



FINAL ENVIRONMENTAL IMPACT REPORT

FOR THE

2016 SEBASTOPOL GENERAL PLAN UPDATE

SCH# 2016032001

JULY 2016

Prepared for:

City of Sebastopol
Planning Department
7120 Bodega Avenue
Sebastopol, CA 95472

Prepared by:

De Novo Planning Group
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D e N o v o P l a n n i n g G r o u p

A Land Use Planning, Design, and Environmental Firm



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FINAL EIR

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INTRODUCTION

The City of Sebastopol (City) has determined that a program-level environmental impact report (EIR) is required for the proposed 2016 General Plan (Project) pursuant to the requirements of the California Environmental Quality Act (CEQA). CEQA requires the preparation of an EIR prior to approving any project, which may have a significant impact on the environment. For the purposes of CEQA, the term "Project" refers to the whole of an action, which has the potential for resulting in a direct physical change or a reasonably foreseeable indirect physical change in the environment (CEQA Guidelines Section 15378[a]).

A Program EIR is an EIR which examines the environmental impacts of an agency plan, policy, or regulatory program, such as a general plan update. Program EIRs analyze broad environmental impacts of the program, with the acknowledgement that site-specific environmental review may be required for particular aspects of the program, or particular development projects that may occur in the future.

The City of Sebastopol circulated a Notice of Preparation (NOP) of an EIR for the proposed project on March 1, 2016 to trustee and responsible agencies, the State Clearinghouse, and the public. A scoping meeting was held on March 22, 2016 with the Sebastopol Planning Commission. Subsequently, Sebastopol published a public Notice of Availability (NOA) for the Draft EIR on May 23, 2016, inviting comment from the general public, agencies, organizations, and other interested parties. The NOA was filed with the State Clearinghouse (SCH# 2016032001) and was published in pursuant to the public noticing requirements of CEQA. The Draft EIR was available for public review from May 23, 2016 through July 8, 2016. The Public Draft 2016 General Plan was also available for public review and comment during this time period.

This Final EIR was prepared to address comments received in response to the Draft EIR. The City has prepared a written response to the Draft EIR comments and made textual changes to the Draft EIR where warranted. The responses to the comments are provided in this Final EIR in Section 2.0, and all changes to the text of the Draft EIR are summarized in Section 3.0. Responses to comments received during the comment period do not involve any new significant impacts or "significant new information" that would require recirculation of the Draft EIR pursuant to CEQA Guidelines Section 15088.5.

PROJECT DESCRIPTION

The 2016 Sebastopol General Plan is the overarching policy document that guides land use, housing, transportation, infrastructure, community services, and other policy decisions throughout Sebastopol. The General Plan includes the seven elements mandated by State law, to the extent that they are relevant locally, including: Circulation, Conservation, Housing, Land Use, Noise, Open Space, and Safety. The City may also address other topics of interest; this General Plan includes elements related to Community Services and Facilities, Economic Vitality, Community Character, and Community Health and Wellness elements. The General Plan sets out the goals, policies, and actions in each of these areas, serves as a policy guide for how the City will make key planning

decisions in the future, and guides how the City will interact with Sonoma County, surrounding cities, and other local, regional, State, and Federal agencies.

The General Plan contains the goals and policies that will guide future decisions within the city. It also identifies actions that will ensure the goals and policies in the General Plan are carried out.

Refer to Section 2.0 (Project Description) of the Draft EIR for a more comprehensive description of the details of the proposed project.

ALTERNATIVES TO THE PROPOSED PROJECT

Section 15126.6 of the CEQA Guidelines requires an EIR to describe a reasonable range of alternatives to the project or to the location of the project which would reduce or avoid significant impacts, and which could feasibly accomplish the basic objectives of the proposed project. The alternatives analyzed in this EIR are briefly described as follows:

- **Alternative 1: No Project Alternative.** Under Alternative 1, the City would not adopt the General Plan Update. The 1994 General Plan would continue to be implemented and no changes to the General Plan, including the Land Use Map (see Figure 3.10-1), Economic Vitality Element, Community Health and Wellness Element, Circulation Diagram, goals, policies, or actions would occur.
- **Alternative 2: Increased Open Space Alternative.** As shown on Figure 5.0-1, Alternative 2 would revise the proposed General Plan Land Use Map to include expanded areas of Open Space and Very Low Density Residential Uses around the periphery of the City, primarily within the Sphere of Influence (SOI) and Urban Growth Boundary (UGB). Under Alternative 2, all of the proposed General Plan goals, policies, and action items would be adopted, but development levels and intensities under Cumulative General Plan Buildout Conditions would decrease.
- **Alternative 3: Downtown Intensification Alternative.** Under Alternative 3, development potential within the Downtown Core would be intensified, and residential uses would not be permitted in non-residential land use designations outside of the Downtown Core (precluding residential development in the Commercial/Office, Office/Light Industrial, and Office designations). The minimum FAR in the Downtown Core designation would increase from 1.0 under the Proposed General Plan to 1.5 under Alternative 3. Additionally, all new development within the Downtown Core designation would be required to provide on-site residential uses at a density of 44 dwelling units/acre above ground-floor commercial or office uses. This alternative further assumes that a downtown parking district would be created, and that the majority of on-site parking requirements for structures in the Downtown Core would be accommodated via an in-lieu fee payment towards the construction of a new parking structure.

