

General Plan Advisory Committee

Meeting of May 13, 2015
6:00 P.M.

SEBASTOPOL CENTER FOR THE ARTS
282 SOUTH HIGH STREET
SEBASTOPOL, CALIFORNIA

AGENDA

ANNOUNCEMENT: Please turn off or silence cell phones and pagers during the meeting.

- 1. CALL TO ORDER**
- 2. ROLL CALL**
- 3. COMMITTEE COMMENTS ON MEETING SUMMARY of: March 11, 2015**
- 4. PLANNING DIRECTOR'S REPORT (Brief updates on Future Agendas, Action of Other Boards and City Council)**
- 5. COMMENTS FROM THE AUDIENCE ON ITEMS NOT ON AGENDA** - This is for items *not* on the Committee agenda, but that *are related to the responsibilities* of the Committee. Comments are limited to three minutes. The Committee will receive any such comments, but under law, may not act on them. If there is a large number of persons wishing to speak under this item, speaking time may be reduced or the item may be moved to later in the meeting to allow agendaized business to be conducted.
- 6. Review of Circulation Draft Policy Set** - The City's consultant, De Novo Planning Group, will present the draft 'policy set' for the Circulation Element for Committee review.
 1. Consultant presentation
 2. Initial Public Comments (allocated 10 minutes, 2 minutes per person)
 3. Committee discussion
 4. Summary of input by consultant
 5. Public Comments (allocated 10 minutes, 2 minutes per person)
- 7. Review and Discussion of Economic Issues** - The City's consultant, De Novo Planning Group, will present information about economic sustainability issues and opportunities for Committee discussion.
 1. Consultant presentation
 2. Initial Public Comments (allocated 10 minutes, 2 minutes per person)
 3. Committee discussion
 4. Summary of input by consultant
 5. Public Comments (allocated 10 minutes, 2 minutes per person)
- 7. ANNOUNCEMENTS FROM COMMITTEE MEMBERS/STAFF:** Updated GPAC schedule.
- 8. WRITTEN COMMUNICATIONS/INFORMATION:**
 1. Written community comments on General Plan issues that have been submitted to the Planning Department.
 2. Review of water recharge comments by City Engineering consultant

9. ADJOURNMENT: This meeting will be adjourned to the next regular Committee meeting, at 6:00 p.m. on June 10, 2015, which will be a review of 'policy sets' resulting from past discussions. The meeting will occur at the Sebastopol Center for the Arts, 282 South High Street, Sebastopol, California.

Public Meetings

The City of Sebastopol wishes to foster a constructive, respectful, and open process through its meeting procedures. Public comment is encouraged. Members of the public have the right to speak on all agenda items under discussion by the Committee after being properly recognized by the Chair at a time deemed appropriate by the Chair. The Committee requests that members of the audience refrain from expressions of approval or disapproval (clapping, booing, hissing) of statements of other participants, which discourages the expression of a range of viewpoints, as well as lengthening meetings. Comments should be addressed to the Committee as a body and not the audience or any individual member, staff person, or consultant. This is an opportunity for members of the public to make statements regarding matters of concern about the agendized matter, and not unrelated matters. The procedure does not provide for members of the public to conduct discussions with the Committee, the consultant or City staff, unless specifically permitted by the Committee. Comments should be limited to 3 minutes or less. If this item takes more than 15 minutes, the item may be moved to the end of the agenda to allow Committee business to be conducted.

NOTES:

The Sebastopol General Plan Advisory Committee is a temporary city committee which consists of nine citizens appointed by the City Council. There are also six alternates who may replace regular members who resign in the course of the project.

The purpose of the Committee is to act as a representative community sounding board for the General Plan update process, to help identify issues and opportunities, and help shape the policy of a new preliminary draft General Plan. Following the Committee process, which is expected to take approximately one year, a formal draft General Plan, together with a draft Environmental Impact Report (EIR) will be prepared and released for public review and comment, after which the Planning Commission and City Council will conduct public hearings, revise the draft as appropriate, certify the EIR, and adopt the Plan. The City Council has final authority over the General Plan.

The Committee members are voluntary and serve without any pay as a public service to the community. The Committee procedures are intended to be consistent with the policy directives of the Sebastopol City Council.

STAFF REPORTS ON AGENDIZED ITEMS are available for review at the Planning Department during regular business hours and at the Sebastopol Library. Agenda materials are also posted on the City web site. Reports are generally issued and posted by 4 p.m. on the Thursday before the meeting. Interested persons are encouraged to review these reports.

LETTERS OR WRITTEN MATERIALS regarding agenda items may be submitted to the Planning Department prior to or at the Committee meeting; written materials submitted at least six days in advance of the meeting will be included in the Committee's meeting packet. The Committee requests that if possible, written materials be submitted to the Planning Department in time for the meeting packet which also allows them to be posted on the City web site; it is difficult for members to effectively review materials submitted during the meeting.

Disability Accommodations: If you have a disability which requires an interpreter or other person to assist you while attending this meeting, please call the City Clerk at (707) 823-1153.

For more information regarding the General Plan Advisory Committee Agenda, please contact the Planning Department (707) 823-6167, or see the General Plan Update web site at: <http://sebastopol.generalplan.org> or the City's web site at www.ci.sebastopol.ca.us. For copies or to review all written documents relating to items listed on the agenda, please visit the Planning Department's office during regular business hours. The Planning Department's office is located at City Hall, 7120 Bodega Avenue, Sebastopol, Ca 95472 or call 707-823-6167.



TO: Sebastopol General Plan Advisory Committee (GPAC)

FROM: Ben Ritchie and Beth Thompson, De Novo Planning Group

SUBJECT: General Plan Advisory Committee Meeting Summary from March 11, 2015
(Community Services and Facilities and Community Character/Design)

DATE: April 3, 2015

This memo provides an overview and summary of the input received during the March 11, 2015 GPAC meeting that included a discussion of key issues related to community services and facilities and community character/design.

Comments on previous meeting notes

- Clarify that SWiG letter disagrees with GP Background Report description of the size of the local groundwater recharge area.
- Palm Drive Hospital will re-open in April.
- Use the term "Laguna Management Plan," rather than "Laguna Master Plan."
- Add Chinatown and Japanese-American history to bullet point on page 3.
- Maintain habitat corridors, wetlands, CTS habitat, and other sensitive habitat.

General Public Comment

- Ongoing noise issues in the vicinity of Rotten Robbie car wash. Residents formed a new community group (Sebastopol Alliance for Community Empowerment), and petition was submitted to the City to address noise issues.
- Additional public comments related to Rotten Robbie noise, and statement that City should hold them to permit standards to protect quality of life.
- Unsafe pedestrian crossings and roadway problems.

Public Comment on Community Services and Facilities

- Lynn Deedler- (submitted letter to GPAC, details provided in letter)
- Diana Rich, Community Center Director- (submitted letter to GPAC, details provided in letter)
- Susanna- Does the City have influence over exterior school improvements? Concern over potential for synthetic turf installation at Analy HS
- Helena Whisler, Lantern- (submitted letter to GPAC, details provided in letter)

- Clark Mitchell, Lantern- (submitted letter to GPAC, details provided in letter)
- Nida Lyles, Lantern- (submitted letter to GPAC, details provided in letter)
- Cleveland Ave Resident- need more ped connections across the Laguna. Leverage connections to provide recreational access to Laguna

GPAC Parks and Recreation Discussion

- Need to update list of potential future park sites in current GP
- Consider developing a Parks/Rec Master Plan
- Allow parks in most GP and zoning districts- make an action item
- Needs assessment for various parts of town should be conducted- some areas are underserved
- Connections across the Laguna are important
- Carry forward parks and rec connections policies from existing GP
- Promote multi-use fields
- Action: Create Parks Master Plan, which should include/address:
 - Needs Assessment- for geography and types of users
 - Coordinated with other recent efforts (Laguna Management Plan, Ives Park Master Plan, and Bike/Ped Master Plan)
 - Enhance bike/ped connectivity
 - Maintain existing facilities
 - Future sites and facilities development/acquisition
 - Funding sources
- Parks are part of identity and quality of life, which leads to economic development improvements
- Important to maintain existing facilities
- Establish permanent bridge over Laguna
- Policy p.35 from existing GP (integrated trails) is excellent. Keep it
- Connect parks and public areas via bike/ped trails
- Promote joint use of school facilities (as in policy p.34 from existing GP)

- Important to still provide lots of detail in GP about parks vision, goals, and priorities.

GPAC Parks and Recreation Discussion

- All City buildings should have translation/interpretation services
- Before new civic center is built- look at expansion/upgrade of existing facilities
- Support for library/community building downtown
- Support the Youth Annex and promote places for youth to gather
- Support for relocating community center away from Laguna towards City center
- Find good adaptive reuse of public buildings if they are vacated
- A civic building (city hall) is not a grand sense of community pride. GP should emphasize a community center and library over a civic center
- Important to consolidate city government services under one roof- but a new civic center/city hall is not a top priority
- Action: develop a priority list for public projects/improvements
- Strong support for a new library- help facilitate
- Don't necessarily focus on downtown as a location for a new community/civic center
- Support for co-utilization of public buildings/spaces- also look at opportunities to co-utilize private spaces (churches, private schools, etc.)
- Most practical to build upon facilities city already owns (youth annex, etc) or other public properties, without damaging cultural/historical resources
- Consider senior center when looking at opportunities to improve City Hall- look for collaborative multi-use opportunities

GPAC Police/Fire Discussion

- Consider citizen police commission to resolve disputes and provide oversight (did not appear to be consensus item)
- Support volunteer fire dept.- encourage community support and volunteer outreach
- Seek and secure new fire dept. funding sources
- Have a proactive and forward-looking plan for fire services
- Concern that volunteer firefighters can't afford to live locally

- Look at opportunities for housing support for public employees (teachers, police, fire, hospital employees)- find support programs.

GPAC Government Services Discussion

- Look for collaborative options with County, groups, and other agencies to look for opportunities to provide more services locally in Sebastopol
- Continue to maintain Growth Management Ordinance

GPAC Schools Discussion

- City-led collaboration is important
- Explore ways to facilitate “full service community schools”
- Safe Routes to Schools are critical- involve parents and community
- Encourage dialogue with public and private schools/districts. Collaboration is key. City encourage schools to collaborate with each other
- Emphasize shared resources with schools and pursue joint-use opportunities

GPAC Water/Sewer/Drainage Discussion

- City needs a clear CIP needs/understanding regarding drainage improvements
- Need reserve funds and clear understanding of maintenance costs
- Tie water LOS program to groundwater monitoring and recharge area protection plan.

Public Comment

- All of this discussion regarding co-utilization is currently going on at community center right now. Support the people and activities that make these partnerships work and thrive. Build upon existing relationships and contacts. Lots of great collaboration occurs. It’s important to designate the goals/function of a community center, rather than worrying about location.
- Don’t jeopardize revenue-generating locations for a community center. Downtown might not be best location for a community center.

GPAC Community Character Discussion

- Further develop and adopt a Downtown Streetscape Plan
- Provide better map of the Downtown Plan Area
- Consider adding the Barlow to the Downtown area

- Consider other commercial and retail areas of town, and don't overly focus on Downtown
- Look at entire downtown corridor, rather than just downtown core
- Beautification, sidewalks, etc are needed in other retail areas, particularly south Sebastopol
- Make entire 116 corridor aesthetically connected and walkable
 - Common landscaping themes and connectivity, complete streets, etc
- Fircrest and Redwood Marketplace are key nodes in addition to downtown. Design standards are needed for these areas
- Make it easier to develop in downtown and other key nodes (Fircrest and Redwood Marketplace)
- Relax parking requirements in downtown, and consider collection of in-lieu parking fees that lead to construction of a parking garage
- Strive for a true "Main Street"
- Action: Update to design guidelines should include separate standards clearly differentiating between residential and commercial/industrial projects
- Gateways: improve and enhance them. Better entrances to town
- Complete streets/sidewalks are a key component to community identity (improve them)
- Encourage redevelopment
- Keep this a small town, but recognize that it has multiple nodes and centers. Don't neglect the outskirts
- Consider residential components as a requirement of commercial development
- The 116 corridor has major impact on character of town and can't be ignored
- 2-way streets and traffic calming would improve character of town
- Tie commercial nodes to residential areas and enhance the pedestrian experience
- Stay quirky and eclectic. No "Carmelization" in Sebastopol (overly cheesy building facades, etc)
- Design guidelines should lead to the built environment the City desires
- Promote "compact urban form"
- Better identify historic buildings and work to preserve them

- Look for opportunities to restore historic buildings (such as City Hall) to their original architecture
- Improve views along established scenic corridors
- Promote, enhance, and improve social interaction (gatherings, events, etc)
- Encourage safe spaces to chat and congregate in parking lots
- Enhanced traffic/ped safety in downtown will enhance social cohesion and character of town
- Move away from auto-dominance- traffic calming and safety are keys

Public Comment

- City needs better bus service and increased hours of operation
- Downtown vibrancy is key to character- need more nightlife activity. Nothing is open late and kids have nowhere to go
- More community events downtown
- North end of town is a key economic engine of community
- Extend landscaping and banner programs to outer commercial nodes and integrate with rest of community



General Plan Advisory Committee Schedule

Updated April 7, 2015

TO: Kenyon Webster and the Sebastopol General Plan Advisory Committee (GPAC)

FROM: Ben Ritchie and Beth Thompson, De Novo Planning Group

SUBJECT: General Plan Advisory Committee Work Schedule

DATE: April 7, 2015

Meeting Number	Meeting Date	Topics to be Addressed
1	July 9, 2014	GPAC Roles and Procedures
2	September 10, 2014	New Topics: Noise/Safety
3	October 8, 2014	New Topics: Housing/Community Health
4	November 12, 2014	New Topics: Circulation
5	January 14, 2015	Policy Review: Community Health; Safety; and Noise
6	February 11, 2015	New Topics: Conservation/Open Space
7	March 11, 2015	New Topics: Community Services and Facilities; and Community Design/Character
8	May 13, 2015	New Topics: Economic Vitality Policy Review: Circulation
9	June 10, 2015	Policy Review: Community Services and Facilities; and Community Design/Character; and Conservation/Open Space
10	July 8, 2015	New Topics: Land Use and Land Use Map
11	September 9, 2015	Land Use and Land Use Map Continued; and Policy Review of Economic Vitality
12	TBD	Review entire Admin Draft General Plan

Meetings will be held on the 2nd Wednesday of the month, and will begin at 6:00pm. Meetings are held at the Sebastopol Center for the Arts, 282 South High Street, Sebastopol, CA.



MEMORANDUM

TO: Sebastopol General Plan Advisory Committee (GPAC)

FROM: Ben Ritchie and Beth Thompson, De Novo Planning Group

SUBJECT: May 13, 2015 Meeting – Economic Vitality and Policy Set review of Circulation

DATE: April 21, 2015

INTRODUCTION

The May 13th GPAC meeting will focus on the new topic of Economic Vitality, which had been scheduled for the previous meeting on March 11th, but time expired. This meeting also provides an opportunity for the GPAC to review the Draft Policy Set addressing Circulation.

Your previous meeting packet (for the March 11th meeting) included supporting documentation and reading materials related to Economic Vitality. Please re-read and review these materials prior to May 13th.

This meeting packet also includes the Draft Circulation Policy Set, which is new material that the GPAC has not yet seen. The Draft Circulation Policy Set addresses key issues raised by the GPAC related to this topic, as discussed during the meeting on November 9, 2014. The consultant team has taken the feedback received during this previous meeting, as well as feedback received from the public during the visioning process, and developed the attached Draft Circulation Policy Set.

The Economic Vitality Element will provide necessary guidance to foster a strong and sound local economy, including goals and policies relating to employment, retention of existing businesses, and creation of new high-quality job opportunities. The element will include policies and actions designed to retain and attract business types that reflect the city's values, complement existing land use patterns, reduce commuter traffic, and facilitate commercial and professional business development along key travel corridors. The goals and policies will focus on maintaining a high quality of life that complements the city's small-town character while promoting employment and revenue opportunities necessary to meet the needs of city residents and businesses.

The Draft General Plan Circulation Policy Set includes Goals, Policies, and Actions. These Goals, Policies, and Actions represent the core of the Draft Circulation Element. The Final General Plan Circulation Element will include the policy sets, and will also include introductory pages explaining the purpose, intent, and scope of the respective element. The Final General Plan Circulation Element will also include graphics, maps, and other items such as call-out boxes with definitions of key terms.

REQUIRED READING

Prior to the meeting on May 13th, please read (or re-read) the following items:

1. **Circulation Draft Policy Set**
2. **Existing Sebastopol General Plan:** Chapter VI (Economic Vitality)
3. **Existing Conditions Report:** Section 1.3, Economic Development
4. **Issues and Opportunities Report:** Chapter 4.4, Economic Vitality
 - a. Chapters 1-3 of the Issues and Opportunities Report also include detailed information and summaries of input received from the community that should be read and considered prior to the meeting.

WORK EXERCISE

After reading the materials identified above related to Economic Vitality, please consider the following questions and be prepared to discuss:

1. How well is the topic of Economic Vitality currently addressed in the 1994 General Plan?
2. Are there areas where the City's current approach and policies are deficient or need significant improvement?
3. What are the top priorities that the General Plan should address with respect to these topics?
4. Please review the Key Questions contained in the assigned sections of the Issues and Opportunities Report and come prepared to discuss your thoughts in response to these questions.

After reading the Draft Circulation Policy Set:

1. Do you feel that all of the key issues raised by the GPAC related to this topic have been adequately addressed?
2. Are there Goals, Policies, or Actions that you disagree with?
3. Are there Goals, Policies, or Actions that you feel are missing, and that should be included?

Circulation

Goals, Policies, and Actions

Goal CIR 1 Provide a transportation system that facilitates the efficient and environmentally responsible movement of people and goods within and through the City of Sebastopol and promotes the use of alternatives to the single-occupant vehicle.

Policy CIR 1-1: Ensure that the City's circulation network is maintained and improved over time to support buildout of the General Plan in a manner that is consistent with the General Plan Roadway Classification Map.

Policy CIR 1-2: Ensure that the City's circulation network is a well-connected system of streets, roads, sidewalks, and paths that effectively accommodates vehicular and non-vehicular traffic in a manner that considers the context of surrounding land uses and the needs of all roadway users.

Policy CIR 1-3: Regard the quality of life in Sebastopol and maintaining its special small-town character as more important than accommodating vehicle circulation.

Policy CIR 1-4: Promote public education and participation in transportation issues and decision-making.

Policy CIR 1-4: When analyzing impacts to the circulation network created by new development or roadway improvements, consider the needs of all users, including those with disabilities, ensuring that pedestrians, bicyclists, and transit riders are considered at an equal level to automobile drivers.

Policy CIR 1-5: In evaluating circulation improvement needs, and in reviewing major development proposals, consider level of service conditions and impacts for all modes of transportation, including vehicles, transit, pedestrians and bicyclists. Utilize a motor vehicle Level of Service (LOS) level objective of LOS D at intersections to evaluate conditions and impacts, with primary focus on access and safety. The following shall be taken into consideration in applying LOS level objectives:

- Levels of service shall be calculated using the average hourly delay for all vehicles entering the intersection, and assessed for the peak hour.
- At unsignalized intersections, levels of service shall be determined for both controlled movements and for the overall intersection. Controlled movements operating below LOS D would be considered acceptable if 1) the intersection is projected to operate at LOS C 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).
- For intersections already operating below LOS objectives, development projects should not contribute substantially to further decline in LOS (causing the LOS to decline by a level or by more than a 5 percent increase in delay for intersections already operating at a LOS F).

City of Sebastopol General Plan Update
Circulation – Goals, Policies, and Actions

- Level of service objectives shall not apply to minor intersections comprised of only local streets, or to movements from local streets that intersect with a State Highway or Bodega Avenue.
- While they may be employed for assessment of existing conditions or evaluation of impacts from major development projects, vehicle level of service objectives shall not apply to intersections within the downtown area.
- Intersection queuing shall be evaluated in tandem with LOS. Projected queues at signalized intersections shall not extend through upstream signalized intersections. Intersection queuing originating from downtown area intersections are not subject to this objective.

