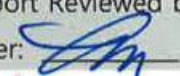


Agenda Report Reviewed by:  
 City Manager: 

CITY OF SEBASTOPOL  
 CITY COUNCIL  
 AGENDA ITEM

**Meeting Date:** March 2, 2021  
**To:** Honorable Mayor and City Councilmembers  
**From:** Kari Svanstrom, Planning Director  
 David Hogan, Contract Planner  
**Subject:** Benedetti Car Wash - Conditional Use Permit, Variance, Tentative Parcel Map, Mitigated Negative Declaration (CEQA)  
**Recommendation:** The Planning Commission recommends that the City Council deny the applications for the Conditional Use Permit, Variance, and Tentative Parcel Map  
**Funding:** Currently Budgeted:  Yes  No  N/A  
 Net General Fund Cost: N/A  
 Amount: \$0

Account Code/Costs authorized in City Approved Budget (if applicable) AK (verified by Administrative Services Department)

**INTRODUCTION/PURPOSE:**

This agenda item is a continued public hearing of a request to construct and operate a car wash at 6809 Sebastopol Avenue. The project applications include a Conditional Use Permit, Variance, and Tentative Parcel Map; along with a Mitigated Negative Declaration to comply with the requirements of the California Environmental Quality Act (CEQA). These applications were previously considered by the Council at the January 5, 2021 meeting. The staff report and minutes from this meeting are included as Attachments 10 and 11, respectively.

**BACKGROUND:**

In March 2019, the City received an application from Mark Reece proposing the construction of a car wash with an office on an undeveloped area at the rear of the commercial property located at 6809 Sebastopol Avenue. The project applications were considered by the Planning Commission on September 22, 2020, October 13, 2020, and November 11, 2020 meetings. At the November 11, 2020 meeting, the Commission approved a resolution recommending denial of the project, but also affirmed that the revised MND accurately describes the environmental impacts of the project and that the identified mitigation measures mitigate any significant impacts to a less than significant level. The Commission’s resolution is included in Attachment 1. The Commission staff reports and minutes are included in Attachments 2 through 6.

The City Council considered the applications at a public hearing on January 5, 2021. At that time, members of the City Council considered all of the presented information and public testimony before directing staff to bring the project back to with a resolution of approval and conditions of approval. The following is a summary of the project applications.

A Conditional Use Permit to construct and operate an automated car wash in the Downtown Core (CD) Zoning District to comply with the requirements of Table 17.25-1 (Permitted and Conditionally Permitted Uses in the Commercial, Office and Industrial Zones).

A Variance to allow development at a floor area ratio below 1.0 as required by Table 17.25-2 (Development Standards in the Commercial, Office and Industrial Zones). The FAR for the proposed car wash office building (4,430 SF of building) on its own newly created lot will only be 0.20. The applicant's justification for a variance is in the supporting documents that are part of the information contained in Attachment 2.

A Tentative Parcel Map would divide the existing 1.51-acre lot into three new parcels. Each new parcel would accommodate one of the three buildings, each of which could be sold individually in the future, even though that is not the applicant's initial intent. The layout for the proposed tentative parcel map is included supporting documents that are also included in Attachment 2.

After the project was determined to be complete for processing, an Initial Study was prepared for the Project to assess potential environmental impacts. The results of the Initial Study indicated that the proposed project could have potentially significant noise and vibration impacts on adjacent properties. In response, the Initial Study identified mitigation measures that will mitigate or reduce the project impacts to a less than significant level. No other potentially significant impacts were identified. The Final Initial Study/Mitigated Negative Declaration (IS/MND), including updated information from the Commission's review, is included in Attachment 7.

#### **DISCUSSION:**

The City Council reviewed the project and the Planning Commission's recommendations at the January 5, 2021 public hearing. Following the receipt of additional public comment, the Council arrived at a general consensus of issues and directed staff to bring back additional information and conditions of approval addressing the following items.

#### **Additional Structural Noise Mitigation**

The Council considered the Planning Commission's discussion of the need for an additional sound barrier adjacent to the car wash exit. During the Commission's hearing process, a revised sound wall, 10-feet in height that wrapped around part of the exit drive from the car wash was considered. The purpose of the wall was to deflect noise generated by the car wash away from the adjacent commercial/office building to meet the noise criteria contained in the Municipal Code. The Council wanted this component included in any final project approval and is contained in Condition of Approval #2.b which is proposed to read:

*"The project plans shall incorporate a sound barrier/wall along the east/north side of the car wash exit drive to a point adjacent to the end of the initial segment of the curved exit drive. The noise barrier/wall should be ten feet in height. The noise barrier may include a horizontal cover over the exit from the carwash. The actual length of the wall shall be determined based upon the noise reduction requirements."*

The final length/location of the noise barrier will be evaluated through the requirements of Condition of Approval #81 below.

Noise from Drying Equipment

The issue of blower noise from the car drying equipment has been a concern throughout the processing and consideration of this application. In addition to the structural modifications described above, staff is proposing two conditions of approval that would (1) verify that the proposed sound mitigation measures are in compliance with requirements of the Municipal Code, and (2) confirm the long-term compliance with the requirements of the project approval.