Alternatives are described in detail in Section 5.0 of the Draft EIR. As summarized in Table 5.0-8 of the Draft EIR, Alternative 2 is the environmentally superior alternative because it provides the greatest reduction of potential impacts in comparison to the other alternatives.

COMMENTS RECEIVED

The Draft EIR addresses environmental impacts associated with the proposed project that were known to the City, raised during the Notice of Preparation (NOP) process, or raised during preparation of the Draft EIR. The Draft EIR discusses potentially significant impacts associated with aesthetics/visual resources, agricultural/forest resources, air quality, biological/natural resources, cultural resources, geology/soils/minerals, greenhouse gases/climate change, hazards, hydrology/water quality, land use/population, noise, public services/recreation, transportation/circulation, utilities, and cumulative impacts.

NOP Comments

During the NOP process, the City received comments from the following public agencies, organizations, or individuals:

- California Native American Heritage Commission
- California Department of Transportation (Caltrans)
- County of Sonoma Permit and Resource Management Department

Draft EIR Comments

During the Draft EIR review process, the City received comments from the following public agencies, organizations, or individuals:

- California Department of Transportation (Caltrans), District 4
- Sonoma Local Agency Formation Commission

Acting as lead agency, the City of Sebastopol has prepared a response to the Draft EIR comments. The responses to the comments are provided in this Final EIR in Section 2.0 (Comments on Draft EIR and Responses) and all changes to the text of the Draft EIR are summarized in Section 3.0 (Errata). Responses to comments received during the comment period do not involve any new significant impacts or “significant new information” that would require recirculation of the Draft EIR pursuant to CEQA Guidelines Section 15088.5.

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This Final Environmental Impact Report (FEIR) was prepared in accordance with the California Environmental Quality Act (CEQA) and the State CEQA Guidelines (Section 15132). The City of Sebastopol is the lead agency for the environmental review of the 2016 Sebastopol General Plan (General Plan, General Plan Update, or Project) and has the principal responsibility for approving the project. This FEIR assesses the expected environmental impacts resulting from approval and adoption of the 2016 Sebastopol General Plan and responds to comments received on the Draft EIR.

The 2016 Sebastopol General Plan is the overarching policy document that guides land use, housing, transportation, infrastructure, community services, and other policy decisions throughout Sebastopol. The General Plan includes the seven elements mandated by State law, to the extent that they are relevant locally, including: Circulation, Conservation, Housing, Land Use, Noise, Open Space, and Safety. The City may also address other topics of interest; this General Plan includes elements related to Community Services and Facilities, Economic Vitality, Community Character, and Community Health and Wellness elements. The General Plan sets out the goals, policies, and actions in each of these areas, serves as a policy guide for how the City will make key planning decisions in the future, and guides how the City will interact with Sonoma County, surrounding cities, and other local, regional, State, and Federal agencies.

1.1 PURPOSE AND INTENDED USES OF THE EIR

CEQA REQUIREMENTS FOR A FINAL EIR

This FEIR for the 2016 Sebastopol General Plan has been prepared in accordance with the California Environmental Quality Act (CEQA) and State CEQA Guidelines. State CEQA Guidelines Section 15132 requires that an FEIR consist of the following:

- the Draft Environmental Impact Report (Draft EIR) or a revision of the draft;
- comments and recommendations received on the Draft EIR, either verbatim or in summary;
- a list of persons, organizations, and public agencies commenting on the Draft EIR;
- the responses of the lead agency to significant environmental concerns raised in the review and consultation process; and
- any other information added by the lead agency.

In accordance with State CEQA Guidelines Section 15132(a), the Draft EIR is incorporated by reference into this Final EIR.

An EIR must disclose the expected environmental impacts, including impacts that cannot be avoided, growth-inducing effects, impacts found not to be significant, and significant cumulative impacts, as well as identify mitigation measures and alternatives to the proposed project that could reduce or avoid its adverse environmental impacts. CEQA requires government agencies to consider and, where feasible, minimize environmental impacts of proposed projects, and obligates them to balance a variety of public objectives, including economic, environmental, and social factors.

