL

Name of water purveyor *(If not served by private well)*: CITY OF SEBASTOPOL

Compliance Method *(anticipated)*:

☒ Performance (Items required in Performance Checklist to be included on final plans)

☐ Prescriptive (Items required in Prescriptive Checklist to be included on final plans)

Signature: _____ **Date:** _____

I certify the above information is correct and agree to comply with the applicable requirements of the MWELO.

CHECK ALL THAT APPLY	PERMIT TYPE	FEE TYPE	AMOUNT	SUPPLIES AND MAILING LIST PREPARATION FEE*	TOTAL
☐	Lot Line Adjustment or Voluntary Merger	Deposit	$1,795.00	$170.00	$1,965.00
☐	Medical Cannabis Administrative Exception	Fee	$155.00	$15.00	$170.00
☐	Photocopying (per copy)	Fee	$0.25	N/A	$0.25
☐	Preapplication Conference	Fee	$400.00	N/A	$400.00
☒	Preliminary Review	Deposit	$1,965.00	$15.00	$1,980.00
☐	Public Art Review	Deposit	$1,435.00	$15.00	$1,450.00
☐	Reasonable Accommodation Request	Fee	$400.00	$15.00	$415.00
☐	Research Fee	Deposit	$135.00/hourly	N/A	$135.00/hourly
☐	Rezone or Zoning Text Amendment	Deposit	$4,150.00	$215.00	$4,365.00
☐	Sandwich Board Sign/Banner Review	Fee	$35.00	N/A	$35.00
☐	Sign Removal	Fee	$30.00	N/A	$30.00
☐	Sign Review – Administrative/Staff	Fee	$120.00	$15.00	$135.00
☐	Sign Review – Individual/Minor	Fee	$205.00	$15.00	$220.00
☐	Sign Review – Major	Fee	$380.00	$15.00	$395.00
☐	Sign Variance	Fee	$90.00	$15.00	$105.00
☐	Site Inspection	Fee	$120.00	N/A	$120.00
☐	Subdivision – Tentative Major	Deposit	$5,270.00	$215.00	$5,485.00
☐	Subdivision – Tentative Minor	Deposit	$4,900.00	$215.00	$5,115.00
☐	Subdivision Ordinance Exception	Fee	$1,050.00	$15.00	$1,065.00
☐	Time Extension Request	Fee	$160.00	$15.00	$175.00
☐	Transfer of Alcoholic Beverages/Shared Use of Production Facility	Fee	$145.00	$15.00	$160.00
☐	Tree Protection Plan	Fee	$385.00	N/A	$385.00
☐	Tree Removal – City Arborist	Fee	$250.00	$15.00	$265.00
		Plus Refundable Replacement Deposit of $75.00 Per Tree (typically two replacement trees are required)			
☐	Tree Removal Request – Tree Board	Fee	$300.00	$15.00	$315.00
		Plus Refundable Replacement Deposit of $75.00 Per Tree (typically two replacement trees are required)			

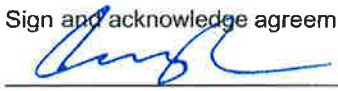
CHECK ALL THAT APPLY	PERMIT TYPE	FEE TYPE	AMOUNT	SUPPLIES AND MAILING LIST PREPARATION FEE*	TOTAL
☐	Use Permit – Major	Deposit	$1,770.00	$215.00	$1,985.00
☐	Use Permit – Minor	Deposit	$1,155.00	$170.00	$1,325.00
☐	Use Permit – Temporary	Fee	$285.00	$170.00	$455.00
☐	Use Permit – Temporary, for occupancy of recreational vehicles for Sonoma Fire Victims	Fee	$75.00	N/A	$75.00
☐	Variance	Deposit	$1,155.00	$215.00	$1,370.00
☐	Water Efficient Landscape Plan Review	Fee	$355.00	$15.00	$370.00
☐	Zoning Determination	Fee	$125.00	$15.00	$140.00
☐	Zoning Ordinance Interpretation	Fee	$515.00	$15.00	$530.00

In addition, such fees as required by Local Agency Formation Commission and State Board of Equalization are to be paid to City of Sebastopol by the applicant prior to City filing annexation documents with Local Agency Formation Commission.

** For multiple applications (in most cases), only one supplies and/or mailing list preparation fee per application.*

DEPOSIT ACCOUNT INFORMATION: Rather than flat fees, some applications require a 'Deposit'. The initial deposit amount is based on typical processing costs. However, each application is different and will experience different costs. The City staff and City consultant time, in addition to other permit processing costs, (i.e., legal advertisements and copying costs are charged against the application deposit). If charges exceed the initial deposit, the applicant will receive billing from the City's Finance department. If at the end of the application process, charges are less than the deposit, the City Finance department will refund the remaining monies.

Sign and acknowledge agreement with the Deposit Account fee and procedure:



Signature CALEB ROOPE Printed Name 5/29/2020 Date

Woodmark Apartments

Proposal Statement

Dated: June 18, 2020

Addresses: 7716 and 7760 Bodega Avenue, Sebastopol

APNs: 004-211-007 and 060-230-067

Parcel Sizes: 2.55 and 1.35 acres (3.9 acres acres total)

General Plan: HDR (High Density Residential)

Zoning: R7 (allows multi-family housing as a matter of right)

Approvals: Design Review and voluntary parcel merger

Proposed Development: 84-unit affordable housing development

SUMMARY

Woodmark Apartments is proposed as an 84-unit, 100% affordable housing development to serve a mix of household types with 1-, 2- and 3-bedroom units meant to accommodate families, seniors and other individuals with incomes ranging between 30% and 60% of the Area Medium Income (AMI). These units will be deed restricted as affordable units for 55 years. The 84 units will be spread amongst six buildings that range from 2-3 stories with centralized community amenities to encourage and enable residents to care for their families in a safe, healthy and secure environment. A set of units are planned to be reserved for agricultural employees or retirees. The remaining units will be for anyone who meets the qualifications for affordable living.

To ensure this addition to the neighborhood serves and fits it well, the design incorporates local and regional style elements as well as transitions and ample landscaping to limit the visual and neighborly impact of a multifamily development in the eclectic mixed urban and rural area. In keeping with Sebastopol's intent to promote walking, cycling and public transit and reduce car traffic, the development will provide

more than double the required bicycle parking spaces and encourage use of the nearby transit stop.

Section 17.250.010 of Sebastopol Municipal Code states that "suitable housing at an affordable level is not available" to many Sebastopol residents and that "the [increasing] housing shortage for persons of lower incomes is detrimental to the public health, safety and welfare" making "an adequate supply of housing for all segments of the community" a matter of public policy. This proposed development helps the lower-income households that are "de facto excluded from new housing, creating economic stratification in the City that is detrimental".

As with most municipalities, "the City finds that there is insufficient Federal and State support for programs to assist the City in meeting its affordable housing needs", which means the City seeks "assistance and cooperation from the private sector in making available an adequate supply of housing for persons of all economic segments of the community". Demonstrated by multiple years of being ranked in the top 50 of affordable housing developers in the nation, The Pacific Companies is accomplished at consistently and reliably providing low-income housing that meets the highest quality standards. Contrary to popular belief, affordable housing funding by State and/or Federal funds must meet extraordinarily higher standards than private market rate housing, ensuring that quality of appearance and tenants is maintained over the lifetime of its affordable status.

ABOUT THE APPLICANT

The Pacific Companies is a privately held group of firms dedicated to excellence in multifamily housing. Under the leadership of president and CEO, Caleb Roope, the teams have managed the development, construction and management of over 110 multifamily or mixed-use communities comprising approximately 6,000 units. The firm is vertically integrated to ensure the quality of the development and the management of the communities for the decades they service low-income families.

Pacific West Communities employs staff in its asset management division who are exclusively committed to meeting high standards of management with significant attention devoted to each community's maintenance and appearance. The same level of excellence applied to physical condition is also applied to those seeking residency.

As one of America's most prolific developers of workforce housing, The Pacific Companies is deeply committed to addressing the need of millions of Americans who pay more than 50% of their annual income on housing through the production of attractive, energy-conscious, affordable apartments near parks, schools, and transportation. Every year since 2007, commitment to affordable workforce and senior housing has placed the firm in the top 50 nationally in affordable housing production.

PROPOSAL

Woodmark Apartments is proposed as an 84-unit, 100% workforce housing development for families with incomes ranging between 30% and 60% of the Area Medium Income (AMI) located at 7716 and 7760 Bodega Avenue.

The development's units will be a mix of sizes: 12 x 1-bedroom units of approximately 586 square feet, 36 x 2-bedroom units of approximately 749 square feet and 36 x 3-bedroom units of approximately 1,080 square feet. 48 of the units are currently planned to be set aside for people and their families whose substantial income is earned from primary production in agricultural or aquacultural sectors. Also eligible are those who retired while working in these sectors. The placement of tenants in affordable housing, including agricultural workers, is a rigorous and closely regulated process.

The proposed site plan consists of 6 buildings that collectively house the 84 units: two, two or three-story buildings along Bodega Avenue and four buildings in the center of the site with parking provided around the interior perimeter of the site. The four interior buildings consist of two 3-story buildings, one 3-story building, and one 3-story community building with units above. The community building of approximately 2,045 square feet will contain a large meeting room with a full kitchen, leasing office, men's and women's restrooms, fitness room and laundry room. Outside the community building there will be a children's play area, a bocce ball court, and covered ADA accessible picnic tables.

It is possible the development will be built in two phases. Phase I would include the community building, four of six buildings that include 24 x 2-bedroom and 24 x 3-bedroom units and 129 of 152 parking spaces. Phase II would include the remaining two buildings, housing 12 x 1-bedroom, 12 x 2-bedroom and 12 x 3-bedroom units and the remaining parking spaces.

Included with the Design Review Application will be an application for voluntary merger of the two parcels as well as all applicable Tree Removal Permits.

Once in operation, The Pacific Companies' dedicated asset management team will hire an on-site manager to uphold the high standards of both The Pacific Companies and the California Tax Credit Allocation Committee, a major source of funding for the project. In addition to a live-in, on-site manager, members of the corporate team make quarterly visits at a minimum to check for quality of residents, maintenance and appearance of the site.

LAND USE CONSIDERATIONS

General Plan & Zoning

The affordable housing proposal use is allowed in the High Density Residential land use designation and it is also allowed as a matter of right in the R7 zoning district with a density allowance of 12.1-25 units per acre (or 43-89 units for this size site). This was included in the staff report for the December 18, 2019 Preliminary Design Review hearing.

Preliminary Design Review – December 2019

Staff and Members of the Board thoughtfully and thoroughly urged that further consideration be made to the following in regard to the initial proposal:

- Preservation and mitigation measures of existing on- and off-site native, protected trees especially neighboring trees
- Limiting grading where possible to preserve existing topography and site features, and to reduce the heights of retaining walls
- Relocating parking to the rear and sides of the site
- Orienting buildings parallel to the streets they face and including pedestrian-scale elements at first floor level
- Considering the effects of building orientation and layout on natural light to interior units
- Reducing the massing of buildings, especially those along Bodega Avenue
- Using design elements that provide transition from current and future developments
- Examining the architecture style's appropriateness to the surrounding area
- Centralizing community features
- Additional noise produced by a basketball court against a large retaining wall
- Conducting a traffic study to determine daily impacts to existing traffic
- Conducting noise studies to determine the impact of on the surrounding area
- Maintaining privacy of adjoining properties through tree preservation and planting of new tall trees and other plants that provide additional screening
- The imposition of multiple story buildings set close to the property line
- Using materials and high-quality minor design elements to promote visual interest
- The appropriateness of the color scheme and roof design to the surrounding area
- Using new landscaping to provide transition with the surrounding area, privacy and environmental benefits
- Management of stormwater and site drainage given proposed grading
- Measures that limit risks of interrupted construction, if phased, going from Phase I to Phase II

At the conclusion of the meeting, the board asked that the project design be re-evaluated to include the above and return for a review with more complete plans and supporting documents.

Response to Preliminary Design Review

City Department Comments – City Arborist

The Pacific Communities always strives to preserve or augment the natural elements of a site where possible. To address the Board, Community and Staff's concerns, the revised site plan decreases the number of trees required for removal by 23%. Of the 76 trees studied, 35 heritage trees and 15 unprotected trees are planned for removal due to site constraints, poor health/structure and/or significant and unavoidable impacts on the financial viability of the development. This proposal includes planting 84 new trees from the approved city list on site ranging in mature height from 15-80'. In addition, *at least* 16 others will be planted at a site of the City's choosing to enhance the community. Buildings and infrastructure have been designed conservatively to limit impacts to the remaining 26 trees, including all trees on neighboring properties. See Exhibit B for summary and Attachment 1 for full study.

City Department Comments – Engineering

A traffic study was completed on 6 intersections and 2 segments per the requirements listed on page 6 of Staff Report from the December 18, 2019 Preliminary Review. The study was again updated as of May 22, 2020 to include final changes to the site plan. All impacts were deemed less-than-significant, including traffic signal warrants. See Exhibit A for summary and Attachment 2 for full report.

To prevent congestion within the development and along Bodega Avenue a second ingress/egress is planned for the southwest corner of the site. Per Staff Report, the driveway will have a grade less than 5%. See Attachment 3, sheet A1.1 for more detail.

In addition, per Staff Report, the traffic study includes an evaluation of two access alternatives under both requested scenarios. See pages 44-45 of Attachment 2 for more detail.

For information on studied impacts to bicycle and pedestrian facilities, please see page 49 of Attachment 2.

Staff Analysis – Tree Removal and Preservation

Per Staff Report, the Tree Preservation and Mitigation Report complies with the City of Sebastopol's guidelines from section 8.12.060 of the municipal code as no fruit trees met the required size to be included in the study. As noted above, 76 trees were

evaluated including all trees that meet city guidelines that could be impacted by development. Designs were modified to minimize impacts of any neighboring trees, following conservative protocols of a professional Arborist and taking into consideration grading and retaining wall impacts. Further study will be done once construction documents are produced to specify protection plans that meet widely accepted standards for each tree during development. ***No requests will be made of neighbors to modify or remove trees on their properties.*** Refer to Attachment 4 for to-scale representations of neighboring tree driplines surveyed on April 22, 2020.

Per direction from Staff, the formal Design Review application will be accompanied by Tree Removal permits for all trees being removed due to poor health/structure or developmental impacts. Along with permits will be a list of at least two replacement plantings per tree removed. Preliminary landscape plans include planting 84 approved trees that range in mature height from 15'-80'. As noted above, an additional minimum 16 trees will be planted at the designation of the City. See Attachment 5 for more detail.

Design Review Guidelines Analysis – Grading

Though many site designs were seriously considered, the restrictions of California Building Code's accessibility standards as well as best practices that require minimum cross slopes at parking areas and at sidewalks leading to required accessible entrances at each of the buildings and accessible parking spaces with adjacent access aisles mean the site will have to be limited to minimum sloping.

Retaining wall heights were minimized where possible and will be provided with natural elements to help with transitions (see Attachment 3, sheet A1.6). At the rear of the site an enclosing type retaining wall, which is not immediately visible from the public right of way allows for building code mandated maximum slopes, while also providing reduced perceived structure height to the northern and eastern single-family properties.

See Attachments 7 and 8 for more detail.

Design Review Guidelines Analysis – Parking and Traffic

In accordance with Design Guidelines section C.1.d, parking was moved to the rear and sides of the site in order to minimize views of parking and carports from the public right-of-way at Bodega Avenue. Trees and shrubs are proposed to soften the overall impact of parking areas and to provide shade and habitat for avifauna.

Municipal code 17.110.030 allows deed-restricted affordable housing to provide 90% of the applicable parking for a multifamily development. The proposed unit count requires 146 spaces. To allow for visitors and the possibility of additional vehicles without overflow parking on neighborhood streets, the proposal includes 152 spaces.

Per Staff suggestion, providing multiple small parking areas was considered but the physical limitations of the site and financial constraints of an affordable housing development made this impossible.

Staff aptly expressed concern that "the substandard parking spaces combined with the reduced backup distance may be unsafe, inconvenient and lead to an inefficient operation". The redesigned parking layout and vehicle circulation has been optimized to provide efficient operation, enhance back-up distance and improve overall vehicle circulation with consideration of all Staff's comments.

Of the total parking spaces provided, 56, or 37%, are compact with minimum sizing of 8'x16' per Sebastopol city code (8 of these are covered), which is in compliance with section C of 17.110.020. Where compact spaces are not adjacent to obstructions over 6" in height, the spaces are 8'-0" wide and where parallel to walls or obstructions over 6" the spaces are widened to 10'-0" to provide convenient and efficient access.

Although the City of Sebastopol does not specifically indicate a minimum back-up space for compact spaces, the civil engineer designed the drive aisles adjacent to compact spaces to be a minimum of 24' wide, which is 1' wider than the City of Santa Rosa's parking standards, so as to provide ample maneuvering spaces for vehicles entering and exiting the compact parking spaces. At other areas where there are 9'-0" wide standard spaces with a vehicle overhang taken into account in their length, a full 26'-0" wide drive aisle is provided, which is 1-foot wider than the City of Sebastopol's minimum off-street parking standards require in section 17.110.020.

Additionally, the parking layout has been revised to improve the circulation pattern by eliminating any dead-end conditions and providing flow through vehicle circulation throughout, so as to enable convenient access to both parking spaces and the adjacent roadway. Pedestrian crossings will be minimized and where they do occur, will be clearly marked and located at the end of a row of parking spaces at directional changes in vehicle circulation where vehicles would likely be slowing.

See Attachment 3, sheet A1.1 for more detail.

Design Review Guidelines Analysis – Building Orientation

The buildings which front Bodega Avenue were made to orient parallel to the street with stepped ground planes created by a new rusticated masonry retaining wall, as well as shrubs and abundant landscaping which respect the area's urban pattern while reinforcing the character and context of the existing area, and further provide pedestrian scaled elements. See Attachment 3, sheets A1.6 and A1.7 for more detail.

Design Review Guidelines Analysis – Architecture / Massing

Revised and further developed designs include a variety of measures to reduce building mass and height and offer transition between the neighboring and surrounding features. Street front elevations along Bodega Avenue have smaller, pedestrian scale components with a variety of levels and planes as well as varied stories (2- and 3-story sections), further disbursing residential units. See Attachment 3, sheets A1.5, A1.6, A1.7 and A4.5 as well as City Code Purposes and Requirements below for more detail.

Board Comments – Stormwater Drainage

Members of the Board mentioned concern for a high water table in this area. Ensuing Engineering Geologist's initial survey including 10 test pits of 6-7 feet revealed no groundwater. Further investigation is underway and a complete report is forthcoming.

In addition, Members of the Board and community participants expressed concern for management of stormwater. The site has been designed to detain a portion of the storm water and direct the balance to the City of Sebastopol storm drainage system to minimize soil erosion for the proposed development and neighboring properties. See Attachments 7 and 8 for more detail.

Board Comments – Construction Management

Questions as to contingency plans and effects on neighbors arose in the case that phasing of construction is necessary. Phasing is a possibility.

Pacific West Builders is the construction management organization under The Pacific Companies. They specialize in energy efficient multifamily, single-family, and modular construction. By working with an extensive network of experienced regional and local subcontractors, PWB has a greater ability to ensure each project is built to quality standards. Under the direction of executives with a combined 60 years of experience, the PWB team is fully equipped to meet and exceed quality, cost, and schedule expectations following Best Practice Management System.

Board Comments – Amenities

Members of the Board aptly pointed out that centralizing the amenities would prevent excess noise for the neighbors as well as produce a more cohesive community. All amenities are now located in the very center of the community, including a children's playground, BBQ area and bocce ball court. The basketball court has been removed after considering the Board's concerns about noise for the surrounding residents. See Attachment 3 sheet A1.1 for more detail.

A question was asked about the purpose of community washers and dryers if the units were equipped with them. Though each unit will have washer and dryer hookups,

machines will not be provided. In the case that a family is not able to afford their own, the community building will be available to them.

Board Comments – Other

Members of the Board expressed concern that the orientation of buildings with retaining wall heights in the previous plans would limit light into living spaces. In response, buildings were rearranged to avoid such a situation. Please see updated drawing Attachment 3, sheet A1.8, Detail 1 "Building & Site Section Diagram – Looking West" which graphically delineates that all ground floor units in those structures with primarily east to west orientation are not within wells or obscured by retaining walls or similar construction. Unit floor plans for interior spaces at all residential unit types have been designed to be in conformance with California Building Code 2019 Sections 1203.2 – "Ventilation", and 1205.2 "Natural Light", respectively.

Members of the Board suggested consideration of terracing to limit cut and fill. Though The Pacific Companies has used this technique on multiple occasions, Pacific West Architecture thoroughly examined this possibility, as noted above, and determined it was not a viable technique for this site given other limitations and financial constraints.

City Code Purposes and Requirements

Inclusionary Housing Requirements (Chapter 17.250) purposes are to:

A. Promote the construction of housing within Sebastopol that is affordable to all economic segments of the community, including households with lower incomes;
B. Encourage the construction of affordable housing throughout the community, rather than concentrated within specific areas or neighborhoods;
C. Implement the State-mandated Housing Element of the General Plan which mandates an inclusionary housing program;
D. Provide a mechanism to assure affordability of housing units constructed under the provisions of this chapter for a specific period of time;
E. Provide the basis for establishment of a fee that may be paid under specified circumstances in lieu of building an inclusionary unit. (Ord. 1111, 2018)

Sebastopol City Code section 17.450.030 sets forth design review requirements; there are five:

1. *The design is compatible with the neighborhood and with the general visual character of Sebastopol.*

   The design of the Woodmark Apartments reflects the intent of the City of Sebastopol's Design Review Guidelines to promote high quality projects. The design concepts are inspired by the general visual character of Sebastopol shaped by the agricultural history of the area and the prevalent architecture of Northern California Craftsman leading to building style loosely based on the Morris addition.

   As noted in the thorough report produced by Staff for the initial Preliminary Review, "the block is still transitioning and is currently made up of an eclectic mixture of development". To integrate the proposed project into the community, the buildings that front Bodega Avenue are oriented parallel to the street with stepped ground planes created by a new rusticated masonry retaining wall, as well as shrubs and abundant landscaping (see Exhibit C for more detail) which respect the area's urban pattern while reinforcing the character and context of the existing area, and further provide pedestrian scaled elements.

   The street front elevations along Bodega Avenue divide the building masses into smaller scale components with a variety of levels and planes, and with the horizontal façade broken up into smaller components by utilizing vertical elements and transitions. Each building at its ground floor has pedestrian scaled elements in the form of stone or brick and wood lattice elements supported by stylistically appropriate diagonal brackets.

   Further, the Bodega Avenue buildings step down to two stories at their ends to reduce the overall perceived height and bulk, while maintaining a scaled down façade with

articulated horizontal and vertical elements at its center portion. The roof lines vary both vertically and horizontally presenting a cohesive link to the Northern California Craftsman style.

2. *The design provides appropriate transitions and relationships to adjacent properties and the public right-of-way.*

   Generous side setbacks offer a transition between the current and planned future higher density uses, as does the articulated, broken down massing and height of the proposed buildings, and the site's proposed perimeter landscaping. Cedar fencing on the west, north, and east property lines further aids in providing privacy both for the new development and for the adjacent single and multi-family communities.

   The building's façades are articulated with color, arrangement, and change of materials while planes of exterior walls are varied in height, depth, and direction. As noted, the building's architectural style, Northern California Craftsman, is loosely based on that style, which is prevalent in the Morris addition, as well as the overall greater Sebastopol area while the materials, cement board siding and brick are durable and of high quality.

   A bay projection at the street front elevations, in addition to vertically and horizontally varied rooflines, present a variety of levels and planes to provide greater visual relief and further reduce the massing of each of the buildings.

   Abundant native landscaping along the front of the development as well as vine covering of all retaining walls smooth the transition from single-family yards to the west and north to blend into the townhome complex to the east. See Exhibit C, Attachment 3, sheet A1.6, and Attachment 6 for more detail.

3. *It would not impair the desirability of investment or occupation in the neighborhood.*

   Well-constructed, maintained, and managed housing increases the desirability and occupation of the neighborhood. The redesigned project provides abundant landscaping, relocates outdoor activities to the center of the site, has ample parking, uses solar energy, and will have an on-site manager. These attributes will result in no negative impacts to investment or occupancy of the neighborhood.

4. *The design is internally consistent and harmonious.*

   Within both the heavily articulated street front buildings set 10'-0" back from Bodega Avenue, and the other similarly articulated buildings, and within the interior of the development, each of the residential units are provided with useable, easily accessible private open space, such as patios and decks, both of which are partially screened with guardrails from public and common areas alike.

Porches, stairs, railings, fascia boards, and trim are all used to further articulate a consistent architectural style. Vents, gutters, and downspouts will be painted to match the trim. Within the interior of the site, the entries to each of the buildings are made prominent and visible with pedestrian scaled decorative trellis elements, or a truss at the Community portion of Building D, as well as with stairs painted to match adjacent trim, and with code required railings and handrail extensions. Throughout the site, each building's door and window openings create a consistent, legible, and harmonious design with operable windows trimmed with decorative white wood sill, jambs, and headers in a Craftsman style.

5. *The design is in conformity with any guidelines and standards adopted pursuant to this chapter.*

Per guidelines C.1.a-c of the Design Review Guidelines, the vehicular access for the site is designed in a logical and safe manner. The main entry and exit point are shared with an existing multi-family development immediately opposite Bodega Avenue's intersection with Robinson Avenue that was previously approved as a shared access point in 1992. This still provides the site visual access from Bodega Avenue as well as emergency vehicle access in compliance with state and local fire authority requirements and code. A right-in and right-out secondary exit towards the southwest corner are provided as well for safe ingress and egress and is situated close to an already existing driveway.

The parking area for the development is provided at the rear and sides of the site, per C.1.d in order to minimize views of parking and carports from the public right-of-way at Bodega Avenue. Trees and shrubs as well as retaining wall coverings and texture are proposed to soften the overall impact of parking areas and to provide shade and habitat for avifauna. Landscaping permits adequate site distance for motorists and pedestrians entering and exiting and do not interfere with circulation patterns. Within the center of the site there are common site amenities such as a barbeque, picnic tables, and pergola. A children's play structure is sited adjacent to a bocce ball court. This will encourage active recreational use of the common courtyard-like area.

Pedestrian accessibility to the street is provided with a walkway on the west and a walkway with steps at the easterly portion of the site. At the interior of the site where pedestrian sidewalks cross vehicle drive aisles, there are painted crosswalk style markings to emphasize and improve the conflict points' visibility and safety. Ample bicycle parking close to the each of the buildings is also provided. Consistent with Policy COS 9-7, over 15%, or a total of 24 future electric vehicle parking spaces are proposed and have roof top solar arrays in compliance with California Energy Code requirements.

As explained above, the grading is designed to meet the California Building Code's accessibility standards as well as best practices. Terracing was considered at length and was not deemed feasible to the viability of the project. Retaining wall heights

were minimized where possible and their placement clearly maneuvers a safe distance from neighboring tree driplines.

Auxiliary utility structures such as trash enclosures, retaining walls, and fences are all designed as an integral part of the site improvements. The color, scale, texture, and general configuration of the elements are generally cohesive with the overall development and will be in conformance with the requirements set forth in the municipal code. Trash enclosures will be covered and are designed and sited in such a way as to limit visibility from the street and pedestrian areas as well as from neighboring uses.

As mentioned above, a portion of the retaining wall in the northwest corner of the site are brought down to pedestrian scale by utilizing a rusticated, split face concrete masonry unit, with a darker gray texture. Existing trees adjacent to this and other portion of the meandering retaining walls help to minimize visual monotony with changes in horizontal plane, material, and significant landscape massing.

All mechanical HVAC equipment will be located within screened roof wells so that they have minimum visual impacts to adjacent neighbors. Transformers are located away from the front of the site and will be screened from view with landscaping, while the entire Bodega Avenue frontage of overhead power and communication lines is currently proposed to be re-routed underground. Site lighting where applicable is designed so it is no brighter than necessary and the Craftsman-like style taller pole mounted luminaires are dark sky friendly while all lighting is designed to minimize upward glare. Wall mounted building luminaires have been minimized, and are all nighttime friendly, and the general lighting theme is to only provide as much light as necessary for public safety while meeting the California Building Code.

The project will also be pursuing LEED for Homes Platinum Certification, the Department of Energy's Zero Energy Ready Program, full participation in Sebastopol's local California Green Building Standards code, 81% or more commitment to on-site energy generation using photovoltaics and feature other important sustainable measures such as low flow plumbing fixtures and renewable materials.

Sebastopol General Plan Consistency Analysis

Chapter 1 – Land Use

Policy LU 1-2: Avoid urban sprawl by concentrating development within the City limits; favor infill development over annexation.

> *Response:* High Density Residential designations in the Sebastopol Priority Development Area (Policy LU 1-10) help limit sprawl and enable infill development, which is the developer's specialty. Policy LU 5-5 encourages residential development in an "efficient pattern" that reduces sprawl, which is the aim of the proposed design without imposing on the neighborhood's mixed use.

Policy LU 1-3: Require new development to occur in a logical and orderly manner, focusing growth on infill locations and areas designated for urbanization on the Land Use Map (see Figure 2.1), and be subject to the ability to provide urban services, including paying for any needed extension of services.

> *Response:* The parcels of this proposal are both considered infill locations and within the areas designated for urbanization on the Land Use Map.

Policy LU 1-4: Assign the following range of land use designations throughout the City and to parcels within the UGB, as shown in the Land Use Map.

> *High Density Residential: Designates areas suitable for multifamily dwellings at a density of 12.1 to 25 units per acre. This designation is suitable for duplexes, apartments, townhouses, and other attached dwelling units.*

> *Response:* See response to Policy LU 1-3.

Policy LU 1-6: Where appropriate, encourage clustered development and the clustering of housing so that larger areas of open space may be permanently preserved. Clustered development may provide flexibility in site design and layout to allow for smaller lot sizes but shall not allow a project to exceed the gross density ranges established under Policy LU 1-4.

> *Response:* Utilizing these infill sites near existing transit and amenities (also refer to Policy LU 6-2) limits the use of open spaces, helping to preserve the rural roots and charm of Sebastopol and still accomplish Housing Needs goals set forth in the General Plan.

Policy LU 1-7: Encourage new development to be contiguous to existing development, whenever possible.

> *Response:* As pointed out by Staff, this area has yet to have an existing singular style. The site is designed to incorporate the eclectic architectural and detail styles

of the surrounding area. All efforts are being made to make transitions between the surrounding sites and the proposed development.

Chapter 5 – Conservation and Open Space

Policy COS 7-1: Improve air quality through continuing to require a compact development pattern that focuses growth in and around existing urbanized areas, locating new housing near places of employment, encouraging non-vehicular modes of transportation, and requiring projects to mitigate significant air quality impacts.

Response: As an infill development close to the center of town, tenants will be able and encouraged to reduce usage of vehicles with ample bicycle parking and nearby transit.

Policy COS 9-3: Support innovative and green building best management practices including, but not limited to, LEED certification for new development, and encourage project applicants to exceed the most current "green" development standards in the California Code of Regulations (CCR), Title 24, if feasible.

Response: The project will be pursuing LEED for Homes Platinum Certification, the Department of Energy's Zero Energy Ready Program, full participation in Sebastopol's local California Green Building Standards code, 81%, or more commitment to on-site energy generation using photovoltaics.

Policy COS 9-7: Promote efforts and programs, including increased access to clean technologies such as electric vehicles and charging stations, to encourage residents, businesses, and local organizations to use clean energy sources to supplant dirty technologies.

Response: Over 15%, or a total of 24 future electric vehicle parking spaces are proposed and have roof top solar arrays in compliance with California Energy Code requirements.

Policy COS 9-9: Promote water conservation among water users.

Response: In accordance with the CA Green UBC, under the heading Model Water Efficient Ordinance, or WELO, landscaping is designed to use less than the Maximum Applied Water Allowance (or MAWA). Other important sustainable water measures include low flow plumbing fixtures. See Exhibit C for more detail.

Policy COS 9-10: Continue to require new development to incorporate water efficient fixtures into design and construction.

Response: See response to Policy COS 9-9.