The first proposed condition of approval would require that the preparation of property line noise measurements to ensure that the sound mitigation measures shown on the project plans do in fact reduce the noise from the car wash dryer system to comply with the property line noise levels from Chapter 8.25 of the Municipal Code. If the initial noise reduction measures do not achieve compliance, additional noise reduction measures will be required. These improvements will require an additional evaluation to ensure compliance. These provisions are contained in proposed Condition #81 which read as follows:

*“Prior to final inspection and the operation of the car wash, the applicant shall monitor the noise generated by the operation of the drying equipment to verify that the noise levels from operating the drying equipment and vacuums conform to the provisions of the municipal code. The applicant shall pay for the noise evaluation. If the measured noise levels at the property line exceed the City’s noise criteria, additional noise reduction measures shall be proposed for City approval. These additional noise reduction measures could include, but are not limited to, an extended noise barrier, a heightened noise barrier, a roof over and/or side shielding at the car wash exit, and/or reorientation of the dryer blower ports. Following the installation of the additional approved noise reduction measures, noise levels shall again be measured to confirm compliance with the City’s noise criteria. If the measured noise levels at the property line exceed the City’s noise criteria, additional noise reduction measures shall again be proposed for City approval. All additional noise reduction measures shall be installed to the satisfaction of the Planning Director.”*

The second proposed condition of approval would require periodic re-evaluation of the operational noise levels. This re-evaluation would take place every five years. This requirement is contained in proposed Condition #84 which reads:

*“A noise assessment shall be conducted every 5 years to verify that the noise levels from operating of the car wash continue to comply with the noise ordinance. The results of this study shall be submitted to the Planning Director. The Planning Director may also require such assessment be done at other intervals if Planning Director deems it necessary based on complaints (after investigation by City staff). If at any time the car wash is shown to be out of compliance, appropriate noise mitigation measures, such as those described in Condition of Approval 81 above, shall be taken to the satisfaction of the Planning Director to bring the car wash into compliance with this approval and the Noise ordinance.”*

Reduced Weekend Hours of Operation

The Council expressed a concern about the operation of the carwash on the weekends. In response, staff has proposed reduced weekend hours of operation for the carwash. While the normal weekday

hours of operation are from 8:00 am to 7:00 pm., the weekday hours of operation are proposed to be reduce to 9:00 am to 5:00 pm on Saturday and Sunday. This requirement is contained in proposed Condition of Approval #85.a.

#### Water Droplet Emissions from Drying Equipment

Previous staff reports repeated the Planning Commission's description of water overspray concerns using the term "water vapor". However, water vapor is the gaseous phase of water and consists of individual gaseous water molecules in the atmosphere. Based upon the Commission's comments from the operation of the carwash in Santa Rosa, their concern is more accurately described as airborne liquid-phase water droplets similar to what happens when a lawn irrigation system shots water into the air. To address this issue, staff is proposing a condition of approval that would require an evaluation of the drying operation to verify that the water droplets do not leave the project site. The condition would involve an observational assessment to verify that any water droplets removed from the surface of the washed vehicles by the dryer blowers does not leave the site. The project modification process would be similar to the process envisioned for noise issues. This measure is contained in proposed Condition of Approval #82 which states:

*"Prior to final inspection and the operation of the car wash, the applicant shall conduct an evaluation with a representative of the Planning Director to monitor the water overspray from the drying unit to verify that the operation of the drying equipment will not result in visible water droplets leaving the site. If water droplets are observed leaving the site, additional project changes shall be proposed by the applicant for City approval. Following the installation of the additional project components to reduce overspray, a repeat evaluation shall be conducted to confirm that the additional measures have prevented water droplets from the leaving the site. Any overspray reduction measures shall be installed to the satisfaction of the Planning Director."*

Additional potential measures could include additional fencing, shielding at the building, or additional plantings, or a combination of these.

#### Extension of Abbott Road

The Circulation Element of the General Plan, Implementation Action CIR 1.d, Bullet Point #6 states: "Abbott Avenue - change route to parallel Sebastopol Avenue, with a potential connection to Morris Street". This Implementation Action envision the extension of Abbott Avenue east from Barnes Avenue toward Morris Avenue. Even though the direct connection to Morris Avenue is currently unlikely because of the City's approval of another project, the extension of Abbott Avenue still has merit in so far as providing a non-Sebastopol Avenue connection for the future mixed use residential development on property east of the project site and as a way to provide an alternate access to "Elderberry Commons", the former Sebastopol Inn, and pedestrian/bicycle connection up to the Joe Rodota Trail connector. Recognizing that the existing railroad right-of-way would provide the foundation for any future roadway, staff recommends that the project be required to provide an easement for a future five-foot wide sidewalk along the southern property line adjacent to a future Abbot Avenue extension. This requirement is included in Condition of Approval #2.b and Condition of Approval #3 for the Tentative Parcel Map.



Additional Landscape Screening

Members of the City Council were also concerned that additional screening landscaping between the property line and the proposed car wash building could be necessary. Since the project will be examined by the Design Review Board (if the project has been approved by the City Council), staff intends to provide the Council's direction to the Design Review Board for implementation. As a result, no specific condition of approval has been provided for this requirement.

Other City Council Concerns

The Council also discussed several additional sound reduction options. The first was the addition of doors at the entrance and exit to the car wash bay to further contain any noise within the building. The second was the idea of increasing the height of screening wall (above the proposed ten feet) at the dryer end of the car wash. Following the January 5, 2021 meeting, staff evaluated both options. Staff's consensus was that these project modifications could result in both aesthetic and operational issues that may not be necessary to address the underlying issues. The higher noise reduction wall could create an unattractive visual element facing Sebastopol Avenue that landscaping would not ameliorate. The addition of some form of solid door to each end of the car wash bay could create operational issues and could create a need for additional vehicle queueing because of the slower operation (i.e. cleaning fewer cars per hour). The addition of doors could also result in the need for a larger structure to contain the door mechanisms. A third option could be additional overhang/fins at the exit to further baffle sound.