PURPOSE AND USE

The City of Sebastopol, as the lead agency, has prepared this Final EIR to provide the public and responsible and trustee agencies with an objective analysis of the potential environmental impacts resulting from approval and implementation of the 2016 General Plan. Responsible and trustee agencies that may use the EIR are identified in Chapter 1.0 of the Draft EIR.

The environmental review process enables interested parties to evaluate the proposed project in terms of its environmental consequences, to examine and recommend methods to eliminate or reduce potential adverse impacts, and to consider a reasonable range of alternatives to the project. While CEQA requires that consideration be given to avoiding adverse environmental effects, the lead agency must balance adverse environmental effects against other public objectives, including the economic and social benefits of a project, in determining whether a project should be approved.

This EIR will be used as the primary environmental document to evaluate all subsequent planning and permitting actions associated with the proposed project. Subsequent actions that may be associated with the proposed project are identified in Chapter 2.0 (Project Description) of the Draft EIR. This EIR may also be used by other agencies within Sonoma County, including the Sonoma Local Agency Formation Commission (LAFCO), which may use this EIR during the preparation of environmental documents related to annexations, Municipal Service Reviews, and Sphere of Influence decisions in the Sebastopol Planning Area.

1.2 ENVIRONMENTAL REVIEW PROCESS

The review and certification process for the EIR has involved, or will involve, the following general procedural steps:

NOTICE OF PREPARATION

The City of Sebastopol circulated a Notice of Preparation (NOP) of an EIR for the proposed project on March 1, 2016 to trustee and responsible agencies, the State Clearinghouse, and the public. A scoping meeting was held on March 22, 2016 with the Sebastopol Planning Commission. No public or agency comments on the NOP related to the EIR analysis were presented or submitted during the scoping meeting. However, during the 30-day public review period for the NOP, which ended on March 31, 2016, three written comment letters were received. A summary of the NOP comments is provided in Section 1.8 of the Draft EIR. The NOP and all comments received on it are presented in Appendix A of the Draft EIR.

NOTICE OF AVAILABILITY AND DRAFT EIR

The City of Sebastopol published a public Notice of Availability (NOA) for the Draft EIR on May 23, 2016, inviting comment from the general public, agencies, organizations, and other interested parties. The NOA was filed with the State Clearinghouse (SCH# 2016032001) and was published pursuant to the public noticing requirements of CEQA. The Draft EIR was available for public

review from May 23, 2016 through July 8, 2016. The Public Draft 2016 General Plan was also available for public review and comment during this time period.

The Draft EIR contains a description of the project, description of the environmental setting, identification of project impacts, and mitigation measures for impacts found to be significant, as well as an analysis of project alternatives, identification of significant irreversible environmental changes, growth-inducing impacts, and cumulative impacts. The Draft EIR identifies issues determined to have no impact or a less than significant impact, and provides detailed analysis of potentially significant and significant impacts. Comments received in response to the NOP were considered in preparing the analysis in the Draft EIR.

RESPONSE TO COMMENTS/FINAL EIR

The City of Sebastopol received 2 comment letters on the Draft EIR from public agencies, organizations, and members of the public during the 45-day review period. These comment letters, and written responses, are provided in Chapter 2.0 of this Final EIR.

In accordance with CEQA Guidelines Section 15088, this Final EIR responds to the written comments received on the Draft EIR. The Final EIR also contains minor edits to the Draft EIR, which are included in Chapter 3.0 (Errata). This document and the Draft EIR, as amended herein, constitute the Final EIR.

CERTIFICATION OF THE EIR/PROJECT CONSIDERATION

The Sebastopol City Council will review and consider the Final EIR. If the City Council finds that the Final EIR is "adequate and complete," then it may certify it in accordance with CEQA. The rule of adequacy generally holds that an EIR can be certified if:

- 1) The EIR shows a good faith effort at full disclosure of environmental information; and
- 2) The EIR provides sufficient analysis to allow decisions to be made regarding the proposed project in contemplation of environmental considerations.

Upon review and consideration of the Final EIR, the Sebastopol City Council may take action to approve, revise, or reject the project. A decision to approve the 2016 Sebastopol General Plan, for which this EIR identifies significant environmental effects, must be accompanied by written findings in accordance with State CEQA Guidelines Sections 15091 and 15093.

Policies and actions to mitigate potential environmental impacts have been incorporated into the project, to the extent feasible. No additional mitigation is feasible or available, as described in Chapters 3.1 through 4.0 of the Draft EIR. The annual report on general plan status required pursuant to the Government Code will serve as the monitoring and reporting program for the project.

1.3 ORGANIZATION OF THE FINAL EIR

This Final EIR has been prepared consistent with Section 15132 of the State CEQA Guidelines, which identifies the content requirements for Final EIRs. This Final EIR is organized in the following manner:

CHAPTER 1.0 – INTRODUCTION

Chapter 1.0 briefly describes the purpose of the environmental evaluation, identifies the lead agency, summarizes the process associated with preparation and certification of an EIR, and identifies the content requirements and organization of the Final EIR.