Chapter 11 – Housing

Goals C and D of Chapter 11 of the General plan include "[promoting] new housing development and [removing] public infrastructure constraints to new housing development" and to use "available resources to expand the number of new housing units affordable to extremely low, very low, low, and moderate income households."

Policy C-3: The City will encourage long-term and permanent affordability of extremely low, very low, low, and moderate income and special needs housing.

> *Response:* Unlike many developers, The Pacific Companies retains ownership of the majority of its properties, ensuring that it is maintained for 55 years as deed-restricted affordable housing. Restrictions and regulations on the funding sources used for this type of development act as a guarantee the community remains affordable for many decades.

Policy D-1: The City will promote the development of new housing units affordable to extremely low, very low, low, and moderate income households and housing units that are affordable to and appropriate for special needs households, including seniors, disabled persons, developmentally disabled persons, farmworkers, large families, and homeless.

> The proposal includes 8 units for tenants at 30% AMI, 8 at 40%, 40 at 50% and 27 at 60%. Members of the Board aptly wondered about the appropriateness of this location for farmworkers. Policy D-9 seeks to find ways to improve housing opportunities for farmworkers, however, there remains a possibility this use for the development could change.

CEQA CONSIDERATIONS

CEQA's policies require a lead agency to carry out the CEQA process "in the most efficient, expeditious manner" so that resources are expended on the environment. (Pub. Res. Code, § 21003, subd. (f).) One of the ways that a lead agency complies with this policy is to use mandatory streamlining provisions in CEQA. Woodmark Apartment is eligible for CEQA streamlining under CEQA Guideline section 15183.3. It is also eligible for the infill categorical exemption contained in CEQA Guideline section 15332.

1. The Project qualifies as an infill development project under CEQA Guidelines Section 15183.3.

CEQA Guidelines section 15183.3 provides environmental streamlining for infill developments. CEQA Guideline section 15183.3 subdivision (c), provides that "if an effect was addressed as a significant effect in a prior EIR for a planning level decision, then, with some exceptions, that effect need not be analyzed again for an individual infill project even when that effect was not reduced to a less than significant level in the prior EIR." Even where a project impact could be more significant than analyzed in the prior EIR, section 15183.3 provides that no further review is required for the impact if uniformly applicable development policies or standards, adopted by the lead agency or a city or county, apply to the infill project and would substantially mitigate that effect. (*Ibid*.) For the purpose of making this finding, "substantially mitigate" means "the policy or standard will substantially lessen the effect, but not necessarily below the level of significance." (*Id*., § 15183.3, subd. (d)(1)(E)).)

For a project to qualify under CEQA Guidelines Section 15183.3, it must:

(a) Be located in an urban area on a site that either has been previously developed or that adjoins existing qualified urban uses on at least seventy-five percent of the site's perimeter. For the purpose of this subdivision "adjoin" means the infill project is immediately adjacent to qualified urban uses, or is only separated from such uses by an improved public right-of-way;

(b) Satisfy the performance standards provided in Appendix M to the CEQA Guidelines; and

(c) Be consistent with the general use designation, density, building intensity, and applicable policies specified for the project area in a sustainable communities strategy.

(CEQA Guidelines, § 15183.3, subd. (b)(1-3).)

a. The Project site is both within an urban area that has been previously developed and adjoins existing qualified urban uses in its entirety.

For the purpose of CEQA Guidelines section 15183.3, an "urban area" includes an incorporated city such as Sebastopol. (See Pub. Resources Code, § 21094.5, subd. (e)(5).) The site has also been previously developed. Nothing more is required to meet the requirements of CEQA Guidelines section 15183.3, subdivision (b)(1).

More than 75% of the project's perimeter is surrounded by qualified urban uses. CEQA defines a "qualified urban use" as "any residential, commercial, public institutional, transit or transportation passenger facility, or retail use, or any combination of those uses." (Pub. Resources Code, § 21072.) Here, the City of Sebastopol's General Plan Land Use Map categorizes the Project site as within a high-density residential area, surrounded by other high-density residential uses and medium density residential uses. (City of Sebastopol General Plan, Figure 2.1.) A high density (13.1 du/ac) Planned Community consisting of 2- to 3-story multifamily structures lies to the east. To the south, current development consists of a mixture of 1- and 2-story multifamily developments, duplexes, single-family and commercial structures. Development to the west and north is mainly single family residential. For this additional reason, the project meets the requirements of CEQA Guidelines section 15183.3, subdivision (b)(1).

b. The Project satisfies the performance standards provided in Appendix M to the CEQA Guidelines.

CEQA Guidelines Appendix M includes performance standards for infill projects eligible for streamlined review. These standards must be supported with substantial evidence and require documentation through the Infill Checklist in CEQA Guidelines Appendix N.

i. The Project satisfies Appendix M's renewable energy requirement.

Under Appendix M's renewable energy requirement, residential projects are also "encouraged" to include such onsite renewable power generation. (2020 CEQA Guidelines Appendices, Appendix M (III).) The project includes rooftop solar arrays for the residential units and 24 future electric vehicle parking spaces. Thus, the project satisfies this requirement.

ii. Appendix M's soil and water remediation requirements does not apply to this Project.

The site is not included on "Hazardous Waste and Substances site 'Cortese' list."[1] Therefore, the Project is consistent with this criterion. Under Appendix

[1] Coretese List: Section 65962.5(a), California Environmental Protection Agency (2020) https://calepa.ca.gov/sitecleanup/corteselist/section-65962-

M's soil and water remediation requirements, if a proposed project site is included on any list compiled pursuant to Section 65962.5 of the Government Code, the lead agency must document how the site has been remediated, if remediation is completed. (2020 CEQA Guidelines Appendices, Appendix M (III).)

iii. The Project does not place residential units near high-volume roadways and stationary sources.

Under Appendix M, if a project includes residential units located within 500 feet (or other distance determined to be appropriate by the local agency or air district based on local conditions) of a high-volume roadway or other significant sources of air pollution, the project shall comply with any policies and standards identified in the local general plan, specific plan, zoning code or community risk reduction plan for the protection of public health from such sources of air pollution. (2020 CEQA Guidelines Appendices, Appendix M (III).) If the local government has not adopted such plans or policies, the project shall include measures, such as enhanced air filtration and project design, that the lead agency finds, based on substantial evidence, will promote the protection of public health from sources of air pollution. (*Ibid*.)

Unless more specifically defined by an air district, city or county, Appendix M defines a "high-volume roadway" to mean freeways, highways, urban roads with 100,000 vehicles per day, or rural roads with 50,000 vehicles per day. The Project site is adjacent to and within 500 feet of Bodega Avenue. Pursuant to the 2016 General Plan EIR, Bodega Avenue is an arterial roadway with 12,600 vehicles per day, which is substantially below the counts required to constitute a high-volume roadway pursuant to Appendix M. As demonstrated in the Project's traffic analysis, traffic on Bodega Avenue has not changed significantly since 2016. Specifically, the average daily traffic on Bodega Avenue is 13,309 vehicles per day between Washington Avenue and Robinson Road, 11,873 vehicles per day between Pleasant Hill Avenue and Golden Ridge Avenue and 11,330 vehicles per day between Florence Avenue and Main Street. Therefore, Bodega Avenue does not meet the definition of a high-volume roadway pursuant to Appendix M.

iv. The Project qualifies under Appendix M's residential development-specific requirements.

Under Appendix M's residential project-specific criteria, a project must be below average regional per capita vehicle miles traveled (VMT) or be located within a ½ mile of an Existing Major Transit Stop or High-Quality Transit Corridor, **or** qualify as a low-income housing project. (2020 CEQA Guidelines, Appendix M (IV)(A).)

5a/#:~:text=Section%2065962.5(a)(1,of%20all%20the%20following%3A%20%E2%80%A6. (last accessed June 5, 2020).

A low-income housing project is defined a residential or mixed-use project consisting of 300 or fewer residential units, all of which are affordable to low income households. (*Ibid*.) Proposed projects are eligible if the developer provides sufficient legal commitments to the lead agency to ensure the continued availability and use of the housing units for lower income households, as defined in Section 50079.5 of the Health and Safety Code, for a period of at least 30 years, at monthly housing costs, as determined pursuant to Section 50053 of the Health and Safety Code.

The Project proposes to construct an 84-unit, 100% affordable housing project targeting families with incomes ranging between 30% to 60% of the Area Medium Income, defined as Very Low-Income and Low-Income households. These units will be deed restricted as affordable units for 55 years.

c. The Project is likely consistent with its general use designation, density, building intensity, and applicable policies for the project area; including those contained within the City of Sebastopol's General Plan and the applicable sustainable communities' strategy.

A CEQA streamlining approach (CEQA Guidelines section 15183) that is commonly viewed as a companion to the CEQA infill streamlining approach that we are recommending for this Project (CEQA Guidelines section 15183.3) requires that a project is consistent with the development density established by existing zoning, community plan, or general plan policies. (CEQA Guidelines, § 15183, subd. (a).) For the purposes of this companion exemption, "consistent" means "that the density of the proposed project is the same or less than the standard expressed for the involved parcel in the general plan, community plan or zoning action for which an EIR has been certified, and that the project complies with the density-related standards contained in that plan or zoning." (CEQA Guidelines, § 15183, subd. (i)(2).)

This CEQA infill streamlining approach does not include an express general plan or zoning consistency requirement. Instead, it only requires that the Project is "consistent with the general use designation, density, building intensity, and applicable policies specified for the project area in either a sustainable communities strategy." (CEQA Guidelines, § 15183, subd. (b)(3).)

The Project is located within Plan Bay Area 2040's Sebastopol Priority Development Area (PDA). PDAs are areas within the Bay Area in which MTC envisions the majority of future housing and employment development to occur. Specifically, PDAs are expected to accommodate 78 percent of new housing production (over 500,000 units) and 62 percent of employment growth (almost 700,000 jobs) in the Bay Area through the year 2040. The Project's affordable residential housing use and proposed density are consistent with the objectives of the Sebastopol Priority Development Area and applicable policies in Plan Bay Area 2040.

While consistency with City zoning and general plan density criteria are technically not qualifying criteria to utilize this CEQA infill streamlining approach, the impacts of the Project are either within the scope of the impacts analyzed in the General Plan EIR or can be substantially mitigated through use of uniformly applicable development policies or standards.

The Project site is designated in the Sebastopol zoning map as Multifamily Residential (R7), which allows for the intensity and type of development proposed by the Project as a permitted use. (City of Sebastopol Municipal Code § 17.20-1.) This zoning designation is intended to "to implement the 'High Density Residential' land use category of the General Plan" and "is applicable to those lands within that category which are appropriate for densities from approximately 12.1 to 25 units per acre." (*Id*. at § 17.20.010.) The Project is consistent with this designation and density because it is a multifamily housing development located with a density of 23.4 units per acre, which falls within the required range.

The Project is consistent with its zoning, Multifamily Residential (R7), which allows multifamily dwellings by right. Per the table below, the Project will comply with standards related to minimum lot area, minimum lot width, maximum building height for an affordable housing project, front and side setbacks, lot coverage, density, open space, and parking.

DEVELOPMENT STANDARD	**R7 Standards**	**Project Proposal**
Minimum Lot Area	8,000	156,270 sq. ft. (3.59 acres)
Minimum Lot Width	80'	482'
Maximum Building Height	30'/2 stories or 40'/3 stories for affordable housing projects.	Approximately 35', 3 Stories
Building Setbacks		
Front	10'	17'
Side – Interior	9'[1]	10'
Rear – Main Bldg.	30'[2]	60'-4"
Lot Coverage	40%[3]	25%
Minimum Res. Density	1 du/3,600 sf (43 Units)	1 du/1,860 sf (84 Units)
Maximum Res. Density	1 du/1,743 sf (88 Units)	1 du/1,860 sf (84 Units)
General Plan Density	12.1 – 25 du/ac	23.4 du/ac
Minimum Usable Open Space	50 sf/du (4,200 sf)	673 sf/du (56,546 sf of open space) (4,200 sf of private and 52,346 sf of common open space)
Parking Requirements – Auto	151 Parking Spaces[4]	151 Parking Spaces
Parking Requirements – Bicycle	38 Bicycle Parking Spaces[5]	48 Bicycle Parking Spaces

1 10% of lot width, or 5 ft., whichever is greater, not to exceed 9 ft
2 20% of lot depth, not less than 20', nor greater than 30'
3 Planning Commission may approve up to 50% where certain conditions apply
4 Two- and three-bedroom units are required to provide 2 parking spaces per unit. However, deed restricted affordable housing projects are subject to providing 90% of the applicable parking requirement
5 Deed restricted affordable housing projects are required to provide 25% of the required vehicles spaces as bicycle parking

In summary, the Project is consistent with the applicable sustainable communities strategy, Plan Bay Area 2040, as well as with the City's Zoning and General Plan.

2. <u>The Project may qualify as a categorically exempt infill development project under CEQA Guidelines Section 15332.</u>

CEQA Guidelines section 15332 provides a categorical exemption for infill development projects. This exemption is referred to as the class 32 categorical exemption or infill exemption. To qualify for this exemption, projects must meet the following criteria:

(a) The project must be consistent with the applicable general plan designation and all applicable general plan policies as well as with applicable zoning designation and regulations.

(b) The project site must be within city limits and 5 acres or less. Additionally, it must be substantially surrounded by urban uses.

(c) The project site must not have any value as habitat for endangered, rare, or threatened species.

(d) Approval of the project must not result in any significant effects relating to traffic, noise, air quality, or water quality.

(e) The project site can be adequately served by all required utilities and public services.

(CEQA Guidelines, § 15332.)

a. The Project is consistent with applicable general plan designations, general plan policies, and zoning designations and regulations.

The City previously found that the Project is consistent with its general plan designation and zoning designations and regulations.[2] At that time, the project did not comply with the 30' rear yard setback. As a result of the project's redesign to reflect the Design Review Board's comments, it now complies with this setback.

b. The Project is within Sebastopol City limits, is substantially surrounded by urban uses, and is less than 5 acres in size.

The Project site is located within the City's limits and the parcel is 3.59 acres in size. The Project is substantially surrounded by urban uses, satisfying the requirements of Guidelines section 15532, subdivision (b).

[2] See December 17, 2018 Staff Report for first Preliminary Design Review, pages 2-3.

c. Additional study is required to determine if the Project has value as habitat for endangered, rare, or threatened species.

There is no evidence that the site has value as habitat for any special status species.

d. Site surveys and environmental study are required to determine if the Project will result in any significant effects relating to traffic, noise, air quality, or water quality.

The applicant is evaluating these criteria. However, the Office of Planning and Research issued a Technical Advisory for VMT, creating a presumption that affordable housing will not result in significant VMT impacts.[3] A preliminary traffic report concluded that LOS impacts will be less than significant.

A preliminary noise report concluded that with specific construction techniques and specific doors and windows, the dwelling units along the Bodega Highway will comply with all interior noise requirements. The preliminary noise report also opined that the project meets all exterior noise requirements. There is no evidence of significant air or water quality impacts; the applicant will discuss these areas with city staff.

e. The Project will be adequately supported by required utilities and public services.

The applicant previously provided will serve letters for water and sewer and the site is already served by PG&E.

[3] https://opr.ca.gov/docs/20190122-743_Technical_Advisory.pdf (see pages 14-15).

**** EXHIBITS AND ATTACHMENTS ****

EXHIBITS

Exhibit A – Traffic Study Summary
Exhibit B – Tree Preservation and Mitigation Summary
Exhibit C – Preliminary Landscape Design

ATTACHMENTS

1. Arborist Report
2. Traffic Study
3. Preliminary Architectural Plans
4. Topographical Survey
5. Preliminary Landscape Plant Schedule
6. Preliminary Landscape Plans – Color
7. Preliminary Civil Plans – Grading, Drainage, Utilities
8. Preliminary Civil Plans – Sections

**** EXHIBIT A – TRAFFIC STUDY SUMMARY ****

Prepared by TJKM, updated May 22, 2020

The study intersections and associated traffic controls are as follows:

1. Bodega Avenue and Ragle Road (Unsignalized)
2. Bodega Avenue and Pleasant Hill Road (Signal)
3. Bodega Avenue and Robinson Road (Unsignalized)
4. Bodega Avenue and Dutton Avenue-Jewell Avenue (Signal)
5. Bodega Avenue and Main Street (SR 116) (Signal)
6. Sebastopol Avenue (SR 12) and Petaluma Avenue (SR 116) (Signal)

The study segments and their extents are as follows:

1. Bodega Avenue, between Washington Avenue and Robinson Road
2. Bodega Avenue, between Pleasant Hill Avenue and Golden Ridge Avenue
3. Bodega Avenue, between Florence Avenue and Main Street

The proposed project is expected to generate approximately 528 net total daily trips with 34 weekday a.m. peak hour trips (10 inbound trips, 24 outbound trips), and 43 weekday p.m. peak hour trips (26 inbound trips, 17 outbound trips).

The City of Sebastopol standard is LOS D or better for controlled intersections as per the Sebastopol General Plan (adopted November 15, 2016). The California Department of Transportation (Caltrans) standard is LOS C or better at signalized intersections.

Under Existing and Cumulative Conditions, all of the study intersections operate within applicable jurisdictional standards of LOS C and D or better, except at the Caltrans' intersection of Main Street (SR 116)/Sebastopol Avenue (SR 12) (Intersection #5) which operates at LOS D under Existing Conditions and LOS E under Cumulative Conditions during a.m., and p.m. peak hour.

Under Existing and Cumulative plus Project Conditions, all of the study intersections operate within applicable jurisdictional standards of LOS C and D or better, except at the Caltrans' intersection of Main Street (SR 116)/Sebastopol Avenue (SR 12) (Intersection #5), which operates at LOS D under Existing plus Project Conditions and LOS E under Cumulative plus Project Conditions during a.m., and p.m. peak hour.

Based on the City impact criteria, the projected traffic volume on the controlled Movement for the unsignalized intersections is relatively low (11 vehicles per hour). At the signalized intersections, increase in delay is less than five seconds. Hence, the project is expected to have a less-than-significant impact at all of the study intersection under all plus Project scenarios.

Under Existing and Cumulative scenarios, the intersection of Bodega Avenue and Robinson Road does not satisfy the peak hour traffic signal warrant. Under plus Project scenarios, the intersection of Bodega Avenue and Robinson Road still does not satisfy the peak hour traffic signal warrant.

Under plus Project scenarios, all signalized study intersections experience less-than-significant impacts on queue lengths at left- and right-turn pockets. Under Existing plus Project conditions, both proposed project driveways on Bodega Avenue are expected to operate at an acceptable LOS with minimal queue lengths for both driveway scenarios.

The project proposes to provide access via existing driveways on Bodega Avenue. The proposed driveways are approximately 280 feet apart. The eastern project driveway is located off of the north leg of the Bodega Avenue/Robinson Road intersection. The line of sight for vehicles exiting the driveways and vehicles travelling on Bodega Avenue are clear and visible.

Sight distance is found to be adequate at the proposed western project driveway. Due to low speeds, sight distance is found to be adequate at the proposed eastern driveway so long as existing landscaping is removed.

The proposed multifamily residential development provides 152 automobile parking spaces, including nine accessible, 56 compact,71 covered spaces, and 16 uncovered spaces. These parking spaces are proposed to serve both the residential and community center portions of the project. The project provides 48 bicycle parking spaces via bicycle racks. In addition to this, project provides 15% of total parking spaces for Calgreen Tier 1 future EV spaces of 23. The project qualifies for the City of Sebastopol deed restricted affordable housing parking requirements (Chapter 17.110.0.30, Table 17.110-2). With reference to this code, 90% of the applicable parking requirement for vehicle parking spaces and 25% of the required vehicle spaces for bicycle parking spaces. Based on the City parking requirements, the proposed parking supply is sufficient.

The proposed project provides adequate and appropriate facilities for safe non-motorized mobility. There is adequate pedestrian access to the project site from the surrounding area. The proposed project does not conflict with existing and planned pedestrian facilities; therefore, the impact to pedestrian facilities is less-than-significant.

The project is not expected to generate a significant amount of additional bicycle trips on existing and planned bicycle facilities and does not conflict with existing and planned bicycle facilities; therefore, the impact to bicycle facilities is less-than-significant.

The nearest Sonoma County (SC) Transit bus stop to the project site is on Bodega Avenue at Virginia Avenue, approximately 0.1-mile walking distance west of the western project driveway. Existing sidewalks and Class II bike lanes on Bodega Avenue adequately provide access to the transit stop. The project site is adequately served by the SC Transit service. Therefore, impacts to transit service are expected to be less-than-significant.

**** EXHIBIT B – TREE PRESERVATION AND MITIGATION ****

Prepared by John Meserve of Horticulture Associates, updated June 4, 2020

Tree Species	Total Count	Protected	Tree ID No. Preserved	Total Preserved	Tree ID No. Removal	Total Removal
Almond	1				1	1
Black Oak	14	14	7, 8, 14, 24, 53, 54, 56, 57	8	13, 23, 25, 31, 33, 52	6
Coast Live Oak	38	38	3, 4, 5, 6, 32, 49, 55, 59, 68, 75	10	9, 10, 11, 12, 15, 16, 17, 18, 19, 20, 21, 22, 26, 28, 29, 30, 34, 50, 60, 61, 63, 64, 65, 66, 70, 71, 73, 76	28
Douglas Fir	3	3			51, 62, 72	3
Juniper	1		48	1		
Glossy Privet	1				74	1
Monterey Pine	9				35, 36, 37, 38, 39, 40, 41, 42, 43	9
Oregon White Oak	1	1			27	1
Pine	1		2	1		
Silver Dollar Eucalyptus	4		44, 45, 46, 47	4		
Valley Oak	1	1	58	1		
White Oak	1	1	69	1		
Willow	1	1			67	1
TOTAL	**76**	**59**		**26**		**50**
Percentage		**78%**		**34%**		**66%**

**** EXHIBIT C – Preliminary Landscape Design ****

Prepared by Thomas Phelps of Thomas H. Phelps Landscape Architecture

The landscape design for the Woodmark Apartments utilizes native and adaptive plants to create a sustainable and beautiful outdoor environment for the residents and surrounding community. Great care has been taken to preserve existing trees around the perimeter of the project. Retaining walls preserve the root zone of the tree canopy which are softened with layers of plant material and climbing vines. New trees are a mix of ornamental and native oaks to create a canopy of shade across the site. Storm water flows through planting areas to keep the water ways clean and healthy.

California mandates water conservation as part of the CA Green UBC, under the heading Model Water Efficient Ordinance, or WELO. This ordinance prescribes the Maximum Applied Water Allowance (or MAWA) for projects and requires the Estimated Total Water Usage (ETWU) be designed to use less than the MAWA.

To achieve this mandated water reduction for irrigating projects, numerous water conservation components are included in the Woodmark Apartments irrigation system design:

A dedicated landscape water meter. The irrigation systems are required to have pressure regulators and master shut-off valves. All irrigation emission devices must meet the national standard stated in the Ordinance to ensure that only high efficiency sprinklers are installed. Flow sensors that detect and report high flow conditions due to broken pipes and/or popped sprinkler heads are required for landscape areas greater than 5000 sq. ft. The minimum width of areas that can be overhead irrigated was changed from 8 feet to 10 feet; areas less than 10 feet wide must be irrigated with subsurface drip or other technology that produces no over spray or runoff. A ‘Smart’ sprinkler controller that utilizes weather-based data to modulate irrigation run times as well as a rain shut off that enables effective use of annual rainfall.

PACIFIC WEST COMMUNITIES

September 22, 2020

Kari Svanstrom, Planning Director
City of Sebastopol
7120 Bodega Avenue
Sebastopol, CA 95472

RE: Woodmark Apartments Additional Documents for Preliminary Review #2

Kari,

The City should be receiving 12 rolled sets of plans today updated in response to the City's comments and requests in preparation for our second Preliminary Review on October 21st. As always, please contact us as soon as possible if you have any questions or concerns.

In summary, this set of plans:

- Satisfies City Engineer, Joe Gaffney's, requests to modify the easterly driveway
- Steps buildings to work more closely with the topography of the site
- Reduces grading and subsequent off-haul from 19,740 cubic yards to approximately 11,000 cubic yards
- Lowers the tallest retaining wall from 16' to 9.5'
- Includes a 6' bike lane along Bodega Avenue

Easterly Driveway Modifications

City Engineer, Joe Gaffney, requested that, "the side entry from Bears Meadow should be a tee on your main drive. Your drive should have 20 ft of 5% max from the stop bar, then a 50 ft vertical curve to your onsite grading. At the stop bar, your drive should have a right, thru/left and an entry."

In the new plans, the private existing driveway entrance, currently serving the townhome development east of the project site, was widened at the throat to provide three travel lanes (one lane in, one right turn/straight lane out, and a left turn lane out). The proposed private driveway was designed with a ±30-foot long vehicle stacking area behind the limit line at Bodega Avenue. As you proceed north up the driveway, into the project site, a 50-foot vertical curve was designed into the profile to transition from the flat stacking area to the 15% maximum grade for this short section of driveway. A 50-foot vertical curve was also designed into the top of the 15% maximum driveway to transition back to a flatter driveway slope into the project site.

Building and Grading Modifications

The building foundations have been redesigned to be stepped, allowing the on-site driveways to be a maximum longitudinal grade of 5% and to maintain accessible paths of travel along the sidewalks abutting the drive aisles.

This in turn has reduced the grading on the site and has lowered the proposed retaining walls and site off-haul significantly. The tallest retaining wall on the previous site layout measured 16' high. With the revised site grading, that same wall is now 9.5' high. Approximate off-haul calculations show a reduction in cubic yards from 19,740 to 11,000.

The attached file, "9-14-20 WA-RETAINING WALL TYPES", shows the specific types of retaining walls proposed to protect neighboring site trees and structures. Along the north and northwest property lines, soldier pile walls eliminate infringement onto neighboring sites that could endanger tree root systems.

Bike Lane Addition

In response to initial comments from the traffic engineer, the plans now include a 6-foot wide bike lane along the Bodega Avenue frontage of the proposed project.

Best Regards,

Lauren Alexander
LRHA Services
Pacific West Communities, Inc.

Exhibit C

PACIFIC WEST ARCHITECTURE

Woodmark Apartments
7760 & 7716 Bodega Avenue

Alternative Site Plan Narrative Regarding Slope Mitigation

If an alternative to the current site plan were to be pursued, in a design that required all building footprints to more closely mimic the natural slope of the site, as requested, it would likely involve placing all vehicular parking fields in an aggregated location, away from required accessible routes to buildings, thereby reducing the number of parking spaces and the corresponding density of dwelling units. That is, this design, requiring stepped buildings, would not be optimal because doing so would result in any concrete sidewalks adjacent to the structures being steeper than the code required 5% slope, thereby requiring these walkways to be placed further from the buildings to allow for an accessible route to all ground floor units, while attempting to accommodate any vehicular parking perpendicular to these sidewalks graded at a maximum 5% cross slope.

It is the engineer of record's professional opinion that industry recognized best practices involve placing parking spaces on a maximum 5% cross slope for driver comfort and safety when maneuvering from the drive aisle, 90 degrees into a parking space, and also to eliminate car doors, on the uphill side, from prematurely closing on the passengers or driver when exiting the vehicle. Any proposed parking spaces which more closely followed the natural slope of the site would need to be designed so they are primarily perpendicular in their long direction to the contours of the site, which therefore limits their placement within the site boundaries. Drive aisles, if sloped so perpendicular to the natural contours of the site, would be restricted to a 5% grade if 90 degree parking was designed to be in conformance with municipal standards.

The most likely scenario with a design following the natural contours, would be more aggregated parking still needing to be graded to a maximum of 5% in the center of the site, away from required accessible entries to buildings. These buildings would then need to be placed at the outer perimeter of the site, with the location of site amenities decentralized and not appropriately located in a central courtyard or space. The current placement of a courtyard in the center of the development, aims to promote social interaction between occupants, provide for 'eyes on the commons' for resident security, and among other things ease of access and visibility for residents, on site management and municipal first responders.

430 E. State St., St. 100 • Eagle, ID 83616 • (208) 908-4871 • (208) 392-1269 fax
Licensed Architect: Idaho ● Utah ● Nevada ● Wyoming ● Montana ● Washington ●Oregon ● California ● Hawaii ● Alaska
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HORTICULTURAL
Associates

Consultants in Horticulture and Arboriculture

TREE PRESERVATION AND MITIGATION REPORT

7716 and 7760 Bodega Avenue
Sebastopol, CA

Prepared for:

Pacific West Communities
430 East State Street. Suite 100
Eagle, Idaho 83616

Prepared by:

John C. Meserve
ISA Certified Arborist, WE #0478A
ISA Qualified Tree Risk Assessor/TRAQ
ASCA Qualified Tree and Plant Appraiser/TPAQ

June 4, 2020

HORTICULTURAL Associates

Consultants in Horticulture and Arboriculture
P.O Box 1261, Glen Ellen, CA 95442

June 4, 2020

Mr. Ken Koss
Pacific West Communities
430 East State Street, Suite 100
Eagle, Idaho 83616

Re: Updated *Tree Preservation and Mitigation Report*, 7716 and 7760 Bodega Avenue , Sebastopol, California

Ken,

Attached you will find our updated *Tree Preservation and Mitigation Report* for the above noted site in Sebastopol. A total of 76 trees were evaluated and this includes all trees that were present that were 10 inches or greater in trunk diameter measured at 4.5 feet above adjacent grade. This excludes Acacias which are not protected in Sebastopol. This study was completed in accordance with the City of Sebastopol Tree Ordinance.

Each tree is identified in the field with a numbered aluminum tag placed on the trunk at approximately eye level.

All trees in this report was evaluated and documented for species, size, health, and structural condition. The *Tree Inventory Chart* also includes information about expected impacts of the proposed development plan and recommendations for action based on the revised plan that we reviewed. The *Tree Location Plan* shows the location and numbering sequence of all evaluated trees. Also included are *Pruning Guidelines, Tree Preservation Guidelines*, and a *Fencing Detail.*

This report is intended to be a basic inventory of trees present at this site, which includes a general review of tree health and structural condition. No in-depth evaluation has occurred on any tree, and assessment has included only external visual examination without probing, drilling, coring, root collar examination, root excavation, or dissecting any tree part. Failures, deficiencies, and problems may occur in these trees in the future, and this inventory in no way guarantees or provides a warranty for their health or structural condition. No other trees beyond those listed have been included in this report. If other trees need to be included it is the responsibility of the client to provide that direction.

EXISTING SITE CONDITION SUMMARY

The project site consists of two parcels that are remnant apple orchards with various structures present.

EXISTING TREE SUMMARY

Species native to the site include Coast Live Oak and Valley Oak, Black Oak, Oregon White Oak, and Douglas Fir.

Native species which have been planted at the site include Monterey Pine.

Non-native species include Pine, Glossy Privet, Silver Dollar Eucalyptus, Almond, Juniper, and Willow.

CONSTRUCTION IMPACT SUMMARY

The following summary of recommendations for the 76 trees present is provided:

(26) Trees can be preserved

(39) Trees will require removal due to development impacts

(11) Trees require removal because they are in poor condition and will be significantly impacted by development

Please feel free to contact me if you have questions regarding this report, or if further discussion would be helpful.