At this time, staff suggests that these measures are not be necessary at this time. However, it is possible that one or both of these modifications could ultimately be necessary if other noise reduction measures, based upon the implementation of Condition of Approval #81, do not result in the compliance with the provisions of Chapter 8.25 of the Municipal Code. Staff recommends that these components not be required at this time.

**ENVIRONMENTAL REVIEW:**

An Initial Study (IS) was prepared to evaluate the environmental impacts of the Project as required by the California Environmental Quality Act (CEQA). The IS concluded that the project would not have significant impacts on the environment with the implementation of the identified mitigation measures and recommended the approval of a Mitigated Negative Declaration (MND). The IS/MND was circulated for public review and comment from August 20, 2020 to September 20, 2020. One comment was received. A copy of the comment letter on the Initial Study is included in Attachment 10. The Final Initial Study/Mitigated Negative Declaration is included in Attachment 7.

**PUBLIC COMMENT:**

Written public comments are included in the Attachment 9. Public comments provided at the Planning Commission public hearings are included in Attachments 3 and 5. The public comments on the Initial Study are included in Attachment 8. No additional public comments have been received since the public hearing. If additional written comments are received after the publication and distribution of this staff report, they will be provided to the City Council as supplemental materials before or at the meeting. In addition, public comments may be offered during the public hearing comment portion of this item.

**PUBLIC NOTICE:**

Public notices were mailed to all properties within 500 feet of the property and published in an adjudicated newspaper as required by the City of Sebastopol Municipal Code and noticed in accordance with the Ralph M. Brown Act. The City Council staff report and supporting information was available for public viewing and review at least 72 hours prior to the initially scheduled meeting date. This public hearing is continued from the January 5, 2021 public hearing.

**FISCAL IMPACT:**

There is no direct fiscal impact associated with the recommended action.

**RECOMMENDATION:**

That the City Council approve the following items:

- Mitigated Negative Declaration;
- Conditional Use Permit;
- Variance; and
- Tentative Parcel Map.

**ALTERNATIVES**

1. Provide additional direction to staff on the findings and conditions of approval.

**EXHIBIT**

Exhibit A and B            Draft Resolution approving the Project Applications and Conditions of Approval

**Attachments:**

- 1) Planning Commission Resolution Recommending Denial of the Project
- 2) September 22, 2020 Planning Commission Staff Report (with Attachments 1 - 4 only)
- 3) Minutes, September 22, 2020 Planning Commission meeting
- 4) October 13, 2020 Planning Commission Staff Report (with Attachment 2 only)
- 5) Minutes, October 13, 2020 Planning Commission meeting
- 6) November 11, 2020 Planning Commission Staff Report
- 7) Final Initial Study/Mitigated Negative Declaration and Appendices
- 8) Comments on Initial Study
- 9) Written Public Comments on Project (Cumulative)
- 10) January 5, 2021 City Council Staff Report (without Attachments)
- 11) Minutes, January 5, 2021 City Council meeting

**EXHIBIT A**

CITY COUNCIL RESOLUTION .....-2021

CITY OF SEBASTOPOL

A RESOLUTION OF THE CITY COUNCIL OF THE CITY OF SEBASTOPOL APPROVING THE PLANNING APPLICATIONS FOR THE BENEDETTI CAR WASH PROJECT LOCATED AT 6809 SEBASTOPOL AVENUE (FILE NUMBER 2019-27)

WHEREAS, the Benedetti Tire & Express Lube consists of a tire shop and oil change/ maintenance operation; and

WHEREAS, the Project involves additional development as part of the Benedetti Tire & Express Lube, the construction and operation of an automated car wash with second floor office/equipment space on a vacant portion of the site (the "Project"); and

WHEREAS, the Zoning Code requires a conditional use permit to operate a car wash in the CD: Downtown Core Zoning District; and

WHEREAS, the Zoning Code requires a minimum floor area ratio of 1.0 in the Downtown Core Zoning District on vacant parcels; and

WHEREAS, the project applicant is proposing to subdivide the existing lot into three parcels; each lot will accommodate a single building and related landscaping, parking and access; and

WHEREAS, the subdivision of the existing lot requires that development on the vacant lot is required to comply with the minimum floor area ratio requirement of 1.0 in the Downtown Zoning District in the Zoning Code; and

WHEREAS, the approval of Project will require the approval of a Variance pursuant to the provisions of the Zoning Code; and

WHEREAS, the Project was the subject of an Initial Study and Mitigated Negative Declaration prepared in compliance with the California Environmental Quality Act (CEQA), which was circulated for public comment consistent with local and State CEQA requirements, which the Planning Commission has reviewed and considered, as well as comments made on it during its public review period; and the Commission has further considered additional cultural resources information provided in the staff report, and included conditions of approval relating to that topic; and

WHEREAS, the Mitigated Negative Declaration identifies two potentially significant impacts regarding cultural resources and noise/vibration. However, available and feasible mitigation measures will reduce these impacts below a level of significance; and

WHEREAS, the identified mitigation measures are included in the conditions of approval; and

WHEREAS, the purpose of a Variance is to establish a procedure for the relaxation of the provisions of the Zoning Code so that the public welfare is secured and that substantial justice done in accordance with the intent of the General Plan and Zoning Code; and

WHEREAS, the Project does not currently comply with the minimum floor area ratio identified for the downtown area; and

WHEREAS, the minimum floor area ratio requirements were established to facilitate the development mixed use development in the downtown area; and

WHEREAS, the inclusion of a mixed use (possible including residential uses) on a site containing an auto service center would create a land use conflict inconsistent with the intent of the General Plan; and

WHEREAS, the expansion of the existing auto center is consistent with the intent of the City to retain existing local serving businesses; and

WHEREAS, the proposed Variance is consistent with the intent and provisions of the General Plan in that there are unusual circumstances applying to the land, building or use which circumstances or conditions do not apply generally to land, buildings, and/or uses in the same district, in that the site is an infill development project within an automotive uses, and the use itself, a car wash, is compatible with the other uses on the site but not compatible with other mixed-uses such as office and residential uses.