Policy CIR 1-6: Intersections may be exempted from the LOS standards established in Policy CIR 1-5 in cases where the City Council finds that the infrastructure improvements needed to maintain vehicle LOS (such as roadway or intersection widening) would be in conflict with goals of improving multimodal circulation; or would lead to other potentially adverse environmental impacts; or would adversely impact the character of Sebastopol; or when the City Council finds that a project provides significant community benefits, the City Council may approve such a project through adoption of findings that the specific economic, social, environmental, and/or other benefits of the project to the community substantially outweigh the project's impacts on circulation, and that all feasible mitigation measures have been required of the project. For those locations where the City allows a reduced motor vehicle LOS or queuing standard, additional multimodal improvements may be required in order to reduce impacts to mobility.

Policy CIR 1-7: Establish multi-modal level of service objectives that would facilitate review of transit, bicycle and pedestrian impacts, in addition to motor vehicles.

Policy CIR 1-8: Through the development review process, CEQA process, and through long-range infrastructure planning efforts, identify circulation network improvements and mitigation measures necessary to maintain the City's level of service objectives, including vehicle, transit, bicycle and pedestrian objectives.

Policy CIR 1-9: Improve circulation in locations with high levels of congestion, but avoid major increases in street capacities unless necessary to remedy severe traffic congestion on major arterial corridors such as SR 116 and SR 12-Bodega Avenue.

Policy CIR 1-10: Consider all transportation improvements as opportunities to improve safety, access, and mobility for all roadway users.

Policy CIR 1-11: Provide high quality regular maintenance for existing and future transportation facilities including streets, sidewalks, and paths.

Policy CIR 1-12: Maximize the use of matching funding grant sources to provide ongoing maintenance, operation, and management of the City's circulation network.

Policy CIR 1-13: Consider roundabouts in lieu of traffic signals where adequate right of way is available and appropriate conditions exist to maximize intersection efficiency, maintain continuous but moderate traffic flow, reduce pollution emissions, reduce accident severity, and enhance pedestrian and cyclist circulation.

City of Sebastopol General Plan Update

Circulation – Goals, Policies, and Actions

Policy CIR 1-14: Maintain and improve critical transportation facilities for emergency vehicle access and emergency evacuation needs.

Policy CIR 1-15: Continue to evaluate the benefits and feasibility of a two-way street system on some or all of SR116 between McKinley Street and just south of Palm Avenue. The two-way street system should focus on slower vehicle speeds and enhancements to pedestrian and bicycle travel, as conversion to a two-way system may not necessarily improve levels of service for vehicles.

Policy CIR 1-16: Identify potential for bypass route(s) or “beltway connector” route(s) which do not impact the Laguna, but would provide travel options between West County and both northern and southern Santa Rosa with the intention of diverting traffic away from downtown Sebastopol.

Policy CIR 1-17: Consider converting collector and local streets to a “shared street” design similar to McKinley Street in the Barlow where pedestrian activity is welcomed.

Policy CIR 1-18: Consider the impacts of growth on the road network, especially in downtown Sebastopol, when evaluating proposals for new development.

Policy CIR 1-19: Consider the impacts of growth in surrounding jurisdictions when designing Sebastopol’s circulation network, and in particular, the impacts created on the SR 116 and SR 12-Bodega Avenue corridors by growth in surrounding Sonoma County.

ACTIONS THAT SUPPORT GOAL CIR 1

Action CIR 1a: *The City shall cooperate with other jurisdictions in Sonoma County to reduce transportation congestion through the following actions:*

- *Staff should participate in the SCTA's technical advisory groups in pursuing funding opportunities.*
- *Encourage public input into SCTA's congestion management planning process*
- *Participate in future updates to the Comprehensive Transportation Plan*
- *Coordinate with the County of Sonoma including the Parks & Recreation Department in efforts to expand regional bicycle and pedestrian networks to meet anticipated demands*

Action CIR 1b: *Coordinate with the County of Sonoma to determine feasible alternative routes, bypasses or “beltway connector” routes (e.g. Llano Road extension from SR 12 to Occidental Road, or measures to divert some Hwy. 116 traffic at the southern terminus of Llano Road, or diversion of some Hwy. 12 traffic to Occidental Road at Fulton Road, or improving Ragle Road) and evaluate benefits provided by these routes. If appropriate, work collaboratively with the County of Sonoma and Caltrans to determine the extent of roadway improvements needed to support these bypass routes, add the project to future CIPs or seek County or other agencies plan improvements, encourage proactive participation and coordination by the SCTA and support funding through the SCTA or other sources, and as appropriate, update both City and County General Plan Circulation Elements to include these routes.*

City of Sebastopol General Plan Update

Circulation – Goals, Policies, and Actions

Action CIR 1c: Complete a comprehensive 2-way street analysis for SR 116 (South Main Street, Petaluma Avenue and McKinley Street) including traffic operational analysis, concept designs, urban design/landscaping improvements, economic benefits and identification of potential funding sources.

Action CIR 1d: Complete the following roadway improvements to maintain the safety and efficiency of the current circulation system, and to support buildout of the General Plan.

- *List of major roadway projects to be determined upon finalization of Land Use Map*

Action CIR 1e: The Public Works Department shall maintain a systematic pavement management program and identify and prioritize maintenance projects in the City's Capital Improvement Plan (CIP).

- *Street maintenance should include upkeep and regular cleaning of bicycle routes to remove debris and repair poor pavement conditions that discourage bicycle riding*
- *The pavement management program data system should address signage and pavement quality throughout the city*

Action CIR 1f: As part of the development review process, the Planning Department and the Public Works Department shall review development projects to ensure that developers:

- *Construct transportation improvements along property frontages when appropriate*
- *Address the project's proportional-share of impacts to the City's circulation network through payment of traffic mitigation fees*
- *Provide for complete streets to the extent feasible; facilitating walking, biking, and transit modes*
- *Provide appropriate on-site pedestrian and bicycle features*
- *Fund traffic impact studies that identify on-site and off-site project effects and mitigation measures*
- *Provide adequate emergency vehicle access*
- *Consistent with access and site planning considerations, minimize driveway cuts*

Action CIR 1g: Update the City's Capital Improvement Program (CIP) to include, as appropriate, the roadway improvements necessary to support buildout of the General Plan.

Action CIR 1h: Use the City's CIP to identify and address deficient areas, such as areas where additional striping, maintenance, and other improvements are needed.

Action CIR 1i: Routinely monitor the performance of the circulation network, optimizing traffic signals and utilizing Intelligent Transportation Systems (ITS) measures where beneficial to maximize efficiency of the existing network on a regular basis.

Action CIR 1j: Provide staff support/liaison to regional agencies such as SCTA and Caltrans in the implementation of ITS measures that improve the efficiency of roadway and transit networks in western Sonoma County.

City of Sebastopol General Plan Update
Circulation – Goals, Policies, and Actions

Action CIR 1k: Ensure regular monitoring of traffic accidents, traffic levels, and intersection capacity to update base data and respond to safety problems and changing conditions. Prioritize locations with high collision rates for safety improvements.

Action CIR 1l: Continually seek opportunities to fund maintenance of and improvements to the circulation network, including through active pursuit of a wide range of grant sources.

Action CIR 1m: Establish specific Transportation Demand Management (TDM) requirements for new development projects and consider making requirements sector-based (e.g., residential, commercial, industrial).

Action CIR 1n: Create incentives for proposed development to incorporate measures to reduce vehicle trips, such as mixed use projects and including bicycle and pedestrian facilities in the development plans.

Action CI 1o: Ensure that future development provides roadway improvements consistent with the Circulation Diagram and implement the roadway improvements identified as part of the City's Traffic Impact Fee (TIF) to improve the safety and efficiency of the current circulation system, and to support buildout of the General Plan.

Action CIR 1p: Require future development to complete a fair share calculation and to pay their contribution upon the development of the project.

Action CIR 1q: Provide outreach and opportunities for public engagement with transportation planning issues and project initiatives, including use of citizen committees such as the Planning Commission and a Complete Streets Committee.

Goal CIR 2 Maintain and Expand a Safe and Efficient Pedestrian, Bicycle, and Transit Network that connects neighborhoods with key destinations to encourage travel by non-automobile modes while also improving public health

Policy CIR 2-1: Establish and maintain a system of interconnected bicycle and pedestrian facilities that facilitate commuter and recreational travel, and that are consistent with the City's parks, trails, and recreation goals and policies in this General Plan and the *Sebastopol Bicycle and Pedestrian Master Plan*.

Policy CIR 2-2: Routinely incorporate sidewalks and enhanced pedestrian crossing facilities as part of new street construction.

Policy CIR 2-3: Incorporate bicycle facilities according to the Countywide Bicycle and Pedestrian Master Plan (including bicycle lanes where indicated, bicycle route and destination signs, and bicycle detection at traffic signals).

Policy CIR 2-4: Require development projects to construct frontage sidewalks, paths, and nearby enhanced crosswalks in a manner that is consistent with the City's goals and policies in this General Plan and the *Countywide Bicycle and Pedestrian Plan*, and as dictated by the location of other activity centers, transit stops and common pedestrian destinations.

City of Sebastopol General Plan Update
Circulation – Goals, Policies, and Actions

Policy CIR 2-5: Evaluate opportunities for pedestrian or other circulation connections to the circulation network in review of major development projects, and require appropriate improvements.

Policy CIR 2-6: Create an accessible circulation network that is consistent with guidelines established by the Americans with Disabilities Act (ADA), allowing mobility-impaired users such as the disabled and elderly to safely and effectively travel within and beyond the city.

Policy CIR 2-7: When it can be shown that construction of a sidewalk would be at odds with an existing neighborhood's aesthetic and the historic nature of the area, alternatives such as an off-street path or wider paved shoulders may be considered, particularly on low-volume local streets.

Policy CIR 2-8: Increase connectivity between trip attractors and trip generators, including a complete sidewalk network, marked and enhanced crossings, and well-lit paths.

Policy CIR 2-9: Increase the safety of popular bicycle and pedestrian routes to schools, downtown, and other destinations in the City that don't involve riding on SR 116.

Policy CIR 2-10: Work with utility providers to reduce or eliminate barriers to pedestrian and bicyclist mobility created by utility infrastructure (such as utility poles that obstruct accessibility).

Policy CIR 2-11: Establish and maintain bicycle facilities that are consistent with the network depicted in the City's Bicycle and Pedestrian Master Plan.

Policy CIR 2-12: Public road construction projects shall incorporate facilities identified in the Bicycle and Pedestrian Master Plan to the greatest extent feasible.

Policy CIR 2-13: Provide secure bicycle racks in places such as the Downtown, at commercial areas, park and ride transit facilities, schools, multiple unit residential developments, and other locations where there is a concentration of residents, visitors, students, or employees.

Policy CIR 2-14: Ensure that all crossings where trails and roads meet include enhanced, high visibility crossing design.

Policy CIR 2-15: Promote public education to help create an atmosphere of respect for bicycles and pedestrians.

Policy CIR 2-16: Through a Capital Improvement Program and joint funding from Sonoma County Transit, the City shall maintain and, where feasible, continue to build lighted and sheltered seating facilities at bus stops where appropriate.

Policy CIR 2-17: Pursue improvements and funding to increase transit ridership, increase transit frequencies on key corridors, increase the hours of transit operation, and expand regular transit service in portions of Sebastopol that currently have no public transit.

Policy CIR 2-18: Continue to work with Sonoma County Transit to create an effective Rider Awareness Program that will educate the public on the existing transit systems.

City of Sebastopol General Plan Update
Circulation – Goals, Policies, and Actions

Policy CIR 2-19: Ensure that adequate lighting and trash disposal is provided at all bus stops.

Policy CIR 2-20: Work with SCT to identify the need for and locations of additional park-and-ride lots in Sebastopol in order to increase the number and length of trips made by transit and carpooling.

Policy CIR 2-21: Ensure that effective linkages are in place between the SMART commuter rail stations in Santa Rosa and Cotati and the city's primary activity centers.

Policy CIR 2-22: Encourage the use of park-and-ride lots and other transit incentives for Sebastopol commuters.

Policy CIR 2-23: Provide safe and continuous pedestrian, vehicular, and bicycle access at all transit park-and-ride facilities.

Policy CIR 2-24: Prioritize bicycle and pedestrian safety for students traveling to and from school.

Policy CIR 2-25: Support regional efforts to develop Safe Routes to School Programs for schools that serve Sebastopol's population.

Policy CIR 2-26: Continue to improve roadway pedestrian crossings, as resources permit.

ACTIONS THAT SUPPORT GOAL CIR 2

Action CIR 2a: As part of the development process, review development applications to ensure compliance with the Countywide Bicycle and Pedestrian Master Plan.

Action CIR 2b: Review traffic signal timing plans or work with Caltrans to ensure adequate crossing times for all users at signalized intersections.

Action CIR 2c: Ensure that bicycle loop detectors are present at traffic signals and clearly identified with stencils.

Action CIR 2d: Review all transportation improvements to ensure installation in accordance with current accessibility standards.

Policy CIR 2e: Regularly review transportation corridors to identify barriers encountered by persons with disabilities, including locations where there are not ADA-compliant curb cuts and ramps, and address such obstacles in the Capital Improvement Program, to the extent that funding for such activities is available.

Action CIR 2f: Continue to include construction of bicycle and pathway facilities in the City's CIP, prioritizing areas where gaps in the current network need to be filled.

Action CIR 2g: Public Works shall include construction of bicycle and pathway facilities in the City's CIP.

Action CIR 2h: Focus on the identification of more Class I trails.

City of Sebastopol General Plan Update
Circulation – Goals, Policies, and Actions

Action CIR 2i: As funding becomes available, the City should encourage Sonoma County Transit to provide more frequent headways, extend service hours, and serve a greater portion of the City. The City would review and renew the contract as necessary.

- Bus headways of 45 minutes or less are desirable on routes serving Sebastopol.
- Local bus service operating until 10 PM would be desirable.

Action CIR 2j: Compile a list of bus stops with inadequate lighting, and through the CIP, install street lights at those stops as funding is available.

Action CIR 2k: Study the feasibility of establishing a public or private shuttle system to serve the SMART commuter rail station.

Action CIR 2l: Review all transportation improvements to ensure installation in accordance with current accessibility standards.

Action CIR 2m: Identify potential bicycle and pedestrian connections between residential areas and school campuses.

Action CIR 2n: As part of the development review process, ensure that new development projects provide bicycle and pedestrian improvements to facilitate the implementation of a Safe Routes to School plan for Sebastopol schools.

Action CIR 2o: Coordinate with the SCTA, Sonoma Health Services, Sebastopol Union School District, and Sonoma County Bicycle Coalition to continue the Safe Routes to School Program in Sebastopol.

Action CIR 2p: Once adopted, routinely review and update the Safe Routes to School plan, to reflect the current circulation infrastructure, student travel patterns, identified hazards, and school characteristics.

Action CIR 2q: Monitor national efforts to establish effective multimodal level of service standards for pedestrian, bicycle, and transit modes.

Action CIR 2r: Issue guidelines and incorporate assessment of multimodal LOS as a routine component of transportation impact analyses once the Public Works Department determines a multimodal LOS methodology that is deemed suitable for application in Sebastopol.

**City of Sebastopol General Plan Update
Circulation – Goals, Policies, and Actions**

Goal CIR 3 Coordinate Circulation Facilities with land use and development patterns to create an environment that encourages walking, bicycling, and transit use.

Policy CIR 3-1: Recognize the role of streets not only as vehicle routes but also as parts of a system of public spaces, with quality landscaping, street trees, and bicycle and pedestrian paths.

Policy CIR 3-2: Prioritize the quality of life for Sebastopol residents and visitors over vehicular traffic movement.

Policy CIR 3-3: Prioritize high-density and mixed land use patterns that promote transit and pedestrian travel along transit corridors.

Policy CIR 3-4: Design developments to include features that encourage walking, bicycling, and transit use. Design features shall include bus turnouts, transit shelters and benches, and pedestrian access points between subdivisions and between adjacent related land uses.

Policy CIR 3-5: Provide an interconnected street network that provides multiple points of access, discouraging cut-through traffic while maintaining neighborhood connectivity.

Policy CIR 3-6: Encourage local access connections between neighborhood parks and commercial areas by walking as an alternative to short-distance driving.

Policy CIR 3-7: Ensure that the City's adopted street standards reflect a multi-modal focus, including vehicular lane widths that are no wider than necessary to serve the surrounding land use context and accommodate emergency vehicles.

Policy CIR 3-8: Where necessary, emphasize traffic management and calming techniques to control vehicle speeds on all streets within the City of Sebastopol.

Policy CIR 3-9: Design intersections to provide adequate and safe access for all users including pedestrians, bicyclists, and motorists of all ages and abilities.

Policy CIR 3-10: Require new development to include effective linkages to the surrounding circulation system for all modes of travel, to the extent feasible.

Policy CIR 3-11: Review Subdivision Ordinance standards for new streets and driveways to maintain safe access while minimizing area devoted to vehicle traffic.

Policy CIR 3-12: Maintain restrictions on commercial truck routes to protect residential neighborhoods.

ACTIONS THAT SUPPORT GOAL CIR 3

Action CIR 3a: During the development review process, the Planning Department shall review plans to ensure that projects include an interconnected network of streets and paths that facilitate non-auto modes for shorter trips, and disperse rather than concentrate traffic in residential neighborhoods.

Action CIR 3b: The Public Works Department shall review plans for new or modified intersections to ensure that the number of vehicle lanes is limited where possible to provide

City of Sebastopol General Plan Update
Circulation – Goals, Policies, and Actions

for moderate speeds and pedestrian and bicyclist safety, and that curb extensions are installed where appropriate to reduce driving speeds and shorten pedestrian crossing distances.

Action CIR 3c: The Public Works Department shall review its adopted street standards, including those specified in the Subdivision Ordinance, and update as necessary to achieve balanced roadway configurations that serve all users, and through design help to reinforce appropriate vehicle speeds for the surrounding land use context.

Goal CIR 4 Ensure that a combination of managed growth and adequate funding mechanisms are in place to complete future improvements on the local and regional circulation networks

Policy CIR 4-1: Ensure that the rate of growth in Sebastopol is consistent with the ability to provide adequate transportation services.

Policy CIR 4-2: Require new development to contribute its proportional cost of circulation improvements necessary to address cumulative transportation impacts on roadways throughout the city, as well as the bicycle and pedestrian network.

Policy CIR 4-3: Include capital projects sponsored by the City and necessary to maintain and improve traffic operations in the five-year CIP that is annually reviewed by the City Council. Funding sources for such projects as well as intended project phasing will be generally identified in the CIP.

Policy CIR 4-4: Consider funding transportation projects intended to meet or maintain Level of Service standards and to provide mitigation for intersections through use of funds allocated by the SCTA.

ACTIONS THAT SUPPORT GOAL CIR 4

Action CIR 4a: Maintain and routinely update the City's Development Impact Fee Program to cover the cost of mitigating development's share of improvements on non-regional and regional routes, as well as the cost of maintaining Sebastopol's identified service and/or performance standards.

Action CIR 4b: As part of the development review process, require new development to mitigate circulation impacts by making improvements to the motorized and non-motorized circulation networks as necessary, and in a fair manner with an established nexus between the level of impact and required improvements and/or contributions.

GOAL CI 5 Reduce Vehicle Miles Traveled (VMT) in Order to Reduce Congestion and Help Achieve Regional Efforts to Reduce Greenhouse Gas (GHG) Emissions

Policy CIR 5-1 Actively support the Regional Climate Protection Authority (RCPA) in its efforts to reduce GHG emissions to a level that is 25 percent below 1990 levels by 2015 and 40 percent below 1990 levels by 2035.

Policy CIR 5-2 Work with major employers to implement TDM programs. Examples of TDM programs may include (but are not limited to) subsidized transit passes, guaranteed ride home,

City of Sebastopol General Plan Update
Circulation – Goals, Policies, and Actions

carpool matching, telecommuting, alternative work schedules, car sharing, employer-sponsored vanpools, priced workplace parking, preferential parking for carpools and/or low-emission vehicles, and shower facilities at workplaces to support bike riding.