Regards,

John C. Meserve
ISA Certified Arborist, WE #0478A
ISA Qualified Tree Risk Assessor/TRAQ
ASCA Qualified Tree and Plant Appraiser/TPAQ

TREE INVENTORY CHART

TREE INVENTORY
7716 and 7760 Bodega Avenue
Sebastopol, CA

June 4, 2020

Tree #	Species	Common Name	Trunk (inches)	Height (±feet)	Radius (± feet)	Health (1 - 5)	Structure (1 - 4)	Expected Impact	Recommendations
1	*Prunus dulcis*	Almond		22	16	3	2	3	4
2	*Pine* sp.	Pine	12	35	13	4	2	1	1, 6, 7, 8, 9
3	*Quercus agrifolia*	Coast Live Oak	9.6	25	18	4	3	1	1, 6, 7, 8, 9
4	*Quercus agrifolia*	Coast Live Oak	12	25	16	4	3	1	1, 6, 7, 8, 9
5	*Quercus agrifolia*	Coast Live Oak	16+9.5	25	29	4	3	1	1, 6, 7, 8, 9
6	*Quercus agrifolia*	Coast Live Oak	18.5	30	20	4	3	1	1, 6, 7, 8, 9
7	*Quercus kelloggii*	Black Oak	21.5+19	48	24	3	2	1	1, 6, 7, 8, 9
8	*Quercus kelloggii*	Black Oak	21.5	25	26	3	2	1	1, 6, 7, 8, 9
9	*Quercus agrifolia*	Coast Live Oak	11.5	35	16	3	3	3	2
10	*Quercus agrifolia*	Coast Live Oak	10	28	14	4	3	3	2
11	*Quercus agrifolia*	Coast Live Oak	14	35	18	3	3	3	2
12	*Quercus agrifolia*	Coast Live Oak	17	45	20	4	3	3	2
13	*Quercus kelloggii*	Black Oak	10.5	40	22	3	3	3	2
14	*Quercus kelloggii*	Black Oak	17.5	35	22	3	3	2	1, 6, 7, 8, 9

TREE INVENTORY
7716 and 7760 Bodega Avenue
Sebastopol, CA

Tree #	Species	Common Name	Trunk (inches)	Height (±feet)	Radius (± feet)	Health (1 - 5)	Structure (1 - 4)	Expected Impact	Recommendations
15	*Quercus agrifolia*	Coast Live Oak	12.5+9.5	35	22	3	3	3	2
16	*Quercus agrifolia*	Coast Live Oak	26	50	28	3	3	3	2
17	*Quercus agrifolia*	Coast Live Oak	21+9.5	40	24	3	3	3	2
18	*Quercus agrifolia*	Coast Live Oak	11.5+7	35	24	3	3	3	2
19	*Quercus agrifolia*	Coast Live Oak	19	40	22	3	3	3	2
20	*Quercus agrifolia*	Coast Live Oak	29	45	30	3	3	3	2
21	*Quercus agrifolia*	Coast Live Oak	12+5+6.5+14	38	28	3	3	3	2
22	*Quercus agrifolia*	Coast Live Oak	12.5	38	20	3	3	3	2
23	*Quercus kelloggii*	Black Oak	12	35	22	4	3	3	2
24	*Quercus kelloggii*	Black Oak	14+6.5	32	20	3	3	1	1, 6, 7, 8, 9
25	*Quercus kelloggii*	Black Oak	12+11.5+7+9.5+12.5+8	40	30	3	3	3	2
26	*Quercus agrifolia*	Coast Live Oak	11	28	25	2	3	3	2
27	*Quercus garryana*	Oregon White Oak	21+17	45	28	3	3	3	2
28	*Quercus agrifolia*	Coast Live Oak	16+16+8+6	40	32	3	3	3	2

TREE INVENTORY
7716 and 7760 Bodega Avenue
Sebastopol, CA

June 4, 2020

Tree #	Species	Common Name	Trunk (inches)	Height (±feet)	Radius (± feet)	Health (1 - 5)	Structure (1 - 4)	Expected Impact	Recommendations
29	*Quercus agrifolia*	Coast Live Oak	9.8	40	28	4	3	3	2
30	*Quercus agrifolia*	Coast Live Oak	12.5+7	45	20	3	3	3	2
31	*Quercus kelloggii*	Black Oak	9+4+4	30	20	1-3	3	3	2
32	*Quercus agrifolia*	Coast Live Oak	14	40	22	3	3	3	2
33	*Quercus kelloggii*	Black Oak	20.5	40	28	3	3	3	2
34	*Quercus agrifolia*	Coast Live Oak	31+22	45	40	4	2	3	2
35	*Pinus radiata*	Monterey Pine	41	50	40	3	1	3	4
36	*Pinus radiata*	Monterey Pine	46.5	80	35	3	1	3	4
37	*Pinus radiata*	Monterey Pine	57	100	40	3	1	3	4
38	*Pinus radiata*	Monterey Pine	69	90	40	3	1	3	4
39	*Pinus radiata*	Monterey Pine	63	90	40	3	1	3	4
40	*Pinus radiata*	Monterey Pine	44	90	40	3	1	3	4
41	*Pinus radiata*	Monterey Pine	44	90	40	3	1	3	4
42	*Pinus radiata*	Monterey Pine	±44	80	35	3	1	3	4

TREE INVENTORY
7716 and 7760 Bodega Avenue
Sebastopol, CA

Tree #	Species	Common Name	Trunk (inches)	Height (±feet)	Radius (± feet)	Health (1 - 5)	Structure (1 - 4)	Expected Impact	Recommendations
43	*Pinus radiata*	Monterey Pine	±40	80	30	3	1	3	4
44	*Eucalyptus polyanthemos*	Silver Dollar Eucalyptus	±18+18	40	22	4	3	2	1, 6, 7, 8, 9
45	*Eucalyptus polyanthemos*	Silver Dollar Eucalyptus	±19	45	30	4	3	1	1, 6, 7, 8, 9
46	*Eucalyptus polyanthemos*	Silver Dollar Eucalyptus	±8	20	14	3	3	1	1, 6, 7, 8, 9
47	*Eucalyptus polyanthemos*	Silver Dollar Eucalyptus	±14	40	20	4	3	2	1, 6, 7, 8, 9
48	*Juniperus* sp.	Juniper	±12+multiple	35	20	4	3	1	1, 6, 7, 8, 9
49	*Quercus agrifolia*	Coast Live Oak	±10	30	16	4	3	1	1, 6, 7, 8, 9
50	*Quercus agrifolia*	Coast Live Oak	18.5+12.5	35	32	4	3	3	2
51	*Pseudotsuga menziesii*	Douglas Fir	56	70	30	3	2	3	2
52	*Quercus kelloggii*	Black Oak	19	35	22	3	3	1	1, 6, 7, 8, 9
53	*Quercus kelloggii*	Black Oak	17+17	35	20	1-3	3	1	1, 6, 7, 8, 9
54	*Quercus kelloggii*	Black Oak	25	40	40	3	3	1	1, 6, 7, 8, 9
55	*Quercus agrifolia*	Coast Live Oak	17	35	18	4	3	1	1, 6, 7, 8, 9
56	*Quercus kelloggii*	Black Oak	41	50	40	4	3	2	1, 6, 7, 8, 9

TREE INVENTORY
7716 and 7760 Bodega Avenue
Sebastopol, CA

Tree #	Species	Common Name	Trunk (inches)	Height (±feet)	Radius (± feet)	Health (1 - 5)	Structure (1 - 4)	Expected Impact	Recommendations
57	*Quercus kelloggii*	Black Oak	53	50	40	3	2	2	1, 6, 7, 8, 9
58	*Quercus lobata*	Valley Oak	±19	38	30	3	3	2	1, 6, 7, 8, 9
59	*Quercus agrifolia*	Coast Live Oak	±24	40	30	3	3	2	1, 6, 7, 8, 9
60	*Quercus agrifolia*	Coast Live Oak	10	28	18	4	3	3	2
61	*Quercus agrifolia*	Coast Live Oak	16+6+8	30	20	4	3	3	2
62	*Pseudotsuga menziesii*	Douglas Fir	13	38	19	4	3	3	2
63	*Quercus agrifolia*	Coast Live Oak	10	30	18	4	3	3	2
64	*Quercus agrifolia*	Coast Live Oak	12.5	30	16	4	3	3	2
65	*Quercus agrifolia*	Coast Live Oak	11.5	28	14	4	3	3	2
66	*Quercus agrifolia*	Coast Live Oak	9+8	28	20	4	3	3	2
67	*Salix sp.*	Willow	±9.8+8.5+8	30	24	4	3	3	2
68	*Quercus agrifolia*	Coast Live Oak	9	28	18	4	3	2	1, 6, 7, 8, 9
69	*Quercus garryana*	White Oak	9	30	20	3	3	1	1, 6, 7, 8, 9
70	*Quercus agrifolia*	Coast Live Oak	9+8+11	18	16	4	3	3	2

TREE INVENTORY
7716 and 7760 Bodega Avenue
Sebastopol, CA

Tree #	Species	Common Name	Trunk (inches)	Height (±feet)	Radius (± feet)	Health (1 - 5)	Structure (1 - 4)	Expected Impact	Recommendations
71	*Quercus agrifolia*	Coast Live Oak	9+12	18	14	4	3	3	2
72	*Pseudotsuga menziesii*	Douglas Fir	50	90	40	3	1	3	4
73	*Quercus agrifolia*	Coast Live Oak	22.5	40	18	4	3	3	2
74	*Ligustrum lucidum*	Glossy Privet	9.5+multi	25	16	3	3	3	2
75	*Quercus agrifolia*	Coast Live Oak	8+8.8	28	18	3	3	1	1, 6, 7, 8, 9
76	*Quercus agrifolia*	Coast Live Oak	8.8+4.5	20	26	3	3	3	2

KEY TO TREE INVENTORY CHART

KEY TO TREE INVENTORY CHART

7716 and 7760 Bodega Avenue
Sebastopol, California

Tree Number

Each tree has been identified in the field with an aluminum tag and reference number. Tags are attached to the trunk at approximately eye level and the *Tree Location Plan* illustrates the location of each numbered tree.

Species

Each tree has been identified by genus, species and common name. Many species have more than one common name.

Trunk

Each trunk has been measured, to the nearest one-half inch, to document its diameter at 24" above adjacent grade. Trunk diameter is a good indicator of age, and is commonly used to determine mitigation replacement requirements.

Height

Height is estimated in feet, using visual assessment.

Radius

Radius is estimated in feet, using visual assessment. Since many canopies are asymmetrical, it is not uncommon for a radius estimate to be an average of the canopy size.

Health

The following descriptions are used to rate the health of a tree. Trees with a rating of 4 or 5 are very good candidates for preservation and will tolerate more construction impacts than trees in poorer condition. Trees with a rating of 3 may or may not be good candidates for preservation, depending on the species and expected construction impacts. Trees with a rating of 1 or 2 are generally poor candidates for preservation.

(5) Excellent - health and vigor are exceptional, no pest, disease, or distress symptoms.

(4) Good - health and vigor are average, no significant or specific distress symptoms, no significant pest or disease.

(3) Fair - health and vigor are somewhat compromised, distress is visible, pest or disease may be present and affecting health, problems are generally correctable.

(2) Marginal - health and vigor are significantly compromised, distress is highly visible and present to the degree that survivability is in question.

(1) Poor - decline has progressed beyond the point of being able to return to a healthy condition again. Long-term survival is not expected. This designation includes dead trees.

Structure

The following descriptions are used to rate the structural integrity of a tree. Trees with a rating of 3 or 4 are generally stable, sound trees which do not require significant pruning, although cleaning, thinning, or raising the canopy might be desirable. Trees with a rating of 2 are generally poor candidates for preservation unless they are preserved well away from improvements or active use areas. Significant time and effort would be required to reconstruct the canopy and improve structural integrity. Trees with a rating of 1 are hazardous and should be removed.

(4) Good structure - minor structural problems may be present which do not require corrective action.

(3) Moderate structure - normal, typical structural issues which can be corrected with pruning.

(2) Marginal structure - serious structural problems are present which may or may not be correctable with pruning, cabling, bracing, etc.

(1) Poor structure - hazardous structural condition which cannot be effectively corrected with pruning or other measures, may require removal depending on location and the presence of targets.

Expected Impacts

Considering the proximity of construction activities, type of activities, tree species, and tree condition - the following ratings are used to estimate the amount of impact on tree health and stability. Most trees will tolerate a (1) rating, many trees could tolerate a (2) rating with careful consideration and mitigation, but trees with a (3) rating are poor candidates for preservation due to their very close proximity to construction or because they are located within the footprint of construction and cannot be preserved.

(3) A significant impact on long term tree integrity can be expected as a result of proposed development.

(2) A moderate impact on long term tree integrity can be expected as a result of proposed development.

(1) A minor impact on long term tree integrity can be expected as a result of proposed development.

(0) No impact is expected

Recommendations

Recommendations are provided for removal or preservation. For those being preserved, protection measures and mitigation procedures to offset impacts and improve tree health are provided.

(1) Preservation appears to be possible.

(2) Removal is required due to significant development impacts.

(3) Removal is recommended due to poor health or hazardous structure.

(4) Removal is required due to significant development impacts and poor existing condition.

(5) Removal is recommended due to poor species characteristics.

(6) Install temporary protective fencing at the edge of the dripline, or edge of approved construction, prior to beginning grading or construction. Maintain fencing in place for duration of all construction activity in the area.

(7) Maintain existing grade within the fenced portion of the dripline. Route drainage swales and all underground work outside the dripline.

(8) Place a 4" layer of chipped bark mulch over the soil surface within the fenced dripline prior to installing temporary fencing. Maintain this layer of mulch throughout construction.

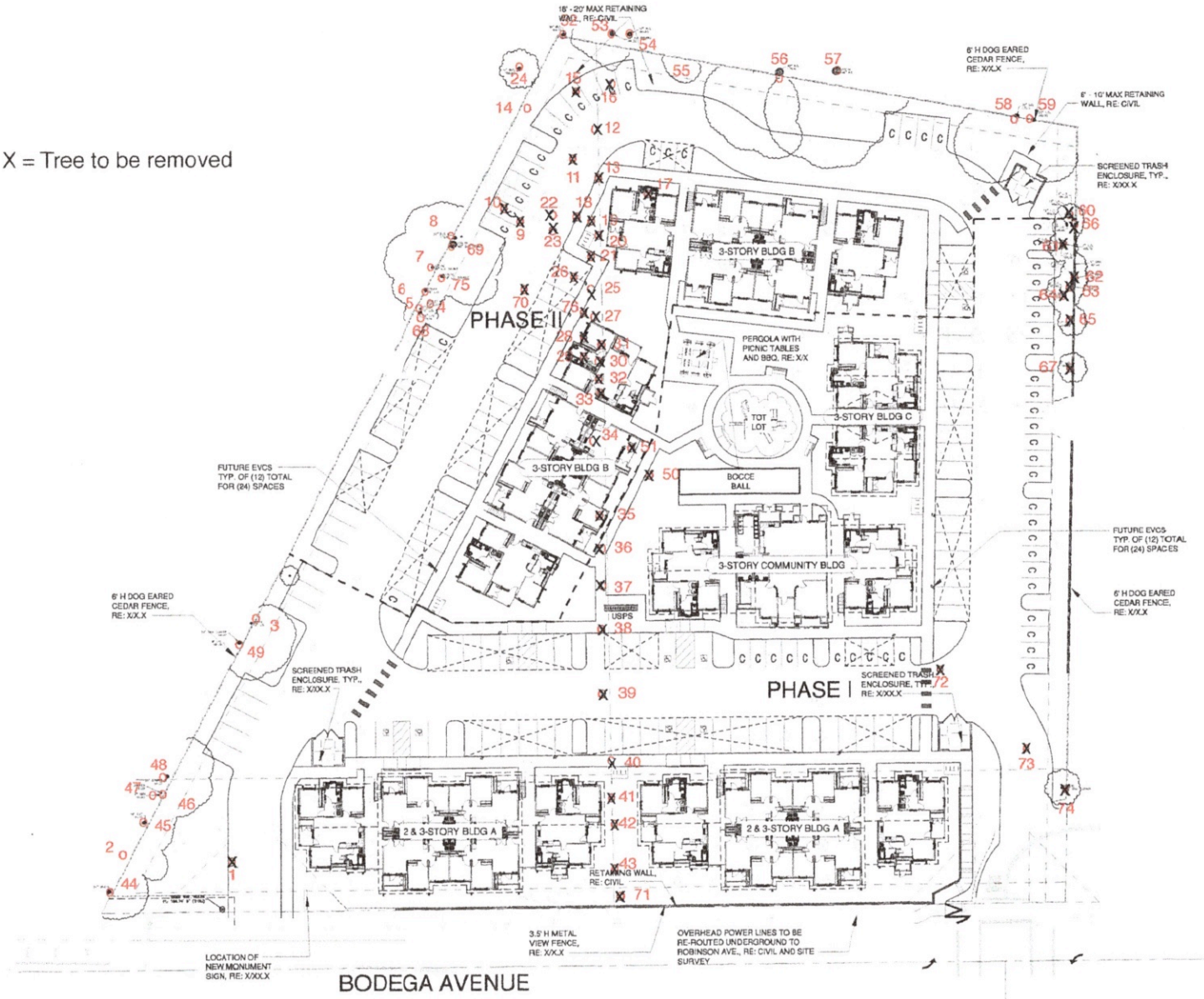
(9) Prune to clean, raise, or provide necessary clearance. Prune to reduce branches that are over-loaded, over-extended, largely horizontal, arching, or have foliage concentrated near the branch ends, per International Society of Arboriculture Pruning Standards.

Pruning to occur by, or under the supervision of, an Arborist certified by the International Society of Arboriculture. Pruning Standards are attached to this report.

(10) Grading and underground construction may have an impact on this tree. Review again after construction documents are available.

(11) This appears to be an off-site tree that overhangs the subject site. No tags were placed on the trunk and no evaluation of the trunk was possible.

X = Tree to be removed



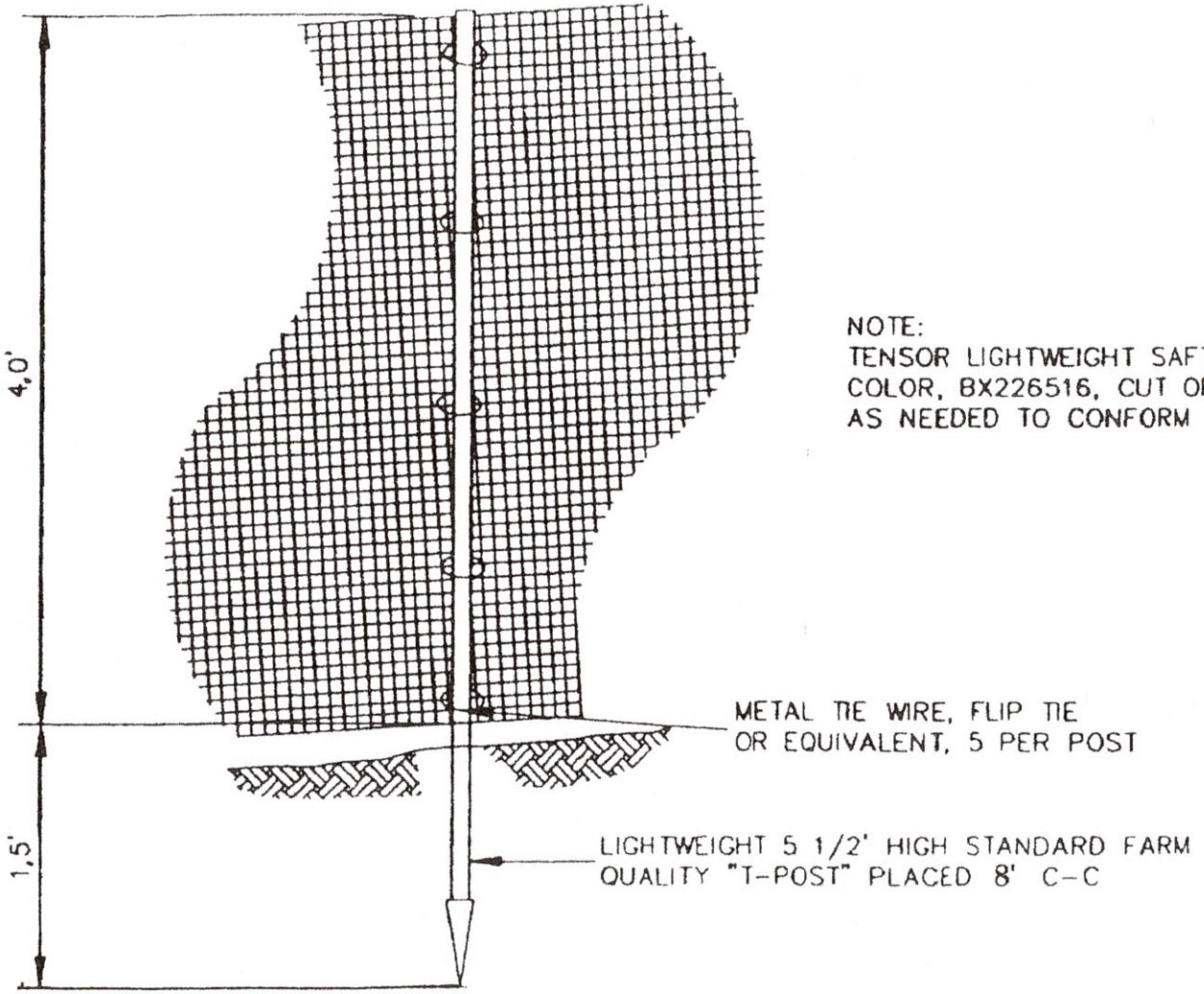
TREE LOCATION AND NUMBERING PLAN
7716 and 7760 Bodega Avenue
Sebastopol, CA

SITE PLAN
SCALE: 1" = 30'-0"

100 FT 50 FT 20 FT 10 FT 5 FT

TREE LOCATION PLAN

TREE FENCING DETAIL



NOTE:
TENSOR LIGHTWEIGHT SAFTY GRID, ORANGE
COLOR, BX226516, CUT OR FOLD AT POSTS
AS NEEDED TO CONFORM TO SLOPING TERRAIN.

TREE PROTECTION FENCING DETAIL

TREE PROTECTION GUIDELINES

GENERAL TREE PROTECTION GUIDELINES
FOR CONSTRUCTION AROUND PRESERVED TREES

INTRODUCTION

Great care must be exercised when development is proposed in the vicinity of established trees of any type. The trees present at construction sites require specialized protection techniques during all construction activities to minimize negative impact on their long term health and vigor. The area immediately beneath and around canopy driplines is especially critical, and the requirements and procedures that follow are established to protect short and long term tree integrity. The purpose of this protection guideline is therefore to define the procedures that must be followed during any and all phases of development in the immediate vicinity of designated and protected trees.

Established, mature trees respond in a number of different ways to the disruption of their natural conditions. Change of grade within the root system area or near the root collar, damage to the bark of the trunk, soil compaction above the root system, root system reduction or damage, or alteration of summer soil moisture levels may individually or collectively cause physiological stress leading to tree decline and death. The individual impacts of these activities may cause trees to immediately exhibit symptoms and begin to decline, but more commonly the decline process takes many years, with symptoms appearing slowly and over a period of time. Trees may not begin to show obvious signs of decline from the negative impacts of construction until many years after construction is completed. It is not appropriate to wait for symptoms to appear, as this may be too late to correct the conditions at fault and to halt decline.

It is therefore critical to the long-term health of all protected trees that a defined protection program be established before beginning any construction activity where protected trees are found. Once incorporated at the design level, it is mandatory that developers, contractors, and construction personnel understand the critical importance of these guidelines, and the potential penalties that will be levied if they are not fully incorporated at every stage of development.

The following guidelines are meant to be utilized by project managers and those supervising any construction in the vicinity of protected trees including grading contractors, underground contractors, all equipment operators, construction personnel, and landscape contractors. These protection guidelines are presented in a brief outline form to be applied to each individual activity that occurs during development activities. It is left to project managers to implement these protection measures. Questions which arise, or interpretation of guidelines as

Horticultural Associates
P.O. Box 1261
Glen Ellen, CA 95442
707-935-3911

they apply to specific site activities, must be referred to the designated project arborist as they occur.

TREE PROTECTION ZONE

1. The canopy dripline is illustrated on the Improvement Plans and represents the area around each tree, or group of trees, which must be protected at all times with tree protection fencing. No encroachment into the dripline is allowed at any time without approval from the project arborist, and unauthorized entry may be subject to civil action and penalties.

2. The dripline will be designated by the project arborist at a location determined to be adequate to ensure long term tree viability and health.

TREE PROTECTION FENCING

1. Prior to initiating any construction activity on a construction project, including demolition or grading, temporary protective fencing shall be installed at each site tree. Fencing shall be located at the dripline designated by the project arborist or illustrated on the Improvement Plans.

2. Fencing shall be minimum 4' height at all locations, and shall form a continuous barrier without entry points around all individual trees, or groups of trees. Barrier type fencing such as *Tensar* plastic fencing is recommended, but any fencing system that adequately prevents entry will be considered for approval by the project arborist. The use of post and cable fencing is not acceptable.

3. Fencing shall be installed in a professional manner with steel fence posts (standard quality farm 'T' posts work well) placed no more than 8 feet on center. Fencing shall be attached to each post at 5 locations with plastic electrical ties, metal tie wire, or flip tie. See fencing detail.

4. Fencing shall serve as a barrier to prevent encroachment of any type by construction activities, equipment, materials storage, or personnel.

5. All encroachment into the fenced dripline must be approved in writing and supervised by the project arborist. Approved dripline encroachment may require additional mitigation or protection measures that will be determined by the project arborist at the time of the request.

6. Contractors and subcontractors shall direct all equipment and personnel to remain outside the fenced area at all times until project is complete, and shall

instruct personnel and sub-contractors as to the purpose and importance of fencing and preservation.

7. Fencing shall be upright and functional at all times from start to completion of project. Fencing shall remain in place and not be moved or removed until all construction activities at the site are completed.

TREE PRUNING AND TREATMENTS

1. All recommendations for pruning or other treatments must be completed prior to acceptance of the project. It is strongly recommended that pruning be completed prior to the start of grading to facilitate optimum logistics and access.
2.
3. All pruning shall be conducted in conformance with International Society of Arboriculture pruning standards, and all pruning must occur by, or under the direct supervision of, an arborist certified by the International Society of Arboriculture.

GRADING AND TRENCHING

1. Any construction activity that necessitates soil excavation in the vicinity of preserved trees shall be avoided where possible, or be appropriately mitigated under the guidance of the project arborist. All contractors must be aware at all times that specific protection measures are defined, and non conformance may generate stop-work orders.

2. The designated dripline is defined around all site trees to be preserved. Fences protect the designated areas. No grading or trenching is to occur within this defined area unless so designated by the Improvement Plan, and where designated shall occur under the direct supervision of the project arborist.

3. Trenching should be routed around the dripline whenever possible. Where trenching has been designated within the dripline, utilization of underground technology to bore, tunnel or excavate with high-pressure air or water will be specified. Hand digging will be generally discouraged unless site conditions restrict the use of alternate technology.

4. All roots greater than one inch in diameter shall be cleanly hand-cut as they are encountered in any trench or in any grading activity. The tearing of roots by equipment of any type shall not be allowed. Mitigation treatment of pruned roots shall be specified by the project arborist as determined by the

degree of root pruning, location of root pruning, and potential exposure to desiccation. No pruning paints or sealants shall be used on cut roots.

5. Where significant roots are encountered mitigation measures such as supplemental irrigation and/or organic mulches may be specified by the project arborist to offset the reduction of root system capacity.

6. Retaining walls are effective at holding grade changes outside the area of the dripline and are recommended where necessary. Retaining walls shall be constructed in post and beam or drilled pier construction styles where they are necessary near or within a dripline.

7. Placement of fill soils is generally discouraged within the dripline, but in some approved locations may be approved to cover up to 30% of this area. The species and condition of the tree shall be considered, as well as site and soil conditions, and depth of fill. Retaining walls should be utilized to minimize the area of fill within the dripline. Type of fill soil and placement methods shall be specified by the project arborist.

8. Grade changes outside the dripline, or those necessary in conjunction with retaining walls, shall be designed so that drainage water of any type or source is not diverted toward or around the root crown in any manner. Grade shall drain away from root crown at a minimum of 2%. If grading toward the root collar is unavoidable, appropriate surface and/or subsurface drain facilities shall be installed so that water is effectively diverted away from root collar area.

9. Approved fill soils within the dripline may also be mitigated using aerated gravel layers and/or perforated aeration tubing systems, as specified by the project arborist.

10. Tree roots will be expected to grow into areas of soil fill, and quality of imported soil shall be considered. Ideally, fill soil should be site soil that closely matches that present within the root zone area. When import soil is utilized it must be the same or slightly coarser texture than existing site soil, should have a pH range comparable to site soils, and generally should have acceptable chemical properties for appropriate plant growth. A soil analysis is recommended prior to importation to evaluate import soil for these criteria.

11. Grade reduction within the designated dripline shall be generally discouraged, and where approved, shall be conducted only after careful consideration and coordination with the project arborist.

12. Foundations of all types within the dripline shall be constructed using design techniques that eliminate the need for trenching into natural grade. These techniques might include drilled piers, grade beams, bridges, or cantilevered structures. Building footprints should generally be outside the dripline whenever possible.

DRAINAGE

The location and density of native trees on many sites may be directly associated with the presence of naturally occurring water, especially ephemeral waterways. Project design, especially drainage components, should take into consideration that these trees may begin a slow decline if this naturally present association with water is eliminated.

TREE DAMAGE

Any form of tree damage which occurs during the demolition, grading, or construction process shall be evaluated by the project arborist. Specific mitigation measures will be developed to compensate for or correct the damage. Fines and penalties may also be levied.

Measures may include, but are not limited to, the following:

- pruning to remove damaged limbs or wood
- bark scoring to remove damaged bark and promote callous formation
- alleviation of compaction by lightly scarifying the soil surface
- installation of a specific mulching material
- supplemental irrigation during the growing season for up to 5 years
- treatment with specific amendments intended to promote health, vigor, or root growth
- vertical mulching or soil fracturing to promote root growth
- periodic post-construction monitoring at the developer's expense
- tree replacement, or payment of the established appraised value, if the damage is so severe that long term survival is not expected

FERTILIZATION

1. Native trees generally do not require supplemental fertilization unless exhibiting a deficiency symptom. Following completion of construction any tree that exhibits symptoms of a specific nutrient deficiency shall be fertilized to compensate for the deficiency. Soil or tissue analysis may be required to identify the deficiency.

2. Distressed trees, or trees damaged by construction in any way, may be detrimentally affected by supplemental fertilization. The decision to fertilize, and with what fertilizers, shall be made by the project arborist based on conditions and appearance observed at the completion of the project.

PEST CONTROL

A close visual examination for tree pests shall be conducted by the pruning contractor as he completes recommended pruning procedures. If a serious infestation is present, that was not apparent from ground observation, then pest control measures may be considered. However, the simple presence of tree pests does not warrant the use of chemical pesticides. Only a serious infestation, capable of causing tree decline, would warrant pesticide use. The use of organic sprays or pesticidal soaps is the preferred method for treating any serious pest infestation.

WEED CONTROL

No specific measures are recommended for weed control, and the presence of weeds should not be considered problematic in relation to continued tree health. However, use of contact weed killers and pre-emergent weed killers are generally not recommended due to their potential for root system damage if improperly applied.

DISEASE CONTROL

No specific measures are recommended for disease control unless noted in the Tree Protection and Preservation Plan. All disease control measures should be based on observation of actual conditions in the tree canopy.

MULCHING

Trees will generally benefit from the application of a 4 inch layer of chipped bark mulch over the soil surface within the greater root zone area. Ideal mulch material is a chipped bark containing a wide range of particle sizes. Bark mulches composed of shredded redwood, bark screened for uniformity of size, or chipped lumber will not function as beneficially. Rock and gravel mulches are generally discouraged due to their minimal benefit.

PLANTING UNDER EXISTING TREES

1. The installation of lawn beneath established native trees is strongly discouraged because it has the potential to initiate serious disease. If planting is required for aesthetic or functional purposes, the use of drought tolerant, woody species is most appropriate. Species should be selected for their ability to survive with minimal or no water through the summer months after the initial establishment period. Only drip irrigation should be utilized within the canopy dripline to minimize summer water in the root zone.

2. Many non-native trees will tolerate summer irrigation well and suitable landscape planting and irrigation may actually be beneficial.

Horticultural Associates
P.O. Box 1261
Glen Ellen, CA 95442
707-935-3911

TREE PRUNING STANDARDS

WESTERN CHAPTER

ISA

PRUNING STANDARDS

Purpose:

Trees and other woody plants respond in specific and predictable ways to pruning and other maintenance practices. Careful study of these responses has led to pruning practices which best preserve and enhance the beauty, structural integrity, and functional value of trees.

In an effort to promote practices which encourage the preservation of tree structure and health, the W.C. ISA Certification Committee has established the following Standards of Pruning for Certified Arborists. The Standards are presented as working guidelines, recognizing that trees are individually unique in form and structure, and that their pruning needs may not always fit strict rules. The Certified Arborist must take responsibility for special pruning practices that vary greatly from these Standards.