CHAPTER 2.0 – COMMENTS ON DRAFT EIR AND RESPONSES

Chapter 2.0 provides a list of commenters, copies of written comments made on the Draft EIR (coded for reference), and responses to those written comments.

CHAPTER 3.0 - ERRATA

Chapter 3.0 consists of minor revisions to the Draft EIR in response to comments on the Draft EIR. The revisions to the Draft EIR do not change the intent or content of the analysis or mitigation.

2.1 INTRODUCTION

No new significant environmental impacts or issues, beyond those already covered in the Draft Environmental Impact Report (Draft EIR) for the 2016 Sebastopol General Plan Update, were raised during the comment period. Responses to comments received during the comment period do not involve any new significant impacts or “significant new information” that would require recirculation of the Draft EIR pursuant to CEQA Guidelines Section 15088.5.

CEQA Guidelines Section 15088.5 states that: *New information added to an EIR is not “significant” unless the EIR is changed in a way that deprives the public of a meaningful opportunity to comment upon a substantial adverse environmental effect of the project or a feasible way to mitigate or avoid such an effect (including a feasible project alternative) that the project’s proponents have declined to implement.*

Chapters 2.0 and 3.0 of this Final EIR include information that has been added to the EIR since the close of the public review period in the form of responses to comments and errata.

2.2 LIST OF COMMENTERS

Table 2-1 lists the comments on the Draft EIR that were submitted to the City during the 45-day public review period. The assigned comment letter number, letter date, letter author, and affiliation, if presented in the comment letter or if representing a public agency, are also listed.

RESPONSE LETTER	INDIVIDUAL OR SIGNATORY	AFFILIATION	DATE
A	Patricia Maurice, District Branch Chief	California Department of Transportation, District 4	7-6-16
B	Mark Bramfitt, Executive Officer	Sonoma Local Agency Formation Commission	7-7-2016

2.3 COMMENTS AND RESPONSES

REQUIREMENTS FOR RESPONDING TO COMMENTS ON A DRAFT EIR

CEQA Guidelines Section 15088 requires that lead agencies evaluate and respond to all comments on the Draft EIR that regard an environmental issue. The written response must address the significant environmental issue raised and be detailed, especially when specific comments or suggestions (e.g., additional mitigation measures) are not accepted. In addition, the written response must be a good faith and reasoned analysis. However, lead agencies only need to respond to significant environmental issues associated with the project and do not need to provide all of the information requested by the

2.0 COMMENTS ON DRAFT EIR AND RESPONSES

commenter, as long as a good faith effort at full disclosure is made in the EIR (CEQA Guidelines Section 15204(a)).

CEQA Guidelines Section 15204 recommends that commenters provide detailed comments that focus on the sufficiency of the Draft EIR in identifying and analyzing the possible environmental impacts of the project and ways to avoid or mitigate the significant effects of the project, and that commenters provide evidence supporting their comments. Pursuant to CEQA Guidelines Section 15064, an effect shall not be considered significant in the absence of substantial evidence.

CEQA Guidelines Section 15088 also recommends that revisions to the Draft EIR be noted as a revision in the Draft EIR or as a separate section of the Final EIR. Chapter 3.0 of this Final EIR identifies all revisions to the 2016 Sebastopol General Plan Update Draft EIR.

RESPONSES TO COMMENT LETTERS

Written comments on the Draft EIR are reproduced on the following pages, along with responses to those comments. To assist in referencing comments and responses, the following coding system is used:

- Each comment letter is lettered (i.e., Letter A), each comment within each letter is numbered (i.e., Comment A-1, Comment A-2, etc.), and each response is numbered correspondingly (i.e., Response A-1, Response A-2, etc.).

Where changes to the Draft EIR text result from the response to comments, those changes are included in the response and identified with revisions marks (underline for new text, ~~strike-out~~ for deleted text).

JUL 06 2016 2:24PM HP LASERJET FAX

P. 1

STATE OF CALIFORNIA—CALIFORNIA STATE TRANSPORTATION AGENCY

EDMUND G. BROWN Jr., Governor

DEPARTMENT OF TRANSPORTATION

DISTRICT 4
 P. O. BOX 23660
 OAKLAND, CA 94623-0660
 PHONE (510) 286-5528
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 www.dot.ca.gov



Serious Drought,
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July 6, 2016

SONVAR179
 SON-VAR-VAR
 SCH # 2016032001

Mr. Kenyon Webster
 Planning Department
 City of Sebastopol
 7120 Bodega Avenue
 Sebastopol, CA 95472

Sebastopol General Plan Update – Draft Environmental Impact Report

Dear Mr. Webster:

Thank you for including the California Department of Transportation (Caltrans) in the environmental review process for the Sebastopol General Plan Update. Our comments seek to promote the State’s smart mobility goals and are based on the Draft Environmental Impact Report (DEIR). Additional comments may be forthcoming pending final review. Please also reference Caltrans previous letter dated March 29, 2016 as these comments still apply.