ACTIONS THAT SUPPORT GOAL CIR 5

Action CIR 5a: *Supply transportation data to the RCPA as requested to assist in the assessment of GHG reduction efforts.*

Action CIR 5b: *Establish specific TDM requirements for projects and consider making requirements sector-based (e.g., residential, commercial, industrial).*

Goal CIR 6 Maintain Parking Requirements and Practices that Complement the Desired Land Use Pattern while Minimizing Neighborhood Impacts

Policy CIR 6-1 Maximize the use of existing downtown parking areas, emphasizing the use of shared parking wherever possible, including provision of multi-purpose parking lots that serve both residential and commercial uses.

Policy CIR 6-2 Investigate formation of a downtown parking assessment district which assembles and maintains common parking within a defined downtown area.

Policy CIR 6-3 Periodically review the City's parking requirements to ensure that they result in an efficient supply that is not "over parked."

Policy CIR 6-4 Ensure that the parking demand associated with future development does not adversely impact adjacent residential areas due to spillover parking demand.

Policy CIR 6-5: Look for ways to generate revenue from areas of high-demand parking to put towards bicycle facilities, schools, and public spaces.

Policy CIR 6-6: Create reduced parking requirements for proposed downtown developments.

ACTIONS THAT SUPPORT GOAL CIR 6

Action CIR 6a: *Work with downtown property owners, businesses and downtown organizations to facilitate the creation of a parking assessment district.*

Action CIR 6c: *Review parking best practices employed in other jurisdictions, as well as parking utilization within Sebastopol itself, and as appropriate, incorporate revised parking requirements into the Municipal Code.*

Action CIR 6d: *Study the potential for a parking permit system and reduced parking requirements to be implemented in transit-oriented areas such as the downtown core of Sebastopol.*

Action CIR 6e: *During the development review process, require major commercial, multi-family residential, mixed-use, and other projects that may result in parking impacts to submit parking studies to ensure that adequate parking is provided.*

City of Sebastopol General Plan Update
Circulation – Goals, Policies, and Actions

Action CI 6f: *If deemed necessary by the City, use parking management techniques (such as residential parking permits) to limit spillover parking impacts in residential neighborhoods.*

Action CIR 6g: *Evaluate charging an hourly rate for parking spaces in high-demand areas, such as downtown and the Barlow district to enhance efficiency of use and generate revenue for improved City parking and circulation infrastructure.*

Action CIR 6h: *Explore mechanisms to allow proposed development downtown to not have to provide on-site parking.*

Action CIR 6i: Consider exemptions or reductions in parking requirements for small additions and developments on small sites in the downtown area.

4.3 ECONOMIC DEVELOPMENT

Sebastopol is often identified as the economic and cultural center of the West County. Sebastopol offers a centralized downtown business area, with a variety of local specialty shops and eateries in the downtown area and vicinity, cultural attractions and festivals, as well as natural attractions, including the Laguna de Santa Rosa, Luther Burbank Experimental Farm, and Joe Rodota Trail. The City has a highly skilled workforce and encourages small, local business, entrepreneurship, and sustainable business practices.

From 2000 to 2014, Sebastopol's population decreased from 7,774 to 7,400 persons, a 4% reduction. From 2000 to 2010, the City's labor force increased by 7%, from 4,056 to 4,324 persons. However, employment only increased by 2% and unemployment increased from 2.5% to 6.7% from 2000 to 2010. Approximately 69% of the City residents currently work outside of Sebastopol.

In 2014, 43% of Sebastopol's employed residents worked in management, professional, and related occupations, while 23% worked in sales and office occupations and 19% worked in services occupations. An additional 7% were employed in natural resources, construction, and maintenance occupations, and 8% were employed in a production, transportation, and material moving.

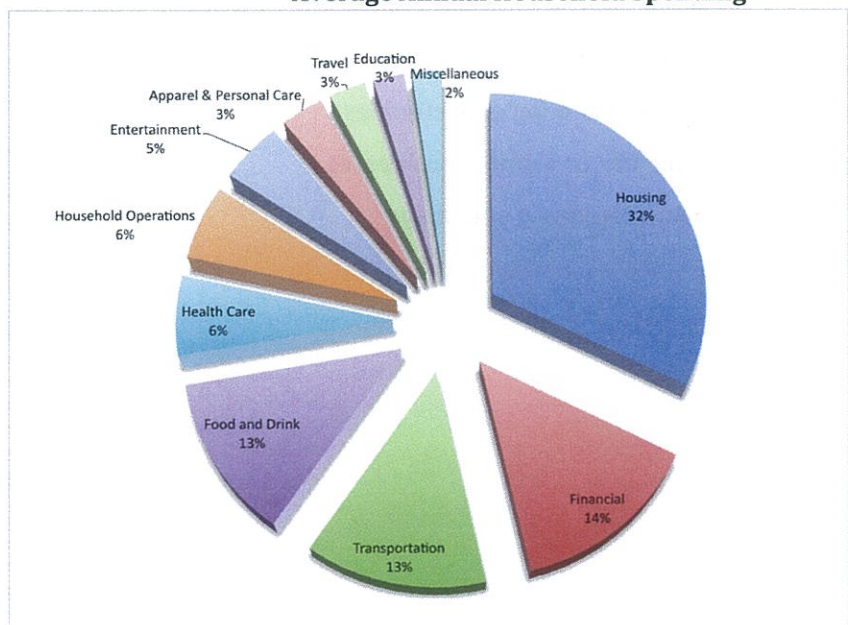
In 2014, the industries in Sebastopol with the largest amount of employees included health care and social assistance (19%), retail trade (15%), professional, scientific, and technical services (9%), educational services (7%), accommodation and food services (7%), and other services (8%). With the closure of Palm Drive Hospital, it is likely that employment in the health care and social assistance sector has decreased.

From 2000 to 2012, the median household income increased from \$46,436 to \$53,975. However, when computed in constant dollars (adjusting for inflation), the median income actually decreased from \$61,913 to \$53,975 (based on 2012 dollars).

A review of historic taxable sales data indicates an overall increase in taxable sales since 2002. However, there has been a reduction in retail and food services transactions (-3%) while there has been an increase in the number of businesses with retail and food service sales tax permits (56%). There has been an overall decline in sales tax permits from 2002-2012 by 89, although total taxable transactions have increased by 8% (almost \$11 million).

A review of spending patterns in Sebastopol indicates that categories with the highest annual spending are housing/ shelter (32%), financial (14%), food and drink (13%), and transportation (13%).

Average Annual Household Spending



4.0: ISSUES AND OPPORTUNITIES

The Existing Conditions Report includes a leakage/surplus analysis that measures the relationship between supply and demand, based on the per capita sales and sales tax deviation associated with retail categories. The retail categories with the highest surplus sales include food and beverage stores, food and drinking places, and health and personal care stores. The retail subcategories with the most surplus sales include grocery stores, restaurants and drinking places, used merchandise stores, specialty food stores, lawn and garden stores, and book, periodical, and music stores. The retail categories with the most leakage include general merchandise stores (leakage of \$13.3 million), motor vehicle and parts dealers (leakage of \$12.8 million), clothing and accessories stores (leakage of \$5 million), and non-store retailers (leakage of \$3.2 million). This indicates that a substantial proportion of these categories of expenditure are occurring elsewhere, and that there could be an opportunity to capture some of these expenditures.

For additional economic and demographic data, please see the Existing Conditions Report and Housing Element that have been prepared as part of the General Plan Update.

Participants in the Visioning process identified the following issues and comments related to the city's economy:

- A vibrant and lively downtown with an urban design that enhances community and encourages visitors
- Iconic and robust tourist attractions – the Laguna, City parks and trails, cultural events, Luther Burbank Farm, new museums/learning centers
- Diversified retail opportunities
- More economic diversity
- Emphasize culture, arts, and cultural diversity
- Bring more jobs to City and increase supporting population
- Electric shuttle or trolley connecting Downtown with key attractions/destinations
- Vibrant businesses with emphasis on sustainability
- Hotel and lodging opportunities
- No big box or formula businesses
- Positive branding and image

Issue: Limited Employment Opportunities

Sebastopol has a relatively high ratio of jobs located within the City to employed persons that reside in the City. Much of the workforce in the City commutes to Sebastopol to work. However, many of the jobs in the City are retail- and service-oriented jobs, which typically have lower wages than professional and skilled jobs. During the Visioning process, a need for high-quality jobs that provide a livable wage in Sebastopol was noted.

While it is anticipated that the General Plan Update will provide greater opportunities for businesses to expand or locate in Sebastopol (see the following Opportunities discussions), this will not improve the quality of life of the city's residents unless the new jobs pay good wages and provide additional opportunities for skilled workers. In order for unemployment rates to trend downward and the ratio of jobs to labor force to trend upward, incentives for employers to locate in Sebastopol are needed.

In order for the economy to grow and prosper, it is necessary to market Sebastopol as a place to do business and to provide resources that meet the needs of commercial, office, medical, and industrial uses that Sebastopol wishes to attract. Currently, the Chamber of Commerce, Downtown Association, Cittaslow, and Sebastopol Entrepreneurs Project can provide some support to interested businesses and can connect businesses with local realtors and leasing agents. However, more extensive and detailed materials (market assessments, up-to-date workforce data, leakage studies, etc.) and potentially, dedicated economic development staff could clearly identify market demands and industry sectors with heavy needs for interested businesses.

A related issue reported by a number of local businesses is difficulty finding qualified employees. This may have a relationship to high housing costs, area demographics, and the compensation levels that local businesses are able to offer. The Sonoma County Economic Development Board has developed some tools to assist employers with job openings.

Key issues limiting Sebastopol's employment and business growth include the following:

VALUE OF OFFICE/INDUSTRIAL VERSUS RESIDENTIAL DEVELOPMENT

Local property owners are often reluctant to develop their land for office/industrial uses, given that the financial payoff for residential development is typically much higher than for office/industrial uses. Some developers have also indicated that new industrial development is not financially viable, and that there is not sufficient demand for new office space.

LACK OF ADEQUATE SPACE

New construction or substantial rehabilitation would be required to accommodate a major new employer with modern office/industrial space needs. Many emerging industries have a need for larger spaces and modern facilities, such as production, testing, and laboratory space. Sites for most types of development (particularly, larger development) are quite limited, and potentially suitable sites may not be available for development.

NEED FOR MARKETING/INCENTIVES

While the City and Chamber of Commerce created a branding campaign (Local Flavor, Global Vision) and the Sebastopol Entrepreneurs Project provides assistance to local start-up businesses, there are not a lot of outreach and marketing materials that are readily accessible for a large business wishing to locate in Sebastopol. Market data demonstrating a need or demand for specific types of businesses is not on the

4.0: ISSUES AND OPPORTUNITIES

City or Chamber of Commerce websites. Similarly, information regarding incentives for businesses to locate in Sebastopol is also not readily available.

The following Opportunities discussions identify methods to attract new businesses and to expand the base of industries to create more skilled and high-paying employment opportunities.

Opportunity: Industry Diversification

Participants in the Visioning process identified that jobs in the City need to be high-quality jobs that pay living wages where people can afford to live and work in Sebastopol, that growth needs to be sustainable, that an emphasis on supporting and enlivening the Downtown is necessary, and that there is a need for everyday retail goods.

As shown in the figure on the right, Sebastopol's commercial areas are focused along the key routes through town. Industrial uses are limited and mainly located in the northeast area of the City off of SR 12, along Morris Street and McKinley Streets, and east of SR 116.

TOURISM AND HOSPITALITY

Sebastopol's unique setting and character, combined with its location as the hub of West County near the Bay area, Pacific Ocean, and wine country, has potential to be leveraged to create a "place-making" and tourism-based environment over time.

Sebastopol's commitment to environmental sustainability also sets the City apart from other jurisdictions. The attraction of a boutique hotel or eco-tourism retreat could help Sebastopol become a higher profile travel destination. The community-oriented nature of Sebastopol is conducive to the support of locally-owned and smaller, non-chain establishments. Creating a destination retail environment, through continued support of boutique and one-of-a-kind shops in the Downtown, as well as broadened retail opportunities will provide a draw for tourists, as well as improve shopping opportunities for local residents and employees. Providing more visitor-serving commercial uses would also help Sebastopol establish a base for tourism and hospitality.

The City has identified the Lumberyard site as a major opportunity for a mixed-use development that could potentially include a hotel (see Marketing and Branding discussion). A hotel development is also being proposed at the Barlow development.

AGRICULTURAL SECTOR

Research and development is an important part of the overall agricultural economy, including winemaking. Seed companies are constantly researching and breeding plant species to select for specific characteristics (e.g., taste, yield, growing zone, frost conditions, pest resistance, longevity, etc.). Agricultural research operations can include extensive agricultural fields and greenhouses for planting of test crops, may primarily consist of office space for laboratory research, or may include a combination of the two. Some research facilities will contract with farmers, sometimes local and sometimes distant depending on the conditions needed for research, to grow test crops. Other facilities may research various products that can be manufactured with agricultural materials and by-products, and use of local agricultural by-products can be a marketing point. Attracting new agricultural research and development uses can increase a demand for planted agricultural fields in and around the city, increasing access to local foods. Increasing the demand for professional office/research space and, in some cases, manufacturing facilities would increase the City's base of skilled jobs.

HEALTH CARE

Access to health care and mental health services is an important determinant of health and disease prevention, and increased access is very likely to improve public health. The health care sector typically provides high-paying jobs that require educated and skilled employees. With the recent closure of Palm Drive Hospital, the City is lacking medical services for emergency care and conditions that require an in-

4.0: ISSUES AND OPPORTUNITIES

patient hospital stay.

HOME-BASED AND ENTREPRENEUR BUSINESSES

Start-ups, home-based businesses, and micro-enterprise are important components of the local economy. These types of businesses accommodate a broad range of skill levels and interests. Home-based businesses typically do not require significant real estate investment, which reduces start-up costs. The Sebastopol Entrepreneurs Project (SEP) provides support to regional start-up businesses, through training and incubation services. SEP offers co-working space to reduce the overhead associated with real estate costs for a new business. Sebastopol has relatively liberal allowances for home-based businesses as compared to some jurisdictions.

GREEN AND CLEAN INDUSTRIES

With the local support for sustainable and green industries, Sebastopol is well-positioned to attract a range of green and clean industries. Sebastopol could endeavor to attract research and manufacturing associated with energy-efficient technologies, recycling, green building, water conservation technologies, clean and renewable energy, re-use of agricultural and winemaking by-products, and a variety of products for home and personal use. Research and development provides opportunities for skilled, technological jobs in both established and emerging industry sectors. Research and development is also an important component of developing new products, such as medical devices, and technologies, including green building, and clean energy. However, manufacturing types of use can result in air pollutants, noise, and increased truck traffic, so it is necessary to identify appropriate industrial sites that will not negatively affect residential and other sensitive uses. Apart from the potential of reducing costs to local businesses through providing new efficiencies and providing opportunities for skilled workers, a significant benefit of this industry is that it can complement the region's strong agricultural and winemaking sector. And, as previously noted, there would likely be both financial and site challenges with industrial development in Sebastopol.

REGIONAL-SERVING RETAIL

Regional-serving retail provides an important part of the local economy – offering amenities that attract key employers, supplying services for local residents, and providing job opportunities to youth and other segments of the community that might not qualify for higher paying jobs. Participants in the Visioning process identified a need for retail that provided for everyday needs, rather than a focus on specialty or tourist-oriented retail. Table 1-13 of the Existing Conditions Report identifies retail categories that are experiencing leakage, meaning that the demand for the retail category exceeds the actual sales. The retail categories with the most leakage include general merchandise stores (leakage of \$13.3 million), motor vehicle and parts dealers (leakage of \$12.8 million), clothing and accessories stores (leakage of \$5 million), and non-store retailers (leakage of \$3.2 million). The leakage identified for general merchandise stores corresponds to the comments that Sebastopol needs general retail uses that provide for everyday needs. While regional-serving retail stores would not significantly diversify employment opportunities, these uses serve household shopping needs and ensure that residents can live and shop in Sebastopol without having to travel to nearby cities to shop.

Key Questions

- *What key industries does Sebastopol wish to attract over the next 10 to 20 years?*
- *Are the vacant and underdeveloped lands in the city suitable for attracting the mix of businesses that Sebastopol desires?*
- *Are adequate sites designated to accommodate a variety of new businesses, particularly if a business has specific siting needs (e.g. research space, test kitchen facilities, production space)?*

4.0: ISSUES AND OPPORTUNITIES

Opportunity: Employee Generation and Business Attraction

While the City can designate sites for a variety of job-generating uses and can plan to provide a broad range of commercial and industrial uses, as previously discussed, these plans are only meaningful if the city can attract new businesses and encourage existing businesses to expand.

Some of the key components of business generation include marketing, visibility, branding, and adequate services.

BRANDING AND MARKETING

A detailed branding and marketing plan could help Sebastopol shape its image as a desirable destination and leverage the Downtown, cultural events, community-oriented aspects, and access to natural features that distinguish Sebastopol from neighboring communities. Larger employers often look at the amenities of the community and the local workforce when considering new locations. The presence of quality of life factors (i.e., attractiveness of the area, cost of housing, quality of schools, entertainment venues, retail amenities, and variety of dining and drinking establishments) may play a significant part in an employer locating in Sebastopol. Developing a branding and marketing plan that highlights the City's assets, including its well-educated and skilled workforce and emphasis on cultural diversity, will assist in positioning the city for success when major employers are considering a location in Sebastopol.

A key component of successful branding and marketing is ensuring that the City is considered a place where businesses are welcomed and the permitting process is streamlined and provides some certainty, in terms of the types of permitted uses, development requirements, and timing for approval, for interested businesses.

The City has taken measures to market the Lumberyard site (6828 Depot Street) to attract a mixed-use type of development that is urban in nature and oriented toward the adjacent public uses and downtown. Concerted and consistent marketing efforts, such as this, assist in attracting development through identifying opportunity sites, providing an overview of the benefits of the site, and identifying how the sites can be integrated with surrounding uses.

IMPROVING BUSINESS AREAS

Many of the city's retail shopping and business areas along SR 116/Main Street/SR 12 have newer uses interspersed with older commercial uses. Revitalizing the City's primary business areas, including improved facades, signage, and cohesive design features, would strengthen interest in the areas. Maintaining a vibrant and attractive downtown helps to foster Sebastopol's small-town image. Over time, continued maintenance and occasional design upgrades of retail areas will ensure that the city continues to attract a broad base of customers and tenants. While the City can facilitate the improvement of business areas, desired improvements can only be achieved by conscientious investment on the part of the local property owners as well as organization and partnership by the local merchant communities. The City currently has a small BID in place for the downtown area. The BID pre-dates existing state law that governs the formation and activities of a BID. This district could be expanded to include a larger commercial area, creating greater potential for revenue generation and area of benefit, to address the

What is a BID?

A business improvement district (BID) is a geographically-defined area in which activities and improvements are paid for through a special assessment which is charged to all members within the district in order to equitably distribute the costs and benefits of the BID.

primary business routes and to include areas anticipated for business/retail development.

The City did re-institute a ‘façade improvement’ grant program in the current fiscal year. The program has a limited budget to offers small matching grants to businesses or property owners seeking to install new signs, remodel, paint, landscape or otherwise improve facades.

VISIBILITY AND CONNECTIVITY

People only visit businesses and shopping areas if they are aware that the business or shopping area exists. Implementation of a wayfinding and signage program that provides signage at the primary entrances to Sebastopol and directs out-of-town visitors to Downtown, primary destinations (Laguna de Santa Rosa Preserve), Luther Burbank Farm, and cultural/community centers would assist in making visitors aware of the attractions and destinations in Sebastopol by advertising the various venues and providing directions to destinations and public parking. Sebastopol had planned to implement a wayfinding program, however the project was terminated when the State eliminated the City’s redevelopment agency. The City Council may consider reviving this project in the next fiscal year.