I. Pruning Techniques

A. A thinning cut removes a branch at its point of attachment or shortens it to a lateral large enough to assume the terminal role. Thinning opens up a tree, reduces weight on heavy limbs, can reduce a tree's height, distributes ensuing invigoration throughout a tree and helps retain the tree's natural shape. Thinning cuts are therefore preferred in tree pruning.

When shortening a branch or leader, the lateral to which it is cut should be at least one-half the diameter of the cut being made. Removal of a branch or leader back to a sufficiently large lateral is often called "drop crotching."

B. A heading cut removes a branch to a stub, a bud or a lateral branch not large enough to assume the terminal role. Heading cuts should seldom be used because vigorous, weakly attached upright sprouts are forced just below such cuts, and the tree's natural form is altered. In some situations, branch stubs die or produce only weak sprouts.

C. When removing a live branch, pruning cuts should be made in branch tissue just outside the branch bark ridge and collar, which are trunk tissue. *(Figure 1)* If no collar is visible, the angle of the cut should approximate the angle formed by the branch bark ridge and the trunk. *(Figure 2)*

D. When removing a dead branch, the final cut should be made outside the collar of live callus tissue. If the collar has grown out along the branch stub, only the dead stub should be removed, the live collar should remain intact, and uninjured. *(Figure 3)*

E. When reducing the length of a branch or the height of a leader, the final cut should be made just beyond (without violating) the branch bark ridge of the branch being cut to. The cut should approximately bisect the angle formed by the branch bark ridge and an imaginary line perpendicular to the trunk or branch cut. *(Figure 4)*

F. A goal of structural pruning is to maintain the size of lateral branches to less than three-fourths the diameter of the parent branch or trunk. If the branch is codominant or close to the size of the parent branch, thin the branch's foliage by 15% to 25%, particularly near the terminal. Thin the parent branch less, if at all. This will allow the parent branch to grow at a faster rate, will reduce the weight of the lateral branch, slow its total growth, and develop a stronger branch attachment. If this does not appear appropriate, the branch should be completely removed or shortened to a large lateral. *(Figure 5)*

G. On large-growing trees, except whorl-branching conifers, branches that are more than one-third the diameter of the trunk should be spaced along the trunk at least 18 inches apart, on center. If this is not possible because of the present size of the tree, such branches should have their foliage thinned 15% to 25%, particularly near their terminals. *(Figure 6)*

H. Pruning cuts should be clean and smooth with the bark at the edge of the cut firmly attached to the wood.

I. Large or heavy branches that cannot be thrown clear, should be lowered on ropes to prevent injury to the tree or other property.

J. Wound dressings and tree paints have not been shown to be effective in preventing or reducing decay. They are therefore not recommended for routine use when pruning.

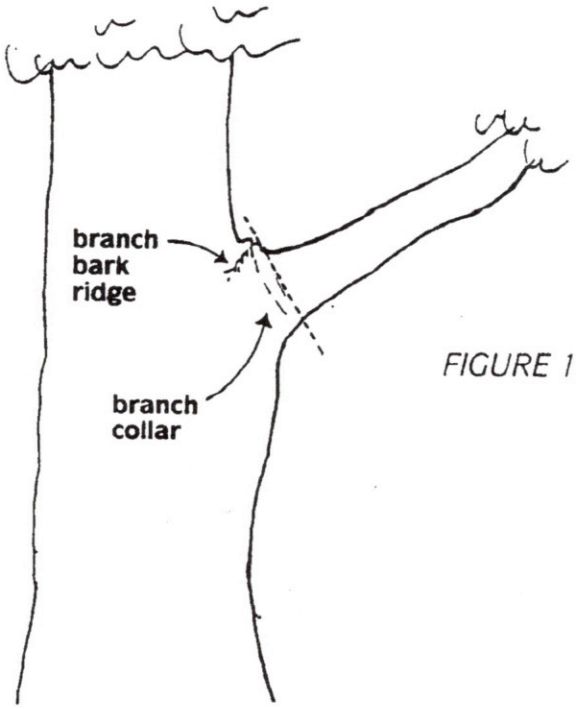


FIGURE 1. When removing a branch, the final cut should be just outside the branch bark ridge and collar.

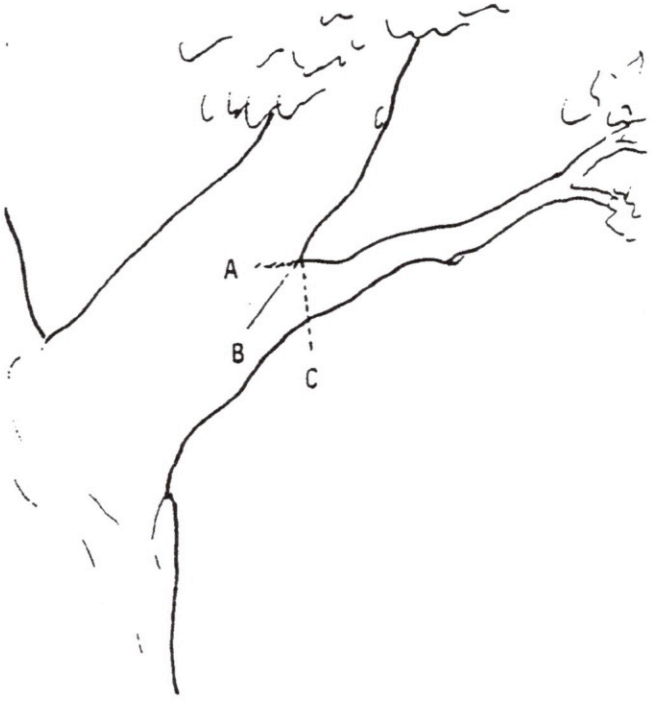


FIGURE 2. In removing a limb without a branch collar, the angle of the final cut to the branch bark ridge should approximate the angle the branch bark ridge forms with the limb. Angle AB should equal Angle BC.

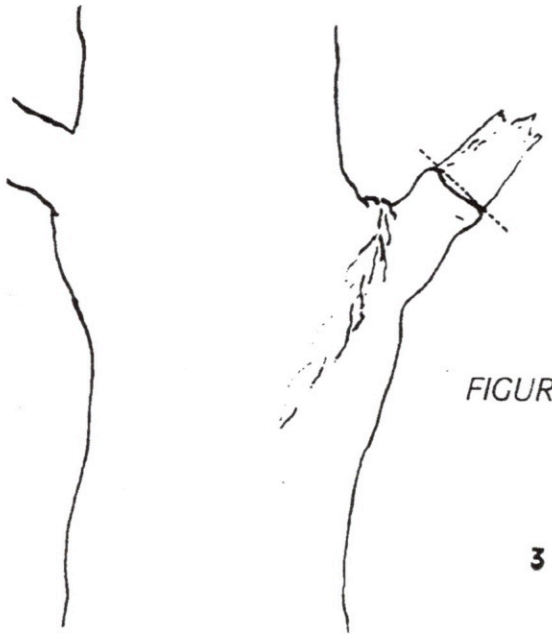


FIGURE 3. When removing a dead branch, cut outside the callus tissue that has begun to form around the branch.

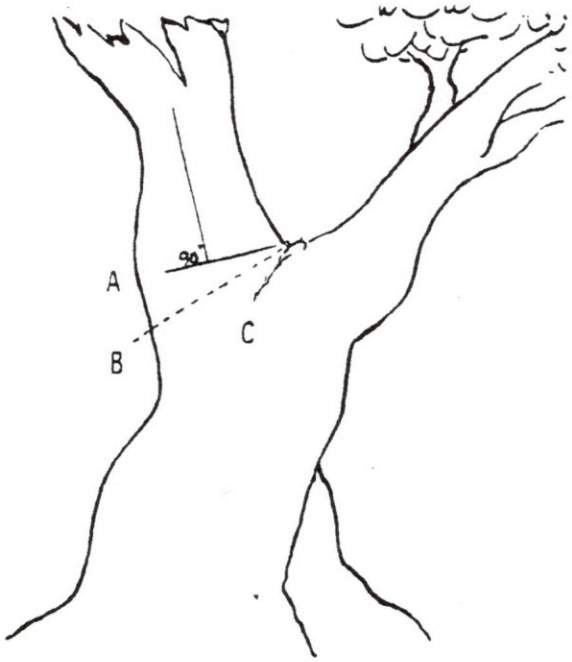


FIGURE 4. *In removing the end of a limb to a large lateral branch, the final cut is made along a line that bisects the angle between the branch bark ridge and a line perpendicular to the limb being removed. Angle AB is equal to Angle BC.*

FIGURE 5. *A tree with limbs tending to be equal-sized, or codominant. Limbs marked B are greater than ¾ the size of the parent limb A. Thin the foliage of branch B more than branch A to slow its growth and develop a stronger branch attachment.*

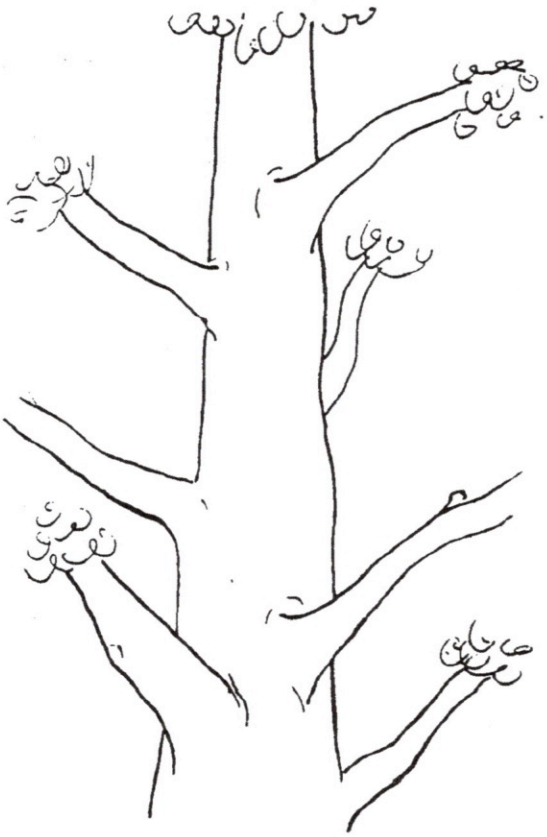


FIGURE 6. *Major branches should be well spaced both along and around the stem.*

II. Types of Pruning — Mature Trees

A. CROWN CLEANING

Crown cleaning or cleaning out is the removal of dead, dying, diseased, crowded, weakly attached, and low-vigor branches and watersprouts from a tree crown.

B. CROWN THINNING

Crown thinning includes crown cleaning and the selective removal of branches to increase light penetration and air movement into the crown. Increased light and air stimulates and maintains interior foliage, which in turn improves branch taper and strength. Thinning reduces the wind-sail effect of the crown and the weight of heavy limbs. Thinning the crown can emphasize the structural beauty of trunk and branches as well as improve the growth of plants beneath the tree by increasing light penetration. When thinning the crown of mature trees, seldom should more than one-third of the live foliage be removed.

At least one-half of the foliage should be on branches that arise in the lower two-thirds of the trees. Likewise, when thinning laterals from a limb, an effort should be made to retain inner lateral branches and leave the same distribution of foliage along the branch. Trees and branches so pruned will have stress more evenly distributed throughout the tree or along a branch.

An effect known as "lion's-tailing" results from pruning out the inside lateral branches. Lion's-tailing, by removing all the inner foliage, displaces the weight to the ends of the branches and may result in sunburned branches, water-sprouts, weakened branch structure and limb breakage.

C. CROWN REDUCTION

Crown reduction is used to reduce the height and/or spread of a tree. Thinning cuts are most effective in maintaining the structural integrity and natural form of a tree and in delaying the time when it will need to be pruned again. The lateral to which a branch or trunk is cut should be at least one-half the diameter of the cut being made.

D. CROWN RESTORATION

Crown restoration can improve the structure and appearance of trees that have been topped or severely pruned using heading cuts. One to three sprouts on main branch stubs should be selected to reform a more natural appearing crown. Selected vigorous sprouts may need to be thinned to a lateral, or even headed, to control length growth in order to ensure adequate attachment for the size of the sprout. Restoration may require several prunings over a number of years.

II. Types of Pruning — Mature Trees *(continued)*

E. CROWN RAISING

Crown raising removes the lower branches of a tree in order to provide clearance for buildings, vehicles, pedestrians, and vistas. It is important that a tree have at least one-half of its foliage on branches that originate in the lower two-thirds of its crown to ensure a well-formed, tapered structure and to uniformly distribute stress within a tree.

When pruning for view, it is preferable to develop "windows" through the foliage of the tree, rather than to severely raise or reduce the crown.

III. Size of Pruning Cuts

Each of the Pruning Techniques (Section I) and Types of Pruning (Section II) can be done to different levels of detail or refinement. The removal of many small branches rather than a few large branches will require more time, but will produce a less-pruned appearance, will force fewer watersprouts and will help to maintain the vitality and structure of the tree. Designating the maximum size (base diameter) that any occasional undesirable branch may be left within the tree crown, such as ½", 1" or 2" branch diameter, will establish the degree of pruning desired.

IV. Climbing Techniques

A. Climbing and pruning practices should not injure the tree except for the pruning cuts.

B. Climbing spurs or gaffs should not be used when pruning a tree, unless the branches are more than throw-line distance apart. In such cases, the spurs should be removed once the climber is tied in.

C. Spurs may be used to reach an injured climber and when removing a tree.

D. Rope injury to thin barked trees from loading out heavy limbs should be avoided by installing a block in the tree to carry the load. This technique may also be used to reduce injury to a crotch from the climber's line.

HORTICULTURAL Associates

Consultants in Horticulture and Arboriculture
P.O Box 1261, Glen Ellen, CA 95442

August 19, 202

Mr. Ken Koss
TK Development LLC
6891 E Dorado CT
Tucson, AZ 85715-4755

Re: 7760 and 7716 Bodega Avenue in Sebastopol; tree preservation issues

Ken,

At your request I am providing the following discussion of the process I go through when determining the level of impact that is expected when construction activities are proposed in the vicinity of trees that are present. The following describes the components and issues that I take into consideration:

I carefully assess the condition and vitality of each tree. This gives me the best window on how it will tolerate changes in the environment around it. A healthy tree will tolerate changes and impacts better than a distressed or low vigor tree. This is the most important component of estimating the ability of the tree to tolerate changes.

Root zones vary in depth and spread based on tree species, age, soil type, etc.

The area of the 'dripline' is often used as a general guide to the area of the root system. This can be true in some cases and in others not at all. Roots can extend well past the dripline or they can be constrained inside the dripline, depending on soil conditions, tree vitality, and many other components we don't necessarily understand. The dripline should be used as a guide only, mainly because it's easy to see and easy to measure.

Driplines are often not uniform and may be strongly to completely asymmetrical due to the presence of other trees growing nearby. Asymmetrical trees are often just trying to grow away from competition for sunlight, and are healthy and vital just like a tree with a symmetrical canopy. However, the canopy asymmetry can significantly skew the area of the dripline on both sides of the imbalance. One side will disproportionately large and the other disproportionately small. This must be considered in the evaluation of the root system beneath the tree.

Other guides for the area of the root zone include the Critical Root Zone (CRZ) determination and Tree Protection Zone (TPZ). Critical Root Zone uses the

diameter of the trunk and extrapolates that as 1 inch of trunk equals 1 foot of canopy radius.

Dripline, CRZ, and TPZ are all human constructs that should be used as guides only. There are no black and white measures to determine where roots are growing. I consider all these as a guide when doing an assessment of expected construction impacts.

My 30 years of experience also inform me that most healthy trees can tolerate the loss of some of the root system, just like they can tolerate the loss of some of the canopy due to pruning. Trees regrow foliage and branching after pruning and trees regrow roots after they are lost to grading. Canopy and root pruning must be done in the proper manner to encourage regrowth, however.

Based on that experience and knowledge I believe that many healthy and vigorous tree species can tolerate the loss of up to 25-30% of their root system without being seriously damaged. New roots will regrow and re-establish, and the tree will grow on. Tree species, tree condition, site conditions, and type of impact are all part of the equation.

In my opinion healthy trees that might be impacted up to a moderate degree are expected to survive and continue thriving. A moderate impact can occur where 25-30% of the dripline is impacted in some way by cutting, filling, or compacting the nearby soil.

Also per your request, I have had an opportunity to evaluate a complete set of grading plans for the project site. Prior to this I was made aware of the locations of grading and walls, but without the specifics of wall construction and extent of grading. The set of plans being reviewed allows me to review the following trees again, and I have provided my recommendations based on these plans. Most recommendations stay the same and a few are changed:

Tree #52

May be off site tree, minimal impacts expected if properly protected

Tree #53

Off-site tree, minimal impacts expected if properly protected

Tree #54

Off-site tree, minimal impacts expected if properly protected

Tree #56

Off-site tree that overhangs the project site. I measured the actual dripline and it is 37 feet in the project direction. The canopy is strongly asymmetrical due to competition from nearby trees, and the dripline is disproportionately large toward the project. Grading is being proposed within the disproportionately large dripline and some impacts will occur. This healthy tree should tolerate proposed impacts that may occur, which we are estimating to be moderate at worst. All things being considered this tree is expected to survive these impacts well.

Pruning is recommended on the project side to help balance the canopy and reduce the spread of the dripline. This will help preserve the tree regardless of impacts and reduce the chances that it will fail due to the asymmetry that is present.

Tree #57

Off-site tree that overhangs the project site. I measured the actual dripline and it is 38 feet in the project direction. The canopy is strongly asymmetrical due to competition from nearby trees, and the dripline is disproportionately large toward the project. Grading is being proposed within the disproportionately large dripline and some impacts will occur. This healthy tree should tolerate proposed impacts that may occur, which we are estimating to be moderate at worst. All things being considered this tree is expected to survive these impacts well.

It should be noted that two very large limbs, the majority of the canopy on the neighboring side, have been removed and this has significantly increased the asymmetry that is present. Removal of these limbs has significantly increased the chances this tree could fail in the direction of the proposed project.

Pruning is recommended on the project side to help offset the removal of these two large limbs, and to reduce the spread of the dripline. This will help preserve the tree regardless of impacts and reduce the chances that it will fail due to the asymmetry that is present.

Tree #58

Off-site tree that overhangs the project site. I measured the actual dripline and it is 31 feet in the project direction. The canopy is also symmetrical. Grading is being proposed slightly within the dripline and some impacts will occur. This healthy tree should tolerate proposed impacts that may occur, which we are reducing our estimate of impact to minimal. Only a small area of intrusion by grading is illustrated.

Tree #59

Off-site tree that overhangs the project site. I measured the actual dripline and it is 23 feet in the project direction. The canopy is strongly asymmetrical due to competition from nearby trees, and the dripline is disproportionately large toward the project. Grading is being proposed within the disproportionately large dripline and some impacts will occur. This healthy tree should tolerate proposed impacts that may occur, which we are reducing our estimate of impact to minimal. Only a small area of intrusion by grading is illustrated. well.

Pruning is recommended on the project side to help balance the canopy and reduce the spread of the dripline. This will help preserve the tree regardless of impacts and reduce the chances that it will fail due to the asymmetry that is present.

Tree #24

Off-site tree, minimal impacts expected if properly protected

Tree #8

May be off site tree, minimal impacts expected if properly protected

Tree #7

May be off site tree, minimal impacts expected if properly protected

Tree #6

On site tree, minimal impacts expected if properly protected

Tree #48

Off-site tree, minimal impacts expected if properly protected

Tree #47

Off-site tree, minimal impacts expected if properly protected

Tree #46

Off-site tree, minimal impacts expected if properly protected

Tree #45

Off-site tree, minimal impacts expected if properly protected

Tree #2

Off-site tree, minimal impacts expected if properly protected

Tree #44

Off-site tree, no impacts expected if properly protected

I understand that neighbors with trees that overhang the project site are concerned with impacts to their trees. I have factored their concerns into my recommendations for those trees. It is important to consider the unnaturally large driplines that are present when reviewing the proposed plans

After reading the report from ZFA Structural Engineers I also understand that the walls being proposed can be built using soldier pile walls with vertical steel soldier piles embedded in drilled piers. These penetrate the ground vertically beneath the walls, and that no spread footings or drilling back into grade will be required. This approach is strongly encouraged to minimize any further impact on tree roots that might be affected.

Please feel free to contact me if further discussion would be helpful.

Regards,

John C. Meserve
ISA Certified Arborist, WE #0478A
ISA Qualified Tree Risk Assessor/TRAQ
ASCA Qualified Tree and Plant Appraiser/TPAQ

Draft Transportation Impact Analysis Report

Woodmark Apartments at 7760 & 7716 Bodega Avenue

City of Sebastopol, California

May 22, 2020

TJKM

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EXECUTIVE SUMMARY

This report summarizes the results of the Transportation Impact Analysis (TIA) conducted for a two-phase development located at 7760 and 7716 Bodega Avenue in Sebastopol, California. The project will construct 48 Apartment units with an approximately 2,470 square feet Community Area during Phase I and 36 units during Phase II. The study will analyze all 84 units built.

The report also includes evaluations and recommendations concerning project site access and on-site circulation for vehicles, bicycles, and pedestrians; evaluation of on-site vehicle parking supply, passenger and commercial loading spaces, garbage/trash facilities.

To evaluate the impacts on the transportation infrastructure due to the addition of traffic from the proposed project, six study intersections were evaluated during the weekday morning (a.m.), and weekday evening (p.m.), peak hours under six study scenarios. The study intersections were evaluated under *No Project* and *plus Project* scenarios for Existing and Cumulative (2040 Horizon Year) conditions. For the purposes of this analysis, potential traffic operational effects from the proposed project are identified based on established traffic operational thresholds for City of Sebastopol.

Project Trip Generation

The proposed project is expected to generate approximately 528 net total daily trips with 34 weekday a.m. peak hour trips (10 inbound trips, 24 outbound trips), and 43 weekday p.m. peak hour trips (26 inbound trips, 17 outbound trips).

Level of Service (LOS) Standards

The City of Sebastopol standard is LOS D or better for controlled intersections as per the Sebastopol General Plan (adopted November 15, 2016) The California Department of Transportation (Caltrans) standard is LOS C or better at signalized intersections.

Existing and Cumulative Conditions

Under these scenarios, all of the study intersections operate within applicable jurisdictional standards of LOS C and D or better, except at the Caltrans' intersection of Main Street (SR 116)/Sebastopol Avenue (SR 12) (Intersection #5) which operates at LOS D under Existing Conditions and LOS E under Cumulative Conditions during a.m., and p.m. peak hour.

Existing and Cumulative plus Project Conditions

Under these scenarios, all of the study intersections operate within applicable jurisdictional standards of LOS C and D or better, except at the Caltrans' intersection of Main Street (SR 116)/Sebastopol Avenue (SR 12) (Intersection #5), which operates at LOS D under Existing plus Project Conditions and LOS E under Cumulative plus Project Conditions during a.m., and p.m. peak hour

Based on the City impact criteria, the projected traffic volume on the controlled movement for the unsignalized intersections is relatively low (11 vehicles per hour). At the signalized intersections, increase

in delay is less than five seconds. Hence,the project is expected to have a **less-than-significant** impact at all of the study intersection under all plus Project scenarios.

Signal Warrant Analysis

Under Existing and Cumulative scenarios, the intersection of Bodega Avenue and Robinson Road does not satisfy the peak hour traffic signal warrant. Under plus Project scenarios, the intersection of Bodega Avenue and Robinson Road still does not satisfy the peak hour traffic signal warrant.

Queueing and Driveway Analysis

Under plus Project scenarios, all signalized study intersections experience **less-than-significant** impacts on queue lengths at left- and right-turn pockets. Under Existing plus Project conditions, both proposed project driveways on Bodega Avenue are expected to operate at an acceptable LOS with minimal queue lengths for both driveway scenarios.

Site Access and On-Site Circulation

The project proposes to provide access via existing driveways on Bodega Avenue. The proposed driveways are approximately 280 feet apart. The eastern project driveway is located off of the north leg of the Bodega Avenue/Robinson Road intersection. The line of sight for vehicles exiting the driveways and vehicles travelling on Bodega Avenue are clear and visible.

Preliminary analysis shows the proposed project provides adequate vehicle, pedestrian, bicycle, emergency vehicle and garbage pick-up truck access to and from, and within the project site. However, TJKM recommends the project provide dimensions of the driveways and the circulating aisle on the site plan to ensure no issues arise.

Sight Distance Analysis

Sight distance is found to be adequate at the proposed western project driveway. Due to low speeds, sight distance is found to be adequate at the proposed eastern driveway so long as existing landscaping is removed.

Parking

The proposed multifamily residential development provides 152 automobile parking spaces, including nine accessible, 56 compact,71 covered spaces, and 16 uncovered spaces. These parking spaces are proposed to serve both the residential and community center portions of the project. The project provides 48 bicycle parking spaces via bicycle racks. In addition to this, project provides 15% of total parking spaces for Calgreen Tier 1 future EV spaces of 23. The project qualifies for the City of Sebastopol deed-restricted affordable housing parking requirements (Chapter 17.110.0.30, Table 17.110-2). With reference to this code, 90% of the applicable parking requirement for vehicle parking spaces and 25% of the required vehicle spaces for bicycle parking spaces. Based on the City parking requirements, the proposed parking supply is sufficient.

Pedestrian Impacts

The proposed project provides adequate and appropriate facilities for safe non-motorized mobility. There is adequate pedestrian access to the project site from the surrounding area. The proposed project does not conflict with existing and planned pedestrian facilities; therefore, the impact to pedestrian facilities is **less-than-significant**.

Bicycle Impacts

The project is not expected to generate a significant amount of additional bicycle trips on existing and planned bicycle facilities and does not conflict with existing and planned bicycle facilities; therefore, the impact to bicycle facilities is **less-than-significant**.

Transit Impacts

The nearest Sonoma County (SC) Transit bus stop to the project site is on Bodega Avenue at Virginia Avenue, approximately 0.1 mile walking distance west of the western project driveway. Existing sidewalks and Class II bike lanes on Bodega Avenue adequately provide access to the transit stop. The project site is adequately served by the SC Transit service. Therefore, impacts to transit service are expected to be **less-than-significant**.

However, it is recommended that the project applicant coordinate with the jurisdictional staff to accommodate transit amenities near the project site.

1.0 INTRODUCTION

This report summarizes the results of the Transportation Impact Analysis (TIA) for the proposed apartment development located at 7760 and 7716 Bodega Avenue in City of Sebastopol, California.

1.1 PROJECT DESCRIPTION

The purpose of this report is to identify potential impacts of the proposed development on the surrounding transportation system, and to recommend mitigation measures (improvements) for significant impacts. For the purposes of this study, potential traffic impacts from the proposed project are identified based on established traffic operational thresholds of City of Sebastopol. The report also includes evaluations and recommendations concerning project site access and on-site circulation for vehicles, evaluation of on-site vehicle parking supply, queuing analysis at the driveways and at the study intersections. To evaluate the impacts on the transportation infrastructure due to the addition of traffic from the proposed project, six study intersections were evaluated during the weekday a.m., and weekday p.m., peak hours under six study scenarios. The study intersections were evaluated under No Project and Plus Project scenarios for Existing and Cumulative (2040 Horizon Year) conditions.

The project site, shown in **Figure 1**, is located on Bodega Avenue adjacent to the intersection of Bodega Avenue/Robinson Road. The project will construct 48 Apartment units with an approximately 2,470 square feet Community Area during Phase I and 36 units during Phase II. The study will analyze all 84 units built. The project site plans are shown on **Figure 2**.

1.2. STUDY AREA

The study area is located on the north side of Bodega Avenue, west of Bodega Avenue and Robinson Road. The project site is in close proximity to the City of Sebastopol. The project study area has existing pedestrian, bicycle, and transit facilities. The potential impacts of the proposed project were evaluated for the study intersections and roadway segments as discussed below.

1.2.1 STUDY INTERSECTIONS

TJKM evaluated traffic conditions at six study intersections and three study segments under six scenarios. The study intersections and roadway segments were selected in consultation with the City of Sebastopol. The study intersections were observed for weekday a.m. (7:00-9:00 a.m.), and weekday p.m. (4:00-6:00 p.m.) peaks. The study intersections and associated traffic controls are as follows:

1. Bodega Avenue and Ragle Road (Unsignalized)
2. Bodega Avenue and Pleasant Hill Road (Signal)
3. Bodega Avenue and Robinson Road (Unsignalized)
4. Bodega Avenue and Dutton Avenue-Jewell Avenue (Signal)
5. Bodega Avenue and Main Street (SR 116) (Signal)
6. Sebastopol Avenue (SR 12) and Petaluma Avenue (SR 116) (Signal)

The study segments and their extents are as follows:

1. Bodega Avenue, between Washington Avenue and Robinson Road
2. Bodega Avenue, between Pleasant Hill Avenue and Golden Ridge Avenue

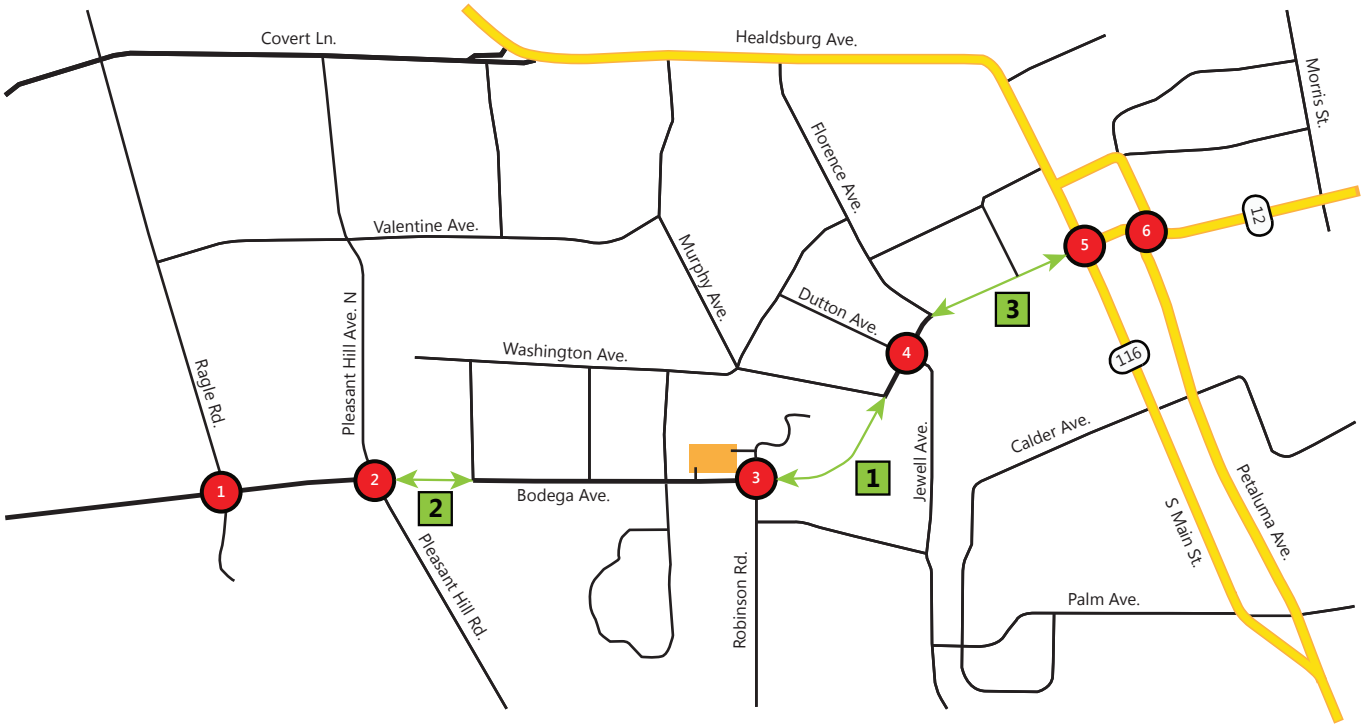
3. Bodega Avenue, between Florence Avenue and Main Street

1.2 Analysis Scenarios

This study addresses the following four traffic scenarios:

- **Existing Conditions** – This scenario evaluates the study intersections based on existing traffic volumes, lane geometry, and traffic controls.
- **Existing plus Proposed Project Conditions** – This scenario is identical to Existing Conditions, but with the addition of traffic from the proposed project.
- **Cumulative (2040) Conditions** – This scenario will simulate buildout of the County's General Plan and other regional growth to the 2040 horizon year, as in the Sonoma County Transportation Authority (SCTA) Transportation Demand Model.
- **Cumulative plus Project Conditions** – This scenario is identical to Cumulative Conditions, but with the addition of traffic from the proposed project.