A-1

Project Understanding

The proposed project is a comprehensive update to the City of Sebastopol’s (City) General Plan, which was last comprehensively updated in 1994. The General Plan identifies the community’s vision for the future and would be updated to reflect current issues and policies. Proposed updates include sets of goals, policies, and actions that the City has identified for each plan element. These include: Land Use, Circulation, Community Services and Facilities, Conservation and Open Space, Noise, Community Character, Safety, Economic Vitality, Community Health and Wellness, and Housing. The City is located in the southern portion of Sonoma County with the cities of Santa Rosa and Rohnert Park positioned to the west. Regional access to the City is gained via State Route (SR) 116 and SR 12.

A-2

Fair Share Contribution

The City should make a fair share contribution towards Caltrans pedestrian safety enhancement project – EA 1G840K. As a part of the project, Caltrans will install a High-Intensity Activated Crosswalk (HAWK) beacon on the southern leg of the McKinley Street (SR 116)/Petaluma Avenue (SR 116)/Laguna Park Way intersection. Currently, the project is in the Project Initiation Document (PID) phase with a tentative completion date of January 2023. Page 3.13-22 of section McKinley Street/Laguna Park Way/Petaluma Avenue of the DEIR recommends the installation of

A-3

“Provide a safe, sustainable, integrated and efficient transportation system to enhance California’s economy and livability”

2.0 COMMENTS ON DRAFT EIR AND RESPONSES

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p. 2

Mr. Kenyon Webster, City of Sebastopol
July 6, 2016
Page 2

a HAWK beacon on the southern leg crossing of this intersection; but incorrectly states that there is no identified funding source for this improvement. A fair share contribution would help mitigate the General Plan Update's significant and unavoidable impact on the intersection, as noted on page 3.13-22 of the DEIR.

A-3
Cont

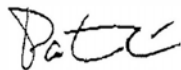
Project Scope Clarification

Please correct the information provided in the Caltrans Traffic Impact Study Guide section, on page 3.13-11, of the DEIR. This section incorrectly states that Caltrans oversees the operations of US 101 and its on- and off-ramps within the City. Although it is correct that Caltrans is the owner and operator of the State transportation network, US 101 facilities do not exist within Sebastopol city limits.

A-4

Should you have any questions regarding this letter or require additional information, please contact Cole Iwamasa at (510) 286-5534 or cole.iwamasa@dot.ca.gov.

Sincerely,



PATRICIA MAURICE
District Branch Chief
Local Development - Intergovernmental Review

Cc: State Clearinghouse

"Provide a safe, sustainable, integrated and efficient transportation system to enhance California's economy and livability"

Response to Letter A Patricia Maurice, California Department of Transportation (Caltrans), District 4

Response A-1: The commenter provides introductory remarks and states that the comments are intended to promote the State's mobility goals. The commenter also references the NOP comment letter submitted by Caltrans, dated March 29, 2016. The March 29th letter was included in Appendix A of the Draft EIR, and all issues raised in this letter were addressed in the Draft EIR.

Response A-2: The commenter provides a summary of the project components.

Response A-3: The commenter states that Caltrans is in the Project Initiation Document (PID) phase of planned safety improvements to the southern leg of the McKinley Street/Petaluma Avenue/Laguna Park Way intersection, with a tentative completion date of January 2023. The commenter suggests that the City make a fair share contribution towards this improvement project. The City appreciates this comment. General Plan Action Item CIR 1r calls on the City to coordinate with Caltrans to implement traffic calming, vehicle safety, and bicycle/pedestrian network improvements throughout Sebastopol. Additionally, Action CIR 1j calls for the City to provide support and a staff liaison to agencies such as Caltrans to help improve the efficiency of the roadway network in western Sonoma County.

The City will continue to coordinate with Caltrans on roadway system and safety improvements within and around the city. The City Council will determine if funding assistance for the improvement identified above is available and warranted. Regardless of City-provided funding for improvements to the above-referenced intersection, this intersection remains under the jurisdictional control of Caltrans, and the City cannot guarantee implementation of the planned improvements. For this reason, DEIR Impact 3.13.2 would remain significant and unavoidable.

Response A-4: The commenter notes a minor error in the DEIR, which states that Caltrans oversees operations of US 101 ramps within the City. While it is correct that Caltrans oversees operations of US 101 ramps, this highway does not pass through the City of Sebastopol. This correction has been made in Section 3.0, Errata, of this Final EIR. This minor correction does not alter any of the conclusions or analysis contained in the Draft EIR.