ECONOMIC DEVELOPMENT PARTNERSHIPS

The City participates in multiple local and regional partnerships (e.g., Downtown Association, Sebastopol Chamber of Commerce, Sonoma County Economic Development Board, Cittaslow Sebastopol, etc.) in order to stay abreast of emerging issues and to identify opportunities to support local businesses and expand the types of businesses locating in the community.

The Sonoma County released its Fall 2014 Business Confidence Report which indicates that business confidence in Sonoma County has been increasing since the recessionary period. The BCR indicates that businesses feel economically challenged operating in Sonoma County versus the rest of the United States, based on a comparison of purchasing index trend values. Industry with high purchasing trend indexes that are indicative of industry and business expansion include hospitality, manufacturing, and technology. Establishing or expanding upon a group of economic development professionals that can focus on attracting and retaining target industry companies could accelerate the city’s efforts to attract new business. Businesses and organizations that provide capital resources can be partnered with new companies and companies that wish to expand. This type of effort can direct ‘angel’ or venture capital investments to promising companies competing for scarce capital investment.

SMALL BUSINESS SUPPORT

Small and start-up businesses are an important part of the local economy. Start-up businesses are common in industry sectors with emerging and shifting technologies, such as green energy, biotechnology, and computer science. Encouraging locally-owned small business ventures through the permitting and business license process as well as considering small business needs when considering larger office, technology, and industrial park developments can help the city attract a broader range of businesses.

BUSINESS RETENTION

Future job growth is often associated with the retention and expansion of existing businesses, rather than solely focusing on the attraction of new ones. Thus, it is critical to maintain close business relationships with business associations and existing local companies, offer seminars and consulting for business owners, link businesses to various lending programs and financial services, assist with marketing of local businesses, and provide other key services to local businesses.

4.0: ISSUES AND OPPORTUNITIES

REDEVELOPMENT

The closure of Sebastopol's Community Development Agency considerably reduced the City's resources to attract and retain business. Redevelopment had provided significant funding and mechanisms to encourage business growth and development, including funding for economic development staff, business promotion activities, and the ability to encourage development of specific sites through either assisting with the purchase of the site or providing long-term financial incentives, and also supported affordable housing. While the State has not replaced redevelopment, there have been on-going discussions of future methods to assisting local governments with redevelopment-types of activities. The City can emphasize monitoring emerging legislation that would replace redevelopment and can prioritize taking advantage of future opportunities that may be offered by such legislation.

Key Questions

- *What programs should Sebastopol prioritize to attract new businesses?*
- *What policies are appropriate in the General Plan to support an environment that is conducive to economic vitality and business growth?*

Proposed Alternate Routes Around Sebastopol

Presently, two primary West Sonoma County vehicular routes, Highway 12 and Highway 116, extend right through the center of Sebastopol. As the population of the West County has grown, the traffic through downtown Sebastopol has increased. Although we want to encourage people to visit our wonderful town, it would be desirable that drivers toward other destinations are provided with alternate routes (bypasses) around Sebastopol. With certain road improvements and proper signage, drivers could get to their final destinations more quickly and efficiently by going around Sebastopol instead of going through it. See attached drawing Sheet ONE.

North-South Access:

1. Reconfigure intersection at Gravenstein Highway (Hwy 116) and Llano Road so that northbound Hwy 116 traffic could merge onto Llano road without slowing down. Signage at this location would direct the driver to continue straight for Sebastopol and Bodega Bay, and exit right for Forestville and Jenner. Southbound traffic from Llano Road would travel through this intersection, which would be controlled by a stoplight in this direction, onto southbound Hwy 116. See drawing Sheet ONE.
2. Extend Llano Road north from Highway 12 to Occidental Road. It appears that this would require acquisition of a portion of only five existing parcels. Llano Road would terminate at the existing intersection of Occidental Road and Piezzi Road, and a new stoplight would be installed at this location. Signage at this intersection would direct the driver to turn left (west onto Occidental Road) for Occidental, Forestville, and Jenner. See drawing Sheet 2.
3. Appropriate new signage at the existing intersection of Occidental Road and Hwy 116 would guide drivers toward the various destinations. A much needed left turn only lane (and left turn only light) at this location would facilitate traffic flow toward Sebastopol, thereby encouraging drivers to use this route rather than Highway 12 to reach destinations to the north and west of Sebastopol. See Sheet One.

The current route from the intersection of Hwy 116 and Llano Road to the intersection of Hwy 116 and Occidental Road, driving through Sebastopol, is about 6.9 miles. The proposed alternate route, as described above, is about 8.0 miles. About a mile longer in distance, but much faster in time, as the driver does not have to slow down, and wait at multiple stoplights, driving through Sebastopol.

East-West Access:

Provide new intersection between Highway 12 and Occidental Road, about 0.3 miles west of the existing intersection of Hwy 12 and Fulton Road. Westbound traffic on Hwy 12 could merge right onto Occidental Road without slowing down. Signage at this location would direct the driver to continue straight for Sebastopol and Bodega Bay, and exit right for Occidental, Forestville, and Jenner. To accomplish this new westbound merge lane from Hwy 12 to Occidental Road, a short portion of Occidental Road would be removed (between this new intersection and the parking lot of the existing church at the corner of Occidental Road and Fulton Road). Eastbound traffic from Occidental Road would travel through this new intersection, which would be controlled by a stoplight in this direction, onto eastbound Hwy 12. I believe that all this could be done within existing road right-of-ways. See drawing Sheets 3 and 4.

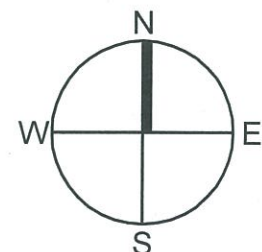
Both the proposed North-South and East-West alternate routes would put increased traffic onto Occidental Road between Fulton Road and Gravenstein Hwy. This project would include future improvements to Occidental Road, including left turn lanes at cross streets, and wider shoulders on each side of the roadway for bicycles and pedestrians.

Attachments:

Proposed road improvement schematic drawings, 4 sheets dated 20 February 2013.



- EXISTING PRIMARY VEHICULAR ROUTES THROUGH SEBASTOPOL
- PROPOSED BY-PASS ROUTES





PROPOSED LLANO ROAD EXTENSION BETWEEN
HIGHWAY 12 AND OCCIDENTAL ROAD

- EXISTING PRIMARY VEHICULAR ROUTES
THROUGH SEBASTOPOL
- PROPOSED BY-PASS ROUTES

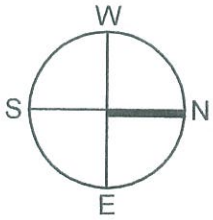
20 FEBRUARY 2013
COLIN DOYLE, ARCHITECT



SHEET
2
OF 4



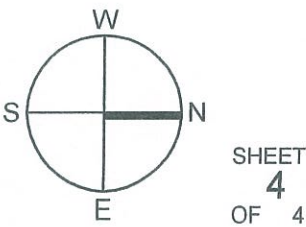
PROPOSED ROADWAY IMPROVEMENTS AT
HIGHWAY 12, OCCIDENTAL ROAD, FULTON ROAD





PROPOSED HIGHWAY 12 - OCCIDENTAL ROAD INTERSECTION

20 FEBRUARY 2013
COLIN DOYLE, ARCHITECT



From: **Rebecca Dwan** rrebecca@sonic.net
Subject: Sebastopol traffic plan input
Date: April 21, 2015 at 11:50 AM
To: kwebster@cityofsebastopol.org
Cc: Kevin kevind@sonic.net



Dear folks,

I am casting a vote for improved public transit, including better scheduled hours and stops, and would also like to join a research group or project to bring electric trains back to Sebastopol, which could also connect to the SMART train system.

We have been disillusioned by the marketing consultants, the Cittaslow projects, and other window dressing or band-aid approaches. We believe that Sebastopol needs to have real environmental improvements before we advertise ourselves to the public or to eco-tourists. In any case, we have the right location, knowledge, and history to put our trains back in place. I can think of no better PR for Sebastopol. And I believe we could find investors among train buffs, wine train companies, and conservation activists, not to mention grants from many government and other sources.

Like other infrastructure such as roads, hospitals, elder care, and schools, trains are a necessary part of almost all civilized areas of the world. And the world is watching.

Thanks for your help, and let me know,

Rebecca Dwan
Sebastopol

From: **Lynda McDaniel** lynda@lyndamcdaniel.com
Subject: Cittaslow request for traffic-solving ideas
Date: April 20, 2015 at 10:04 AM
To: kwebster@cityofsebastopol.org



Hello,

I'd like to see a change in the pedestrian crossing at Main and Hwy 12 and possibly at Hwy 12 and Petaluma Ave. When I lived in Seattle, I really liked the way pedestrians all crossed at the same time at certain busy intersections. You could even cross cattycorner to get across faster. It seemed to make it safer and faster for everyone. No one was allowed to drive or turn as long as pedestrians had the right of way. It seemed to speed up driving, too, as drivers with a green light were never waiting for pedestrians to cross.

I wonder if this would help at these two very busy intersections that, mercifully, I know how to avoid during busy times but visitors do not.

Thanks!

Lynda McDaniel, Your Inspired Writing Coach
Amazon Bestselling Author of ***How Not to Sound Stupid at Work*** and ***Write Your Book Now!***
Award-winning author of ***Words at Work*** and co-founder of ***The Book Catalysts***
707-827-3872 - Pacific Time
www.lyndamcdaniel.com

From: Anja Woltman anja@sonic.net
Subject: Round Abouts
Date: April 19, 2015 at 4:50 PM
To: kwebster@cityofsebastopol.org



Hi,

Thank you for inviting input on traffic issues.

I just returned from a vacation in Sedona and completely fell in love with Round Abouts! They work so well! Traffic used to be congested there, but not now anymore, even during rush hour! They put in about 8 of them between Sedona and Oak Creek Village. It took maybe twice entering a round about to feel comfortable, but then it was just a joy to use them! I can really see putting them in Sebastopol. The only thing is that pedestrian crossings need to happen at a distance, in a different way, so that may be a problem. They definitely had pedestrian crossings there, but I am sure there is good information out there how this can be handled.

I hope you all will look into this! I'd like to see one in front of my house on 170 Jewell, at the dangerous intersection at Willow!

Thank you!

Anja Woltman.

Sent from my iPad

From: kirc@sonic.net
Subject: traffic
Date: April 19, 2015 at 5:04 PM
To: kwebster@cityofsebastopol.org



Kenyon: I've already expressed myself on traffic, but I'll say it again. I wish we could develop a community code/attitude that allowed us to let people in to the flow of traffic. Those of us who live in the area behind Safeway and all the way up past Murphy CANNOT get out into the traffic on Healdsburg Avenue. There's just a constant stream, and one of the few ways we can get out onto Healdsburg is if a pedestrian uses a nearby crosswalk and the traffic stops. It is especially difficult later in the day turning left onto Healdsburg Avenue and into the direct sun....trying to gauge if the opening is big enough on both directions of traffic, or if it's safe to get into the center lane and wait there, or if there's anyone crossing the street is almost too much to try to navigate. Definitely dangerous!!

The other option rather than to change our attitudes about letting people into the line of traffic, is to install a bunch of signals or stop signs, which no one would like at all, but which would be effective.

Thanks for asking, Kit



This email has been checked for viruses by Avast antivirus software.
www.avast.com

From: **Evan Wiig** evan@farmersguild.org
Subject: traffic in sebastopol
Date: April 19, 2015 at 5:49 PM
To: kwebster@cityofsebastopol.org



Kenyon Webster,

In response to the General Plan Policy Review on Traffic, I'd like to recommend that the GP Advisory Committee consider the two following approaches to reducing traffic, in addition to lowering our community's carbon footprint:

1) Initiatives and infrastructure to encourage bike riding--not simply recreationally, but as a form of regular transportation. By educating the public, celebrating the mode of transport and providing infrastructure such as additional bike lanes on or along commute routes, we can greatly reduce traffic congestion. Sonoma County--and Sebastopol in particular--possess both the climate and mindset conducive to make the changes that other communities, such as Portland, OR and Davis, CA, are already proving viable.

2) "Casual Carpool" is an alternative method for creating carpooling that has been successful for decades in other communities, such as SF and DC and has steadily grown since. It is different from a traditional scheduled carpool because of its ad-hoc nature. Casual carpooling is formed between at least two riders and one driver at designated pick-up between two heavily trafficked locations during carpool lane hours. Because both riders and drivers form a carpool almost immediately when they arrive, it can be faster than relying on a traditional carpool and is almost always faster than driving individually or taking public transportation. More info on this program can be found here: <http://sfcasualcarpool.com/>

Every day in Sonoma County, tens of thousands of vehicles carry individual commuters between a handful of routes, congesting our highways and contributing to ecological degradation. Because of the community-based and ecological mindset of Sebastopol residents, this seems even more apt to succeed here. While this could work in a number of places in the county, a trial run could be facilitated along Highway 12 between Sebastopol and Santa Rosa--possibly also south along the 116 route between Sebastopol and Rohnert Park/Cotati.

Sincerely,
Evan

The Farmers Guild
www.farmersguild.org

From: **Gina Willis** ginaworks4u@gmail.com
Subject: GPAC Comment - Traffic Circulation
Date: April 19, 2015 at 9:22 PM
To: kwebster@cityofsebastopol.org



As a Sebastopol resident, I add my support to any possible consideration of roundabouts.

The intersection of Hwy 116 and Bodega Avenue, in particular, is in dire need of something other than the existing 4-way grade level intersection with stoplights. This need will only grow after the new CVS is open, The Barlow becomes fully occupied, and the vacant properties around that intersection become reoccupied and/or redeveloped into additional traffic-generating businesses.

Consider these advantages of a roundabout as opposed to a 4-way intersection:

Traffic flow is continuous around the circle, so it saves time that would be spend waiting for lights to change.

A roundabout saves energy when vehicles merely pause to enter, instead of waiting for lights.

A roundabout also controls, sorts, and self-meters traffic flow through the intersection.

A roundabout provides an inner, circular space that can contain civic art, a fountain, flowers -- a beautiful centerpiece fitting for our downtown, instead of the noisy, paved-over wasteland of a busy 4-way intersection.

The time to do this is now-- before those properties on the SW corner are fully built out. Perhaps eminent domain could be used to take a bit of now-derelect land for the roundabout. That would allow the roundabout to be built alongside the existing intersection, without having to interrupt or detour traffic. Then, when the roundabout is complete, it could simply be connected to the existing street grid.

Gina Willis
7620 Bodega Avenue
Sebastopol, CA 95472
(707) 827-3872

From: nedavi7@comcast.net
Subject: traffic feedback
Date: April 19, 2015 at 10:20 PM
To: kwebster@cityofsebastopol.org



bypass to Forestville and grav hwy #116 north long overdue. neil davis of Sebastopol.



MEMORANDUM

TO: Sue Kelly
Kenyon Webster
City of Sebastopol

FROM: Carl Michelsen, P.G., C.HG.

DATE: April 6, 2015

SUBJECT: Responses to Comments
Re: Sebastopol Water Issues for Consideration
For Sebastopol 2016 General Plan Revision
Sebastopol, California

PROJECT NO.: 954.001.02.002

As requested, this memorandum provides responses to the January 6, 2015 letter prepared by the Sebastopol Water Information Group (SWIG) entitled *Re: Sebastopol Water Issues for Consideration for Sebastopol 2016 General Plan Revision*. Each of SWIG's comments is provided below along with a response.

1) Extent of City wells' recharge area:

Comment 1: *Unfortunately, some reports in City files convey the incorrect implication that Sebastopol's wells receive water from an area of over 100 square miles. An example is Plate 3 of the June 27, 2007, Water Supply Assessment, for the Northeast Area Plan.*

Response: The Water Supply Assessment for the Northeast Area Plan (WSA)¹ in its entirety and Plate 3 (Attachment 1) in particular never implies or states that the City's wells receive water from an area of "over 100 square miles". Without supporting detail as to how SWIG arrived at this conclusion, it is difficult to respond to this comment. If Plate 3 is the source of this comment, the total acreage shown on Plate 3 (which includes both the Wilson Grove Formation, bedrock areas and the Santa Rosa Plain) is about 61 square miles. Of this, approximately 34 square miles of the Plate 3 map consists of the Wilson Grove Formation; the gently eastward-dipping marine sandstone that supplies groundwater to the City's wells.

¹ PES, 2007. Water Supply Assessment, Northeast Area Specific Plan, Sebastopol, California. June 27.

Susan Kelly
Kenyon Webster
April 6, 2015
Page 2

Without preparing a complex and locally specific numerical model of the City's well field and including other pumping centers² and important boundary conditions such as recharge from creeks that are incised into the Wilson Grove Formation (e.g., Atascadero Creek/Blucher Creek), it is difficult to constrain the estimated footprint (area) of the Wilson Grove Formation that contributes recharge to the City's wells³.

Furthermore, such a model would be valid only for the particular set of conditions set forth in the model. For example, as noted in the USGS report, *Estimating Areas Contributing Recharge to Wells, Lessons from Previous Studies*⁴: "Ground-water flow systems contain water that moves continuously along three-dimensional flowpaths from points of recharge to points of discharge. As hydrologic stresses on a flow system change, the three dimensional flowpaths also can change. Thus, in order to determine which flowpaths lead to a specific well, the ground-water system must be evaluated on a system wide basis for a particular set of conditions. In other words, a contributing area for a particular well is unique only for one specific discharge rate of that well and for specific discharge rates for all other wells and stresses that influence the ground-water system near the particular well. As pumping rates are varied at other wells in the vicinity, the area contributing recharge to any particular well, even if its discharge is constant, can change". Using average conditions over long time periods in a numerical model could be used to minimize these concerns.

Keeping in mind that the City's wells are considerably deeper (100s of feet) than private wells in the vicinity, it is important to consider the scale of the groundwater flow system that supplies the City's wells. Conceptually, the groundwater flow system within the Wilson Grove Formation is comprised of many parts, that are likely similar in many respects to the three groundwater subsystems depicted in Attachment 2 (Figure 6 from USGS Circular 1186⁵): (1) a local groundwater subsystem (labeled ① in Figure 6) that is in the upper water table aquifer and has short distances between recharge and discharge areas; (2) a sub-regional groundwater subsystem in the water table aquifer (labeled ② in Figure 6) in which recharge flow paths can be both local and distant; and (3) a deep, regional groundwater flow subsystem (labeled ③ in figure 6) that lies beneath the water table subsystems, is hydraulically connected to them, and has distant recharge areas.

² Such as other local water systems (Belmont Terrace Mutual Water Company, Fircrest Mutual Water Company, and Kelly Mutual Water Company) and rural residential water supply wells.

³ The USGS model would be a good start, but would require modification to incorporate locally specific information that was not included in the model, such as data for the portion of the Wilson Grove Formation Highland basin that is west of the Santa Rosa Plain Watershed.

⁴ Franke, O.L., Reilly, T.E., Pollock, D.W., and J.W. LaBaugh, 1999. *Estimating Areas Contributing Recharge to Wells, Lessons from Previous Studies*. USGS Circular 1174. Third Printing. November.

⁵ Alley, W.M., Reilly, T.E., and O. Lehn Franke, 1999. Sustainability of Ground-Water Resources, USGS Circular 1186.

Susan Kelly
Kenyon Webster
April 6, 2015
Page 3

Using the above figure as a conceptual model, depending on where the City's wells are screened vertically in this groundwater system, the recharge area(s) for the City's wells may be close by, quite distant, or a combination thereof. Review of boring logs for the City's deeply screened wells indicates that silt and clay layers (e.g., lower hydraulic conductivity confining units) are locally present, but may be laterally discontinuous. This suggests that the City's wells are screened, in part, within semi-confined portions of the WGFH basin and are a part of the sub-regional to regional groundwater flow system. This is not to say that groundwater from the upper water table system is not a source to the City's wells. For example, some of the City's wells have historically captured contamination plumes that are present within the shallow water table aquifer.