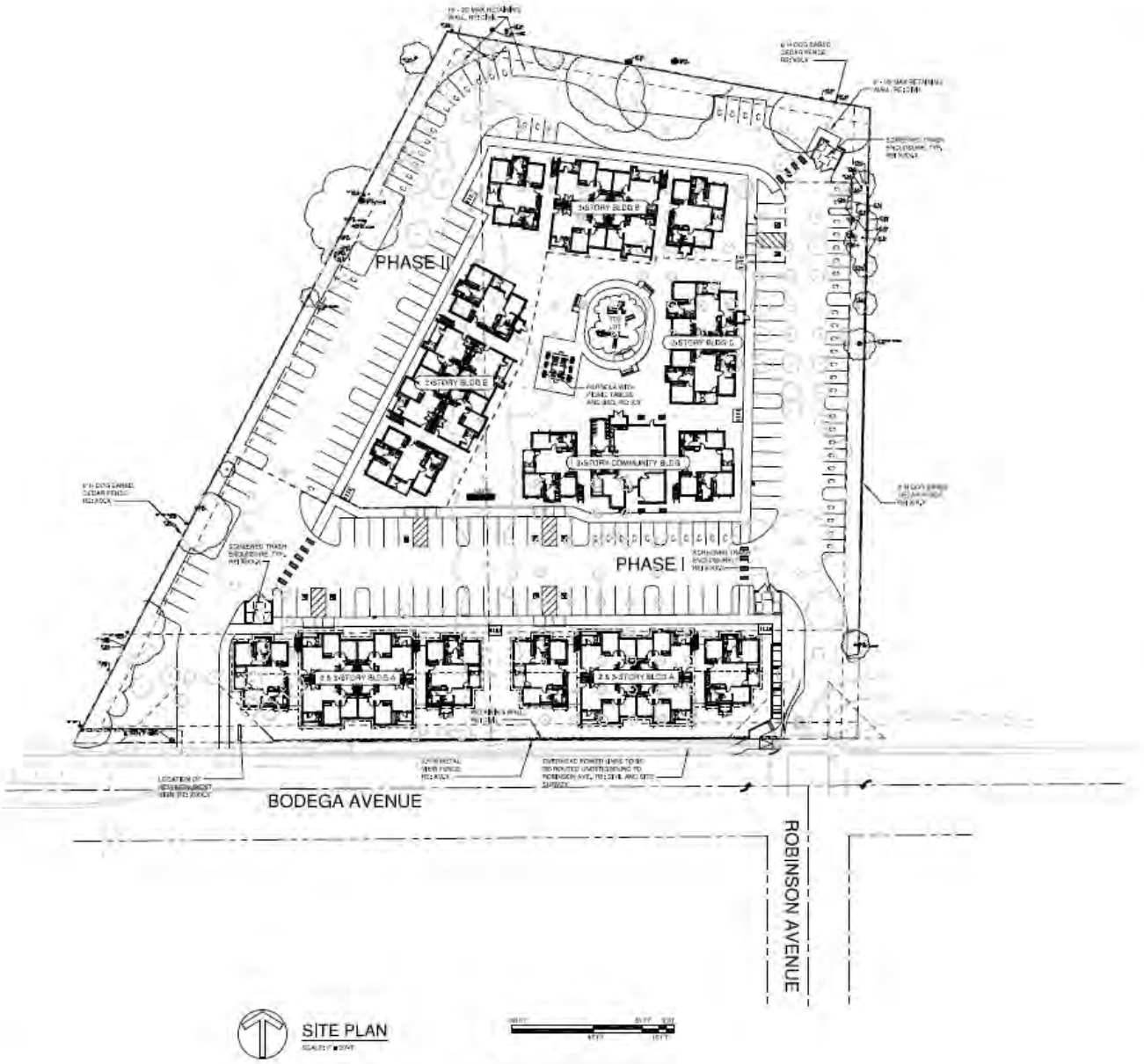
Figure 1: Vicinity Map



LEGEND

- Project Site
- Study Intersection
- Project Access
- 1 Study Segment

Figure 2: Site Plan



2.0 STUDY METHODOLOGY

This chapter discusses the level of service analysis methodology for study intersections and roadway segments and criteria used to identify significant impacts.

2.1 Level of Service Analysis Methodology

Existing operational conditions at the study intersection were evaluated according to the requirements set forth by City of Sebastopol. Analysis of traffic operations was conducted using the Highway Capacity Manual (HCM) 2010 Edition and Level of Service (LOS) methodology with Synchro 10.0 software. The HCM 2010 Edition requires NEMA-compliant phasing, so the HCM 2000 methodology was used at three study intersections with non-NEMA phasing. LOS is a qualitative measure that describes operational conditions as they relate to the traffic stream and perceptions by motorists and passengers. The LOS generally describes these conditions in terms of such factors as speed and travel time, delays, freedom to maneuver, traffic interruptions, comfort, convenience, and safety. The operational LOS are given letter designations from A to F, with A representing the best operating conditions (free-flow) and F the worst (severely-congested flow with high delays). Intersections generally are the capacity-controlling locations with respect to traffic operations on arterial and collector streets.

Signalized Intersections

The study intersections under traffic signal control were analyzed using HCM 2010 Edition and HCM 2000 Edition Operations Methodology for Signalized Intersections (Transportation Research Board). These methodologies determine LOS based on overall average control delay per vehicle for the intersection during peak hour operating conditions. Control delay includes initial deceleration delay, queue move-up time, stopped delay, and final acceleration delay.

Unsignalized Intersections

Stop-controlled study intersections were analyzed using HCM 2010 Operations Methodology for Unsignalized Intersections. LOS ratings for Stop-Control intersections are based on average control delay expressed in seconds per vehicle. At the side street of one-way stop-controlled intersections or two-way stop sign intersections, the control delay is calculated for each movement, not for the intersection as a whole. For approaches composed of a single lane, the control delay is computed as the average of all movements in that lane. The weighted average delay for the entire intersections is presented for all-way stop-controlled (AWSC) intersections, while the worst-movement delay is presented for side-street stop-controlled intersections.

Table 1 describes the LOS thresholds from HCM 2010 and HCM 2000 for intersections. The intersection LOS thresholds differ between signalized and unsignalized intersections.

Table 1: Level of Service for Signalized and Unsignalized Intersections

Level of Service	Signalized	Unsignalized
A	Delay of 0 to 10 seconds. Most vehicles arrive during the green phase, so do not stop at all.	Delay of 0 to 10 seconds. Gaps in traffic are readily available for drivers existing the minor street.
B	Delay of 10 to 20 seconds. More vehicles stop than with LOS A, but many drivers still do not have to stop.	Delay of 10 to 15 seconds. Gaps in traffic are somewhat less readily available than with LOS A, but no queuing occurs on the minor street.
C	Delay of 20 to 35 seconds. The number of vehicles stopping is significant, although many still pass through without stopping.	Delay of 15 to 25 seconds. Acceptable gaps in traffic are less frequent, and drivers may approach while another vehicle is already waiting to exit the side street.
D	Delay of 35 to 55 seconds. The influence of congestion is noticeable, and most vehicles have to stop.	Delay of 25 to 35 seconds. There are fewer acceptable gaps in traffic, and drivers may enter a queue of one or two vehicles on the side street.
E	Delay of 55 to 80 seconds. Most, if not all, vehicles must stop and drivers consider the delay excessive.	Delay of 35 to 50 seconds. Few acceptable gaps in traffic are available, and longer queues may form on the side street.
F	Delay of more than 80 seconds. Vehicles may wait through more than one cycle to clear the intersection.	Delay of more than 50 seconds. Drivers may wait for long periods before there is an acceptable gap in traffic for exiting the side streets, creating long queues.

Source: Highway Capacity Manual 2000 Edition (Transportation Research Board, 2000);
Highway Capacity Manual 2010 Edition (Transportation Research Board, 2010).

Signal Warrants

One unsignalized intersection was evaluated using the Peak Hour Volume Warrant (Warrant 11) in the Caltrans Traffic Manual, which is the same as Warrant 3 in the MUTCD. Non-signalized intersections shown to trigger the peak hour signal warrant are considered deficient in this analysis for discussion purposes. However, the decision to install a traffic signal should not be based solely upon a single warrant. Delay, congestion, driver confusion, future land use or other evidence for right of way assignment beyond that provided by stop controls must be demonstrated.

Warrant 3 addresses peak hour traffic volume levels above which it is presumed that the need for a traffic signal is warranted. Traffic signals tend to reduce the potential for right-angle type collisions but also tend to increase the potential for less severe rear-end collisions. Signal warrant peak hour volumes represent

the threshold point at which the potential for more rear-end collisions is offset by the potential for fewer more severe right-angle collisions. Data needed to perform these warrant analyses were peak hour traffic counts collected as part of this study.

2.2 Significant Impact Criteria/Level of Service Standards

The City of Sebastopol General Plan, last updated in 2016, adopted Level of Service standards in Program 16.1 and as implemented by the City as follows:

- At signalized intersections: At signalized intersections, levels of service shall be determined for the overall intersection.
- Intersection queuing shall be evaluated in tandem with LOS. Projected queues at signalized intersections shall not extend through upstream signalized intersections.
- In evaluating circulation improvement needs at downtown intersections, mitigations should be avoided which increase capacity by widening that causes impacts to right-of-way and/or historical structures.
- For signalized intersections already operating worse than LOS objectives, development projects should not contribute substantially to further decline in LOS (causing the LOS to decline by a level grade (from LOS E to LOS F) or by more than a 5 percent increase in delay for intersections currently operating at an unacceptable LOS.
- Allow a minimum operation of LOS D for signalized intersections within the Downtown; a LOS C for all signalized intersections outside of the Downtown; and LOS D for all side street movements at unsignalized intersections.
- At unsignalized intersections, levels of service shall be determined for both controlled movements and for the overall intersection. Controlled movements operating below LOS D (LOS E or F) would be considered acceptable if 1) the intersection is projected to operate at LOS D or better overall, and 2) the projected traffic volume on the controlled movement is relatively low (30 vehicles or less per hour on approaches with single lanes, or on multi-lane approaches, 30 vehicles or less per hour on lanes serving left turns and through movements).

The County of Sonoma level of service standard for intersection operations is LOS D or better as per the General Plan. A significant impact is considered to occur at an intersection if:

- The project's traffic causes an intersection currently operating acceptably to operate at an unacceptable level.
- The project's traffic causes the average delay to increase by five seconds or more at an intersection currently or projected to operate at an unacceptable level without project traffic.

The County of Sonoma level of service standard for roadway operations is LOS C or better unless otherwise stated in the General Plan. A significant impact is considered to occur along a roadway segment if:

- The project's traffic causes a roadway segment currently operating acceptably to operate at an unacceptable level.

- The project's traffic causes the average speed to decrease by the amounts shown in **Table 2** or along a roadway segment currently or projected to operate at an unacceptable level without project traffic.

Table 2: Traffic Impact Thresholds for 2-lane County Highways and Rural Class 1 Roadways with Level of Service below LOS C

If the Existing of Project LOS w/o project is:	Then the existing average travel speed is (mph)[1]	Project impact is considered significant if the decrease in average travel speed associated with the project is:
D	40-45	2 mph
E	40 or less	1 mph
F		0.5 mph

Source: County of Sonoma Guidelines for Traffic Impact Studies (Department of Transportation Public Works & Permit and Resource Management Department, 2016)
Notes:
[1]mph – miles per hour
These Criteria apply to Rural Class 1 roadways. Other roadways will be evaluates on a case-by-case basis.

Caltrans requires that all State highway facilities maintain a level of service at the transition between LOS C and D. For the purposes of this study, the level of service standard is considered at LOS C or better. In the County of Sonoma, a project is considered to have a significant impact if:

- The project traffic causes the operation of a State Highway currently or projected to operate acceptably (LOS C or better) to operate below LOS C.
- The project's traffic causes a State Highway facility currently or projected to operate unacceptably to not maintain the following measure of effectiveness:
    - Control delay per vehicle for signalized intersections
    - Average control delay per vehicle for unsignalized intersections
    - Average speed for two-lane highways
    - Density for multi-lane highways

3.0 EXISTING CONDITIONS

This section describes existing conditions in the immediate project site vicinity, including roadway facilities, bicycle and pedestrian facilities, and available transit service. In addition, existing traffic volumes and operations are presented for the study intersection, including the results of LOS calculations.

3.1 Existing Setting and Roadway System

Local access to the proposed project is provided via Bodega Avenue and a proposed local road. Descriptions of the existing roadways are provided as follows:

State Route 116 (SR 116) is a two- to five-lane north-south highway (one to three lanes southbound and one to three lanes northbound) that consists of Gravenstein North Highway, Healdsburg Avenue, North Main Street, South Main Street, Gravenstein Highway South, and Petaluma Avenue.

Bodega Avenue is a two-lane east-west arterial (one lane eastbound and one lane westbound). Sidewalks are provided on both sides of Bodega Avenue between Petaluma Avenue and Nelson Way/Gold Ridge Farm. Unmetered on-street parking is provided along the north side of Bodega Avenue between North Main Street / South Main Street and Edman Way. Access to the project site will be provided on Bodega Avenue.

Pleasant Hill Road is a two-lane north-south collector street, extends between Grundle Drive and Covert Lane. Sidewalks are provided on both sides within vicinity of project site.

North Main Street is a two-way, three-lane north-south arterial (one lane northbound and two lanes southbound) between Healdsburg Avenue and McKinley Street and is designated as part of SR 116. North Main Street becomes a one-way roadway between McKinley Street and Bodega Avenue where North Main Street becomes South Main Street. Sidewalks are provided on both sides of North Main Street between Bodega Avenue and Wallace Street. Unmetered on-street parking is provided on the east side of North Main Street between Bodega Avenue and Wallace Street. Unmetered on-street parking is also provided on North Main Street between McKinley Street and Bodega Avenue.

South Main Street is a one-way southbound, two- to three-lane north-south arterial that merges with Petaluma Avenue after Palm Avenue and is designated as part of SR 116. Sidewalks are provided on both sides of South Main Street between Bodega Avenue and Willow Street. Unmetered on-street parking is provided on both sides of South Main Street between Bodega Avenue and Willow Street.

Petaluma Avenue is a one-way, two- to three-lane north-south arterial (three lanes northbound vicinity of Project site) and is designated as part of SR 116. Sidewalks are provided on both sides of Petaluma Avenue between McKinley Street and Walker Avenue. Unmetered on-street parking is provided along the both sides of Petaluma Avenue between McKinley Avenue and Walker Avenue. The on-street parking along Petaluma Avenue is discontinuous.

Sebastopol Avenue is a two-lane east-west arterial (one lane eastbound and one lane westbound) and is designated as part of State Route 12 (SR 12). Sebastopol Avenue consists of two westbound lanes and

one eastbound lane in the immediate vicinity of the Project. Sidewalks are provided on both sides of Sebastopol Avenue between Morris Street and Petaluma Avenue. No on-street parking provided.

3.2 Existing Pedestrian Facilities

Walkability is defined as the ability to travel easily and safely between various origins and destinations without having to rely on automobiles or other motorized travel. The ideal "walkable" community includes wide sidewalks, a mix of land uses such as residential, employment, and shopping opportunities, a limited number of conflict points with vehicle traffic, and easy access to transit facilities and services.

Pedestrian facilities are comprised of crosswalks, sidewalks, pedestrian signals, and off-street paths, which provide safe and convenient routes for pedestrians to access the destinations such as institutions, businesses, public transportation, and recreation facilities.

In the project vicinity, there are intermittent sidewalks along Bodega Avenue and adjacent cross streets. Sidewalks are connected via a network of curb ramps and crosswalks at intersections and driveways. Street lighting is continuously provided along Bodega Avenue and at the majority of the study intersections.

In the project vicinity, all study intersections have crosswalks with curb ramps on two or more approach legs. An uncontrolled intersections, crosswalks are provided with flashing pedestrian beacons which may be activated via push buttons.

There are four bus stops along Bodega Avenue at Pleasant Hill Road, Virginia Avenue, North Main Street, and South Main Street. All bus stops are accessible via existing sidewalks.

3.3 Existing Bicycle Facilities

The draft Update describes the four bikeways, which all meet the design guidelines of the Caltrans Highway Design Manual (HDM), Chapter 1000: Bikeway Planning and Design for multi-use trails. These bicycle facility types are described below.

- **Class I Bikeways/Multi-Use Paths**: Class I bikeways are also referred to as multi-use or shared-use paths. They provide completely separated and paved, exclusive right of way for people to walk and bike. There are 13 miles of Class I facilities, with a goal for 30.9 miles in the draft Update.
- **Class II Bikeways/On-Street Bike Lanes**: Class II bikeways are striped lanes on roadways for one-way bicycle travel. Currently there are 46 miles of Class II bikeways, with a goal to increase the mileage to 69.2.
- **Class III Bike Routes**: Class III bikeways signed bike routes where bicyclists share a travel lane with motorists. These are often marked on the roadway with a sharrow and Shared Roadway sign. There are 18 miles of bicycle routes with a goal to convert the routes to Class II bicycle lanes. However, there is a focus to add 0.3 miles of bicycle boulevards within the City.
- **Class IV Separated Bikeways**: Class IV separated bikeways are on-street bicycle facilities that are physically separated from motor vehicle traffic by a vertical element or barrier, such as a curb, bollards, or vehicle parking. These can allow for one or two-way travel on one or both sides of the roadway. There are no current plans for a separated bikeway.

Within the project vicinity, there are two bikeways—Joe Rodota Trail and Railroad Forest Bike Path. The Joe Rodota trail extends east from Petaluma Avenue to Sebastopol Road. The Railroad Forest Bike Path extends northward from the Joe Rodota Trail to Sebastopol Avenue. Class II bike lanes are located along Bodega Avenue between Ragle Road and Dutton Avenue-Jewell Avenue. Class III bicycle routes are located on Bodega Avenue between Dutton Avenue-Jewell Avenue and Petaluma Avenue within the vicinity of project site.

3.4 Existing Transit Facilities

The project study area is served by Sonoma County Transit (SC Transit) which has transit lines that run between Cloverdale and San Rafael. The closest transit stop is approximately 900 feet west of the project site served by SC Transit Routes 24 and 95. The bus routes that serve the project area are summarized in **Table 3**.

Table 3: Existing Transit Service

			Weekdays		*Weekends*	
Route	***From***	***To***	***Operating Hours***	***Headway (minutes)***	***Operating Hours***	***Headway (minutes)***
24	Sebastopol Transit Hub	Sebastopol Post Office	7:45 AM- 6:29 PM	2-10	9:00 AM- 3:11 PM	1-5
95	Sonoma County Airport	Sundstrom Mall	8:00 AM – 3:45 PM	200	8:00 AM- 10:00 AM	195

Source: Sonoma County Transit Website

Figures 3a, 3b and 3c illustrate the existing pedestrian, bicycle and transit facilities detailed above.

3.5 Existing Peak Hour Traffic Volumes And Lane Configurations

The existing operations of the study intersections were evaluated for the highest one-hour volumes during weekday morning and evening peak periods. Recent turning movement counts for vehicles, bicycles, and pedestrians were conducted during the weekday a.m. (7:00-9:00 a.m.), and weekday p.m. (4:00-6:00 p.m.) peak periods at the study intersections on Tuesday December 17,2019 while local school were in session. Additionally, 24-hour, bidirectional average daily traffic (ADT) counts were collected along three segments on Bodega Avenue on Thursday, December 12, 2019. There may be fluctuations in vehicular volumes during the summer season, but the counts taken during this time are consistent throughout the year

Appendix A includes all data sheets for the collected turning movement and average daily traffic counts. **Figure 4** illustrates the existing lane geometry and traffic controls. **Figure 5** shows the peak hour vehicle turning movement volumes at the study intersections.

3.6 Intersection Level of Service Analysis – Existing Conditions

Existing intersection lane configurations, signal timings, and turning movement volumes were used to calculate the level of service for the study intersections during each peak hour. The peak hour factor based on counts were used to all study intersections for the existing analysis.

Table 4 below summarizes peak hour LOS at the study intersections under Existing Conditions. Under this scenario, all study intersections operate at acceptable LOS C and D or better, except the intersection of Main Street (SR 116) and Bodega Avenue, which operates at LOS D during both peak hours. **Appendix B** provides detailed LOS calculation worksheets for Existing Conditions.

Table 4: Intersection Level of Service Analysis – Existing Conditions

#	Study Intersections	Control	Peak Period[1]	Existing Conditions	
				Delay[2]	LOS[3]
1	Bodega Avenue/Ragle Road	Two-Way Stop	AM	24.8	C
			PM	18.7	C
2	Bodega Avenue/Pleasant Hill Road	Signal	AM	23.5	C
			PM	24.0	C
3	Bodega Avenue/Robinson Road	Two-Way Stop	AM	23.6	C
			PM	24.3	C
4	Bodega Avenue/Dutton Avenue-Jewell Avenue	Signal	AM	26.9	C
			PM	17.3	B
5	Bodega Avenue / Main Street (SR 116) *	Signal	AM	**47.6**	**D**
			PM	**37.9**	**D**
6	Sebastopol Avenue (SR 12)/Petaluma Avenue* (SR 116)	Signal	AM	12.8	B
			PM	14.6	B

Notes:
Bold indicates unacceptable operations,
1. AM – morning peak hour, PM – evening peak hour
2. Delay – Whole intersection weighted average control delay expressed in seconds per vehicle for signalized and all-way stop controlled intersections. Total control delay for the worst movement is presented for side-street stop – controlled intersections.
3. LOS – Level of Service
*Caltrans Intersections

The City of Sebastopol is working with Caltrans to improve signal timing at multiple intersections along SR 12 and SR 116 within the downtown core. Signal coordination at several of the studied intersections is being considered as an improvement, along with re-evaluating the existing cycle lengths. Two of the intersections included in this analysis are part of the signal improvement study.

3.7 Average Daily Traffic – Existing Conditions

The average daily traffic on Bodega Avenue is 13,309 vehicles per day between Washington Avenue and Robinson Road, 11,873 vehicles per day between Pleasant Hill Avenue and Golden Ridge Avenue and 11,330 vehicles per day between Florence Avenue and Main Street.

3.8 Signal Warrant Analysis – Existing Conditions

The potential need for a traffic signal was evaluated at the unsignalized intersection of Bodega Avenue and Robinson Road (Intersection #3). Traffic signal warrants are a series of standards that provide guidelines for determining if a traffic signal is appropriate. Signal warrant analyses are typically conducted at intersections of uncontrolled major streets and stop sign-controlled minor streets. If one or more signal warrants are met, signalization of the intersection may be appropriate. However, a signal should not be installed if none of the warrants are met, since the installation of signals would increase delays on the previously uncontrolled major street, and may increase the occurrence of particular types of accidents.

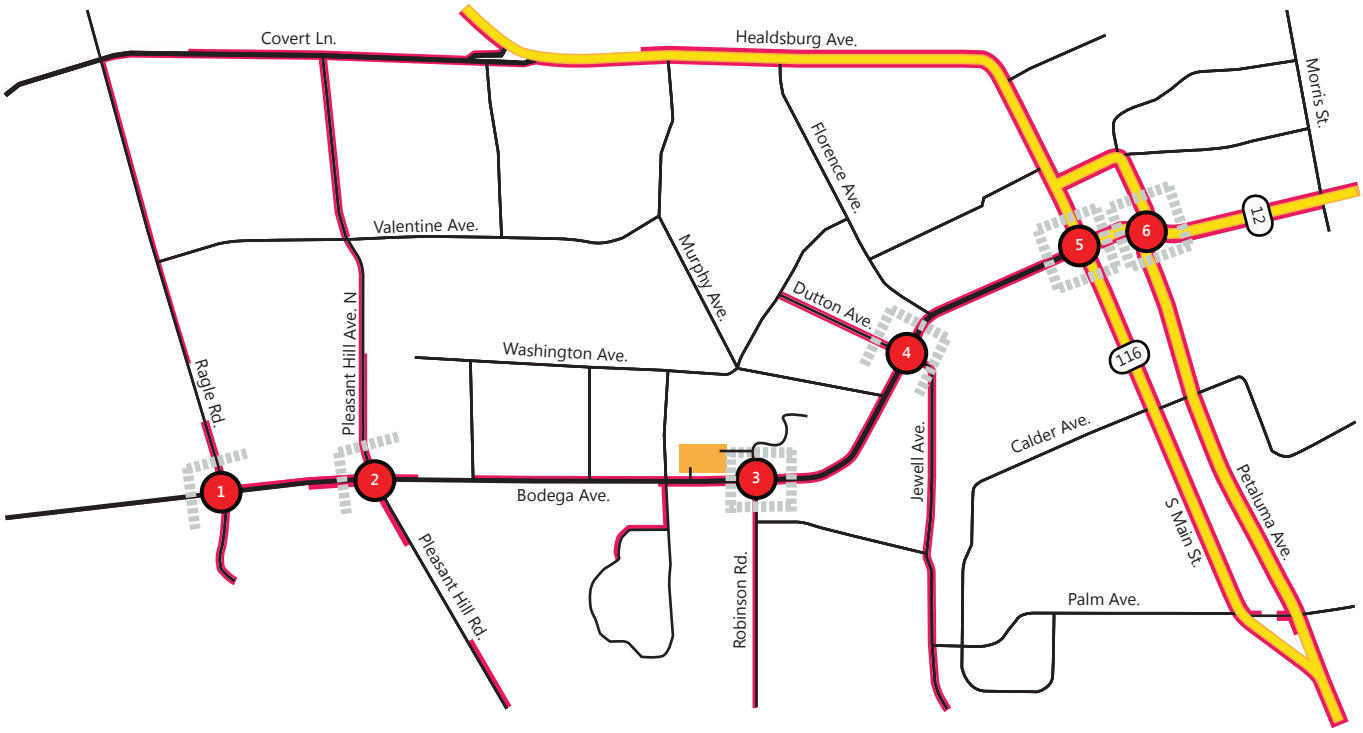
As stated in the 2014 edition of the Manual on Uniform Traffic Control Devices (MUTCD), "An engineering study of traffic conditions, pedestrian characteristics, and physical characteristics of the location shall be performed to determine whether installation of a traffic control signal is justified at a particular location. The investigation of the need for a traffic control signal shall include an analysis of the applicable factors contained in the following traffic signal warrants and other factors related to existing operation and safety at the study location."

This study did not evaluate all warrants for traffic signals, but instead focused on the peak hour warrant. The MUTCD states that, "This (peak hour) signal warrant shall be applied only in unusual cases, such as office complexes, manufacturing plants, industrial complexes, or high-occupancy vehicle facilities that attract or discharge large numbers of vehicles over a short time." So the peak hour warrant is being used in this impact analysis study as an "indicator" of the likelihood of an unsignalized intersection warranting a traffic signal in the future. Intersections that exceed the peak hour warrant are considered (for the purposes of this impact analysis) to be likely to meet one or more of the other signal warrants (such as the four-hour or eight-hour warrants). Unsignalized intersections were evaluated using the Peak Hour Volume Warrant (Warrant No. 11) in the Caltrans Traffic Manual, which is the same as Warrant No. 3 in the MUTCD. The Peak Hour Volume Warrant was applied where the minor street experiences long delays in entering or crossing the major street for at least one hour in a day.

Even if the Peak Hour Volume Warrant is met, a more detailed signal warrant study is recommended before a signal is installed. The more detailed study should consider volumes during the daily peak hours of roadway traffic, pedestrian traffic, and accident histories.

The intersection at Bodega Avenue and Robinson Road (Intersection #3) was evaluated to see if installation of a traffic signal is warranted under existing traffic conditions. The analysis is based on turning movement counts collected on Thursday, December 12, 2019 from 7 a.m. to 9 a.m. and 4 p.m. to 6 p.m. Under Existing Conditions, the intersection of Bodega Avenue and Robinson Road does not satisfy the peak hour signal warrant (Warrant #3) during both a.m. and p.m. peak periods. **Appendix H** contains peak hour signal warrant analysis work sheets.