WHEREAS, that granting the application is necessary for the preservation and enjoyment of a substantial property right consistent with other auto service uses in an auto service center; and

WHEREAS, that granting the application as conditioned, will not materially adversely affect the health or safety of persons residing or working in the neighborhood of the property and will not be materially detrimental to the public welfare or injurious to property or improvements in said neighborhood in that the Project will comply with established performance standards and is not located adjacent to a sensitive land use.

WHEREAS, the project application requests approval to subdivide the existing lot into three parcels; and

WHEREAS, the proposed subdivision, together with the provisions for its design and improvement, and subject to the Conditions of Approval, will be consistent with the General Plan and other provisions of the Sebastopol Municipal Code; and

WHEREAS, the design of the proposed subdivision provides, to the extent feasible, for future passive or natural heating or cooling opportunities in the subdivision, as described in the State Subdivision Map Act and any guidelines promulgated by the City Council; and

WHEREAS, the Project proposes that the three parcels share access, parking, landscape maintenance, and trash collection; and

WHEREAS, the Project has been conditioned to record a maintenance and access agreement over all three parcels; and

WHEREAS, the project applicant, in advance of their formal application, undertook a voluntary Preliminary Review by the Planning Commission; and prior to the public hearing complied with public noticing requirements; and

WHEREAS, the applicant made adjustments to the proposal based on community and Planning Commission comments; and

WHEREAS, on September 22, 2020, the Sebastopol Planning Commission opened a duly-noticed public hearing on the application, considered the written submittals, including but not limited to the Mitigated Negative Declaration, staff report, resolutions, application materials, plans, and public comments, received a staff report at the hearing, and received a presentation from the applicants before continuing the public hearing to a subsequent meeting; and

WHEREAS, on September 22, 2020, the Sebastopol Planning Commission continued to public hearing to the October 13, 2020 meeting; and

WHEREAS, on October 13, 2020, the Sebastopol Planning Commission continued the public hearing on the application, considering the written submittals, including but not limited to the Mitigated Negative Declaration, staff report, resolutions, application materials, plans, and a number of public comments, receiving a staff report at the hearing, receiving a presentation from the applicants, and providing an opportunity for public comments; all of which the Commission duly considered; and

WHEREAS, on October 13, 2020, the Sebastopol Planning Commission relied on the information contained in the Initial Study, as updated at the public hearing, in making their recommendation to the City Council; and

WHEREAS, on November 11, 2020, the Sebastopol Planning Commission adopted a resolution recommending that the City Council deny the applications for a conditional use permit, variance, and tentative parcel map; and

WHEREAS on January 5, 2021, the City Council conducted a duly-noticed public hearing on the application, considering the written submittals, including but not limited to the Mitigated Negative Declaration, staff report, resolutions, application materials, plans, and a number of public comments, receiving a staff report at the hearing, and received a presentation from the applicants before continuing the public hearing to a subsequent meeting; and

WHEREAS, on March 2, 2021, the City Council conducted a continued public hearing on the applications, considering the written submittals, including but not limited to the Mitigated Negative Declaration, staff report, resolutions, application materials, plans, and a number of public comments, receiving a staff report at the hearing, receiving a presentation from the applicants, and providing an opportunity for public comments; all of which the Council duly considered; and

WHEREAS, as conditioned, the City finds that the proposed Project is compatible with the character of this part of Sebastopol, and will not impair the desirability of investment or occupation in the downtown; and

WHEREAS, site access will be improved with the opening of a driveway onto Barnes Avenue which will allow access to the carwash. The carwash will also have access from the tire shop and car maintenance building, which will reduce the number of vehicle turning movements onto and from Sebastopol Avenue into the project site; and

WHEREAS, the Project is consistent with a number of policies of the General Plan, including but not limited to the following:

- a) The proposal is consistent with Policy LU 1-3 (*Require new development to occur in a logical and orderly manner, focusing growth on infill locations and areas designated for urbanization on the Land Use Map (see Figure 2.1), and be subject to the ability to provide urban services, including paying for any needed extension of services.*) as the Project involves an additional auto-serving use in an existing auto service facility.
- b) The proposal is consistent with Policy LU 1-7 (*Encourage new development to be contiguous to existing development, wherever possible.*) as the Project is contiguous with existing commercial land uses.
- c) The proposal is consistent with Policy EV 1-3 (*Attract and retain environmentally and socially conscious businesses that contribute to Sebastopol's long-term economic and environmental sustainability.*) as the Project is part of an existing local business and incorporates water reuse equipment which will use substantially less water than individual residents washing a vehicle on their own property.
- d) The proposal is consistent with Policy EV 1-15 (*Encourage development that accommodates services necessary for the local residential and business communities, including real estate brokerages, legal, engineering, lending, and other similar sectors.*) as the Project provides a necessary auto maintenance related services that meets the needs of local residents and businesses.
- e) The proposal is consistent with Policy EV 2-4 (*Encourage businesses and programs that emphasize and promote shopping locally.*) as the Project provides a local-serving service that increases the retention of local revenues locally and has the potential to reduce the distance of vehicle trips to meet automobile maintenance needs.
- f) The proposal is consistent with Policy EV 4-1 (*Encourage businesses in Sebastopol which respond to and meet the needs of West County residents.*) as the Project is part of a needed existing business operation which provides auto maintenance related services to West County residents.
- g) The proposal is consistent with Policy CIR 1-18 (*Consider the impacts of traffic and land use growth on the road network, especially in downtown Sebastopol, when evaluating proposals for new development.*) as the potential traffic impacts were evaluated as part of the review of this Project. A focused traffic study evaluated three intersections around the project site. The resulting traffic volumes do not exceed the City's local Level of Service (LOS) "D" standard.
- h) The proposal is consistent with Policy CIR 2-14 (*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.*) as the Project includes bicycle racks consistent with the municipal code.