Groundwater ages can provide some constraints on the relative distance to recharge area(s) for the City's wells in that old ages imply long travel times and distant recharge areas. In the USGS study, semi-quantitative (uncorrected) groundwater ages reported for three wells (W75 - W77) located in Sebastopol (including two of the City's wells) and west of the Sebastopol Fault range from 4,000 to 7,000 years⁶. These samples also contained detectable tritium. As concluded by the USGS, *"The samples from these wells were a mixture of modern and old water. One possible explanation for this mixture is movement of modern recharge from the shallow aquifer system to the deeper aquifer system through the long-screened wells when the wells are not being pumped."* As noted by the USGS, the groundwater samples from the Wilson Grove Formation probably are younger than the reported carbon-14 age because of groundwater-aquifer interactions. As such, the uncorrected ages cannot be used along with groundwater velocity estimates (such as McLaren's estimated average horizontal seepage velocity⁷ of 120 ft/yr) to estimate the distance to recharge areas. Despite this, the relatively old groundwater ages and depth of the City's wells indicate they are likely a part of a sub-regional or perhaps deeper regional groundwater system and are not recharged solely by the shallowest portions of the local groundwater table system.

⁶ Figure 7 from USGS, 2013. Peter Martin, Loren F. Metzger, Jill N. Densmore, and Roy A. Schroeder, Chapter C. *Groundwater Quality and Source and Age of Groundwater in the Santa Rosa Plain Watershed, Sonoma County, California*, in *Hydrologic and Geochemical Characterization of the Santa Rosa Plain Watershed, Sonoma County, California*. Scientific Investigations Report 2013-5118.

⁷ McLaren Environmental Engineering, 1985. *City of Sebastopol, Potential Groundwater Impacts From Regional Wastewater Disposal Facilities*. May 16.

Susan Kelly
Kenyon Webster
April 6, 2015
Page 4

Finally, Figure 3 (Attachment 3) of the USGS report⁸ provides a conceptual depiction of the relative age (centuries) of groundwater within the deeper portions of the Wilson Grove Formation on the western side of the Santa Rosa Plain, the location of the City's wells. Assuming for the moment that it takes say 200 years (2 centuries) for groundwater to reach the City's wells and using McLaren's estimate of the average lateral seepage velocity (120 ft/year), the estimated lateral distance for the source of water would be 200 years x 120 ft/year = 24,000 feet, or about 4.5 miles. Again, this analysis points to distant groundwater sources.

Comment 2: *In contrast, the 2013 USGS Groundwater Study of the Santa Rosa Plain Groundwater Basin validates the 1985 McLaren Environmental Engineering report for the City of Sebastopol, which measured water levels in local wells and used those measurements to estimate the main flow paths supplying Sebastopol's wells.*

Response: First, SWIG incorrectly represents that the McLaren report measured water levels in local wells; no water levels are tabulated and no water levels are provided on the Figures supplied in the McLaren report. Instead, it appears that McLaren published a simplified version of water table contours provided in Plate 2 of the 1958 USGS Water-Supply Paper 1427 (published 27 years earlier)⁹ and added 10 ft contours¹⁰.

Second, the McLaren report states on page 4 that: "...most of the groundwater extracted through the Sebastopol municipal wells comes from the portion of the Merced Formation [the former name for the Wilson Grove Formation] west of the Santa Rosa Plain. West of the plain, the Merced Formation is recharged with water at its exposed surface in which the surface drainage system, including Atascadero Creek, is incised." This concept is visually demonstrated in the cross section provided as Figure 4 of the McLaren report (Attachment 4), wherein recharge to the Merced Formation (i.e., Wilson Grove Formation) is depicted a distance of over 10 miles southwest of the centerline of the Sebastopol municipal wells location. In other words, the McLaren report concluded that the City's wells are recharged from the hills west of town.

⁸ Tracy Nishikawa, Joseph A. Hevesi, Donald S. Sweetkind, and Peter Martin, *Chapter D. Conceptual Model of Santa Rosa Plain Watershed Hydrologic System*, in *Hydrologic and Geochemical Characterization of the Santa Rosa Plain Watershed, Sonoma County, California*. Scientific Investigations Report 2013-5118.

⁹ Cardwell, G.T., 1958. *Geology and Ground Water in the Santa Rosa and Petaluma Valley Areas Sonoma County California*. USGS Water-Supply Paper 1427. <http://pubs.er.usgs.gov/publication/wsp1427>

¹⁰ For example, the 60 ft. contour on the McLaren figure, located within the Laguna east of Sebastopol, is in the same location and is the same shape as the Cardwell 60 ft. contour.

Susan Kelly
 Kenyon Webster
 April 6, 2015
 Page 5

Plate 4 of WSA (Attachment 5) is a cross section transect just to the north of the McLaren cross section and roughly parallel. The distance from the westernmost creek depicted on the WSA cross section (Salmon Creek) to Well No. 5 is approximately 5.3 miles, a value similar in magnitude to what was depicted on the McLaren cross section.

Similarly, the 2013 USGS groundwater study states that groundwater in the Santa Rosa Plain Watershed (SRPW) is recharged via underflow from adjacent basins:

- P. 76: *“Other potential sources of groundwater recharge include underflow from the neighboring Petaluma area, Healdsburg area, and Wilson Grove Formation Highlands groundwater basins and subbasin (fig. 28)”.*
- P. 168: *“The remaining SRPW boundary includes four segments where there is groundwater communication with adjacent groundwater subbasins or basins. These four boundary segments include (1) the VAL storage unit and southern half of Kenwood Valley basin in the east, (2) the CB storage unit and Petaluma Valley basin in the south, (3) the WG storage unit and Wilson Grove Formation Highlands basin in the southwest, and (4) the WB storage unit and the Healdsburg area subbasin in the northwest (fig. 2)”.*

As modeled in the USGS' Santa Rosa Plain hydrologic model, the total inflow (i.e., extra channel recharge, recharge from streams, boundary flow, flow from other adjoining basins with the SRP) into the Wilson Grove subarea of the SRP watershed¹¹ was estimated for the period of 1976-2010 to be on average 15,100 acre-feet per year (af/y). Of this, approximately 1/3 of the inflow into the Wilson Grove subarea (5,100 af/y) was from boundary flow from the adjoining WGFH basin to the west.¹²

In summary, there is no purported difference between the USGS reports/McLaren report and the WSA - all sources agree that water flows easterly from the Wilson Grove Formation Highlands and recharges groundwater into the Sebastopol area.

Comment 3: *Based on the McLaren report's diagrams, and estimates of the north and south limits to the well's recharge area based on the Sebastopol USGS 7.5' topographic quadrangle, SWiG estimates that Sebastopol's recharge area is at least 3 square miles and at most 4 square miles. This figure for Sebastopol's well recharge area is supported by a California Department*

¹¹ Note that as defined by the USGS, the SRP watershed and hydrologic model boundary is not the same thing as the SRP groundwater subbasin. It includes both the surface watershed that feeds the SRP river system and the underlying groundwater basins (e.g., Wilson Grove Formation Highlands basin, the Santa Rosa Plain subbasin, the Rincon Valley subbasin).

¹² Table 3 of Chapter E. Santa Rosa Plain Hydrologic Model Results.

Susan Kelly
Kenyon Webster
April 6, 2015
Page 6

of Health Services Pilot study, performed as baseline for a potential Sebastopol Wellhead Protection Program, as well as by the 2013 USGS Report.

Response: The CDPH Drinking Water Source Assessment prepared for the City of Sebastopol Water System is not a recharge area evaluation and did not identify recharge area boundaries. Instead, the assessment is an evaluation of the protection zones for the City's wells which are based on estimated groundwater travel times of 2, 5 and 10 years. The focus of protection zones is to identify and differentiate areas of varying significance in terms of threat to the water source from contamination.

Recent groundwater level elevation measurements downloaded from the Department of Water Resources website¹³ provide important general details about the groundwater elevation conditions in the unconfined to uppermost semi-confined portions of the WGFH basin and regional flow directions. Plate 1 (Attachment 6), provides Spring 2014 water level elevations downloaded from the DWR website, April 2014 maximum (non-pumping elevations) for the City's wells, and interpreted groundwater level elevation contours and groundwater flow directions. For this time period, the regional water level contours are closely spaced and between about 200 to 600 feet mean sea level (MSL) in the local hills to the west and southwest of the City limits and flatten to the east. Most notably, the regional water level contours which generally trend to the northwest/southeast are perturbed by pumping of the City's wells (in particular Well No. 4). However, to the south and north of the City, the water level contours return to the regional pattern and groundwater flow is to the northeast, towards the Santa Rosa Plain. This perturbation of the northwest/southeast trending groundwater contours and regional flow pattern provides a general indication of the area over which groundwater is captured by the City's wells (in the shallower portions of the groundwater flow system) and is in excess of the 3 to 4 square miles estimated by SWIG. Other pumping centers located adjacent to or near the City's boundaries also contribute to this pattern.

Comment 4: *SWiG members strongly recommend that the General Plan revision include a brief statement about the boundaries and extent of the City well's recharge area, to counter unsupported beliefs that Sebastopol's wells draw water from a recharge area, which some (including past City Council members) have characterized as "huge."*

¹³ <http://gis.water.ca.gov/app/groundwater/>.

Susan Kelly
 Kenyon Webster
 April 6, 2015
 Page 7

Response: See responses above. A brief statement will be developed for the General Plan.

2) Recharge area protection:

Comment 5: *Protecting the City's relatively small, and largely built-over, area of recharge land should be a major objective for the General Plan's Health and Safety section on water quality protection. That section also should add the objective of creating a City Wellhead Protection Program, following the program outlined by the CA DPH, cited above.*

Response: As noted above, much of the recharge that supplies the City's wells (e.g., infiltration from Atascadero Creek) is within the Wilson Grove Formation to the west of the City and not simply within the developed areas of the City wherein recharge infiltration is limited by the "built-over" areas. As these areas are outside the City limits, the jurisdiction for recharge area protection naturally falls to Sonoma County. The Sonoma County General Plan 2020 includes a Water Resources Element which discusses objectives, policies, and Programs for recharge area protection.¹⁴ Additional recharge management activities are provided in the recently completed Santa Rosa Plain Watershed Groundwater Management Plan.¹⁵

Additionally, the recently enacted Sustainable Groundwater Management Act (SGMA) requires high and medium priority basins to develop Groundwater Sustainability Plans (GSPs). The legislative intent of the SGMA is to require, in part, (1) groundwater data collection; and (2) increase groundwater storage and remove impediments to recharge, two themes that are complementary to SWIG's suggested additions to the Sebastopol 2016 General Plan. While the implementing regulations have not been adopted by the DWR, Groundwater Sustainability Agencies (GSAs) are to be established, by statute, on June 30, 2017 and GSPs implemented by January 31, 2022. For medium priority basins identified as being subject to critical conditions of overdraft, they must be managed by a GSP at an earlier date, January 31, 2020. DWR is to identify basins subject to critical conditions of overdraft between 2015 and 2016.¹⁶

Currently, the WGFH basin has been classified by the DWR as a "Very Low" priority basin, whereas the adjoining Santa Rosa Plain sub-basin has been classified as a "medium" priority basin. Low and Very Low priority basins are encouraged, but not required to, develop GSPs under the SGMA. As modeled by the USGS, flow from the WGFH supplies (via boundary

¹⁴ <http://www.sonoma-county.org/prmd/gp2020/wre.pdf>.

¹⁵ http://www.scwa.ca.gov/files/docs/projects/srgw/SRP_GMP_12-14.pdf.

¹⁶ http://www.water.ca.gov/groundwater/sgm/pdfs/GW%20Legislation%20Timeline_DWR_draft6.pdf.

Susan Kelly
 Kenyon Webster
 April 6, 2015
 Page 8

underflow) about 6% (on average) of the total inflow into the SRP watershed.¹⁷ Given this, it seems reasonable that a GSP could be developed (presumably by the County) for the WGFH basin to promote sustainable inflows into the SRP watershed.

Within the City limits, a Wellhead Protection Program is in place as described in <http://ci.sebastopol.ca.us/sites/default/files/admin/wellheadqa.pdf>. Water quality protection (e.g., cleanup of dry cleaner and gas station plumes) is managed by the North Coast Regional Water Quality Control Board (RWQCB) and the Sonoma County Leaking Underground Storage Tank Oversight Program.

3) Add groundwater management objectives to the General Plan:

Comment 6: *Since 2009 SWiG has monitored private wells adjacent to City boundaries. As of 2014, our results show contrasting water-level histories that correlate with different well settings. These data and data plots can be viewed at: <http://www.owlfoundation.net/web-pix/swig-map2014year/swig-map-2014year.html>.*

Response: In the link provided above, SWIG discusses the location of the Sebastopol Fault, the different settings of SWIG's monitored wells relative to the Sebastopol Fault and contrasting water-level histories. Attachment 7 adds the trace of the Sebastopol Fault as mapped on Figure 3 of the USGS report¹⁸ to SWIG's 2014 Figure 1 map of water levels provided on the O.W.L. Foundation website.

SWIG states on their website that "*Between March of 2013 and March of 2014 the D-4, D-5, D-6, D-7, D-9, and D-10 patterns were more "normal", with higher levels in the spring, after a wet winter, and lower levels in September, after the dry summer*". In contrast, SWIG states that "*Wells D-1 and D-3 are both close to the Sebastopol Fault. Their high water levels and lack of spring/fall variability are likely due to the water-retarding effect of the fault, which effectively dams underground water flowing eastward from the Sebastopol hills.*"

¹⁷ In the USGS' simulated groundwater budget, for the long term average there is an estimated 5,100 af/y of inflow from the adjacent WGFH basin into the Wilson Grove subbasin of the SRP hydrologic model. This value divided by 80,600 af/y for the total inflow into the SRP hydrologic model is 6.3%.

¹⁸ USGS, 2013. Tracy Nishikawa, Joseph A. Hevesi, Donald S. Sweetkind, and Linda R. Woolfenden. Chapter A. Introduction to the Study Area, in *Hydrologic and Geochemical Characterization of the Santa Rosa Plain Watershed, Sonoma County, California*. Scientific Investigations Report 2013-5118.

Susan Kelly
Kenyon Webster
April 6, 2015
Page 9

However, as shown on Attachment 7: (1) all of the SWIG monitored wells are west of the USGS' current depiction of the mapped trace of the Sebastopol Fault; and (2) wells D-4 and D-5, (wells reportedly showing a seasonal pattern) are actually closer to the mapped trace of the Sebastopol Fault than are wells D-1 and D-3 (reportedly, with high water levels and showing no seasonality). Presumably, by SWIG's theory that the Sebastopol Fault is acting as a dam on the flow of water, the proximity to the fault should correlate to a lesser degree of seasonal variability and higher water levels. This does not appear to be the case as wells D-4 and D-5 have substantially lower water levels than wells D-1 and D-3. Thus SWIG's conclusion that the reported lack of spring/fall variability and high water levels is due to the water-retarding effect of the fault appears to be unsupported by the evidence.

Comment 7: *The variations in our well measurement records indicate a potential for overestimating the local water supply. For example, three of SWiG's monitored wells—all located close to the Sebastopol Fault—show very minor water level variations. The fault inhibits water flow eastward from the hills toward the Laguna de Santa Rosa, and so water piles up on the west side of the fault. As a result, these 3 wells do not provide the best measure of actual water supply conditions.*

Response: See response to Comment No. 6 above. Additional factors that may contribute to the observed lack of water level variation include the pumping histories of individual wells and their relative distance to other pumping wells, construction details (depth and screened interval) for the wells, and local lithology. For example, if the wells are screened within semi-confined to confined portions of the aquifer (which likely would show muted seasonal water level variations), the observed lack of water table variation may be a function of their vertical position in the aquifer.

Comment 8: *City Wells 4, 5, 6 and 7, also are located quite close to the Sebastopol Fault, and their monitoring records also may reflect a water pileup west of the fault. Water level records for Well no. 8 are more likely to be indicative of actual supply variations, since Well no. 8 is located uphill from the fault, and farther from it than the other City wells. We therefore suggest that in dry years Sebastopol should not rely solely on measured water levels at the lowland wells.*

Response: Regarding the City's wells, water level plots (Attachment 8) indicate the City wells 4, 5, 6, and 7 (the wells theorized by SWIG to potentially show a "water pileup west of the fault"), all show seasonal variation and show no evidence of a "pileup" west of the fault. Daily precipitation totals are also included on the plots. Clearly, each of the wells show seasonal variation with water level decreases in the late spring through fall due to the end of the rainy season and increased pumping, and increases in water levels with the onset of rain and decreases in pumping during the winter months. Additionally, there is no evidence of a

Susan Kelly
 Kenyon Webster
 April 6, 2015
 Page 10

“pileup” (i.e., an increase in water level) in well Numbers 4-7 relative to well No. 8. Instead, the bulk of the difference in water level elevation is related to the position of the wells in the regional gradient. For example, well No. 5 has a lower groundwater elevation compared to well No. 8 because it is further east where the regional gradient flattens out.

Comment 9: *SWiG understands that Sebastopol intends to equip all wells with continuous data loggers, which is essential for consistent groundwater management. To better gauge the water supply, and plan for drought contingencies, we suggest that the City develop a wider array of well level readings, in addition to Well no. 8, to check the signals from lowland well measurements. The City could add monitoring wells at available sites across its recharge area, including one hilltop site and one midway between the crest of Pleasant Hill Road and the elevation of Gravenstein Highway.*

Response: As noted above, there is no difference in lowland vs. Well No. 8 water level readings – both show seasonality and there is no evidence of increased water levels in wells located closer to the Sebastopol Fault. The DWR water-level network tracks a wide-array of water level conditions in the WGFH basin, as depicted on Plate 1 for Spring 2014. Historical water level trends for the wells monitored by the DWR in the WGFH basin can be found at http://www.water.ca.gov/waterdatalibrary/groundwater/index_new.cfm under Groundwater Basin, Wilson Grove Formation Highlands (1-59). The DWR data, along with the transducer data from the City’s wells, will be used for groundwater management, such as tracking water levels.

4) Groundwater conservation planning:

Comment 10: *After more widely monitoring well water levels over a number of future years, the City would be able to consider and set groundwater management goals, both to protect the City's water supply and to avoid impacting water levels in private wells adjacent to City boundaries.*

Response: See responses to Comments No. 5 and No. 9 above.