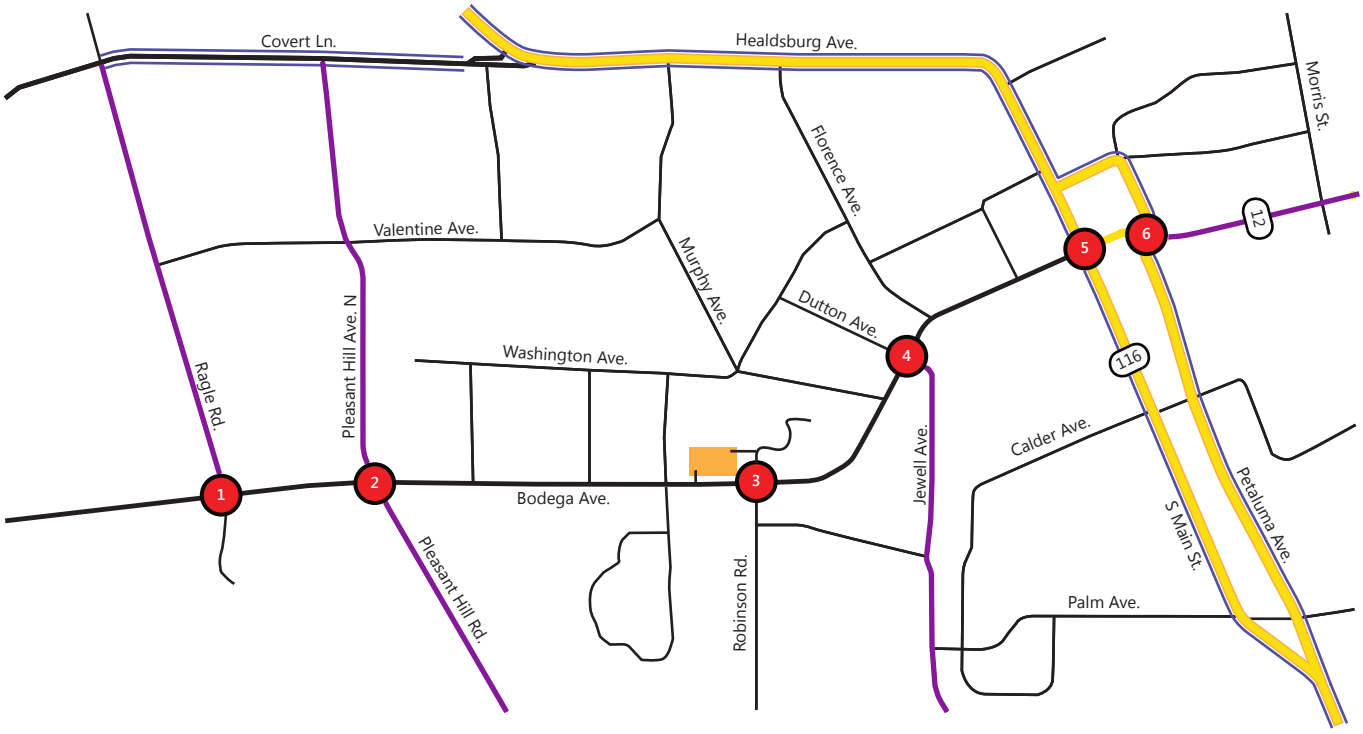
Figure 3a: Existing Pedestrian Facilities



LEGEND

- Project Site
- Study Intersection
- Project Access
- Sidewalk
- Marked Crosswalk

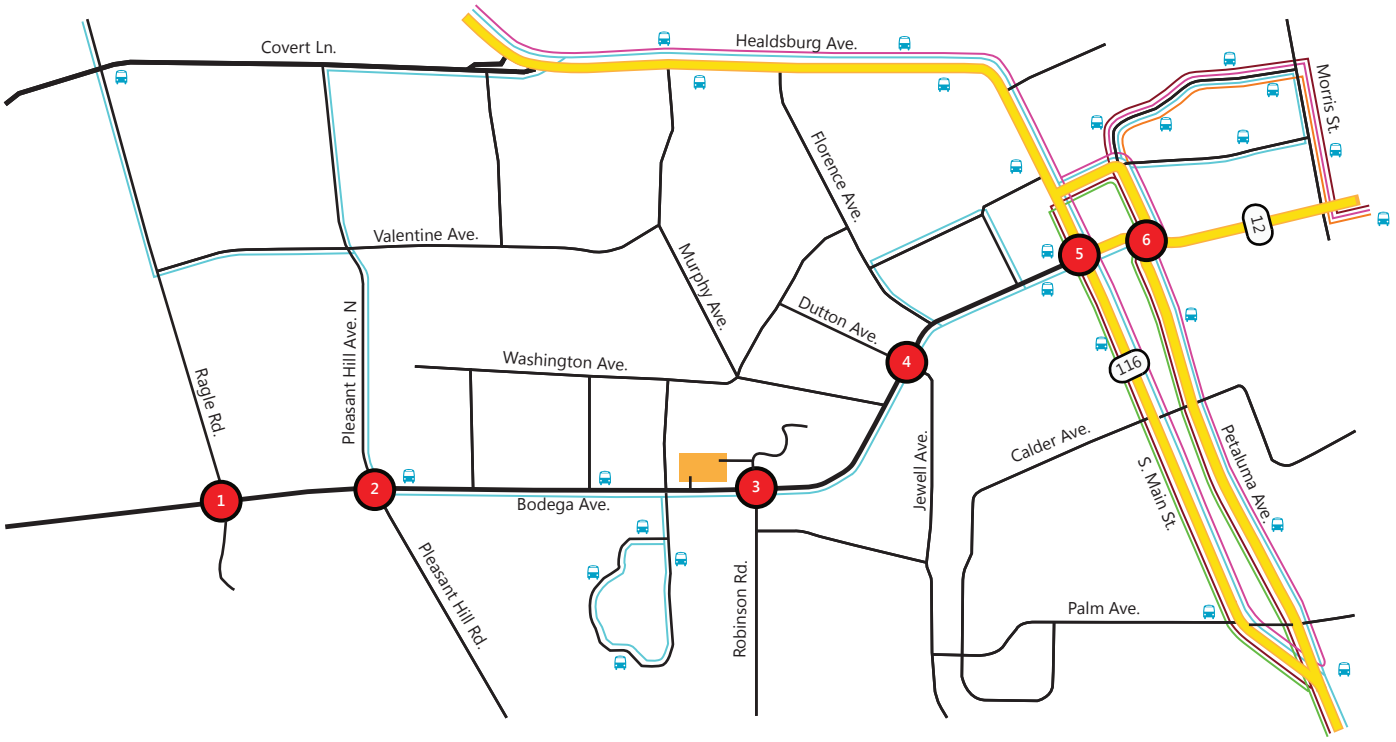
Figure 3b: Existing Bicycle Facilities



LEGEND

- Project Site
- Study Intersection
- Project Access
- Class II Bike Lane
- Class III Bike Route

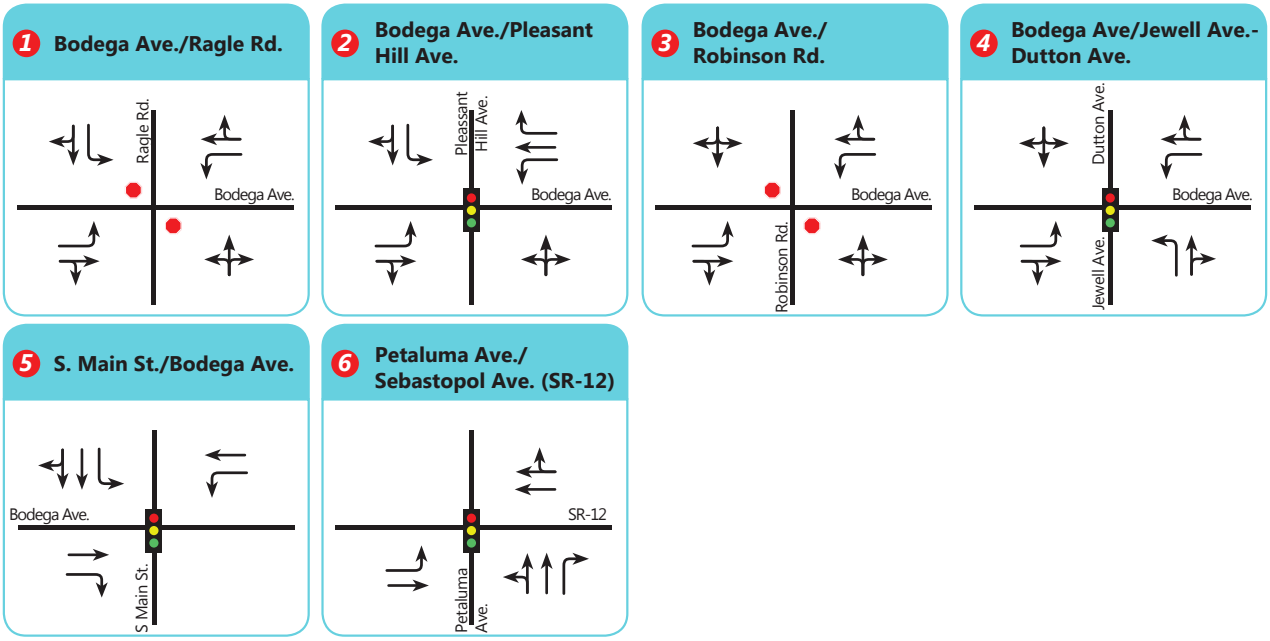
Figure 3c: ExistingTransit Facilities

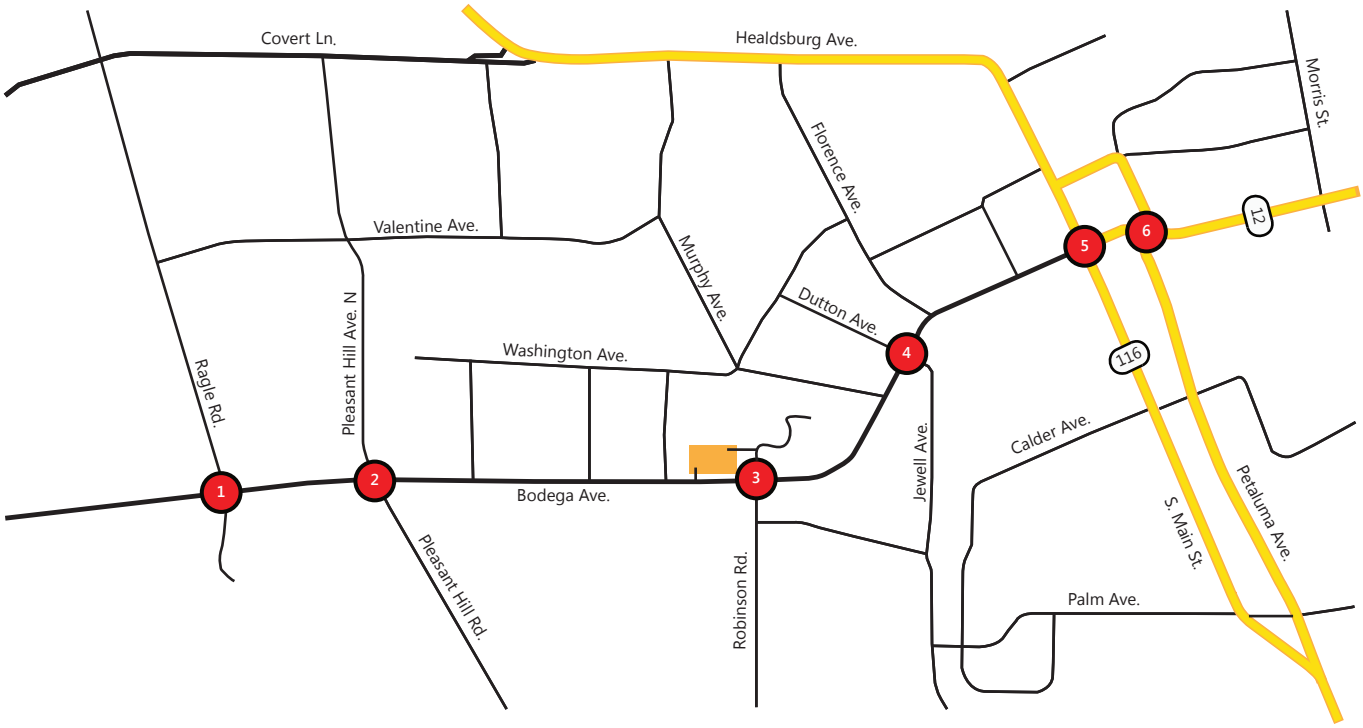


LEGEND

- Project Site
- Study Intersection
- Project Access
- SC Transit Route 20
- SC Transit Route 22
- SC Transit Route 24
- SC Transit Route 26
- SC Transit Route 52
- Bus Stop

Figure 4: Existing Lane Geometries and Traffic Controls

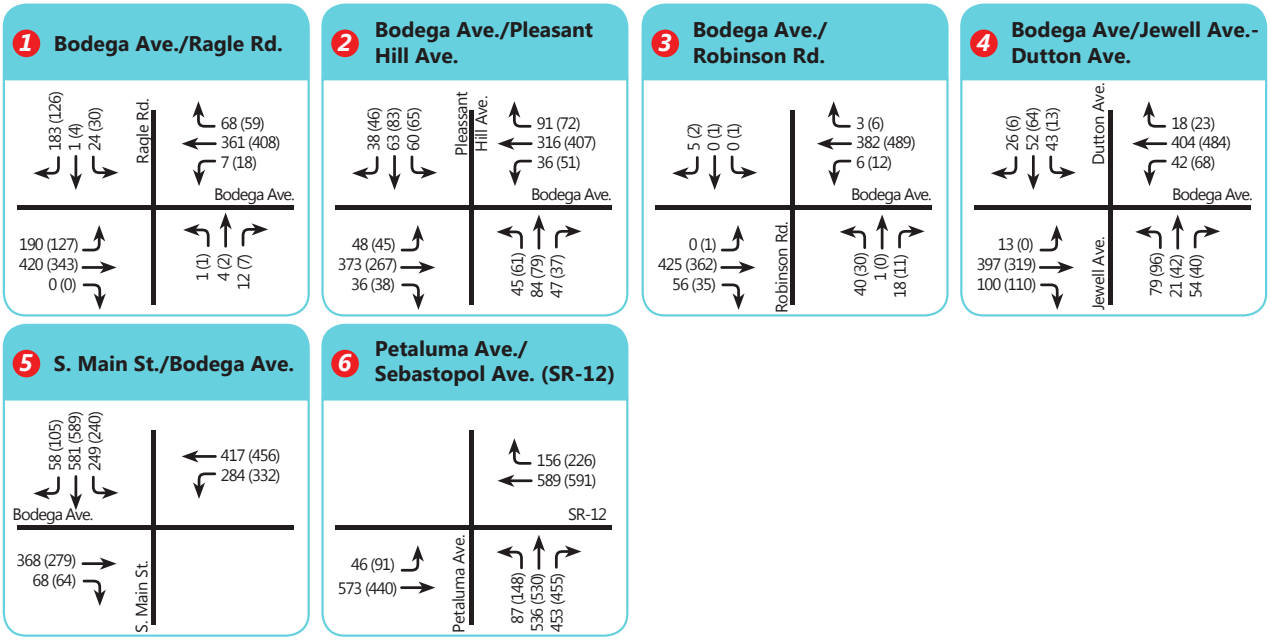


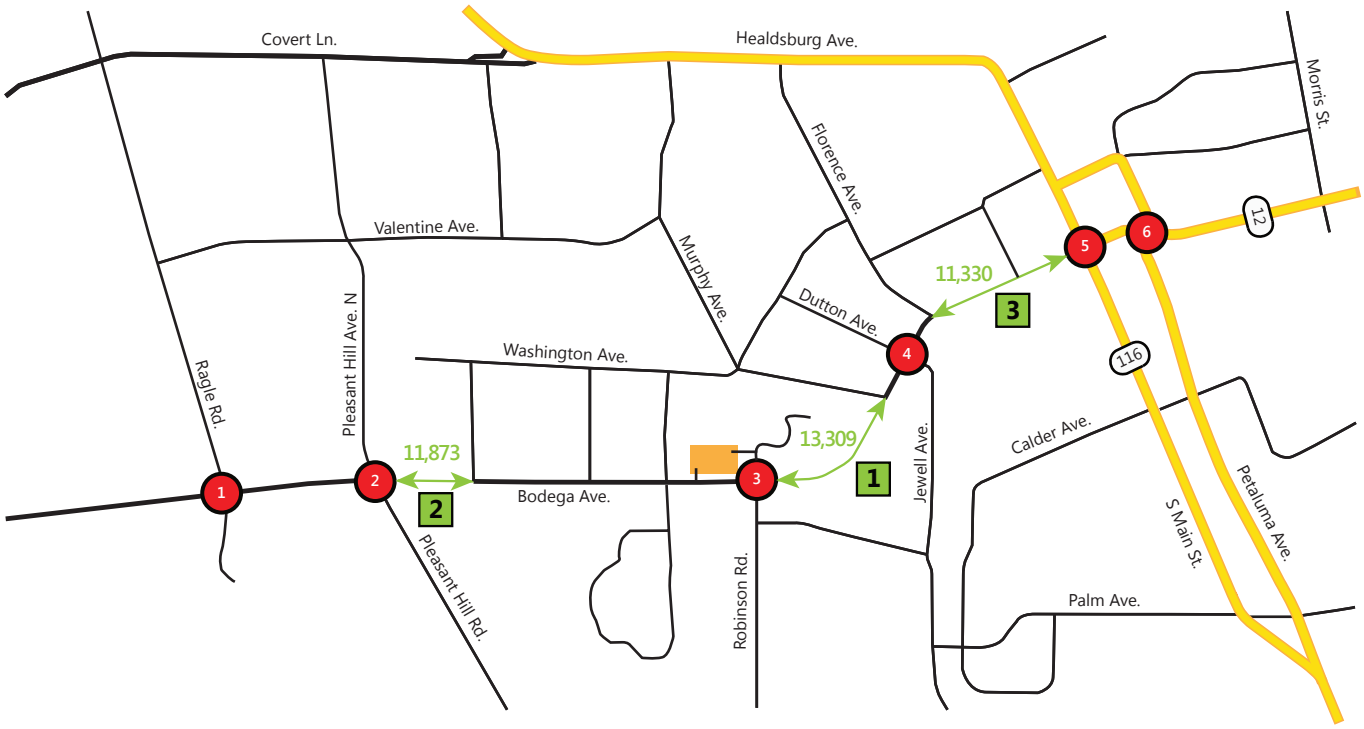


LEGEND

- Project Site
- Study Intersection
- Project Access
- Stop Sign
- Traffic Signal

Figure 5: Existing Peak Hour Traffic Volumes





LEGEND

- Project Site
- Study Intersection
- Project Access
- Study Segment

- XX AM Peak Hour Volumes
- (XX) PM Peak Hour Volumes
- XX,XXX Average Daily Traffic

4.0 EXISTING PLUS PROJECT CONDITIONS

The impacts of the proposed project on the transportation system are discussed in this chapter. First, the method used to estimate the amount of traffic generated by the project is described. Then, the results of the level of service calculations for Existing plus Project Conditions are presented. (Existing plus Project Conditions are defined as Existing Conditions plus traffic generated by the proposed project). A comparison of intersections under Existing plus Project Conditions and Existing Conditions is presented and the impacts of the project on the study intersections are discussed. Project impacts on roadway segments are also addressed.

To amount of traffic added to the roadway system by the proposed development is estimated using a three-step process.

- Trip Generation – Estimates the amount of traffic added to the roadway network,
- Trip Distribution – Estimates the direction of travel to and from the project site,
- Trip Assignment – The new trips are assigned to specific street segments and intersection turning movements.

4.1 Project Trip Generation

TJKM developed estimated project trip generation for the proposed project based on published trip generation rates from the *Institute of Transportation Engineers' (ITE) publication Trip Generation, 10th Edition*. ITE Land Use Code 221 for Multifamily Housing and ITE Land Use Code 495 for Recreational Community Center were applied for the Woodmark Apartments phases 1 and 2.

Table 5 shows the trip generation expected to be generated by the proposed project. The proposed project expects to generate 528 net total daily trips, with approximately 34 weekday a.m. peak hour trips (10 inbound trips, 24 outbound trips), 43 weekday p.m. peak hour trips (26 inbound trips, 17 outbound trips).

Table 5: Project Trip Generation

Code	Land Use	Size	Units	Daily		A.M. Peak Hour						P.M. Peak Hour					
				Rate	Trips	Rate	In %	Out %	In	Out	Total	Rate	In %	Out %	In	Out	Total
(221)	Multifamily Housing (Mid-Rise), General Urban/Suburban	48	DU	5.44	261	0.36	26	74	4	13	17	0.44	61	39	13	8	21
(495)	Recreational Community Center	2.470	KSF GFA	28.82	71	1.76	66	34	3	1	4	2.31	47	53	3	3	6
	PHASE I Trips				***332***				***7***	***14***	***21***				***16***	***11***	***27***
(221)	Multifamily Housing (Mid-Rise), General Urban/Suburban	36	DU	5.44	196	0.36	26	74	3	10	13	0.44	61	39	10	6	16
	PHASE II Trips				***196***				***3***	***10***	***13***				***10***	***6***	***16***
	Net Total Trips				**528**				**10**	**24**	**34**				**26**	**17**	**43**

Source: Institute of Transportation Engineers (ITE) Trip Generation Manual, 10th Edition, 2017;

4.2 Project Trip Distribution and Assignment

Trip distribution is a process that determines in what proportion vehicles would be expected to travel between the project site and various destinations outside the project study area and also determines the various routes that vehicles would take from the project site to each destination using the calculated trip distribution. Trip distribution assumptions for the proposed project were developed based on existing travel patterns, surrounding land uses, SCTA travel demand model patterns, and knowledge of the study area.

In assigning project traffic, 30 percent of trips are expected to enter/exit from the project from the east via Sonoma Highway (SR 12). Additionally, 25 percent from the north via State Route 116 (SR 116), 30 percent from the south via SR 116, 10 percent from the west via Bodega Avenue, five percent from the south via Pleasant Hill Road are expected to enter/exit from the project site. All generated trips will use two driveways on Bodega Avenue to access the project site.

As per the City of Sebastopol recommendations, two trip assignment scenarios were developed for the project traffic. Scenario 1 proposes that both project driveways operate as full-access driveways. Scenario 2 proposes that the eastern driveway operates as a full-access driveway and the western driveway operates with right-in and right-out movements only.

Figures 6a and 6b illustrate the trip distribution and trip assignment developed for the proposed project under Scenario 1 and 2, respectively. The assigned project trips are added to Existing Conditions traffic volumes to generate traffic volumes under Existing plus Project Conditions, as displayed in **Figures 7a and 7b.**

4.3 Intersection Level of Service Analysis – Existing plus Project Conditions

Table 6 summarizes the intersection LOS analysis results for Existing plus Project Conditions under Scenario 1. **Table 7** summarizes the intersection LOS analysis results for Existing plus Project Conditions under Scenario 2. The results for Existing Conditions and the projected increases in average delay are included for comparison purposes. **Appendices C and D** contain detailed calculation sheets for Existing plus Project Conditions for Scenarios 1 and 2, respectively.

Under Scenario 1, all intersections are expected to continue operating within applicable jurisdictional standards of LOS C and D, except the Caltrans' intersection at Main Street (SR 116) and Bodega Avenue (Intersection #5), which operates at LOS D during both peak hours. The project only increases the delay by approximately two seconds during the a.m. peak hour and three seconds during the p.m. peak hour. The impact of this level of delay increase is considered less-than-significant.

Table 6: Intersection Level of Service Analysis – Existing plus Project Conditions - Scenario 1

#	Study Intersections	Control	Peak Hour[1]	Existing Conditions		Existing plus Project Conditions		Change in Delay[4]
				Delay[2]	LOS[3]	Delay[2]	LOS[3]	
1	Bodega Avenue/Ragle Road	Two-Way Stop	AM	24.8	C	24.9	C	0.1
			PM	18.7	C	19.1	C	0.4
2	Bodega Avenue/Pleasant Hill Road	Signal	AM	23.5	C	23.6	C	0.1
			PM	24.0	C	24.1	C	0.1
3	Bodega Avenue/Robinson Road	Two-Way Stop	AM	23.6	C	24.6	C	1
			PM	24.3	C	25.6	D	1.3
4	Bodega Avenue/Dutton Avenue-Jewell Avenue	Signal	AM	26.9	C	26.7	C	-0.2
			PM	17.3	B	17.5	B	0.2
5	Bodega Avenue / Main Street (SR 116) *	Signal	AM	**47.6**	**D**	**49.4**	**D**	1.8
			PM	**37.9**	**D**	**40.8**	**D**	2.9
6	Sebastopol Avenue (SR 12)/Petaluma Avenue* (SR 116)	Signal	AM	12.8	B	13.0	B	0.2
			PM	14.6	B	14.8	B	0.2
7	Bodega Avenue/Western Driveway	One-Way Stop	AM	-	-	17.7	C	-
			PM	-	-	17.6	C	-
8	Bodega Avenue/Eastern Driveway	One-Way Stop	AM	-	-	8.4	A	-
			PM	-	-	8.4	A	-

Notes:
Bold indicates unacceptable operations,
1. AM – morning peak hour, PM – evening peak hour
2. Delay – Whole intersection weighted average control delay expressed in seconds per vehicle for signalized and all-way stop controlled intersections. Total control delay for the worst movement is presented for side-street stop – controlled intersections.
3. LOS – Level of Service
4. Change in delay between Existing and Existing plus Project Conditions
*Caltrans Intersections

Under Scenario 2, all intersections are expected to continue operating within applicable jurisdictional standards of LOS C and D, except the Caltrans' intersection of Main Street and Bodega Avenue (Intersection #5), which operates at LOS D during both peak hours. The project only increases the delay by approximately two seconds during the a.m. peak hour and three seconds during the p.m. peak hour. The impact of this level of delay increase is considered less-than-significant.

Based on the City of Sebastopol impact criteria, the projected traffic volume on the controlled movement for unsignalized intersections is relatively low (11 vehicles per hour). At the signalized intersections, increase in delay is less than five seconds. Hence, the project is expected to have a **less-than-significant** impact at all of the study intersection under plus Project scenario.

Table 7: Intersection Level of Service Analysis – Existing plus Project Conditions - Scenario 2

#	Study Intersections	Control	Peak Hour[1]	Existing Conditions		Existing plus Project Conditions		Change in Delay[4]
				Delay[2]	LOS[3]	Delay[2]	LOS[3]	
1	Bodega Avenue/Ragle Road	Two-Way Stop	AM	24.8	C	24.9	C	0.1
			PM	18.7	C	19.1	C	0.4
2	Bodega Avenue/Pleasant Hill Road	Signal	AM	23.5	C	23.6	C	0.1
			PM	24.0	C	24.1	C	0.1
3	Bodega Avenue/Robinson Road	Two-Way Stop	AM	23.6	C	24.6	C	1
			PM	24.3	C	25.9	D	1.6
4	Bodega Avenue/Dutton Avenue-Jewell Avenue	Signal	AM	26.9	C	26.7	C	-0.2
			PM	17.3	B	17.9	B	0.6
5	Bodega Avenue / Main Street (SR 116) *	Signal	AM	**47.6**	**D**	**49.4**	**D**	1.8
			PM	**37.9**	**D**	**40.8**	**D**	2.9
6	Sebastopol Avenue (SR 12)/Petaluma Avenue* (SR 116)	Signal	AM	12.8	B	13.0	B	0.2
			PM	14.6	B	14.8	B	0.2
7	Bodega Avenue/Western Driveway	One-Way Stop	AM	-	-	11.2	B	-
			PM	-	-	12.1	B	-
8	Bodega Avenue/Eastern Driveway	One-Way Stop	AM	-	-	8.4	A	-
			PM	-	-	8.4	A	-

Notes:
Bold indicates unacceptable operations,
1. AM – morning peak hour, PM – evening peak hour
2. Delay – Whole intersection weighted average control delay expressed in seconds per vehicle for signalized and all-way stop controlled intersections. Total control delay for the worst movement is presented for side-street stop – controlled intersections.
3. LOS – Level of Service
4. Change in delay between Existing and Existing plus Project Conditions
*Caltrans Intersections

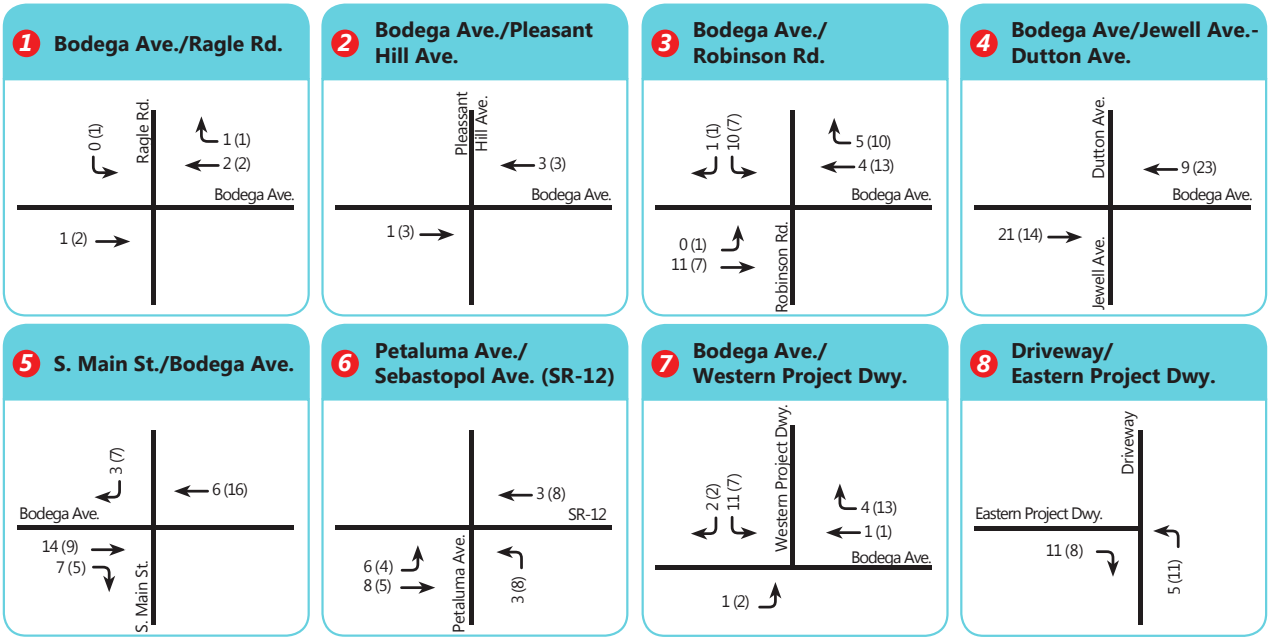
4.4 Average Daily Traffic – Existing plus Project Conditions

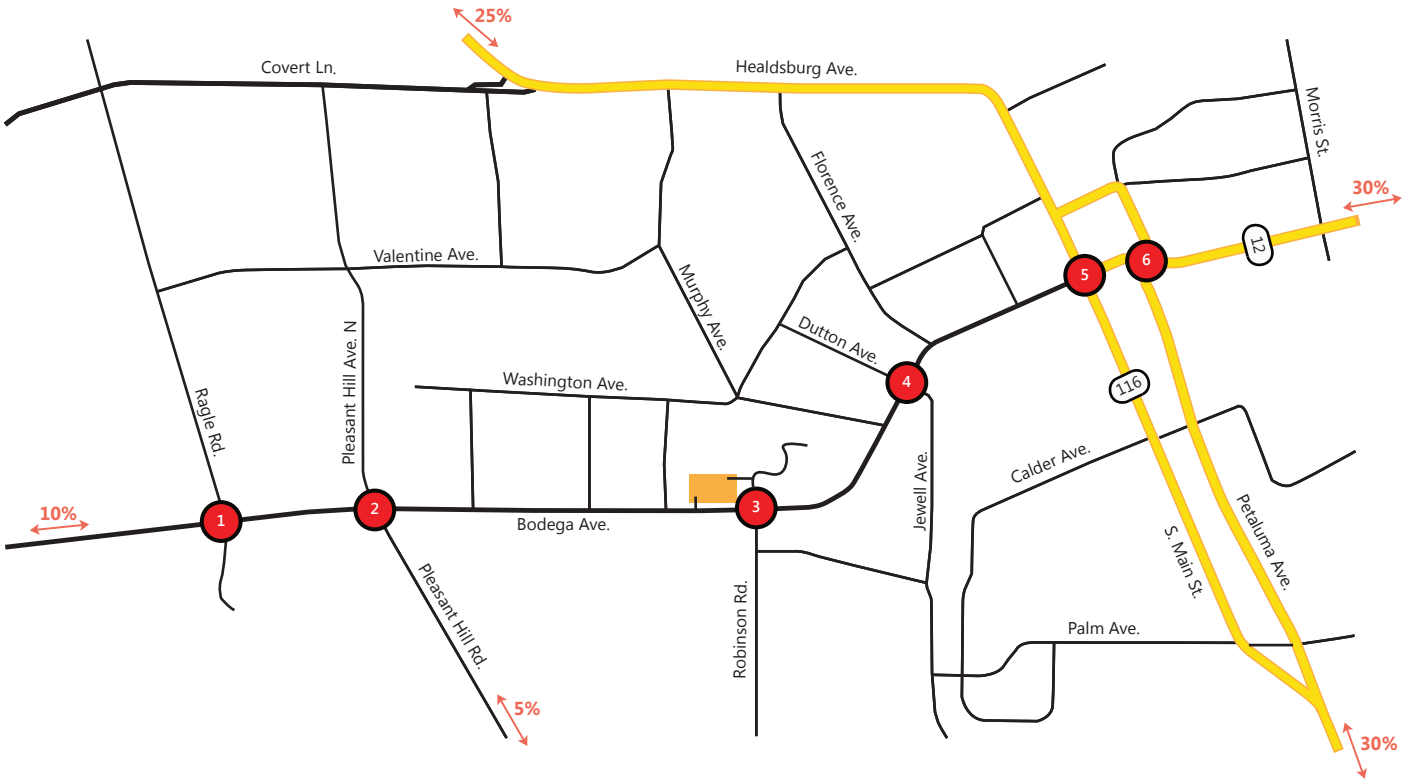
Under Existing plus Project Conditions, the average daily traffic on Bodega Avenue is 13,599 vehicles per day between Washington Avenue and Robinson Road, 12,111 vehicles per day between Pleasant Hill Avenue and Golden Ridge and 11,620 vehicles per day between Florence Avenue and Main Street.

4.5 Signal Warrant Analysis – Existing plus Project Conditions

The intersection at Bodega Avenue and Robinson Road (Intersection #3) was evaluated to see if installation of a traffic signal is warranted under existing plus project traffic conditions. The analysis is based on turning movement counts collected on Thursday, December 12, 2019 from 7 a.m. to 9 a.m. and 4 p.m. to 6 p.m., with the addition of traffic from both proposed project scenarios. Under Existing plus Project Conditions, the intersection of Bodega Avenue and Robinson Road does not satisfy the peak hour signal warrant (Warrant #3) during both peak periods for Scenarios 1 and 2. **Appendix H** contains peak hour signal warrant analysis work sheets.