- i) The proposal is consistent with Policy COS 6-5 (*Require new development to incorporate trees in landscape plans.*) as the Project includes the planting of additional landscape and replacement trees.
- j) The proposal is consistent with Policy COS 9-11 (*Promote the use of reclaimed water and other non-potable water sources.*) as the Project proposes to reuse approximately 80% of the water from the car wash operation.
- k) The proposal is consistent with Policy N 1-1 (*Ensure the noise compatibility of existing and future development when making land use planning decisions.*) as future noise was considered in the application processing and approval processes by having noise analyses prepared and by requiring changes to better address potential noise issues.
- l) The proposal is consistent with Policy N 1-2 (*Require development and infrastructure projects to be consistent with the Land Use Compatibility for Community Noise Environments standards indicated in Table N-1 to ensure acceptable noise levels for existing and future development.*) as the Project approval incorporates conditions of approval and design elements to comply with the acceptable noise levels identified in Table N-1.
- m) The proposal is consistent with Policy SA 2-8 (*Require all development projects to demonstrate how storm water runoff will be detained or retained on-site, treated, and/or conveyed to the nearest drainage facility as part of the development review process. Project applicants shall demonstrate that project implementation would not result in increases in the peak flow runoff to adjacent lands or drainage facilities that would exceed the design capacity of the drainage facility or result in an increased potential for offsite flooding.*) as the Project incorporated measures to retain onsite stormwater runoff consistent with regulatory requirements.
- n) The proposal is consistent with Policy SA 2-9 (*Prohibit development in the 100-year flood zone unless requirements of the City's Flood Damage Protection Ordinance criteria are met.*) as the Project is located within the 100-year flood zone and will be conditioned to comply with this requirement.

WHEREAS, Zoning Code Table 17.25-1 requires the approval of a Conditional Use Permit for a car wash in the Downtown Core (CD) Zoning District; and

WHEREAS, Zoning Code Section 17.345.020 contains additional requirements relating to car washes; and

WHEREAS, Subsection A of Section 17.345.020 requires that adequate queuing and drying areas be provided so that vehicles will not block adjacent walkways and streets and the Project provides for queuing for at least a dozen vehicles and will not block site access onto Barnes Avenue; and

WHEREAS, Subsection B of Section 17.345.020 requires that all washing and automatic drying facilities shall be completely within an enclosed building and the project plans show that all of the washing and drying equipment is enclosed within the proposed building; and



WHEREAS, Subsection C of Section 17.345.020 requires that any vacuuming facilities shall not be located along public or private streets and shall be screened from adjacent residential properties and the proposed vacuum stations are located onsite on private property along the west side of the car wash building and there are no residential properties adjacent to the site which would require additional screening; and

WHEREAS, Subsection D of Section 17.345.020 requires compliance with the City's noise standards and the Project includes noise reduction equipment and is conditioned to comply with City standards; and

WHEREAS, Subsection E of Section 7.345.020 requires that car washes use recycled water whenever feasible and the design of the car wash will re-use approximately 80% of the water used in the car wash operation; and

WHEREAS, the proposed use will not, under the circumstances of this particular case, be detrimental to the health, safety, comfort, or general welfare of persons residing or working in the neighborhood or within close proximity in that it will contain an auto-oriented use in an existing auto service center and will not have a detrimental impact or created significant quality of life issues; and

WHEREAS, the Project is an infill development that will not physically divide an established community, and is expected to have positive connectivity impacts on the area by providing direct access to Barnes Avenue and ultimately Petaluma Avenue; and

WHEREAS, the Project will be subject to an extensive list of conditions of approval to ensure that its construction and subsequent operation will not have substantial detrimental impacts on persons working and residing in the area or the environment.

NOW, THEREFORE, BE IT RESOLVED that the City of Sebastopol City Council does hereby approve, based on the findings above, the Project described in Exhibit A and subject to the Conditions of Approval in Exhibit B, the following:

- 1) A Mitigated Negative Declaration;
- 2) A Conditional Use Permit for a car wash in the Downtown Commercial Zoning District;
- 3) A Variance to allow a lower floor area ratio in the Downtown Core Zoning District; and
- 4) A Tentative Parcel Map to subdivide an existing parcel into three parcels.

The above and foregoing Resolution was duly passed, approved and adopted at a meeting by the City Council on the \_\_\_ day of \_\_\_\_\_ 2021, by the following vote:

**VOTE:**

Ayes:

Noes:

Abstain:

Absent:

APPROVED: \_\_\_\_\_  
Una Glass, Mayor

ATTEST: \_\_\_\_\_  
Mary Gourley, Assistant City Manager/City Clerk, MMC

APPROVED AS TO FORM: \_\_\_\_\_  
Larry McLaughlin, City Attorney

EXHIBIT A  
APPROVED PROJECT PLANS

**EXHIBIT B  
FINAL CONDITIONS OF APPROVAL**

Conditional Use Permit for car wash in the Downtown Commercial District,  
Variance, and Tentative Parcel Map,  
6809 Sebastopol Avenue  
APN 004-063-036, File 2019-82

Conditions of Approval – Conditional Use Permit:

1. Approval is granted for the Conditional Use Permit described in the application and the following project plans: Architectural plan set (2 sheets) dated 3-21-19, by Patrick Slayter Architect, and Civil plan set (4 sheets) dated 8-12-20, by Adobe Associates, except as modified by these conditions of approval, and is valid for a period of three (3) years during which time the rights granted must be exercised.
2. The following modifications shall be made to the approved project plans referenced above.
  - a. All project plan sheets shall be modified to identify the location of a 5-foot wide public sidewalk easement along the southern property line and shall be revised to facilitate its eventual construction without affecting the operation of, and access to, the car wash. The applicant is not required to install the sidewalk.
  - b. The project plans shall incorporate a sound barrier/wall along the east/north side of the car wash exit drive to a point adjacent to the end of the initial segment of the curved exit drive. The noise barrier/wall should be ten feet in height. The noise barrier may include a horizontal cover over the exit from the carwash. The actual length of the wall shall be determined based upon the noise reduction requirements.
  - c. The landscape plans shall be modified to incorporate additional landscaping to screen the proposed car wash building and intercept water overspray from the operation of the washing and drying equipment.

**Development Conditions**

City Planning Department

3. All construction shall conform to the approved plans. The applicant shall obtain a Building Permit prior to the commencement of construction activities.
4. All exterior mechanical equipment shall be screened to the satisfaction of the Planning Department.
5. The Project shall comply with the following mitigation measures from the Mitigated Negative Declaration.
  - a. In the event that any prehistoric or historic-period subsurface archaeological features or deposits, including darkened soil (midden), that could conceal cultural deposits, animal bone, obsidian and/or mortar are discovered during earth-moving activities, all ground-disturbing activity within 50 feet of the discovery shall be halted immediately and the Planning and Building Divisions notified within 12 hours. Impacts on any

significant resources shall be mitigated to a less-than-significant level through data recovery or other methods determined adequate by the City and that are consistent with the Secretary of the Interior's Standards for Archaeological Documentation. If Native American archaeological, ethnographic, or spiritual resources are discovered, all identification and treatment of the resources shall be conducted by a qualified archaeologist and Native American representatives who are approved by the local Native American community as experts of their cultural traditions. (Mitigation Measure CR-1)

- b. Prior to the issuance of a building permit, the applicant shall submit evidence that the proposed car wash drying system incorporates a silencer to achieve operational noise levels no greater than 77 dBA at a distance of 10 feet and 63 dBA at a distance of 50 feet from the entrance and exit to the car wash. Installation of the approved silencer system shall be completed prior to final inspection. (Mitigation Measure NOI-1)
- c. Prior to the issuance of a building permit, the applicant shall submit evidence that a noise reducing barrier ten feet in height or other method to reduce offsite noise levels to meet City noise criteria along the east property line (south from the adjacent commercial building) to a point at least perpendicular to the northern exit of the proposed car wash, are incorporated into the project. Installation of the approved noise reducing barriers shall be completed prior to final inspection. (Mitigation Measure NOI-2)
- d. Prior to the issuance of a building permit, the applicant shall identify all heavy construction equipment to be used for this project that have the potential to produce high vibration levels (tracked vehicles, vibratory compaction, jackhammers, hoe rams, etc.). This information shall be submitted to the City during the building permit process. If the applicant proposes the use of heavy construction equipment with the potential to generate excessive vibration, the applicant shall submit a plan documenting how the use of this equipment will not occur within 18 feet of existing structures. (Mitigation Measure NOI-3)
- e. Prior to the issuance of a grading permit, the property owner shall present evidence that the culturally resource representatives for the Federated Indians of Graton Rancheria (FIGR) have been formally contacted with an offer to enter into an Agreement with the Federated Indians of Graton Rancheria for the Treatment of Tribal Cultural Resources and Tribal Monitoring. If FIGR requests that an Agreement be entered into by the property owner and provides the property owner with a copy of an agreement, the property owner shall provide a copy of the Agreement to the City prior to the issuance of a grading permit. FIGR shall have 30 days to accept property owner's offer. If FIGR does not act to accept the property owner's offer or does not provide the property owner with a copy of an agreement within 30 days, it shall be presumed that FIGR is not interested in obtaining an agreement for the treatment of tribal cultural resources and tribal monitoring.

If an Agreement for the Treatment of Tribal Cultural Resources and Tribal Monitoring has been approved by both the Property Owner and FIGR, the project applicant shall notify the FIGR Tribal Preservation Officer and the City of Sebastopol of the date and

time of the proposed grading/excavation activities fourteen (14) days prior to the start of any grading or excavation activities. Tribal cultural resource monitors and qualified archeologist shall work cooperatively with the applicant to address the appropriate treatment of any discovered tribal cultural resources to minimize potential delays in construction.

Tribal cultural resource monitors and qualified archeologist shall have the authority to stop grading or excavation activities in and around the accidentally discovered resources pending an evaluation of the resource and the determination of how the resource should be treated. Possible treatments include, but are not limited to: the removal of the resource from the site, the protection of the resource in place (when feasible), or reburying the resource on site in a location acceptable to the FIGR. The City of Sebastopol shall be promptly notified if tribal cultural resources are identified. (Mitigation Measure TCR-1)

6. This approval does not include any commercial business signs. Any new commercial signs that will identify the use of this property are subject to the prior approval of the Design Review Board or City staff, as appropriate.
7. Two bicycle parking space is required and shall be installed prior to the issuance of the Certificate of Occupancy.
8. The existing storage trailers shall be removed prior to final inspection.
9. A business license is required and shall be obtained prior to operation of the use.
10. Prior to final inspection the applicant shall submit, and the Planning Director approve, a Good Neighbor Policy Plan describing how the car wash operation will be a good neighbor to adjacent businesses. The Good Neighbor Policy shall be posted at the site in a location visible by employees.