Comment 11: *While extending its well monitoring programs for groundwater management planning, ideally the City would statistically analyze its existing multi-year billings records to identify the impacts of weather and population/occupancy variables on recorded water usage levels. These analysis are based on standard statistical techniques. Without accounting for such factors, a comparison between only two years of water usage for the same month lacks critical knowledge that is required for informed water conservation planning. Adding that analysis supports long-term groundwater management planning.*

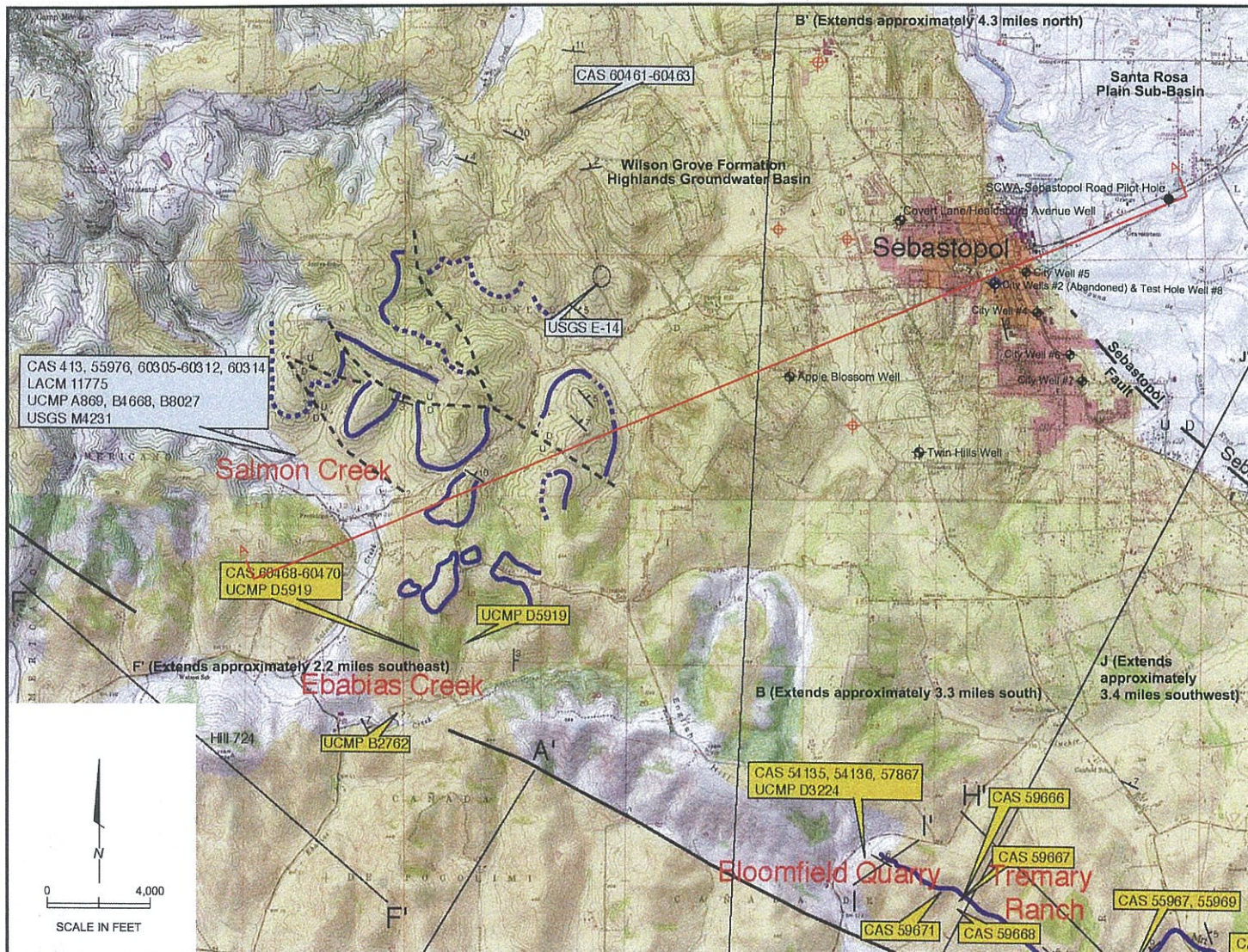
Susan Kelly
Kenyon Webster
April 6, 2015
Page 11

Response: See response to Comment No. 5. Because of the regional nature of the WGFH basin, long-term groundwater management planning requires a regional approach and cannot be conducted in isolation.

Attachments: 1 – Plate 3 from the WSA
2 - Figure 6 from USGS Circular 1186
3 - Figure 3 from Chapter D, USGS Scientific Investigations Report 2013-5118
4 – Figure 4 from McLaren, 1985
5 – Plate 4 from the WSA
6 – Plate 1, Groundwater Elevations – Spring 2014
7 – Modified SWIG Figure 1 (adding the USGS' trace of the Sebastopol Fault)
8 – Plates 2-6, Groundwater Level Hydrographs – City of Sebastopol Wells 4-8

ATTACHMENT 1

PLATE 3 FROM THE WSA



Explanation

- City of Sebastopol Well Location
- Sonoma County Water Agency (SCWA) Pilot Hole
- Location of Generalized Geologic Cross Section by PES Environmental, Inc.
- USGS Geologic Cross Section (ie. B-B', F-F', and J-J')
- Wilson Grove Formation (Late Miocene to Late Pliocene): Thickly- to hummocky cross-stratified, marine sandstone. The late Miocene Roblar tuff of Sarna-Wojcicki (1992) (purple line; dashed where approximately located) occurs north of the Bloomfield Fault.

See the source cited below for an explanation of the geologic symbols and other information that is presented on this map, but not explained above.

Geologic Map Source:

U.S. Geological Survey (USGS) Open-File Report 2004-1017. *Invertebrate Paleontology of the Wilson Grove Formation (Late Miocene to Late Pliocene), Sonoma and Marin Counties, California, with some Observations on its Stratigraphy, Thickness, and Structure.* By Charles L. Powell, II, James R. Allen, and Peter J. Holland.

ATTACHMENT 2

FIGURE 6 FROM USGS CIRCULAR 1186

- **The areal extent of ground-water-flow systems varies from a few square miles or less to tens of thousands of square miles.** The length of ground-water-flow paths ranges from a few feet to tens, and sometimes hundreds, of miles. A deep ground-water-flow system with long flow paths between

areas of recharge and discharge may be overlain by, and in hydraulic connection with, several shallow, more local, flow systems (Figure 6). Thus, the definition of a ground-water-flow system is to some extent subjective and depends in part on the scale of a study.

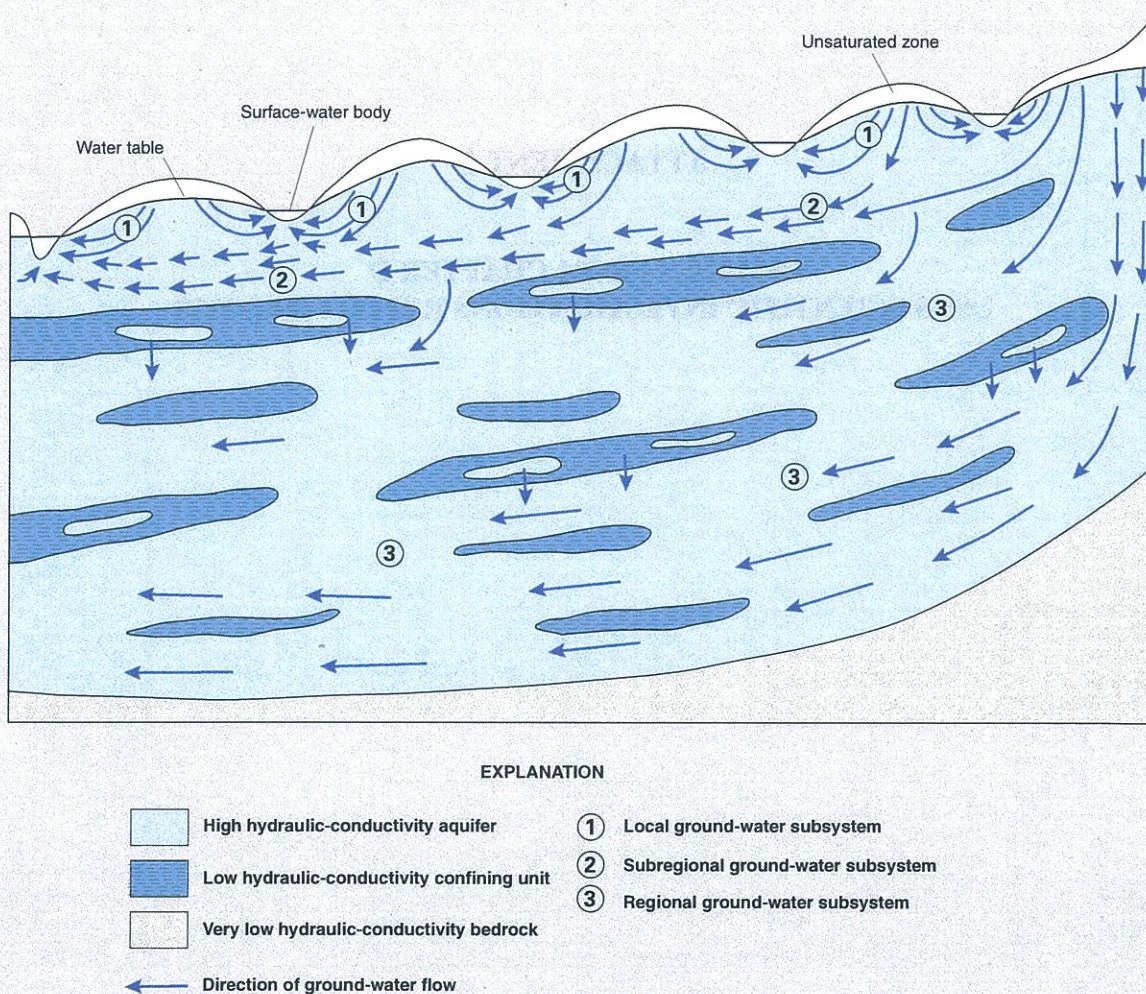


Figure 6. A regional ground-water-flow system that comprises subsystems at different scales and a complex hydrogeologic framework. (Modified from Sun, 1986.)

Significant features of this depiction of part of a regional ground-water-flow system include (1) local ground-water subsystems in the upper water-table aquifer that discharge to the nearest surface-water bodies (lakes or streams) and are separated by ground-water divides beneath topographically high areas; (2) a subregional ground-water subsystem in the water-table aquifer in which flow paths originating at the water table do not discharge into the nearest surface-water body but into a more distant one; and (3) a deep, regional ground-water-flow subsystem that lies beneath the water-table subsystems and is hydraulically connected to them. The hydrogeologic framework of the flow system exhibits a complicated spatial arrangement of high hydraulic-conductivity aquifer units and low hydraulic-conductivity confining units. The horizontal scale of the figure could range from tens to hundreds of miles.

ATTACHMENT 3

**FIGURE 3 FROM CHAPTER D
USGS SCIENTIFIC INVESTIGATIONS REPORT 2013-5118**

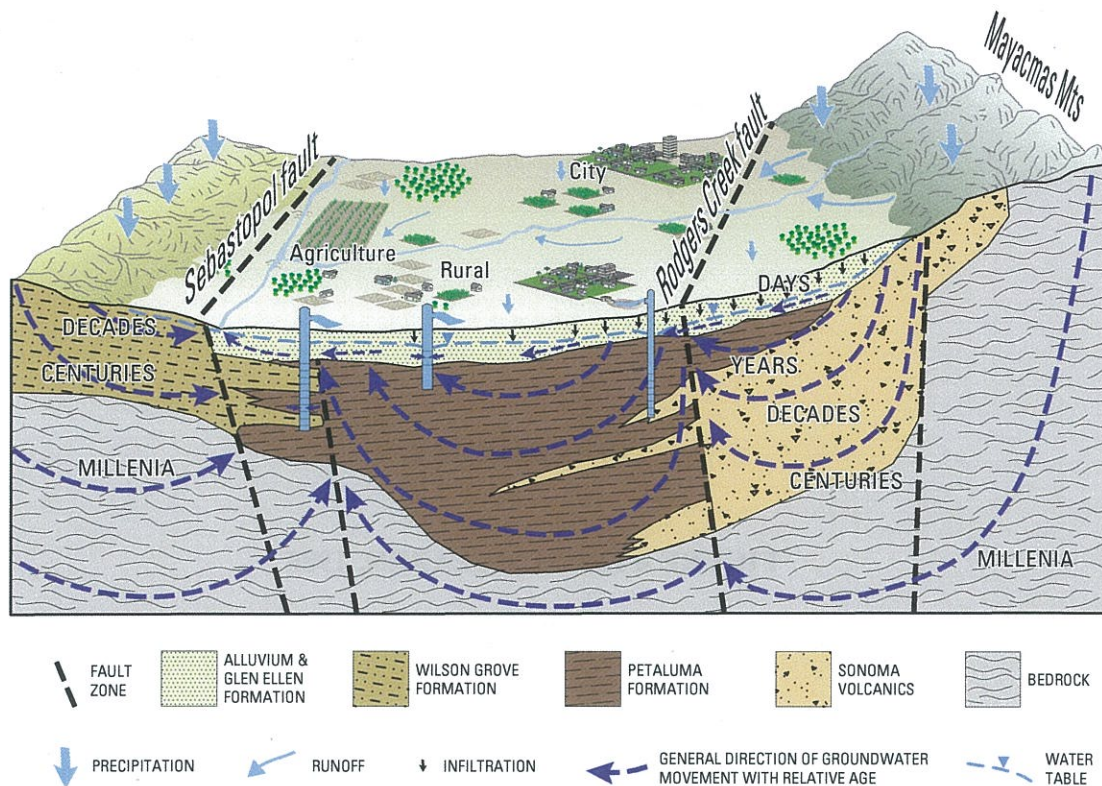


Figure 3. Conceptual model of the groundwater-flow system, Santa Rosa Plain watershed, Sonoma County, California.

Groundwater Flow

In general, groundwater flows from the mountains in the UPL storage unit through the VAL storage unit and into the WB and CB storage units to the west, and from the Wilson Grove highlands in the WG storage unit on the west toward the Laguna de Santa Rosa on the western edge of the CB storage unit (fig. 3).

Samples from springs in the Mayacmas Mountains are a mixed cation-bicarbonate type water that have dissolved-solids concentrations less than about 100 mg/L—the lowest dissolved-solids concentrations in the SRPW. As groundwater migrates through the UPL and VAL storage units, the dissolved-solids concentration of the groundwater increases as a result of water-rock interactions and anthropogenic inputs, such as irrigation return flows and septic-tank discharge. The median dissolved-solids concentrations of well samples in the UPL and VAL storage units were 330 and 392 mg/L, respectively. The isotopic values of well samples in the UPL and VAL storage units were similar to the spring 2009 isotopic values from surface-water sites in the Mayacmas Mountains (see chapter C, figs. 6B and 6D), indicating that precipitation and runoff from the Mayacmas Mountains is the probable

source of recharge to the wells sampled in these storage units. Only three of the nine (about 33 percent) samples from the UPL and VAL storage units had detectable tritium concentrations, indicative of modern water (see chapter C, fig. 7A). The absence of modern water in many of these samples probably reflects the low vertical permeability of the basement rocks and Sonoma Volcanics that compose the UPL and VAL storage units. Samples from wells perforated in the Sonoma Volcanics, in the VAL storage unit, had uncorrected ^{14}C ages of 10,000 years before present, indicating that groundwater movement through the Sonoma Volcanics is relatively slow.

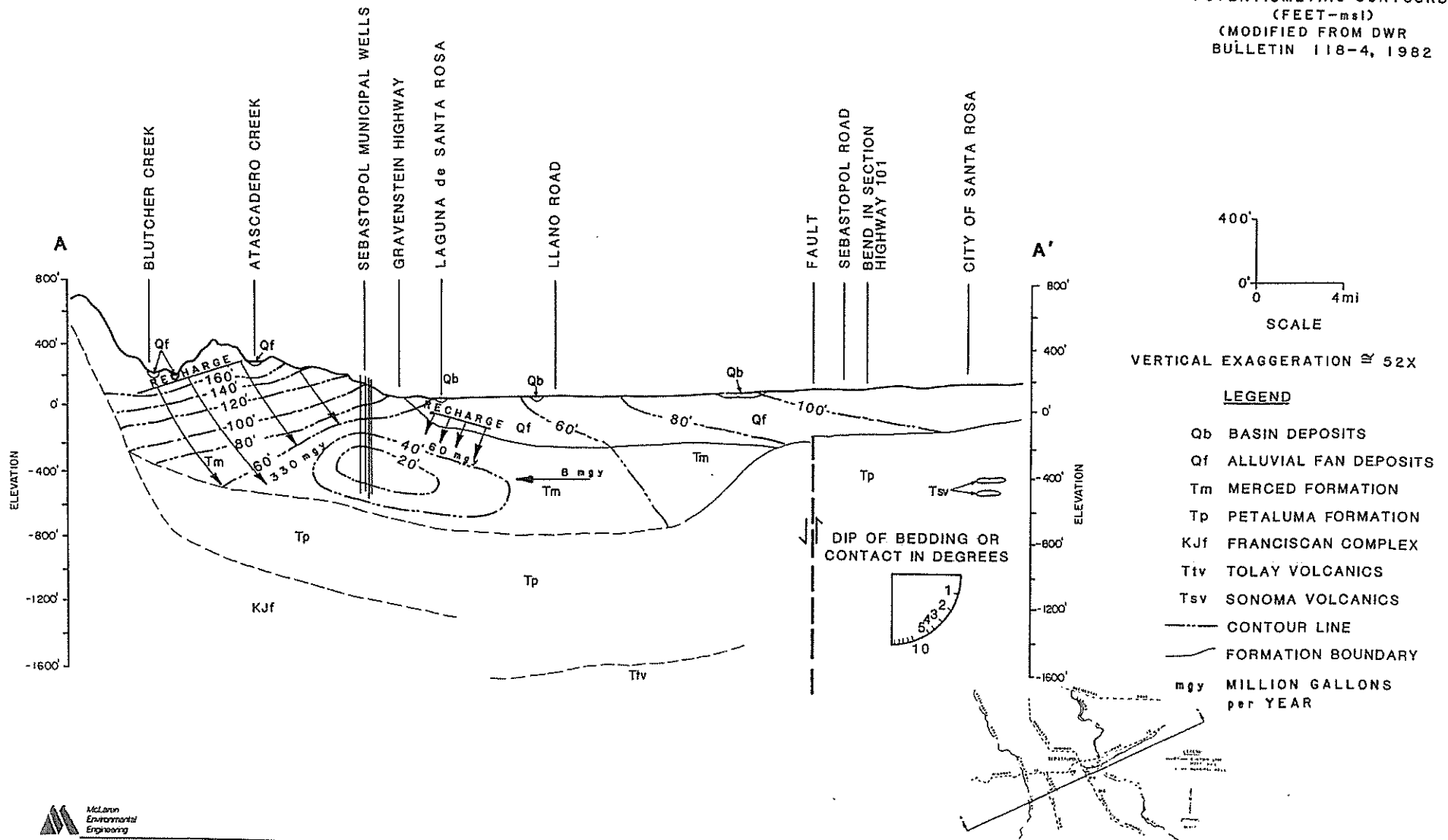
Groundwater-level and water-quality data indicate that the Rodgers Creek fault zone is a barrier to groundwater flow between the VAL storage unit and the WB and CB storage units, which compose the SRP. Groundwater-level contours east of the Rodgers Creek fault zone indicated that groundwater is discharging to the stream channel, which probably is the result of the low permeability of the fault zone limiting the lateral movement of groundwater across the fault zone, so that it is forced into the stream channel (fig. 3).