Figure 6a: Project Trip Distribution and Assignment - Scenario 1



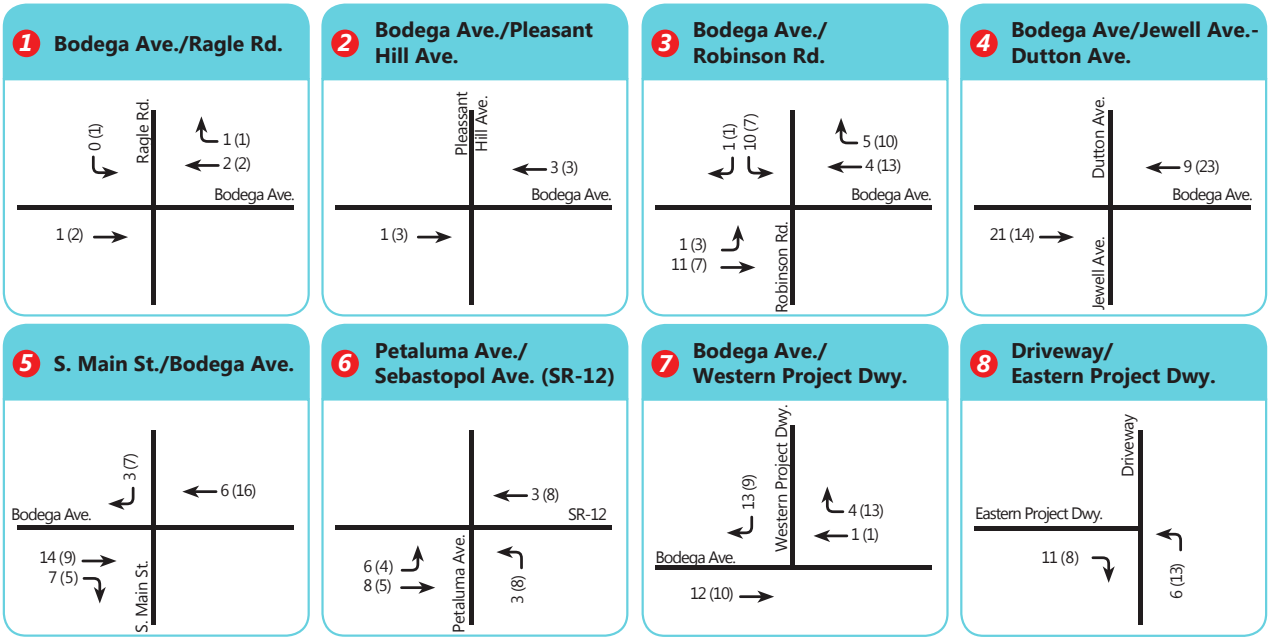


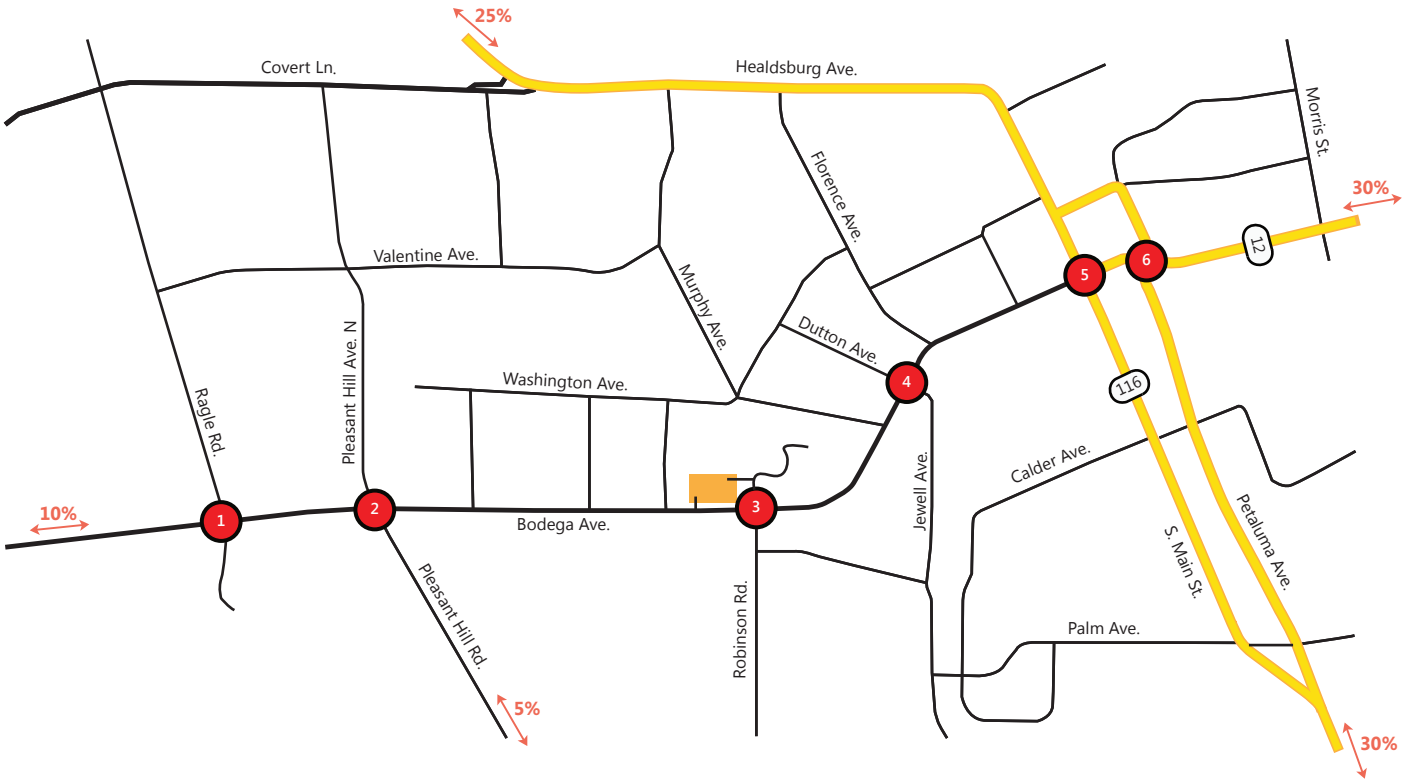
LEGEND

- Project Site
- Study Intersection
- Project Access
- XX AM Peak Hour Volumes
- (XX) PM Peak Hour Volumes
- XX% Trip Distribution

Note: Scenario 1 of the Project Trip Assignment assumes full access to both driveways.

Figure 6b: Project Trip Distribution and Assignment - Scenario 2



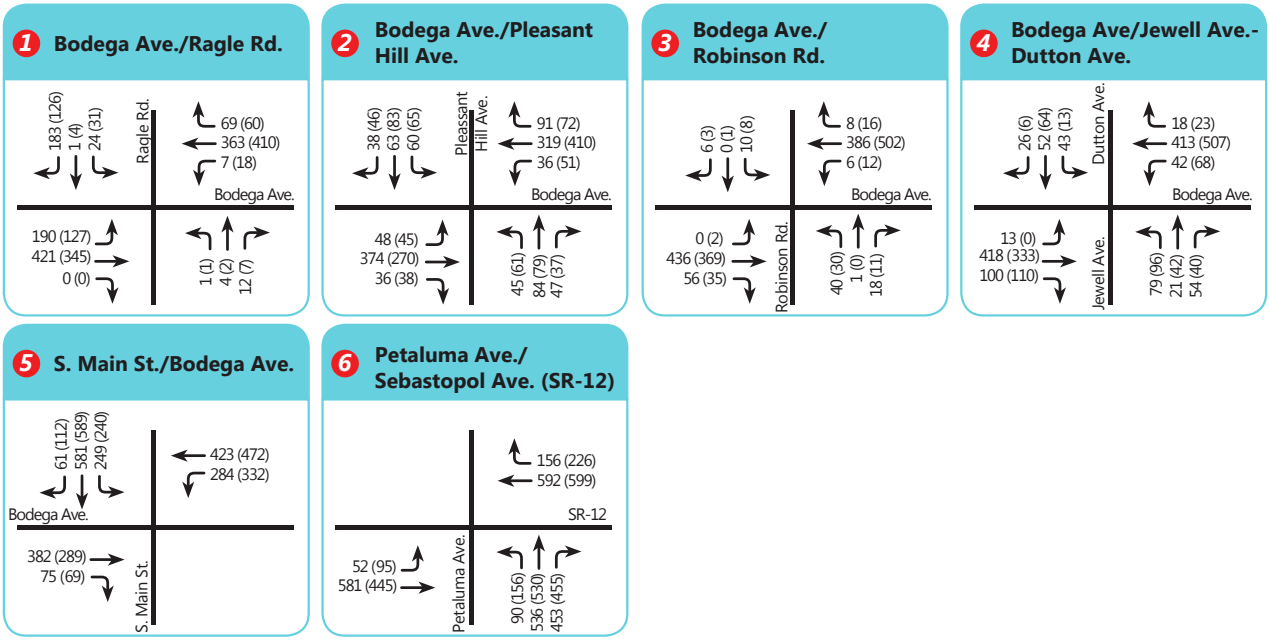


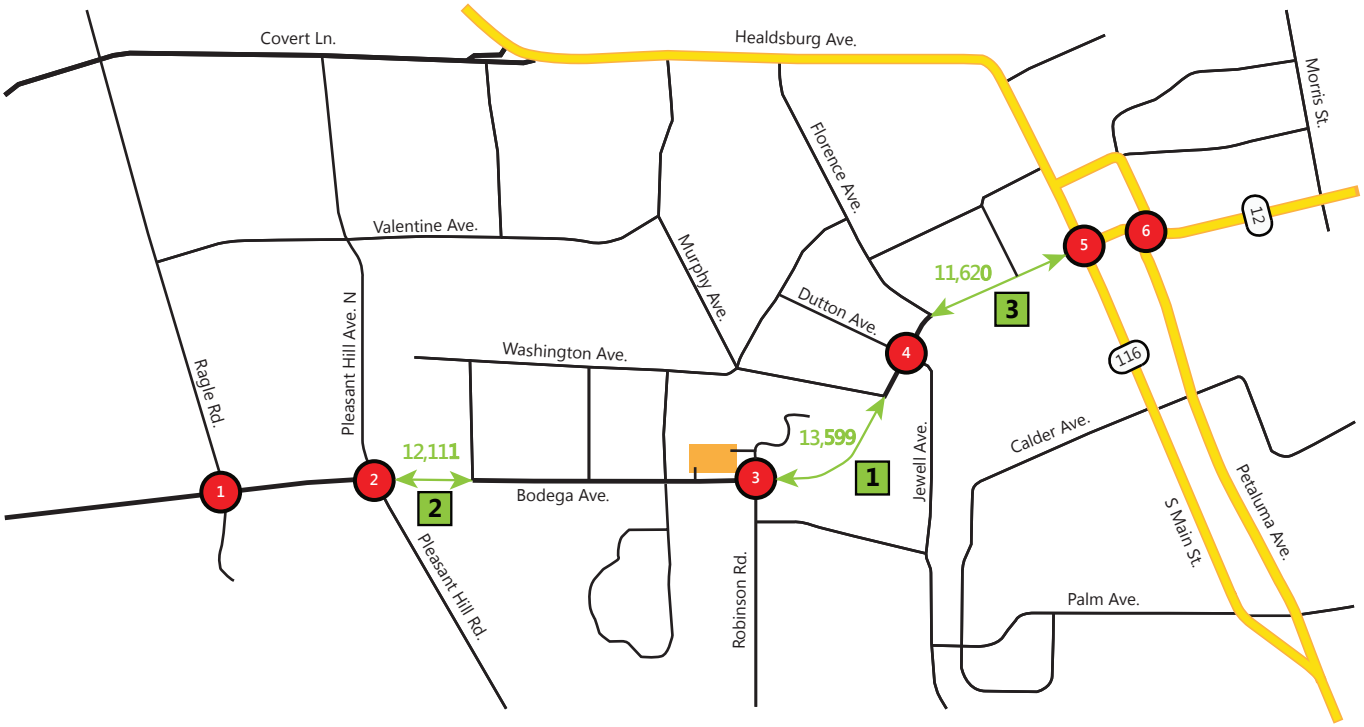
LEGEND

■	Project Site	XX	AM Peak Hour Volumes
(x)	Study Intersection	(XX)	PM Peak Hour Volumes
——	Project Access	XX%	Trip Distribution

Note: Scenario 2 of the Project Trip Assignment assumes full access at the eastern project driveway, and right in/out only access at the western project driveway.

Figure 7a: Existing Plus Project Scenario 1 Peak Hour Traffic Volumes

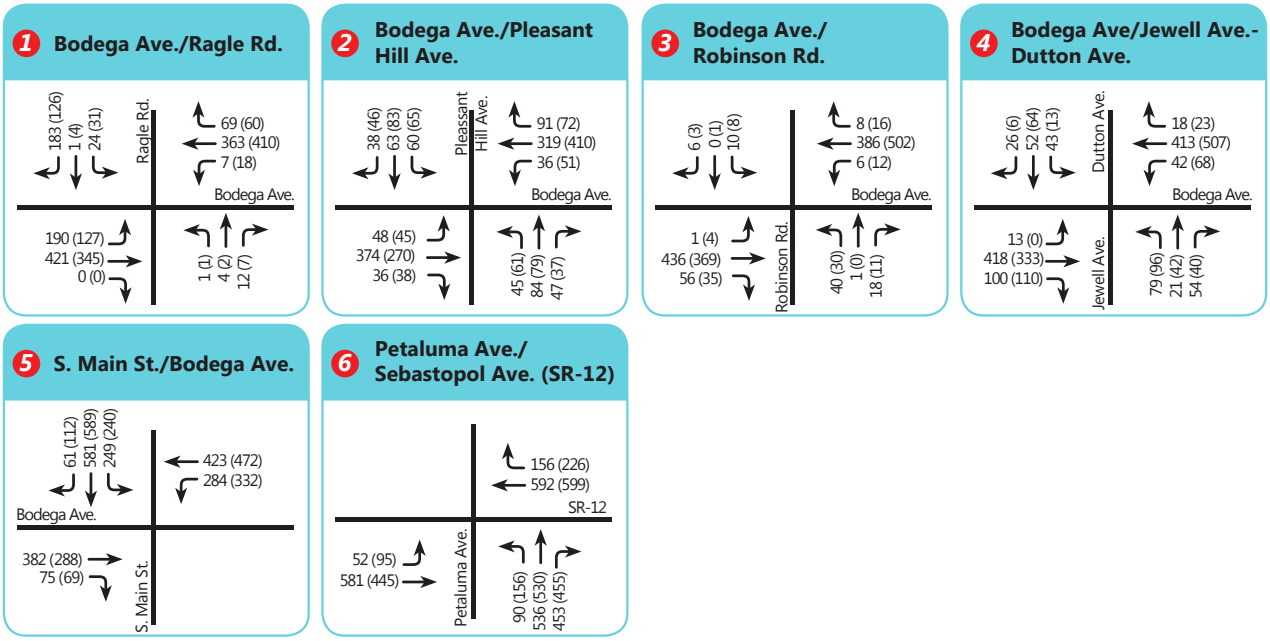


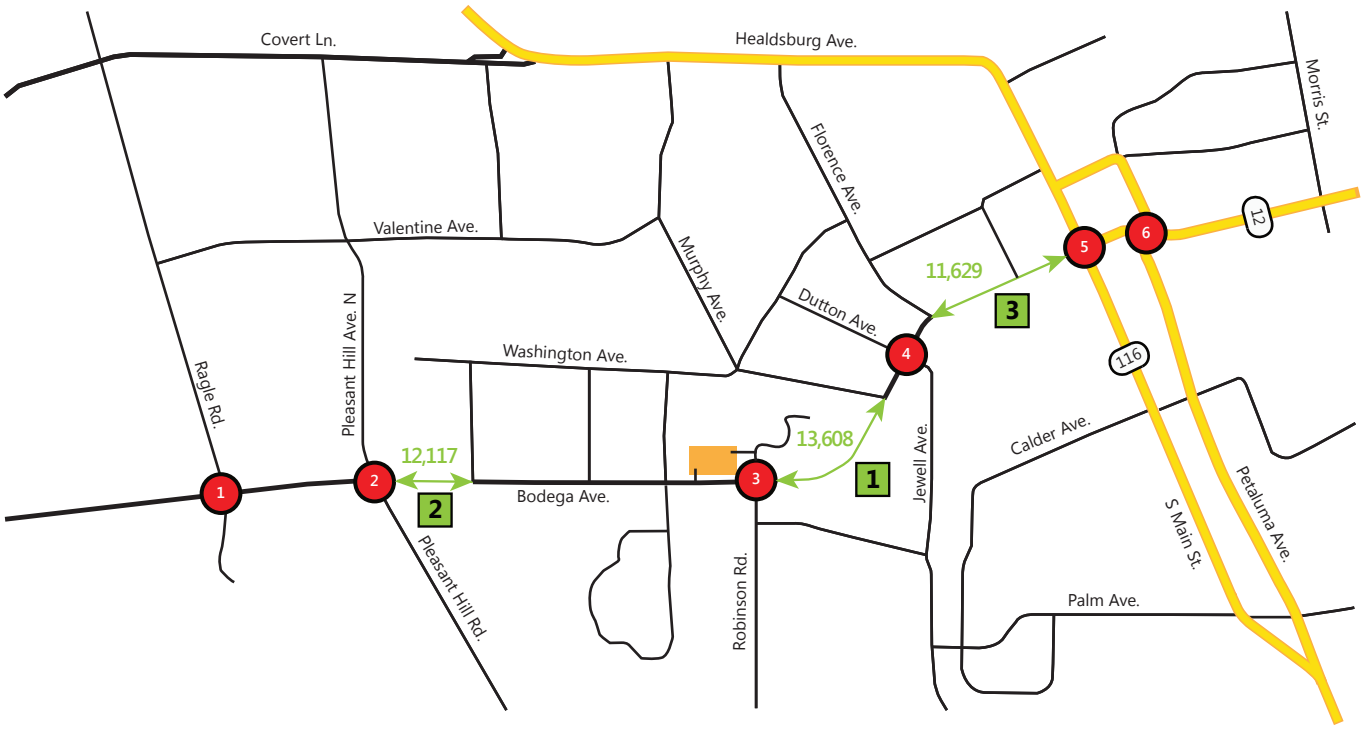


LEGEND

- Project Site
- Study Intersection
- Project Access
- 1 Study Segment
- XX AM Peak Hour Volumes
- (XX) PM Peak Hour Volumes
- XX,XXX Average Daily Traffic

Figure 7b: Existing Plus Project Scenario 2 Peak Hour Traffic Volumes





LEGEND

- Project Site
- Study Intersection
- Project Access
- 1 Study Segment
- XX AM Peak Hour Volumes
- (XX) PM Peak Hour Volumes
- XX,XXX Average Daily Traffic

5.0 CUMULATIVE CONDITIONS

This scenario represents the Year 2040 buildout of the County's General Plan and the regional growth in the SCTA Transportation Demand Model (TDM). TJKM used the SCTA TDM which represents the traffic volumes due to the anticipated population, job opportunity, and economic growth in Sonoma County by 2040. Cumulative Conditions turning movement volumes were projected by applying an annual growth of 0.9 percent to Existing Conditions (2019) traffic volumes and modifying peak hour factors (PHF) to 0.92 at all study intersections. **Figure 8** shows projected peak hour turning movement volumes at all of the study intersections for Cumulative Conditions.

5.2 Intersections Level of Service Analysis – Cumulative Conditions

Table 8 summarizes the intersection LOS analysis results for Cumulative Conditions. **Appendix E** contains detailed LOS calculation sheets for Cumulative Conditions. All intersections are expected to operate within applicable jurisdictional standards of LOS C and D, except the intersection at Bodega Avenue and Main Street (SR 116) which operates at LOS E during both peak hours.

Table 8: Intersection Level of Service Analysis – Cumulative (2040) Conditions

#	Study Intersections	Control	Peak Period[1]	Cumulative Conditions	
				Delay[2]	LOS[3]
1	Bodega Avenue/Ragle Road	Two-Way Stop	AM	30.8	D
			PM	26.3	D
2	Bodega Avenue/Pleasant Hill Road	Signal	AM	25.8	C
			PM	28.5	C
3	Bodega Avenue/Robinson Road	Two-Way Stop	AM	29.0	D
			PM	29.4	D
4	Bodega Avenue/Dutton Avenue-Jewell Avenue	Signal	AM	24.8	C
			PM	19.7	B
5	Bodega Avenue / Main Street (SR 116) *	Signal	AM	**64.0**	**E**
			PM	**79.2**	**E**
6	Sebastopol Avenue (SR 12)/Petaluma Avenue* (SR 116)	Signal	AM	15.2	B
			PM	19.7	B

Notes:
1. AM – morning peak hour, PM – evening peak hour
2. Delay – Whole intersection weighted average control delay expressed in seconds per vehicle for signalized and all-way stop controlled intersections. Total control delay for the worst movement is presented for side-street stop – controlled intersections.
3. LOS – Level of Service
*Caltrans Intersections

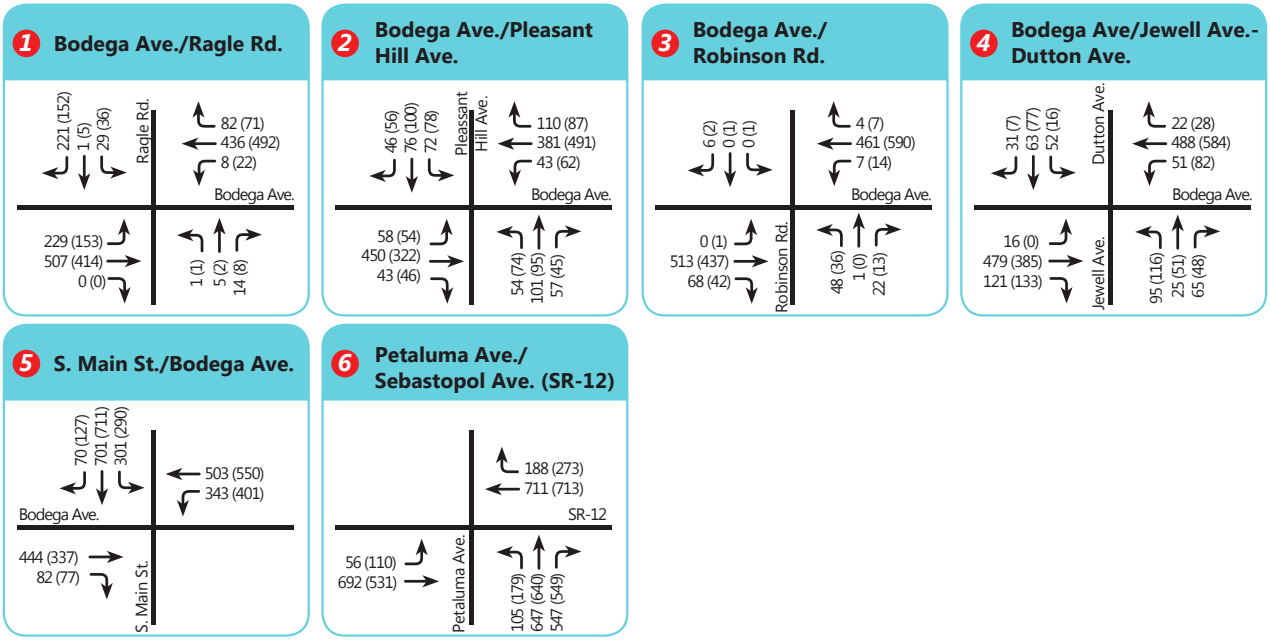
5.3 Average Daily Traffic – Cumulative Conditions

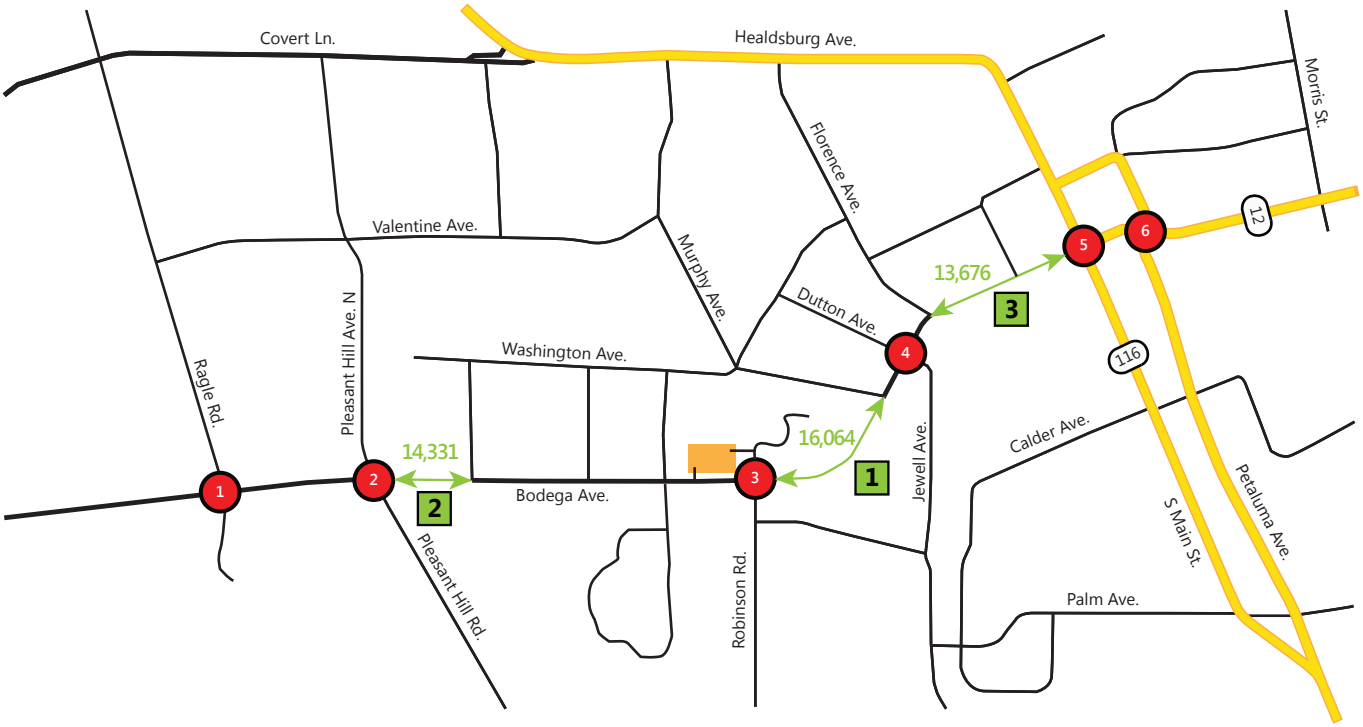
Under Cumulative Conditions, the average daily traffic on Bodega Avenue is 16,064 vehicles per day between Washington Avenue and Robinson Road, 14,331 vehicles per day between Pleasant Hill Avenue and Golden Ridge and 13,676 vehicles per day between Florence Avenue and Main Street.

5.4 Signal Warrant Analysis – Cumulative Conditions

The intersection at Bodega Avenue and Robinson Road (Intersection #3) was evaluated to see if installation of a traffic signal is warranted under cumulative traffic conditions. The analysis is based on existing traffic volumes, with an applied annual growth rate of 0.9 percent. Under Cumulative Conditions, the intersection of Bodega Avenue and Robinson Road does not satisfy the peak hour signal warrant (Warrant #3) during both peak periods. **Appendix H** contains peak hour signal warrant analysis work sheets.

Figure 8: Cumulative Peak Hour Traffic Volumes





LEGEND

- Project Site
- Study Intersection
- Project Access
- 1 Study Segment
- XX AM Peak Hour Volumes
- (XX) PM Peak Hour Volumes
- XX,XXX Average Daily Traffic

6.0 CUMULATIVE PLUS PROJECT CONDITIONS

This scenario is identical to Cumulative Conditions, but with the addition of projected traffic from the proposed apartment developments and with peak hour factors (PHF) set to 0.92 at all study intersections. Trip generation and distribution for the proposed project are identical to that assumed under Existing plus Project Conditions. **Figures 9a and 9b** show projected peak hour turning movement volumes at all study intersections for Cumulative plus Project Conditions under Scenarios 1 and 2, respectively.

6.1 Intersection Level of Service Analysis – Cumulative plus Project Conditions

Table 9 summarizes the intersection LOS analysis results for Cumulative plus Project Conditions under Scenario 1. **Table 10** summarizes the intersection LOS analysis results for Cumulative plus Project Conditions under Scenario 2. The results for Cumulative Conditions are included for comparison purposes, along with the projected increases in average delay. **Appendix F and G** contain detailed LOS calculation sheets for Cumulative plus Project Conditions under Scenarios 1 and 2, respectively.

Under Scenario 1, all intersections are expected to continue operating within applicable jurisdictional standards of LOS C and D or better, except the intersection at Main Street (SR 116) and Bodega Avenue (Intersection #5), which operates at LOS E during both peak hours. The project only increases the delay by approximately one second during the a.m. peak hour and p.m. peak hour. The impact of this level of delay increase is considered less-than-significant.

Table 9: Intersection Level of Service Analysis – Cumulative plus Project Conditions Scenario 1

#	Study Intersections	Control	Peak Hour[1]	Cumulative Conditions		Cumulative plus Project Conditions		Change in Delay[4]
				Delay[2]	LOS[3]	Delay[2]	LOS[3]	
1	Bodega Avenue/Ragle Road	TWSC	AM	30.8	D	30.8	D	0.0
			PM	26.3	D	26.9	D	0.6
2	Bodega Avenue/Pleasant Hill Road	Signal	AM	25.8	C	25.9	C	0.1
			PM	28.5	C	28.6	C	0.1
3	Bodega Avenue/Robinson Road	TWSC	AM	29.0	D	30.1	D	1.1
			PM	29.4	D	31.0	D	1.6
4	Bodega Avenue/Dutton Avenue-Jewell Avenue	Signal	AM	24.8	C	25.2	C	0.4
			PM	19.7	B	19.9	B	0.2
5	Bodega Avenue / Main Street (SR 116) *	Signal	AM	**64.0**	**E**	**65.1**	**E**	1.1
			PM	**79.2**	**E**	**79.6**	**E**	0.4
6	Sebastopol Avenue (SR 12)/Petaluma Avenue* (SR 116)	Signal	AM	15.2	B	15.5	B	0.3
			PM	19.7	B	20.0	C	0.3
7	Bodega Avenue/Western Driveway	One-Way Stop	AM	-	-	22.0	C	-
			PM	-	-	21.6	C	-
8	Bodega Avenue/Eastern Driveway	One-Way Stop	AM	-	-	8.4	A	-
			PM	-	-	8.4	A	-

Notes:
1. AM – morning peak hour, PM – evening peak hour

2. Delay – Whole intersection weighted average control delay expressed in seconds per vehicle for signalized and all-way stop controlled intersections. Total control delay for the worst movement is presented for side-street stop – controlled intersections.
3. LOS – Level of Service
4. Change in delay between Cumulative and Cumulative plus Project Conditions
*Caltrans Intersections

Under Scenario 2, all intersections are expected to continue operating within applicable jurisdictional standards of LOS C and D or better, except the intersection at Main Street (SR 116) and Bodega Avenue (Intersection #5), which operates at LOS E during both peak hours. The project only increases the delay by approximately one second during the a.m. peak hour and p.m. peak hour. The impact of this level of delay increase is considered less-than-significant.

Table 10: Intersection Level of Service Analysis – Cumulative plus Project Conditions Scenario 2

#	Study Intersections	Control	Peak Hour[1]	Cumulative Conditions		Cumulative plus Project Conditions		Change in Delay[4]
				Delay[2]	LOS[3]	Delay[2]	LOS[3]	
1	Bodega Avenue/Ragle Road	TWSC	AM	30.8	D	30.8	D	0.0
			PM	26.3	D	26.9	D	0.6
2	Bodega Avenue/Pleasant Hill Road	Signal	AM	25.8	C	25.9	C	0.1
			PM	28.5	C	28.6	C	0.1
3	Bodega Avenue/Robinson Road	TWSC	AM	29.0	D	30.3	D	1.3
			PM	29.4	D	31.2	D	1.8
4	Bodega Avenue/Dutton Avenue-Jewell Avenue	Signal	AM	24.8	C	25.2	C	0.4
			PM	19.7	B	19.9	B	0.2
5	Bodega Avenue / Main Street (SR 116) *	Signal	AM	**64.0**	**E**	**65.1**	**E**	1.1
			PM	**79.2**	**E**	**79.6**	**E**	0.4
6	Sebastopol Avenue (SR 12)/Petaluma Avenue* (SR 116)	Signal	AM	15.2	B	15.5	B	0.3
			PM	19.7	B	20.0	C	0.3
7	Bodega Avenue/Western Driveway	One-Way Stop	AM	-	-	12.0	B	-
			PM	-	-	13.3	B	-
8	Bodega Avenue/Eastern Driveway	One-Way Stop	AM	-	-	8.4	A	-
			PM	-	-	8.4	A	-

Notes:
1. AM – morning peak hour, PM – evening peak hour
2. Delay – Whole intersection weighted average control delay expressed in seconds per vehicle for signalized and all-way stop controlled intersections. Total control delay for the worst movement is presented for side-street stop – controlled intersections.
3. LOS – Level of Service
4. Change in delay between Cumulative and Cumulative plus Project Conditions
*Caltrans Intersections

Based on the City of Sebastopol impact criteria, the projected traffic volume on the controlled movement for unsignalized intersections is relatively low (11 vehicles per hour). At the signalized intersections, increase in delay is less than five seconds. Hence,the project is expected to have a **less-than-significant** impact at all of the study intersection under plus Project scenario.