SONOMA LOCAL AGENCY FORMATION COMMISSION

575 ADMINISTRATION DRIVE, ROOM 104A, SANTA ROSA, CA 95403
(707) 565-2577 FAX (707) 565-3778
www.sonomalafco.org

July 7, 2016

Kenyon Webster, Planning Director
City of Sebastopol
7120 Bodega Avenue
Sebastopol, CA 95472

Re: Draft Environmental Impact Report for the City of Sebastopol General Plan

Dear Mr. Webster:

Thank you for providing Sonoma LAFCO the opportunity to review and comment on the Draft Environmental Impact Report for the City of Sebastopol General Plan ("DEIR").

B-1

In that LAFCO is the agency authorized to promote the efficient provision of governmental services and discourage urban sprawl, pursuant to state law LAFCO is charged with determining the sphere of influence of cities and special districts within the County. "Sphere of influence" is defined in state law as "a plan for the probable physical boundaries and service area of a local agency."

B-2

Based on Figure 2.0-2 in the DEIR, it appears that the City is interested in amending its sphere to include a few parcels just east and just north of the City and has, in its DEIR, analyzed the impact of build-out of these and other areas outside the City boundary but within the current or desired sphere.

B-3

In its consideration of an amendment to the sphere of influence that the City may propose, in accordance with state law, the Commission must prepare a written statement of determinations for: (1) the present and planned land uses in the area, including agricultural and open-space lands; (2) the present and probable need for public facilities and services in the area; (3) the present capacity of public facilities and adequacy of public services that the agency provides or is authorized to provide; and (4) the existence of any social or economic communities of interest in the area if the commission determines that they are relevant to the agency.

B-4

In general, LAFCO's interests, to be evaluated in an environmental document, include: consistency between proposed general plan land-use designations and zoning districts; traffic and circulation impacts, infrastructure impacts related to the capacity of City water, sanitation, and flood control systems to support proposed density; impacts on the provision of other public services which the City provides, such as fire and police services, and impacts of meeting local housing needs.

The DEIR appears to address a number of the areas cited above. Provision of water and sanitary sewer services to meet needs of proposed development are of key interest to LAFCO, and it appears that in the DEIR analysis, sufficient water would be available at projected build-out.

B-5

Regarding provision of wastewater services, we understand the City's reliance on the Subregional Water Reclamation System's permitted capacity and its current restrictions and acknowledge the City's commitment to require development projects to demonstrate adequate service capacity or improvements to meet increased demand prior to approval (Policy CSF 4-6) **B-6**

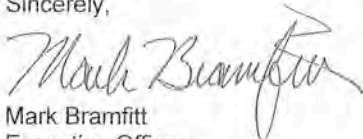
We note some inconsistencies in information provided in the DEIR regarding current and projected demand and capacity and suggest that clarification would assist readers' understanding. Specifically, on page 3.14-20, information is provided about the Average Daily Dry Weather Flow, the demand for approved and pending projects, reserve treatment capacity, and what would remain under the current entitlement. It appears that much of this is based on 2012 information. Table 3.14-3, on page 3.14-27, however, uses 2015 data, citing different numbers which, in our opinion, makes it difficult for a reader to discern which numbers to use. Perhaps the information on page 3.14-20 could simply be updated to reflect what is provided on page 3.14-27. **B-7**

Lastly, regarding Table 3.14-3, if the "Subtotal-Treatment Capacity Used, Reserved and Committed" is intended to be the sum of the first three lines on the table, the total does not add up, and that number affects most of the remaining numbers. **B-8**

Regarding traffic and circulation, the DEIR indicates significant and unavoidable impacts on Highways 12 and 116, both CalTrans regional highways. LAFCO lauds the City for including in the DEIR actions by which the City will cooperate with other jurisdictions to reduce or attempt to alleviate transportation congestion affecting City streets, to provide a supportive environment for its residents and visitors to the area. **B-9**

To the extent that development in the City resulting from General Plan build-out impacts traffic and circulation in other jurisdictions, like the County of Sonoma or nearby cities, the City should consider contributing to a regional fund to help mitigate those impacts. As an example, when Sonoma LAFCO approved the annexation of the Northwest Specific Plan Area to the City of Rohnert Park in 2015, the approval was conditioned on the City and County's agreeing to establish and collect regional traffic impact fees from the City, pursuant to a nexus study. **B-10**

Again, thank you for the opportunity to provide comment. We look forward to working with the City in implementation of its General Plan.