A deep well sample in the Rodgers Creek fault zone, near Santa Rosa, had a dissolved-solids concentration of 1,510 mg/L, which is more than three times greater than the

ATTACHMENT 4

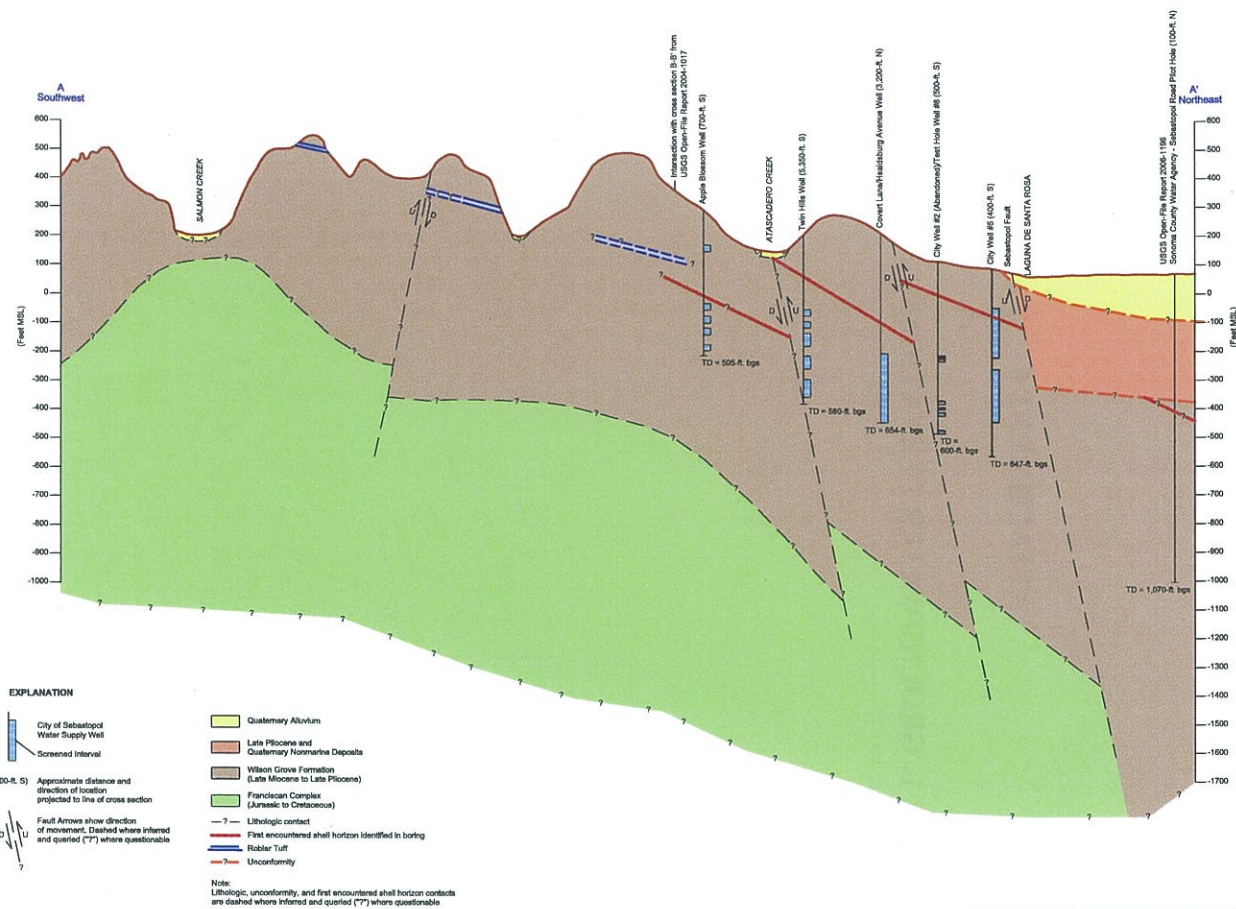
FIGURE 4 FROM MCLAREN, 1985

FIGURE 4
APPROXIMATE GROUNDWATER
POTENTIOMETRIC CONTOURS
(FEET-msl)
(MODIFIED FROM DWR
BULLETIN 118-4, 1982)



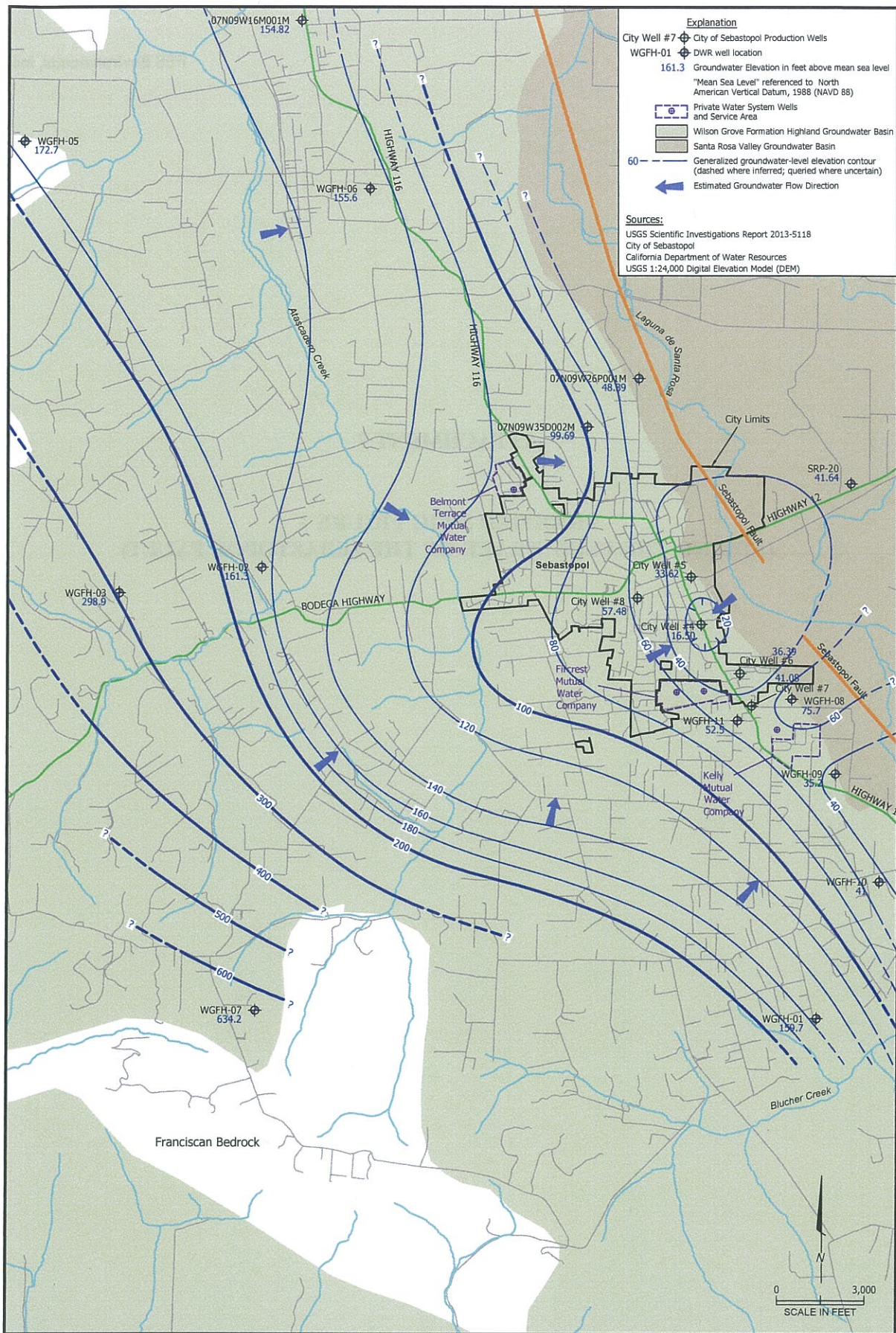
ATTACHMENT 5

PLATE 4 FROM THE WSA



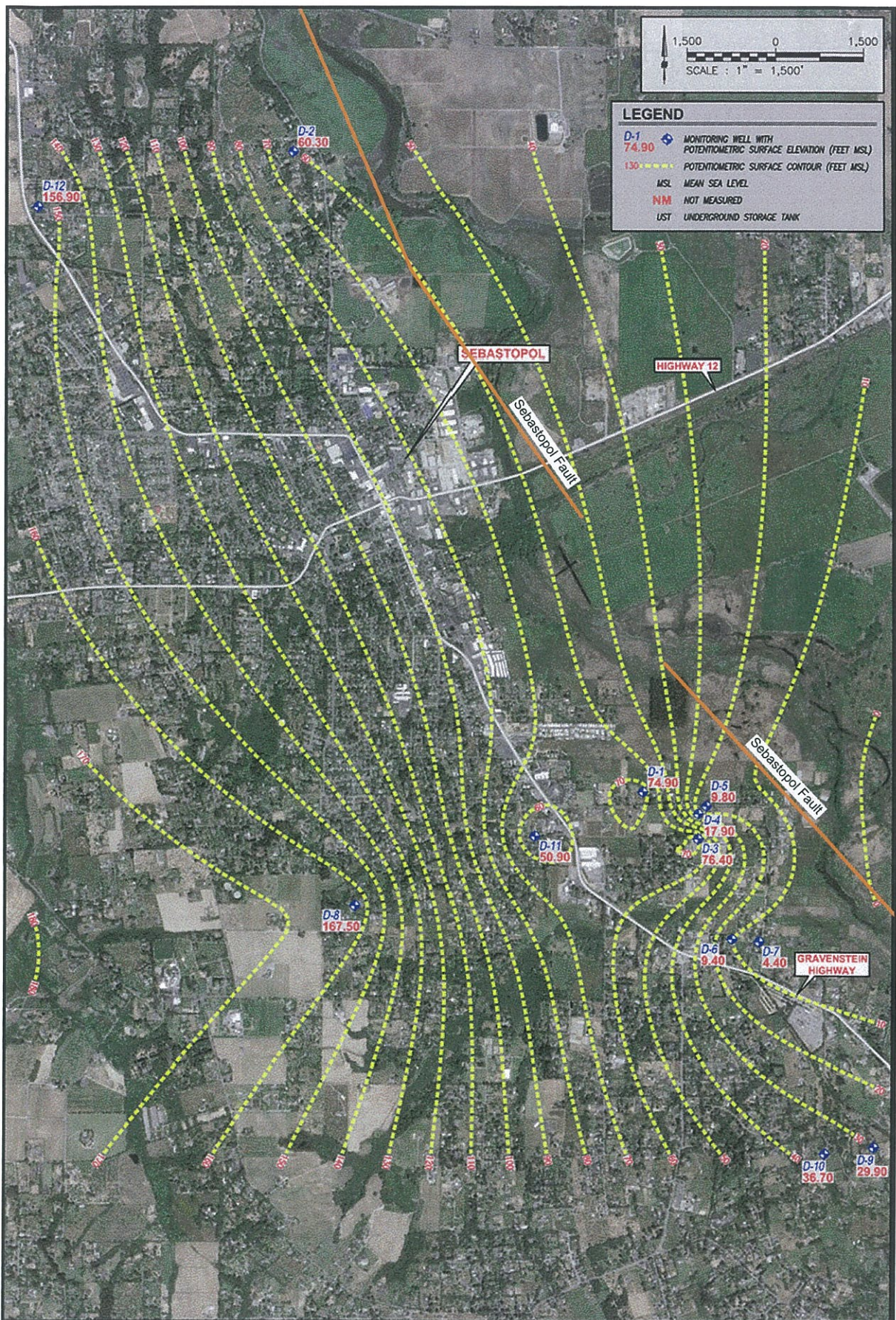
ATTACHMENT 6

PLATE 1, GROUNDWATER ELEVATIONS – SPRING 2014



ATTACHMENT 7

**MODIFIED SWIG FIGURE 1
(ADDING THE USGS' TRACE OF THE SEBASTOPOL FAULT)**



POTENTIOMETRIC SURFACE MAP
GROUNDWATER ELEVATION ABOVE MEAN SEA LEVEL
SEPTEMBER 27, 2014
SEBASTOPOL, CALIFORNIA

FIGURE
1

ATTACHMENT 8

**PLATES 2-6, GROUNDWATER LEVEL HYDROGRAPHS –
CITY OF SEBASTOPOL WELLS 4-8**

Plate 2
Groundwater Level Hydrograph - Well #4
City of Sebastopol Municipal Wellfield
Sebastopol, California

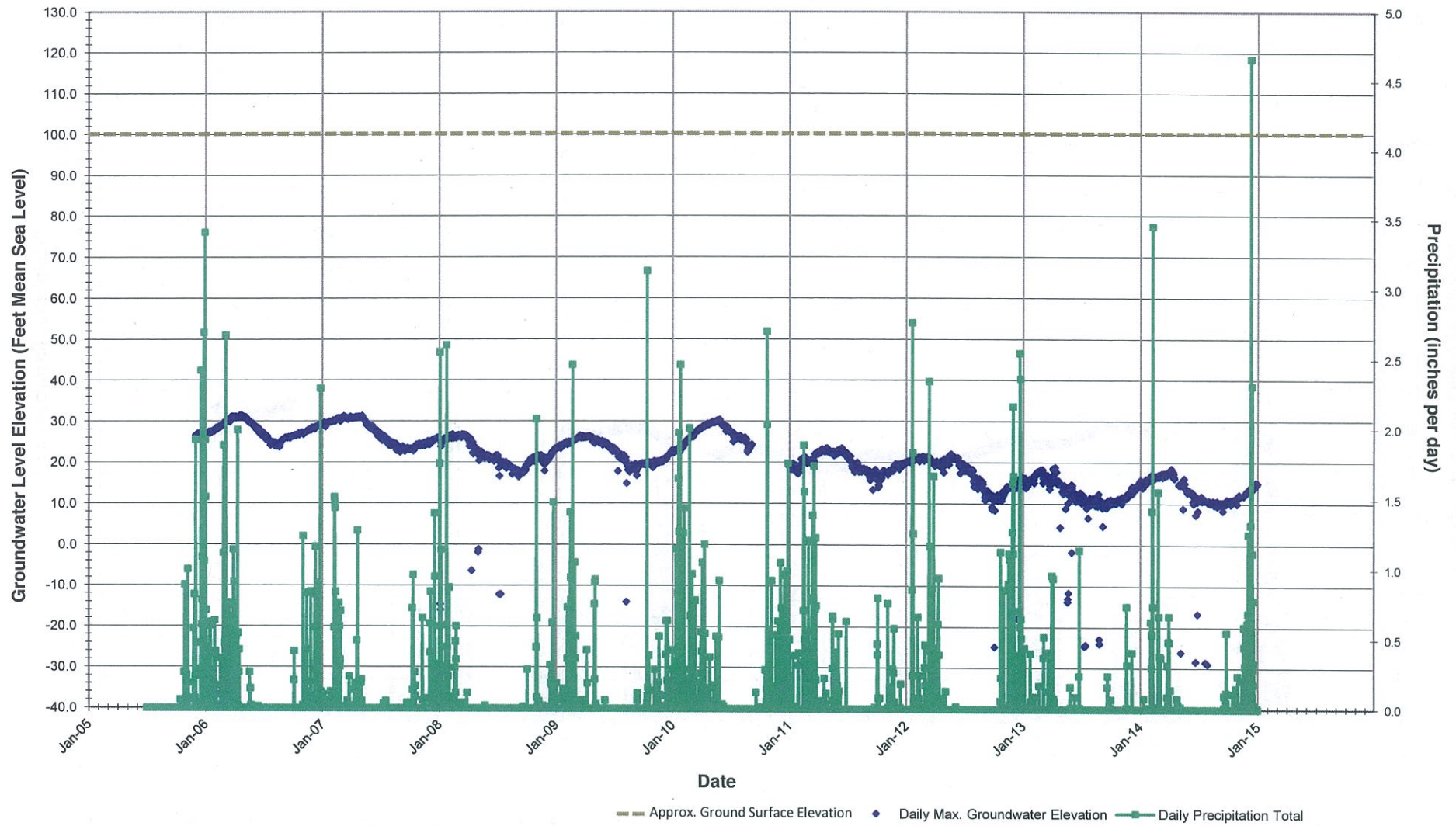


Plate 3
Groundwater Level Hydrograph - Well #5
City of Sebastopol Municipal Wellfield
Sebastopol, California

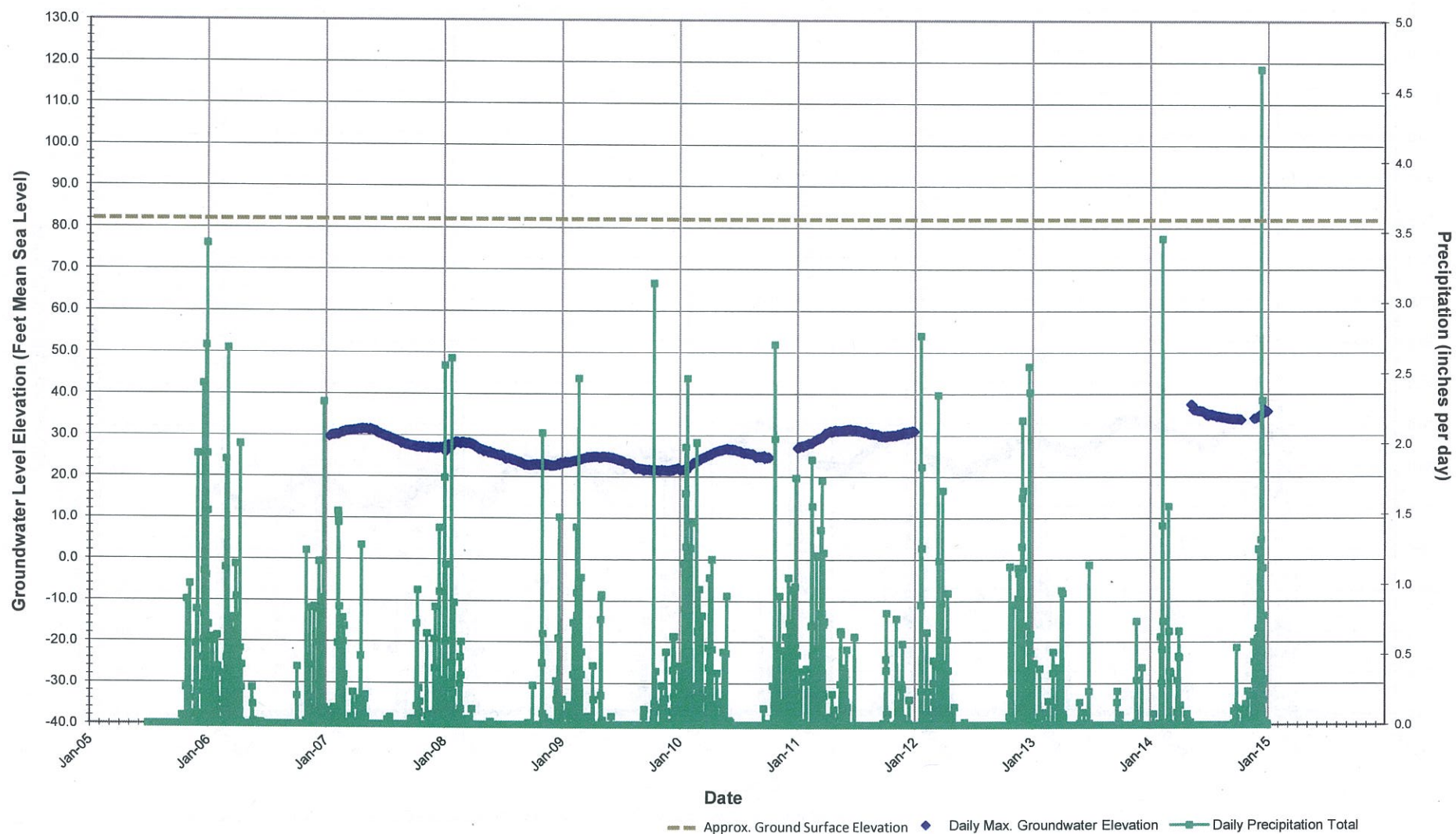


Plate 4
Groundwater Level Hydrograph - Well #6
City of Sebastopol Municipal Wellfield
Sebastopol, California

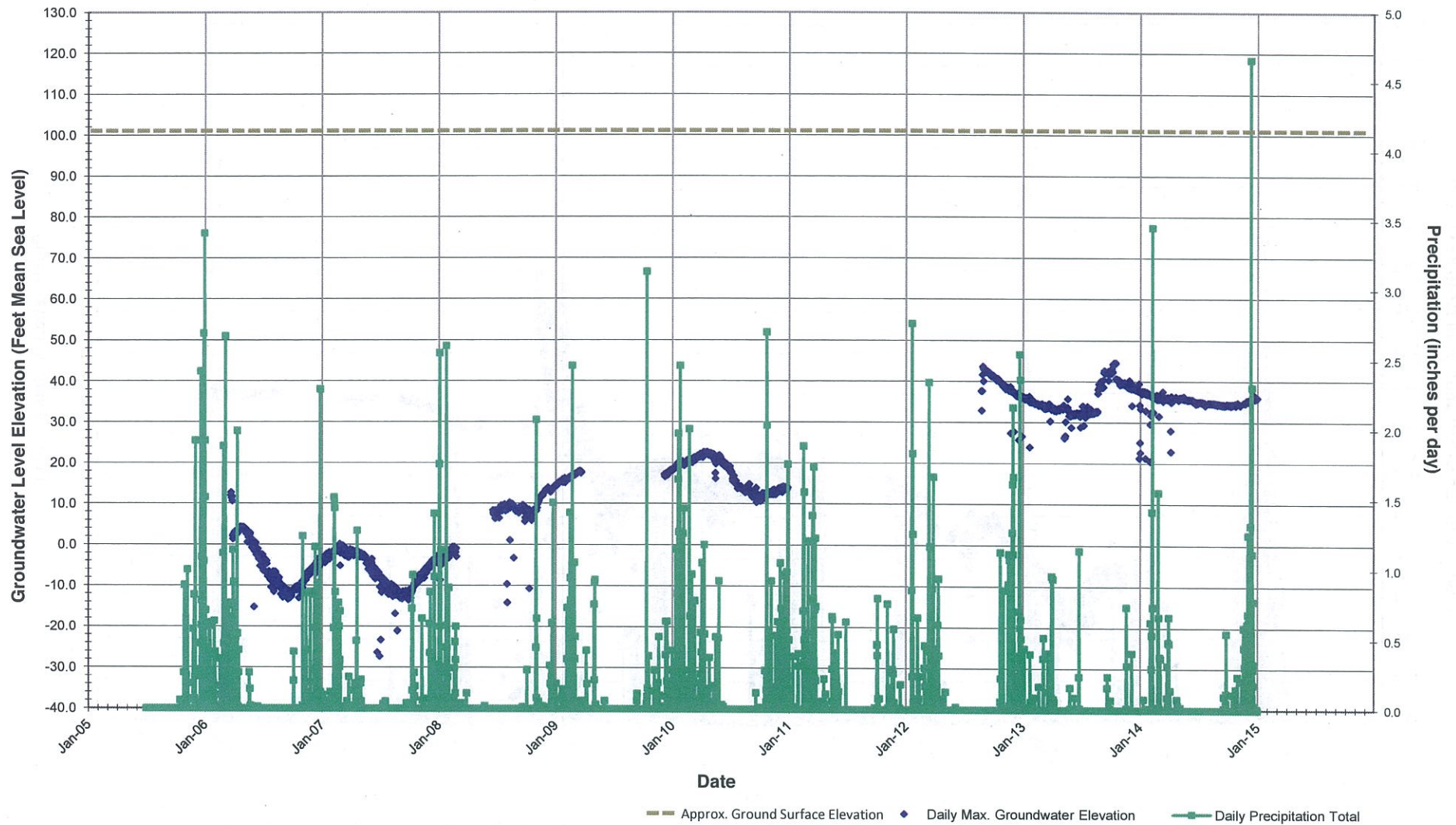


Plate 5
Groundwater Level Hydrograph - Well #7
City of Sebastopol Municipal Wellfield
Sebastopol, California