City Building Department:

11. For the building permit submittal, 5 sets of plans are required along with 2 sets of calculations and reports.
12. The accessible parking stall shall be relocated to the front of the building as it's required "to be located on the shortest accessible route from parking to an accessible entrance." CBC 11B-208.3.1.
13. A Floodplain Development Permit application, along with supporting documentation, shall be submitted with the Building Permit application.
14. All construction and construction related activities shall be in conformance with the 2019 California Building, Residential, Electrical, Mechanical, Plumbing, Fire, Energy and Green Building Codes, and the City of Sebastopol Municipal Code.
15. Authorized Construction Hours:

- a. Monday through Friday – 7:00 a.m. to 6:00 p.m.
  - b. Saturday and Sunday – 8:00 a.m. to 5:00 p.m.
  - c. Includes warm-up or servicing of equipment and any preparation for construction.
16. The Planning Conditions of Approval shall be printed on plan sheets in the plan set.
  17. A geotechnical report is required for this project.
  18. The Project is required to comply with CalGreen at the Tier I level excluding Division A4.2 Energy Efficiency, as adopted and amended by the City. The worksheets can be located on the City’s website on the building department page. The worksheets are to be printed on plan sheets in the plan set.
  19. Before approval of the foundation inspection: A licensed Land Surveyor or Civil Engineer with proper certification shall conduct a survey of all property lines and install property line markers that can be readily verified by Building Inspection staff to verify setbacks and submit a written (stamped) confirmation to the Building Department that the staking of the property lines has been completed.
  20. Before approval of the foundation inspection: The project Geotechnical Engineer shall inspect all foundation excavations and submit a written (stamped) verification that all is in conformance with the approved Construction Documents.
  21. Before approval of the foundation inspection: The project Structural Engineer, Architect, or Special Inspector shall inspect all foundation reinforcing and related hardware and submit a written (stamped) verification that all is in conformance with the approved Construction Documents.
  22. Before approval of the framing inspection: The project Structural Engineer, Architect, or Special Inspector shall inspect all lateral force resisting elements of the structure and submit a written (stamped) verification that all is in conformance with the approved Construction Documents.

City Fire Department:

23. The entire building shall install a fully automatic sprinkler system and fire alarm protection system that shall be monitored 24-7-365 basis.

City Public Works/Engineering Department:

24. Submittals for Engineering Plan Check shall be made at the Public Works Department. Plan Check Deposit shall be paid at the time of submittal. Call (707) 823-2151 for information.
25. Any exceptions or variances from these conditions will require the written approval of the City Engineer or approval of the City Council if required by City Code.



*Site Improvement Plans*

26. Improvement Plans prepared by a Registered Civil Engineer shall be submitted for the review and approval of the City Engineer showing grading, paving, utilities and drainage. The improvements plans shall include street and utility information including all concrete curb and gutter, sidewalk, striping and signing, paving, water lines and sewer lines, erosion control and any necessary transitions for the portion of the public street fronting the development. All improvements shall be in accordance with the City of Sebastopol Standard Improvement Details. Improvement Plans shall include a Storm Water Pollution Prevention Plan including winterization and erosion protection.
27. The improvement plans for work in the State right of way shall also be submitted to Caltrans for Encroachment Permit review. The developer shall obtain an Encroachment Permit for the work within the State right of way prior to approval of the improvement plans by the City. The developer's contractor shall obtain an Encroachment Permit to perform the work in the State right of way prior to beginning that work.
28. The improvement plans must be evaluated by an arborist to assess the impact of the development on any existing trees and develop a site specific Tree Protection Plan. Improvement Plans shall include the location and size of all existing trees to be removed, and trees to remain. Trees on adjacent property which overhang the project boundary shall be afforded equal protection. Improvement plans shall show all measures identified in the Tree Protection Plan as needed, to protect trees during construction.
29. The Project shall include post-construction stormwater BMPs in accordance with the City's Low Impact Development manual and Section 15.78 of the Municipal Code.
30. The following notes shall appear on the improvement plan cover sheet: "During construction, the Developer shall be responsible for controlling noise, odors, dust and debris to minimize impacts on surrounding properties and streets."
31. The Sebastopol Avenue drive approach to the site shall be reconstructed to current Caltrans standards. Any failed portions of the sidewalk along Sebastopol Ave shall be removed and replaced.
32. The connection to Barnes Ave at the southwest corner of the site shall be constructed with a 15 ft radius curb return on the northeast corner. Modification of the existing infiltration trench along Barnes Ave will be required. The developer shall provide proof that the adjacent property owner agrees to the construction.
33. The developer shall provide a flow dissipator at the storm drain outlet at the southeast corner of the site.
34. The drive aisle at the exit of the carwash shall slope back to the car wash for the first 15 feet. A slot drain shall be installed at the exit of the carwash that connects to the wash water recycling system.

*Soils*

- 35. The applicant shall submit to the City of Sebastopol for review and approval, a detailed Soils Report certified by a Civil Engineer registered in the State of California and qualified to perform soils work. The report shall include a minimum of geotechnical investigation with regard to liquefaction, expansive soils, and seismic safety. The report shall also include pavement recommendations based on anticipated subgrade soils and traffic loads. The grading and improvement plans shall incorporate the recommendations of the approved Soils Report.
- 36. The developer shall submit percolation tests for the areas designated for bioretention basins.