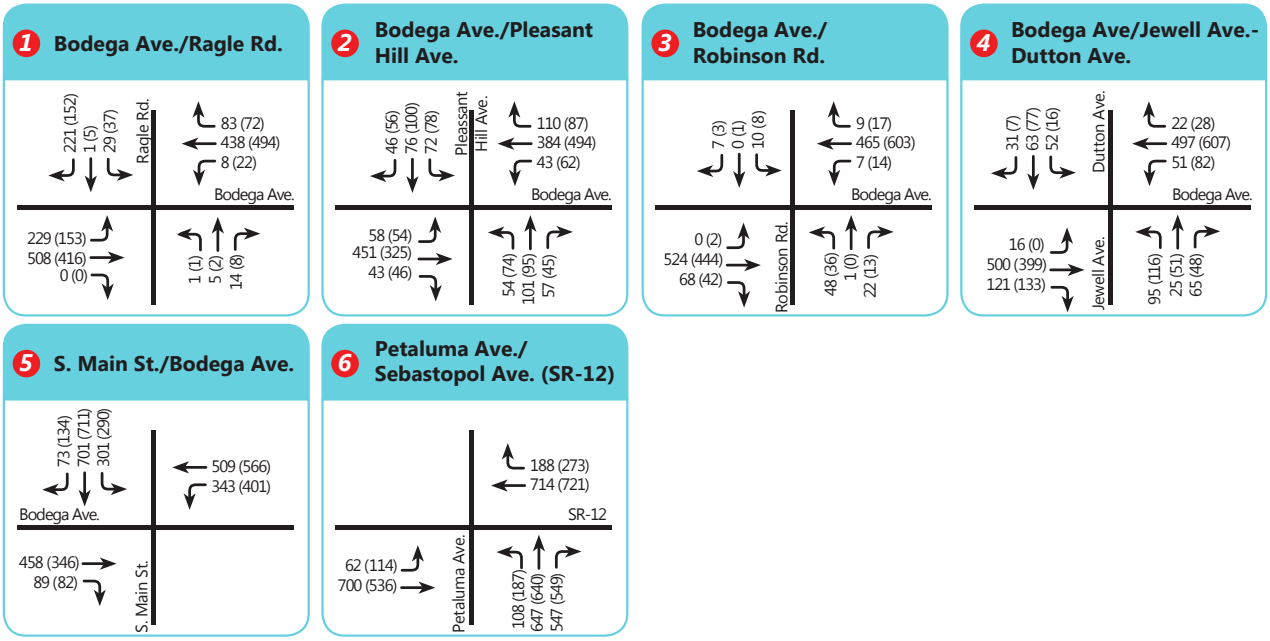
6.2 Average Daily Traffic – Cumulative plus Project Conditions

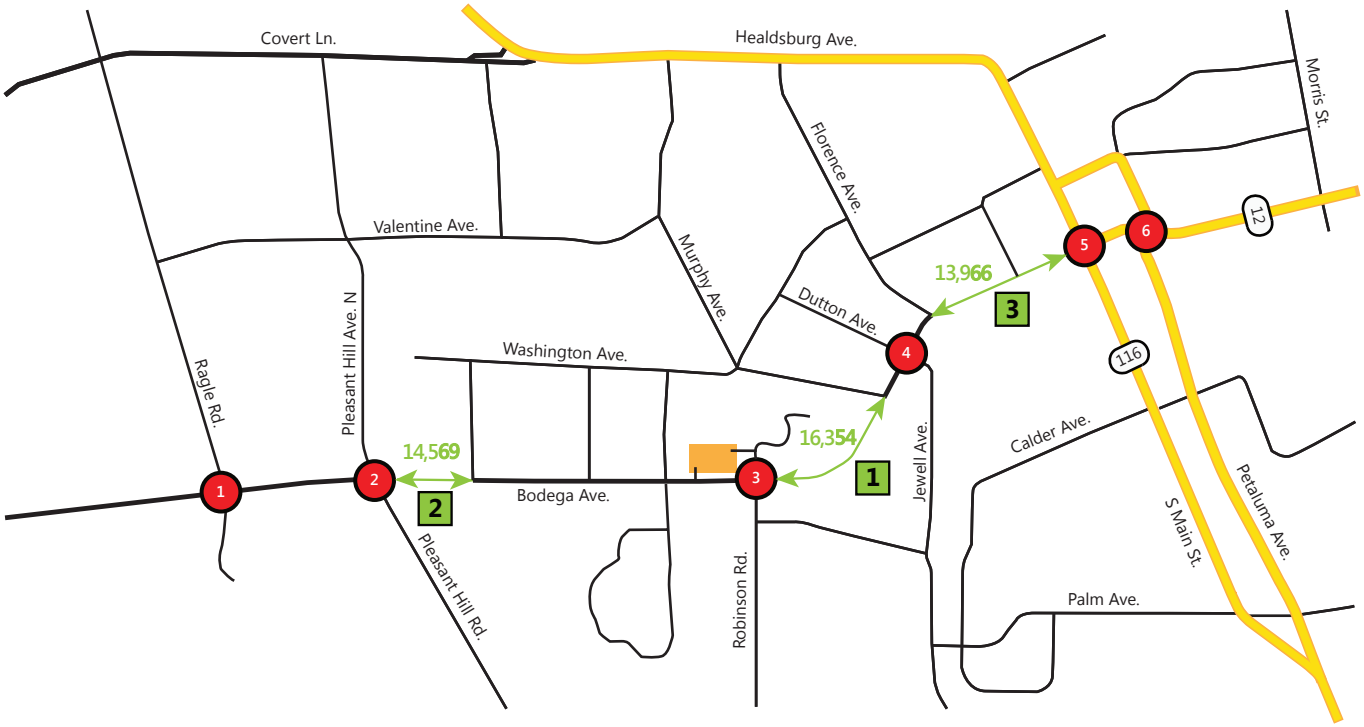
Under Cumulative plus Project Conditions, the average daily traffic on Bodega Avenue is 16,354 vehicles per day between Washington Avenue and Robinson Road, 14,569 vehicles per day between Pleasant Hill Avenue and Golden Ridge and 13,966 vehicles per day between Florence Avenue and Main Street.

6.3 Signal Warrant Analysis – Cumulative plus Project Conditions

The intersection at Bodega Avenue and Robinson Road (Intersection #3) was evaluated to see if installation of a traffic signal is warranted under cumulative plus project traffic conditions. The analysis is based on cumulative conditions turning movement counts, with the addition of traffic from the proposed project. Under Cumulative plus Project Conditions, the intersection of Bodega Avenue and Robinson Road does not satisfy the peak hour signal warrant (Warrant #3) during both peak periods for Scenarios 1 and 2. **Appendix H** contains peak hour signal warrant analysis work sheets.

Figure 9a: Cumulative Plus Project Scenario 1 Peak Hour Traffic Volumes





LEGEND

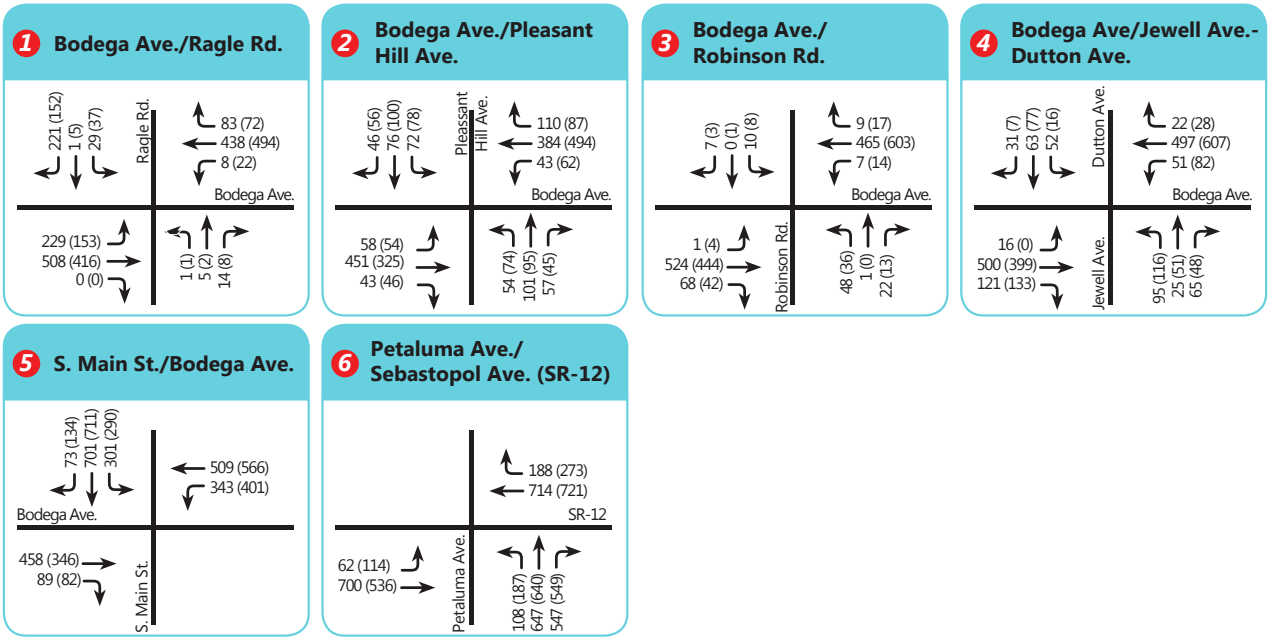
- Project Site
- Study Intersection
- Project Access
- Study Segment

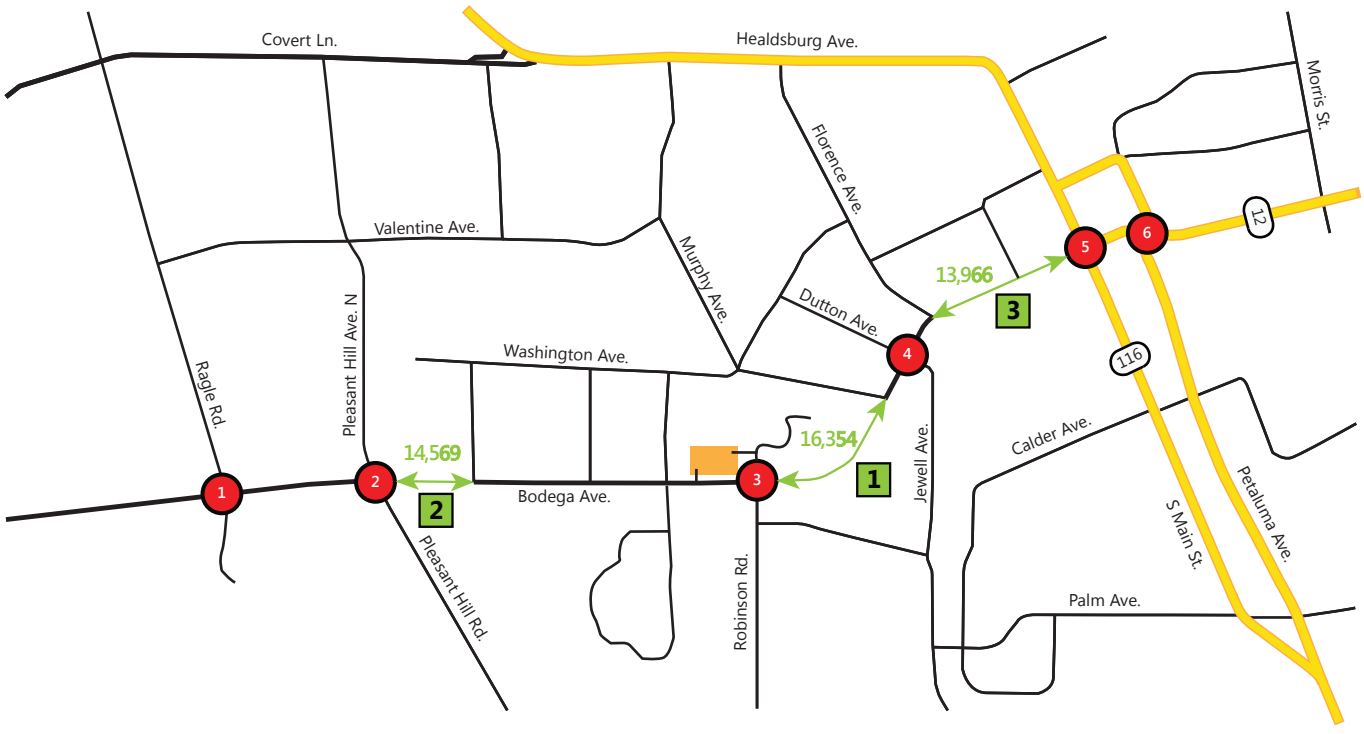
XX AM Peak Hour Volumes

(XX) PM Peak Hour Volumes

XX,XXX Average Daily Traffic

Figure 9b: Cumulative Plus Project Scenario 2 Peak Hour Traffic Volumes





LEGEND

- Project Site
- Study Intersection
- Project Access
- Study Segment

XX AM Peak Hour Volumes

(XX) PM Peak Hour Volumes

XX,XXX Average Daily Traffic

7.0 QUEUEING AND DRIVEWAY ANALYSIS

7.1 Queuing Analysis at Selected Study Intersections

TJKM conducted a vehicle queuing and storage analysis for all exclusive left and right turn pockets at selected study intersections where project traffic is added under plus Project conditions. The 95th percentile (maximum) queues were analyzed using the Intersection Queue methodology contained in the Synchro 10 software. Detailed calculations are included in the LOS appendices corresponding to each analysis scenario**. Table 11** summarizes the 95th percentile queue lengths at selected study intersections under Existing and Existing plus Project Conditions scenarios. After the addition of project traffic, the change in queue length remains below 25 feet (one vehicles length) at all turn pockets evaluated. Under Existing plus Project conditions, both proposed project scenarios create a **less-than-significant** impact on the expected left-turn or right-turn queues at the study intersections. Project queues at signalized intersections does not extends through upstream signalized intersections.

Table 11: 95th Percentile Queues at Turn Pockets Affected by Project Traffic – Existing Conditions

ID	Intersection Name	Lane Group	Storage Length per Lane	Existing		Existing plus Project Scenario 1		Existing plus Project Scenario 2		Change in Queue Length Scenario 1[1]		Change in Queue Length Scenario 2[1]	
				AM	PM	AM	PM	AM	PM	AM	PM	AM	PM
2	Bodega Avenue/ Pleasant Hill Road	EBL	65	**70**	**70**	**70**	**70**	**70**	**70**	0	0	0	0
		WBL	50	**60**	**75**	**60**	**75**	**60**	**75**	0	0	0	0
		WBR	65	40	30	40	30	40	30	0	0	0	0
		SBL	40	**80**	**85**	**80**	**90**	**80**	**85**	0	5	0	0
4	Bodega Avenue/ Dutton Avenue-Jewell Avenue	EBL	70	30	0	30	0	30	0	0	0	0	0
		WBL	100	70	90	70	90	70	90	0	0	0	0
		NBL	95	95	**110**	95	**110**	95	**110**	0	0	0	0
5	Main Street/ Sebastopol Avenue	EBR	110	5	5	10	10	10	10	5	5	5	5
6	Sebastopol Avenue/ Petaluma Avenue	EBL	65	55	**90**	60	**95**	60	**95**	5	5	5	5
		NBR	405	215	110	225	115	225	115	10	5	10	5

Notes:

[1]vehicle = 25 feet in length.

Bold indicates queue length exceeds available storage length.

Storage length and 95th percentile queue is expressed in feet per lane.

Queue length is rounded to nearest five foot interval.

Table 12 summarizes the 95th percentile queue lengths at selected study intersections under Cumulative (2040) and Cumulative plus Project Conditions scenarios. After the addition of project traffic, the change in queue length remains under 25 feet (one vehicles length) at all turn pockets evaluated. Under Cumulative plus Project conditions, both proposed project scenarios create a **less-than-significant** impact on the expected left-turn or right-turn queues at the study intersections.

Table 12: 95th Percentile Queues at Turn Pockets Affected by Project Traffic – Cumulative Conditions

ID	Intersection Name	Lane Group	Storage Length per Lane	Existing		Existing plus Project Scenario 1		Existing plus Project Scenario 2		Change in Queue Length Scenario 1[1]		Change in Queue Length Scenario 2[1]	
				AM	PM	AM	PM	AM	PM	AM	PM	AM	PM
2	Bodega Avenue / Pleasant Hill Road	EBL	65	**85**	**85**	**85**	**85**	**85**	**85**	0	0	0	0
		WBL	50	**70**	**95**	**70**	**95**	**70**	**95**	0	0	0	0
		WBR	65	55	45	55	45	55	45	0	0	0	0
		SBL	40	**95**	**105**	**95**	**105**	**95**	**105**	0	0	0	0
4	Bodega Avenue / Dutton Avenue-Jewell Avenue	EBL	70	35	0	35	0	35	0	0	0	0	0
		WBL	100	75	**110**	75	**110**	75	**110**	0	0	0	0
		NBL	95	**110**	**130**	**110**	**135**	**110**	**135**	0	5	0	5
5	Main Street/ Sebastopol Avenue	EBR	110	15	10	15	15	15	15	0	5	0	5
6	Sebastopol Avenue / Petaluma Avenue	EBL	65	**70**	**120**	**75**	**125**	**75**	**125**	5	5	5	5
		NBR	405	**440**	390	**445**	395	**445**	395	5	5	5	5

Notes:

[1]vehicle = 25 feet in length.

Bold indicates queue length exceeds available storage length.

Storage length and 95th percentile queue is expressed in feet per lane.

Queue length is rounded to nearest five foot interval.

7.2 Queuing Analysis at Project Driveways

TJKM conducted a vehicle queuing analysis at the proposed project driveways on Bodega Avenue. The 95th percentile (maximum) queues were analyzed using the HCM 2010 Queue methodology contained in Synchro 10 software. Detailed calculations are included in the LOS appendices corresponding to each analysis scenario**. Tables 13 and 14** summarize the 95th percentile queue lengths at the project driveways under the Existing plus Project Scenarios 1 and 2, respectively. It should be noted that for the driveway analysis total project trips were assigned on the project driveways.

As shown in **Table 13**, under Existing plus Project Conditions Scenario 1 project driveways are expected to operate at an acceptable LOS C or better. In addition, the 95th percentile queuing at the outbound approaches of the project driveways are expected to be under one vehicle in length (25 feet) during a.m. and p.m. peaks.

Table 13: 95th Percentile Queues and Level of Service at Project Driveway – Scenario 1

Intersection	Control	Existing plus Project Conditions – Scenario 1					
		AM			PM		
		Delay[1]	LOS[2]	95th Percentile Queue (feet)[3]	Delay[1]	LOS[2]	95th Percentile Queue (feet)[3]
Bodega Avenue / Western Driveway	One-Way Stop	17.7	C	2.5	17.6	C	2.5
Bodega Avenue / Eastern Driveway	One-Way Stop	8.4	A	0	8.4	A	0

Note:
[1]Delay = Average control delay in seconds per vehicle
[2]LOS – Level of Service
[3]Reported values of 95th percentile queues are for the outbound movements at the project driveway

As shown in **Table 14**, under Existing plus Project Conditions Scenario 2 project driveways are expected to operate at an acceptable LOS B or better. In addition, the 95th percentile queuing at the outbound approaches of the project driveways are expected to be under one vehicle in length (25 feet) during a.m. and p.m. peaks.

Table 14: 95th Percentile Queues and Level of Service at Project Driveway – Scenario 2

Intersection	Control	Existing plus Project Conditions – Scenario 2					
		AM			PM		
		Delay[1]	LOS[2]	95th Percentile Queue (feet)[3]	Delay[1]	LOS[2]	95th Percentile Queue (feet)[3]
Bodega Avenue / Western Driveway	One-Way Stop	11.2	B	2.5	12.1	B	2.5
Bodega Avenue / Eastern Driveway	One-Way Stop	8.4	A	0	8.4	A	0

Note:
[1]Delay = Average control delay in seconds per vehicle
[2]LOS – Level of Service
[3]Reported values of 95th percentile queues are for the outbound movements at the project driveway

8.0 ADDITIONAL ANALYSES

The following sections provide additional analyses of other transportation issues associated with the project site, including:

- Site access and onsite circulation;
- Sight Distance;
- Parking Demand;
- Pedestrian, bicycle and transit impacts;

Unlike the LOS impact methodology, which is adopted by the City, the analyses in these sections is based on professional judgment in accordance with the standards and methods employed by traffic engineers.

8.1 Site Access and On-Site Circulation

This section analyzes site access and internal circulation for vehicles, pedestrians and bicycles based on the site plan presented on **Figure 2**. TJKM reviewed internal and external access for the project site for vehicles, pedestrians, and bicycles.

Site Access

In terms of external access, the project conceptual plan provided by the applicant shows that two driveways on Bodega Avenue will provide access to the proposed mixed-use development. The first driveway will be accessible off of an existing residential roadway that functions as the northern leg of the Bodega Avenue and Robinson Avenue intersection. This proposed driveway currently provides private access to a single family home. Vehicles entering and exiting the proposed development via this driveway to the two-way stop-controlled intersection of Bodega Avenue and Robinson Road or pedestrians crossing a crosswalk near the driveway. A second driveway, approximately 265 feet west of the first driveway, is also currently providing private access to a single-family residency. This driveway is proposed under two scenarios; Scenario 1 proposes both project driveways operating as full-access driveways; Scenario 2 proposes that the eastern driveway operates as a full-access driveway and the western driveway operates with right-in and right-out movements only. Both existing driveways will be enhanced to provide sufficient space for bidirectional access to the proposed development via Bodega Avenue.

On-Site Circulation

The internal circulation was reviewed for issues related to queuing, safety, dead-end aisles, and parking spaces with difficult maneuvers. As discussed in the previous section, the proposed project can be accessed via two driveways as shown **Figure 2**. The driveway off the Bodega Avenue and Robinson Road intersection is approximately 30 feet wide and provides bidirectional access to and from the project site. The driveway directly off Bodega Avenue is approximately 25 feet wide and also provides bi-directional access to and from the project site. The proposed parking lot allows for two-way travel via a loop circulating roadway with three pedestrian crosswalks. Emergency vehicles have the ability to enter through either driveway and access any part of the site via the internal roadway. Emergency vehicles can exit by continuing on the loop circulating roadway to a driveway thus avoiding having to make difficult

turnaround maneuvers. There is no designated loading zone identified on the site plan. Three garbage pick-up areas are located on the northeast corner of Phase II and southwest corners of Phase 1.

Preliminary analysis shows the proposed project provides adequate vehicle, pedestrian, bicycle, emergency vehicle and garbage pick-up truck access to and from, and within the project site. However, TJKM recommends the project provide dimensions of the driveways and the circulating aisle on the site plan for an in-depth analysis.

8.2 Sight Distance

Sight distance is evaluated to determine if a driver will have adequate visibility to enter a roadway safely without resulting in a conflict with traffic already on the roadway. The project access points should be free and clear of any obstructions that would materially and adversely affect sight distance, thereby ensuring that exiting vehicles can see pedestrians on the sidewalk and other vehicles traveling on adjacent roadways. According to the Highway Design Manual (HDM), Chapter 200, 2014, the required minimum stopping sight distance for design speed of 25 mph (Bodega Avenue) is 150 feet. The line of sight between vehicles exiting and vehicles approaching the western driveway is clear and visible for at least 150 feet. The sight plan in **Figure 2** proposes a new monument sign on the east side of this driveway.

The eastern driveway is proposed to be located just north of the intersection at Bodega Avenue and Robinson Road. Since the north leg of this intersection is a driveway and exhibits a sharp turn near the intersection, it is likely that vehicles travel at low speeds. Due to its proximity to the intersection and low speeds vehicles entering and exiting this driveway will have sufficient sight distance. Currently, the curvature of the road and landscaping north of the driveway block the line of sight between vehicles travelling southbound toward the driveway and vehicles exiting the driveway. TJKM recommends that the landscaping near the driveway does not exceed three feet in height to maintain a clear line of sight.

8.3 Parking

The proposed multifamily residential development provides 152 automobile parking spaces, including five covered accessible spaces, four uncovered accessible spaces, 8 covered compact spaces, 48 uncovered compact spaces, 71 covered standard spaces,16 uncovered standard spaces and 48 bicycle parking spaces via bicycle racks. In addition to this, the project provides 15% of total parking spaces for Calgreen Tier 1 and 23 Electric Vehicle spaces.

As per the City of Sebastopol Municipal Code Section 17.110.030, multifamily residential developments must provide one parking space per studio unit, 1.5 parking spaces per one-bedroom unit, two parking space per two to three bedroom units and three parking spaces per four or more bedroom units, and half a bicycle parking space per unit. Additionally, the project must provide 0.5 bicycle parking spaces per dwelling unit and electric vehicle charging (EVC) infrastructure at 20 percent of vehicle parking spaces and at least one ADA space. The parking requirements are detailed in **Table 15**.

Table 15: Parking Requirements

Land Use	*Size*	*Units*	*City Required Parking (Space/Unit)*	*Required Parking Space (Auto/Bike)*	*Provided Parking Space*
Multifamily Housing	84	dwelling units	1/ studio unit, 1.5/ 1-bedroom unit, 2/ 2-3 bedroom unit, 3/ 4+ bedroom unit; 0.5 bicycle spaces/unit	**162 / 42**	**152 / 48**

Source: = Average control delay in seconds per vehicle

The City's Municipal Code requires projects provide ADA parking compliant with the California Building Code. The California Building Code requires that accessible parking spaces are provided at a minimum rate of two percent of the covered parking spaces for multifamily dwelling units, with at least one space of each type of parking facility made accessible. Since the City does not require covered parking spaces, two percent of the total required parking spaces were considered. Thus, the project must provide at least four accessible parking spaces to comply with the California Building Code. The project will provide five covered and four uncovered accessible parking spaces.

The Zoning Ordinance allows for increases or decreases in parking requirements of up to 20 percent pursuant the approval of a conditional use permit by the Planning Commission. In order to approve a conditional use permit for the reduction of required parking, the Planning Commission must determine that:

- The proposed project will generate a significantly different parking demand from specified standards due to the nature or operation of the development;
- The reduced number of parking spaces will be sufficient for safe, efficient and convenient operations;
- The configuration of parking spaces and operations of the parking facility will have adequate parking availability;
- Adequate provisions have been made to accommodate any possible changes in occupancy or land use that may necessitate a greater parking capacity or change in parking dimensions;
- A reduction in parking requirement will not impair public safety, traffic flow, or other interferences related to operations on site or in the area.

The project qualifies City of Sebastopol Deed-restricted affordable housing parking requirements (Chapter 17.110.0.30, Table 17.110-2). With reference to this code, 90% of the applicable parking requirement for vehicle parking spaces and 25% of the required vehicle spaces for bicycle parking spaces. Based on the City parking requirements, the proposed parking supply is sufficient.

8.4 Pedestrian, Bicycle, and Transit Impacts

Pedestrian Access

An impact to pedestrians occurs if the proposed project disrupts existing pedestrian's facilities; or create inconsistencies with planned pedestrian facilities or adopted pedestrian system plans, guidelines, policies, or standards. The proposed project does not conflict with existing and planned pedestrian facilities; therefore, the impact to pedestrian facilities is **less-than-significant**.

Bicycle Access

An impact to bicyclists occurs if the proposed project disrupts existing bicycle facilities; or conflicts or creates inconsistencies with adopted bicycle system plans, guidelines, policies or standards within Sonoma County or the City of Sebastopol. The project is expected to generate few additional bicycle trips on existing and planned bicycle facilities. The City of Sebastopol Pedestrian and Bicycle Master Plan (2011) proposes a Class II bike lane along Bodega Avenue between Ragle Road and Dutton Avenue. Since the project proposes to provide access via two existing driveways, the impact to bicycle facilities is **less-than-significant**.

Transit Access

A proposed project is considered to have a significant impact on transit if it conflicts with existing or planned transit facilities, or is expected to generate additional transit trips and does not provide adequate facilities for pedestrians and bicyclists to access transit routes and stops. The transit service within the immediate project site and additional trips generated by the proposed project could be accommodated by existing transit services, and existing and proposed pedestrian and bicycle facilities and the proposed project will not hinder the operation of existing and proposed transit facilities. Therefore, impacts to transit service are expected to be **less-than-significant**.

9.0 CONCLUSIONS AND RECOMMENDATIONS

Project Trip Generation

The proposed project is expected to generate approximately 528 daily trips, with 34 weekday a.m. peak hour trips (10 inbound trips, 24 outbound trips) and 43 weekday p.m. peak hour trips (26 inbound trips, 17 outbound trips).

Existing and Cumulative Conditions

Under these scenarios, all of the study intersections operate within applicable jurisdictional standards of LOS C and D or better, except at the Caltrans's intersection of Main Street (SR 116)/Sebastopol Avenue (SR 12) (Intersection #5) which operates at LOS D under Existing Conditions and LOS E under Cumulative Conditions during a.m., and p.m. peak hour.

Existing and Cumulative plus Project Conditions

Under these scenarios, all of the study intersections operate within applicable jurisdictional standards of LOS C and D or better, except at the Caltrans' intersection of Main Street (SR 116)/Sebastopol Avenue (SR 12) (Intersection #5), which operates at LOS D under Existing plus Project Conditions and LOS E under Cumulative plus Project Conditions during a.m., and p.m. peak hour

Based on the City's impact criteria, the projected traffic volume on the controlled movement for unsignalized intersections is relatively low (11 vehicles per hour). At the signalized intersections, if an increase in delay is less than five seconds, it is considered a less-than-significant impact. Per the analysis, all of the study intersection under all plus Project scenarios is a **less-than-significant impact**.

Signal Warrant Analysis

Under Existing and Cumulative scenarios, the intersection of Bodega Avenue and Robinson Road does not satisfy the peak hour traffic signal warrant. Under plus Project scenarios, the intersection of Bodega Avenue and Robinson Road still does not satisfy the peak hour traffic signal warrant.

Queueing and Driveway Analysis

Under plus Project scenarios, all signalized study intersections experience **less-than-significant** impacts on queue lengths at left- and right-turn pockets. Under Existing plus Project conditions, both proposed project driveways on Bodega Avenue are expected to operate at an acceptable LOS with minimal queue lengths for both driveway scenarios.

Site Access and On-Site Circulation

The conceptual project site plan shows that the project will be accessed via two existing driveways- a southeast, bi-directional, full-access driveway off of the Robinson Road intersection, and a southwest, bi-directional, right-in and right-out driveway on Bodega Avenue. The internal circulation and sight distances from the proposed southwest project driveway is adequate. A turning template for the proposed parking lot is to be provided to demonstrate its adequacy for emergency vehicle access.

Sight Distance Analysis

Sight distance is found to be adequate at the proposed western project driveway. Due to low speeds, sight distance is found to be adequate at the proposed eastern driveway so long as existing landscaping is removed.

Parking

The proposed multifamily residential development provides 152 automobile parking spaces, including nine accessible, 56 compact and 87 standard spaces. The project will provide 48 bicycle parking spaces via bicycle racks. The project qualifies City of Sebastopol Deed-restricted affordable housing parking requirements of 10% reduction for required parking.

Pedestrian Impacts

The proposed project does not conflict with existing and planned pedestrian facilities; therefore, the impact to pedestrian facilities is **less-than-significant**.

Bicycle Impacts

The project is expected to generate additional bicycle trips on existing and planned bicycle facilities but does not conflict with existing and planned bicycle facilities; therefore, the impact to bicycle facilities is **less-than-significant**.

Transit Impacts

The project site is in close proximity to transit and is adequately served by the Sonoma County Transit service. Therefore, impacts to transit service are expected to be **less-than-significant**.