Sincerely,

 Mark Bramfitt
 Executive Officer

Response to Letter B Mark Bramfitt, Sonoma Local Agency Formation Commission

- Response B-1:** The commenter provides introductory remarks.
- Response B-2:** The commenter provides a summary of LAFCO's purpose and mandate.
- Response B-3:** The commenter notes that the City appears interested in amending its sphere to include a few parcels east and north of the City, and that the DEIR has analyzed the impact of buildout of these areas and other areas outside of the City boundary. This comment is correct, and no changes to the DEIR are warranted.
- Response B-4:** The commenter provides a summary of the steps and requirements that LAFCO must complete in order to process and approve revisions to the City's SOI. The City concurs with the summary provided by the commenter.
- Response B-5:** The commenter notes that the DEIR addresses the areas cited in the previous paragraph, and notes the DEIR conclusion that sufficient water supplies are available at project buildout. The City appreciates this comment and agrees that the DEIR has accurately and completely analyzed full buildout of the General Plan, inclusive of all areas within the City's desired sphere.
- Response B-6:** The commenter notes the City's reliance on the Subregional Water Reclamation System's permitted capacity and current restrictions, and acknowledges the City's commitment to require development projects to demonstrate adequate capacity or provide improvements to meet increased demand prior to approval. The City appreciates this comment.
- Response B-7:** The commenter notes some minor inconsistencies in data provided for sewer treatment capacity in Section 3.14 of the DEIR (2012 data used on page 3.14-20 and 2015 data used in the analysis on page 3.14-27). This comment is noted, and minor corrections to this information have been provided in Section 3.0 of this Final EIR. These minor corrections do not alter any of the analysis or conclusions contained in the DEIR.
- Response B-8:** The commenter notes a minor math error in Table 3.14-3 regarding the Subtotal-Treatment Capacity Used, Reserved, and Committed. The commenter is correct that the math overstates the total treatment capacity used, reserved, and committed by 0.01. This is an exceedingly minor discrepancy, and actually overestimates used capacity, rather than underestimating used capacity. This issue has no bearing on the environmental analysis or conclusions contained in the DEIR, given the minute size of the mathematical error.

- Response B-9:** The commenter lauds the City for including actions in the General Plan and DEIR calling on the City and other local agencies to attempt to alleviate transportation congestion in Sebastopol. The City appreciates this comment.
- Response B-10:** The commenter suggests that the City consider contributing to a regional fund to mitigate traffic impacts from future projects developed in the City. The City appreciates this comment, and will continue to coordinate with regional agencies such as SCTA, Sonoma County, Caltrans, etc. to improve regional traffic conditions. This comment has been forwarded to the City Council for their consideration.

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This chapter includes minor edits to the EIR. These modifications resulted from responses to comments received during the Draft EIR public review period.

Revisions herein do not result in new significant environmental impacts, do not constitute significant new information, and do not alter the conclusions of the environmental analysis that would warrant recirculation of the Draft EIR pursuant to State CEQA Guidelines Section 15088.5. Changes are provided in revision marks with underline for new text and ~~strike-out for deleted text~~.

3.1 REVISIONS TO THE DRAFT EIR

EXECUTIVE SUMMARY

No changes were made to the Executive Summary of the Draft EIR (DEIR).

1.0 INTRODUCTION

No changes were made to Chapter 1.0 of the DEIR.

2.0 PROJECT DESCRIPTION

No changes were made to Chapter 2.0 of the DEIR

3.1 AESTHETICS AND VISUAL RESOURCES

No changes were made to Section 3.1 of the DEIR.

3.2 AGRICULTURAL AND FOREST RESOURCES

No changes were made to Section 3.2 of the DEIR.

3.3 AIR QUALITY

No changes were made to Section 3.3 of the DEIR.

3.4 BIOLOGICAL AND NATURAL RESOURCES

No changes were made to Section 3.4 of the DEIR.

3.5 CULTURAL RESOURCES

No changes were made to Section 3.5 of the DEIR.

3.6 GEOLOGY, SOILS, AND MINERALS

No changes were made to Section 3.6 of the DEIR.

3.7 GREENHOUSE GASES AND CLIMATE CHANGE

No changes were made to Section 3.7 of the DEIR.

3.8 HAZARDS

No changes were made to Section 3.8 of the DEIR.

3.9 HYDROLOGY AND WATER QUALITY

No changes were made to Section 3.9 of the DEIR.

3.10 LAND USE AND POPULATION

No changes were made to Section 3.10 of the DEIR.

3.11 NOISE

No changes were made to Section 3.11 of the DEIR.

3.12 PUBLIC SERVICES AND RECREATION

No changes were made to Section 3.12 of the DEIR.