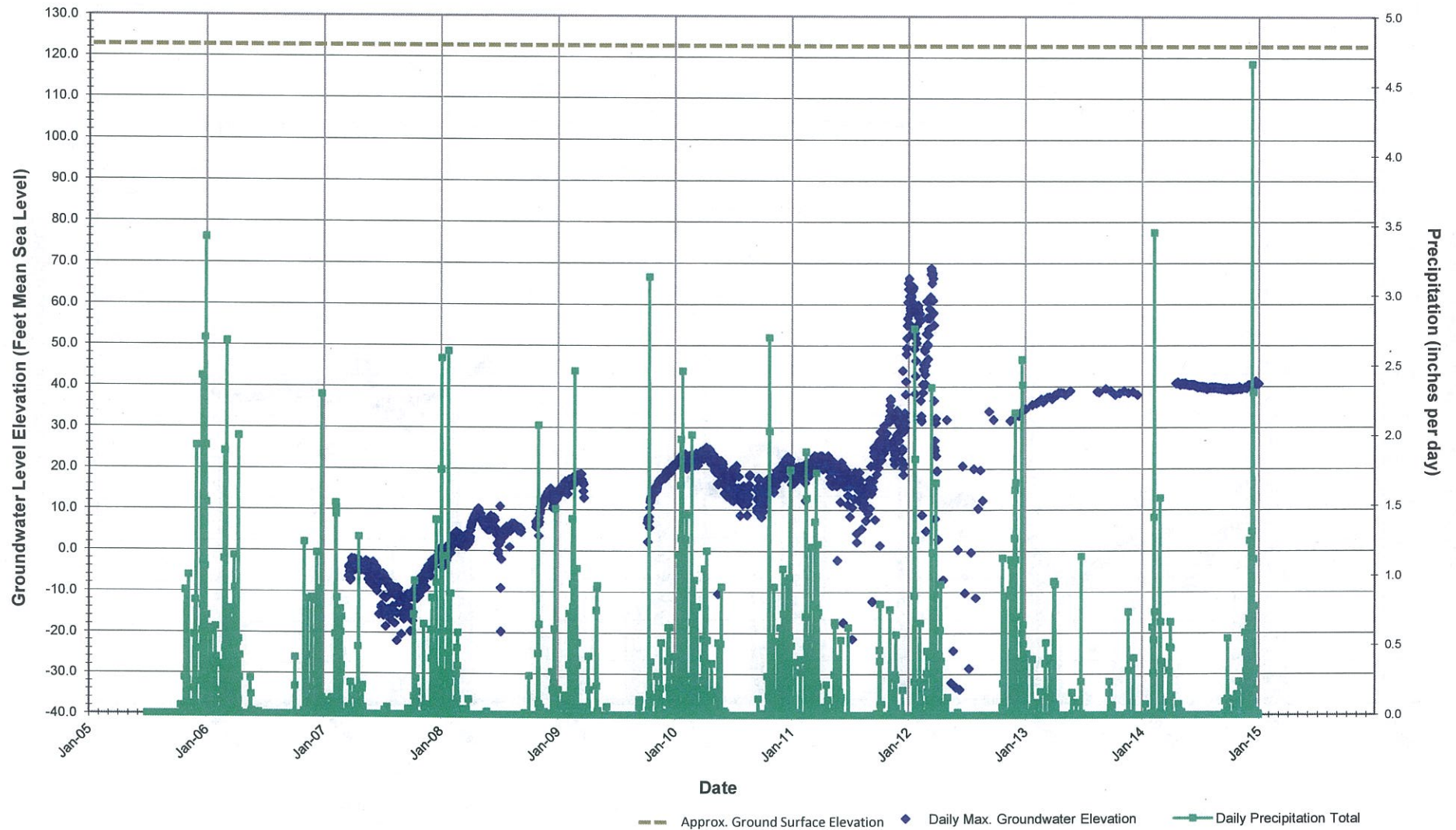
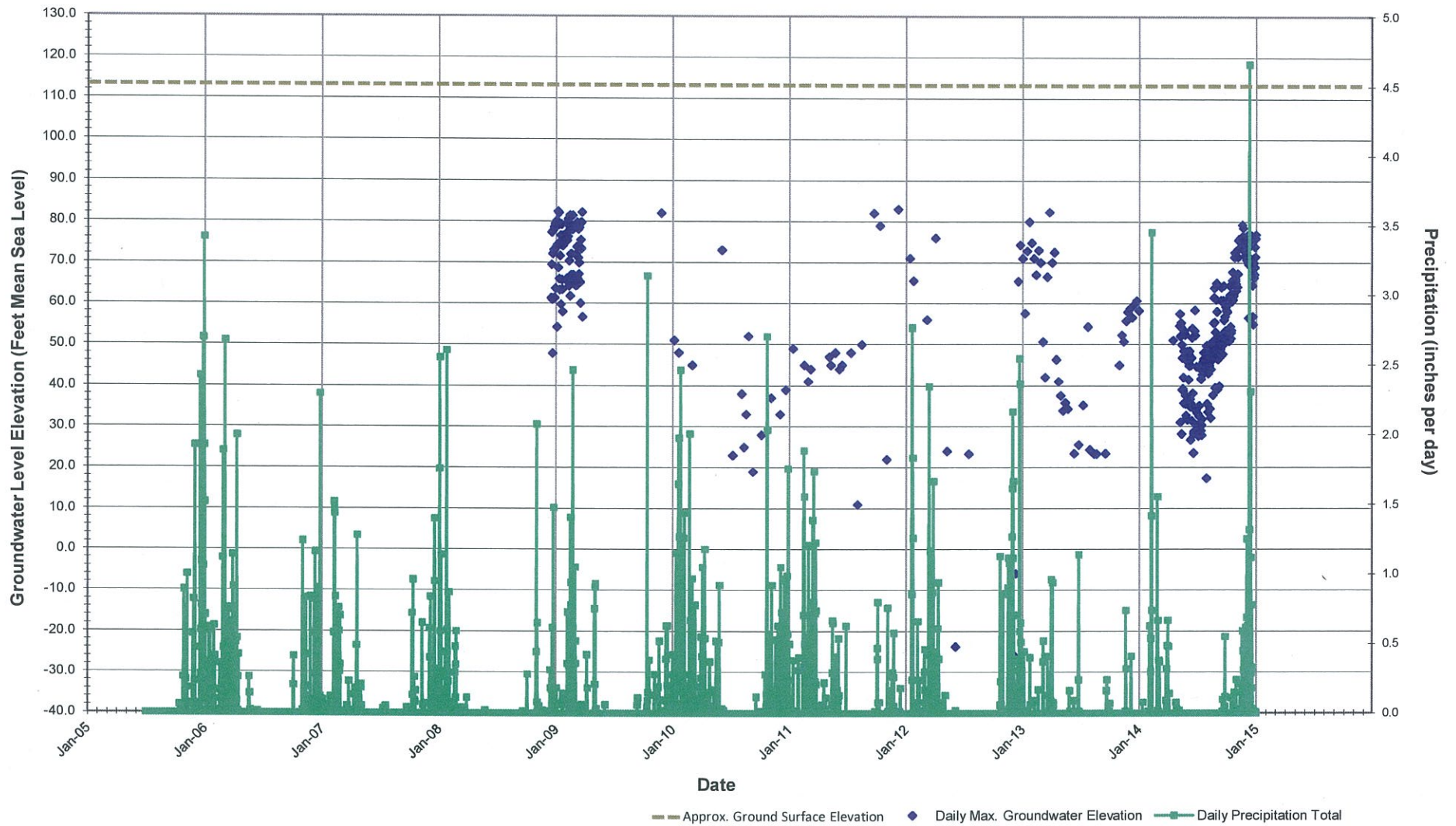
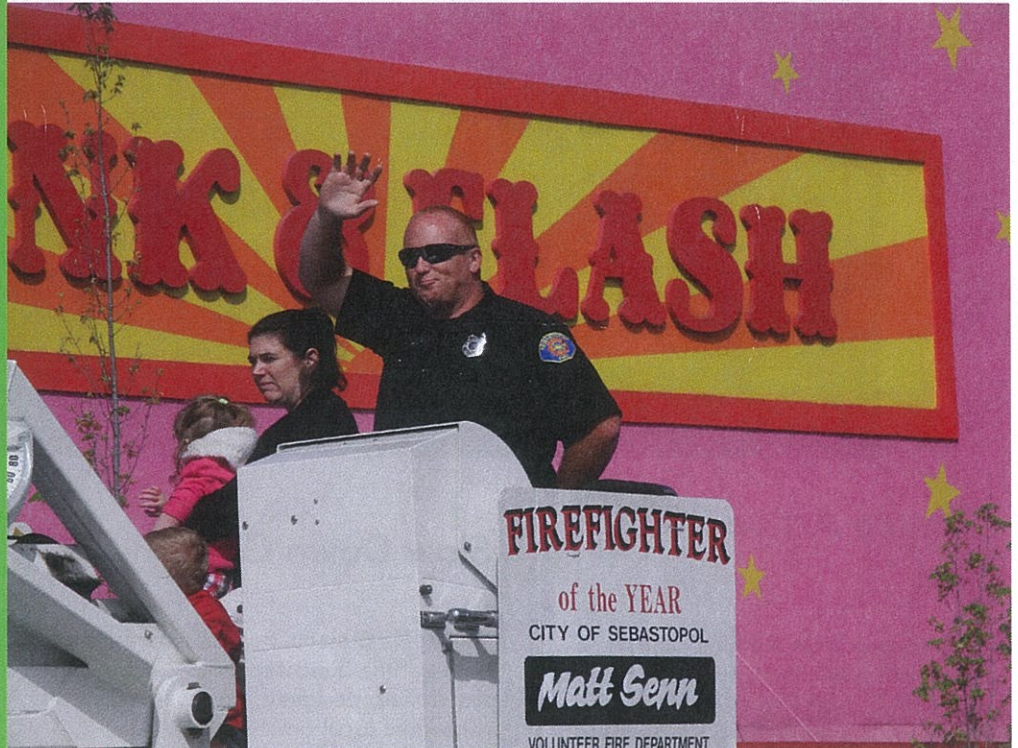


Plate 6
Groundwater Level Hydrograph - Well #8
City of Sebastopol Municipal Wellfield
Sebastopol, California





Firefighter Matt Senn at the 2015 Apple Blossom Parade

The Drought

Our state is in one of the most severe droughts on record. You can take steps to reduce water use.

The Governor has declared a statewide emergency, and the state and local governments, including Sebastopol, have adopted emergency measures to reduce water use.

On September 16, 2014, the City Council unanimously adopted a Water Shortage Contingency Plan that provides a staged response to the drought situation. Measures that you should consider include:

- Apply irrigation only during evening and early morning hours
- Ensure that irrigation systems do not overspray
- Adjust automatic irrigation systems as weather conditions change (don't operate when it's raining, turn off or reduce cycle

during winter, reduce frequency and length of cycles)

- Don't operate irrigation system within at least two days following rainfall
- Consider switching out higher-use toilets, faucets, washers, and dishwashers with more efficient fixtures
- Monitor for leaks, and fix them ASAP
- Do not refill an empty swimming pool; do not fill a new pool
- If you have an existing pool or spa, make sure it has a cover to limit evaporation
- Only use a hose with a shut-off nozzle
- Don't use a hose as a 'broom' to wash down driveways or walkways
- Consider postponing planting of new landscaping; any new landscaping should have low water needs

- Capture, slow down and soak in rainwater to promote groundwater recharge
- Use mulch around plantings to help retain soil moisture
- Run dishwasher or washer only when you have a full load
- Don't leave water running when brushing teeth, shaving, or doing dishes
- Shorten showers
- Use start-up shower or bathwater to water plants
- Consider rainwater catchment system to supplement landscape irrigation (but protect against debris and mosquito infiltration)
- Turn off non-recirculating water fountains

See more information on our Water Conservation page at: <http://ci.sebastopol.ca.us/page/water-conservation-incentives>



Climate Action 2020 Plan

With support from the nine cities of Sonoma County, the County of Sonoma Regional Climate Protection Authority (RCPA) was awarded a \$1 million grant from the State of California to prepare a coordinated greenhouse gas reduction implementation Program, titled 'Climate Action 2020.' This project is a local implementation effort to address the objectives of California's AB 32, the Global Warming Solutions Act of 2006.

The objective of Climate Action 2020 plan is to engage in a collaborative inter-jurisdictional process to prepare Climate Action Plans for each jurisdiction, much in the same way that jurisdictions collaborated on preparation of Bicycle and Pedestrian Master Plans several years ago. Each jurisdiction can make its own policy choices, but will significantly benefit from the comprehensive analysis and a policy matrix that will be developed as part of this collaborative project. RCPA is leading this planning effort.

Work on the plan is progressing, moving into a policy formulation stage this summer. The plan will require the City to consider a range of policy choices, some with budget or other long-term considerations, with different impacts on greenhouse gases. Stay tuned for updates regarding the public review process.

For more information on the effort, see the RCPA web site at: http://www.sctainfo.org/climate_action_2020.htm

Slow Down Cat!

The Apple Blossom Parade marked the debut of the Sebastopol Slow Down Cat—envisioned, designed, and created by renowned local artist Patrick Amiot. Patrick felt the Slow Down Cat could enhance local traffic safety while building further goodwill between the community and the Police Department. Patrick donated the Slow Down Cat to the Police Department which unveiled it during the Apple Blossom Parade. Following the parade, it was placed prominently along South Main Street. Residents who want the Slow Down Cat to be placed in their neighborhoods should e-mail Police Chief Jeff Weaver at jweaver@sebpd.com.

Lifesaving Medal

Sebastopol Police Officer Andy Bauer was awarded the Police Department's Lifesaving Medal on Apple Blossom morning for his actions on March 15th, 2015, when he responded to a medical aid call of a 97 year old Sebastopol resident who choked at dinner and was not breathing. Officer Bauer administered abdominal thrusts. Once the man's airway was cleared, Officer Bauer continued with his rescue efforts until relieved by medical personnel. The patient was transported to an emergency room where his airway was completely cleared. Two days later, he left the hospital and returned home. For his prompt action and humanitarian regard for his fellow man, Officer Bauer was awarded the Lifesaving Medal.

Vacation Rentals

If you are considering a 'home-stay' business, a bed & breakfast establishment, or other type of vacation rental in the City of Sebastopol, please be aware that some types of home-stay uses can be administratively approved, others require a Use Permit, and others are not allowed. All businesses, including home-stay businesses, need a Business License. In addition, home-stay businesses are required to pay Transient Occupancy Tax. The City's rules are intended to promote visitor-serving businesses while preserving the character of residential neighborhoods, preserving the supply of permanent housing, limiting adverse impacts, and applying tax requirements equally for different types of overnight visitor accommodations. Call the Planning Department at (707) 823-6167 if you have questions.

City of Sebastopol, 7120 Bodega Avenue, Sebastopol, California 95472, 707 823-1153

[HTTP://CI.SEBASTOPOL.CA.US/](http://ci.sebastopol.ca.us/)



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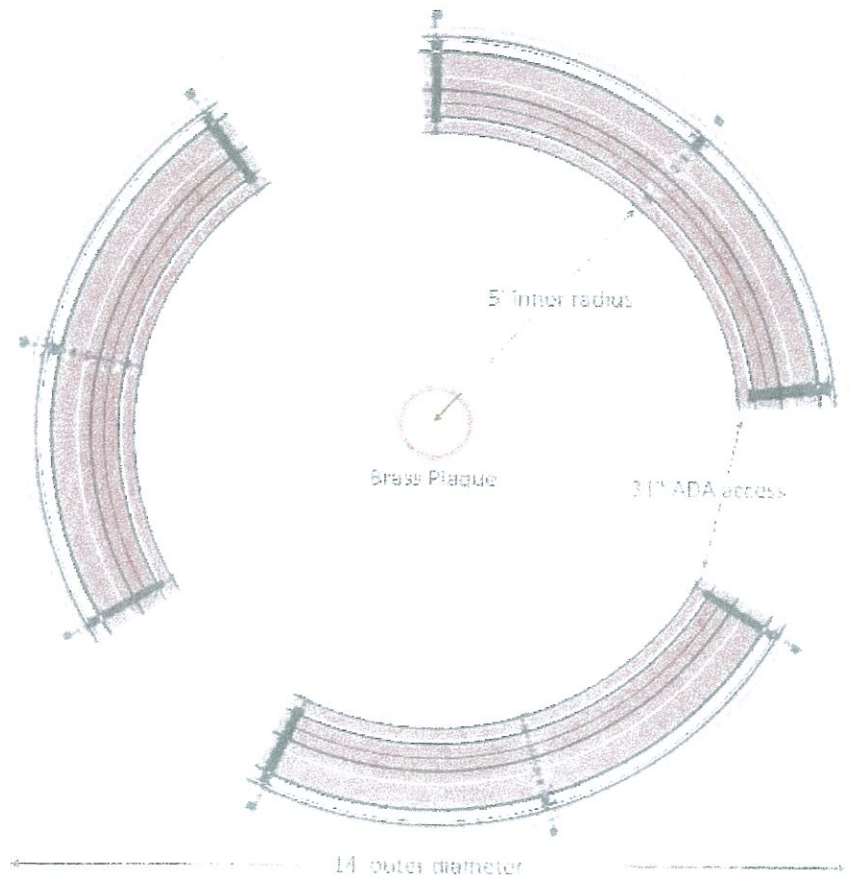


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@SebastopolCity

CONTRIBUTE

to public discourse and engagement



We are very close to our fundraising goal for the Sebastopol Town Plaza 'Occupy' Bench project, a beautiful circular bench to be located in the southeast corner of the plaza.

Can you help?

The bench, inspired by the community-based 'Occupy' movement, is intended to foster community dialog with a circular bench design. The bench will be fabricated by local

craftspersons using locally-sourced wood. We've raised nearly \$3,000 from community donations, with an additional amount pledged by the City. Can you help us reach our fundraising goal? Donations of any amount are welcome.

Please send your check made out to the City of Sebastopol to: **Planning Department, 7120 Bodega Avenue, Sebastopol, CA 95472.** Donations are tax-deductible. Call us if you have any questions at 707-823-6167.