3.13 TRANSPORTATION AND CIRCULATION

The following changes are made to page 3.13-11 of the DEIR:

CALTRANS TRAFFIC IMPACT STUDY GUIDE

The Caltrans *Guide for the Preparation of Traffic Impact Studies*, 2002, includes criteria for evaluating the effects of land use development and changes to the circulation system on State highways. In Sebastopol, Caltrans oversees operation on ~~US 101~~, Gravenstein Highway (SR 116), SR 12, and the ~~freeway on- and off-ramps~~ intersections serving these two facilities. Caltrans generally endeavors to maintain a target level of service at the transition between LOS "C" and LOS "D," though for select facilities has designated lower LOS targets.

The following changes are made to page 3.13-22 of the DEIR:

McKinley Street/Laguna Park Way/Petaluma Avenue

The intersection of McKinley Street/Laguna Park Way/Petaluma Avenue would operate at LOS F on the Laguna Park Way and McKinley Street stop-controlled approaches. These volumes meet peak hour traffic signal warrants during the PM peak hour under both the General Plan Buildout and General Plan Cumulative Buildout scenarios. Of primary concern is the volume of pedestrian crossings on the south leg of the intersection and the potential increase to these crossings with continued development to the east in the Barlow area. It is recommended that a HAWK (High-Intensity Activated Crosswalk) beacon be installed at the south leg crossing while also narrowing the northbound approach to one lane. The inside lane is generally only used by traffic as a passing lane since the majority of traffic on this approach turns right onto North Main Street. The HAWK will

allow for protected pedestrian crossings, stopping traffic only as needed. When activated, the break in traffic will provide gaps for traffic on the southbound approach of Laguna Park Way and the westbound approach of McKinley Street to proceed from the stop-controlled approach.

~~Since there is no identified funding source for this improvement and the~~ The intersection is controlled by Caltrans, outside the control of the City of Sebastopol. Caltrans has indicated that a project to install a HAWK beacon at the south leg of the crossing is currently in the Project Initiation Document (PID) stage, and project completion is anticipated in January 2023. However, the City cannot guarantee the timing or full funding of this improvement, as the intersection is under Caltrans' jurisdiction. The City will continue to coordinate with Caltrans on this improvement, however, this would be considered a **significant and unavoidable** impact.

3.14 UTILITIES

The following changes are made to page 3.14-20 of the DEIR:

WASTEWATER FLOWS

Wastewater flows are typically evaluated for several conditions, including:

- Average Dry Weather Flow (ADWF) – This is the flow rate that is considered to be the actual wastewater flow from homes and businesses in the community (although it may include some flow resulting from groundwater entering the sewer system). It is measured during the summer, when the weather is dry and there is minimal infiltration and no inflow. This flow is dependent on the number of residents and number and type of businesses within the community. It varies throughout the day, with the peak diurnal flow typically occurring in the morning as the community residents wake up and prepare for the day.
- Infiltration and Inflow (I&I) – This is flow that enters the sewer system from rainfall and from increased levels of groundwater caused by the rainfall or by seasonal variation of groundwater levels.
- Peak Hour Wet Weather Flow (PHWWF) – This is the sum of the peak WWF and the peak I&I. The PHWWF is the peak flow rate that is expected to occur during large storm events.

The City's average dry weather flow to the Laguna WWTP in ~~2012~~ 2015 was ~~.474~~ .413 mgd, about ~~56%~~ 49% of the City's treatment entitlement. The 2005 Sewer Master Plan indicates that the City's existing wastewater collection and conveyance system is adequately designed to accommodate current collection and conveyance demands. The Plan also identifies areas where sewer lines require replacement. Additionally, assuming recommended repairs are made, the collection and conveyance system should be adequate to accommodate projected future growth within the City limits. However, the

system may not be adequate to accommodate future projected growth within the City's sphere of influence (SOI).

The City's ability to accommodate future development is limited by the entitlement in the Subregional Water Reclamation System. To estimate the treatment capacity available for future development, the estimated flows were calculated based on ~~2012~~ 2015 flow rates. Projected sewer demand for approved projects is ~~0.020~~ 0.008 mgd, and projected demand for pending applications is ~~0.021~~ 0.028 mgd. Combining these figures with the ~~2012~~ 2015 ADDWF of ~~0.474~~ 0.413 mgd and the existing General Plan requirement to reserve treatment capacity of 5% (0.042 mgd), the ADDWF for all current and planned future commitments is ~~0.557~~ 0.473 mgd. This rate leaves ~~0.283~~ 0.339 mgd available for future projects under the current entitlement of 0.840 mgd. (Water Production and Usage, and Wastewater statistics for Annual Level of Service Report ~~2012~~ 2015).

4.0 OTHER CEQA-REQUIRED TOPICS

No changes were made to Section 4.0 of the DEIR.

5.0 ALTERNATIVES

No changes were made to Chapter 5.0 of the DEIR.

6.0 REPORT PREPARERS

No changes were made to Chapter 6.0 of the DEIR.