*Undergrounding*

- 37. During construction all utility distribution facilities on site shall be placed underground, except surface-mounted transformers, pedestal mounted terminal boxes, meter cabinets, and fire hydrants. Appropriate easements shall be provided to facilitate these installations.

*Streets, Traffic & Circulation*

- 38. No pervious paving or stamped concrete shall be installed in the existing or future public right of way.
- 39. Any additional proposed pavement removal and re-paving will be subject to the review and approval of the City Engineer.

*Grading*

- 40. The applicant shall submit to the City of Sebastopol for review and approval, a grading plan prepared by a Registered Civil Engineer; shall obtain a Grading Permit; and shall post sufficient surety guaranteeing completion.
- 41. The grading plan shall clearly show all existing survey monuments and property corners and shall state that they shall be protected and preserved.
- 42. The grading plan shall clearly show areas of possible soil contamination, along with the appropriate steps to deal with contaminated soils.
- 43. Both temporary and permanent erosion control plans shall be submitted for review and approval along with the grading plan. Permanent erosion control measures shall include hydroseeding of all graded slopes within 60 days of completion of grading.
- 44. If the site will require import or export of dirt, the applicant shall submit in writing the proposed haul routes for the trucks and equipment. The haul routes must be approved by the City prior to import/export work commencing.

*Storm Drain*

45. The applicant shall submit to the City of Sebastopol for review and approval, drainage plans, hydrologic, and hydraulic calculations prepared by a Registered Civil Engineer. The drainage plans and calculations shall indicate the following conditions before and after development:
  - a. Quantities of water, water flow rates, drainage areas and patterns and drainage courses. Hydrology shall be per current Sonoma County Water Agency Standards.
  - b. Project drainage shall be designed using the 10-year storm average flow and 100-year peak flow.
46. No drainage may discharge across sidewalks. Roof leaders shall be piped to the adjacent gutter or paved area.
47. Any proposed bioswales must be wholly contained outside of the existing or proposed public right of way.
48. All storm drain inlets shall be permanently marked using a permanent polyurethane marker with the legend, "No Dumping – Drains To Creek."
49. The applicant shall demonstrate for each building pad to the satisfaction of the City of Sebastopol as follows:
  - a. Feasible access during a 10-year frequency storm.

*Water*

50. The developer shall install new domestic, irrigation and fire service laterals to serve the new building. All water mains shall be sized to provide adequate fire flows to the buildings. All water services shall be provided with backflow prevention devices in accordance with State and City standards.
51. New water laterals shall be constructed in accord with City Standards. Meter locations shall be subject to approval by the Sebastopol Public Works Department. The improvement plans shall show water services to each building.
52. Fire protection shall be in accord with the requirements of Sebastopol Fire Department. With the submittal of the improvement plans, calculations shall be provided to the City and the Sebastopol Fire Department to ensure that adequate water pressures are available to supply hydrant flows and sprinkler flows.
53. New water mains and fire hydrants must be constructed and functional prior to the issuance of the building permit.
54. All hydrants shall be covered with bags indicating that the hydrant is not active until flow tests are completed by the City and the hydrants are approved.
55. All aboveground backflow hardware shall be screened with an architectural screen compatible with the adjacent building.

*Wastewater (sanitary sewer)*

56. A sanitary sewer application shall be submitted to the Building Department for review and approval. Discharge permits for individual uses shall be subject to the requirements of the City of Santa Rosa Utilities Department, Environmental Compliance Division, for Sewer Use Permits.

*Miscellaneous*

57. The improvement plans shall include detailed landscape construction drawings for work proposed in the public right of way.
58. Any trees planted within 10 feet of a public street curb shall include a root barrier acceptable to the City Engineer and the City Arborist.
59. The improvement plans shall include an onsite signing and striping plan which clearly delineates traffic control and parking restriction requirements.
60. No construction shall be initiated until the Improvement Plans have been approved by the City, all applicable fees have been paid, an encroachment permit and/or grading permit has been issued and a project schedule has been submitted to the City Engineer and a pre-construction conference has been held with the City Engineer or his designee.
61. Developer shall secure encroachment permits from the City and from Caltrans prior to performing any work within the City or State right of way or constructing a City facility within a City easement.
62. Applicant must file a Notice of Intent To Comply With the Terms of General Permit to Discharge Storm Water Associated with Construction Activity (NOI) with the State of California Water Resources Control Board, and obtain a permit, prior to commencement of any construction activity.

**During Construction, the Following Conditions Shall Apply:**

63. All construction shall conform to the City Standard Details and Specifications dated July, 1998, all City Ordinances and State Map Act and the approved plans.
64. The developer shall complete all water and wastewater improvements, including pressure and bacterial testing and raising manholes and cleanouts to grade prior to connection of any buildings to the City water or wastewater systems.
65. All tree protection fencing must be installed and inspected prior to commencement of grading operations. Fencing shall be maintained throughout the construction period.
66. If any hazardous waste is encountered during the construction of this project, all work shall be immediately stopped and the Sonoma County Environmental Health Department, the Fire Department, the Police Department, and the City Inspector shall be notified immediately. Work shall not proceed until clearance has been issued by all of these agencies.

67. Prior to placing of asphalt, all underground utilities shall be installed and service connections stubbed out behind the sidewalk. Public utilities, Cable TV, sanitary sewers, and water lines, shall be installed in a manner which will not disturb the street pavement, curb, gutter and sidewalk, when future service connections or extensions are made.
68. Prior to placing the final lift of asphalt, all sanitary sewer lines shall be video inspected at the expense of the contractor/developer. All video tapes shall be submitted to the City. If any inadequacies are found, they shall be repaired prior to the placement of the final lift of asphalt.
69. The Contractor shall be responsible to provide erosion and pollution control in accordance with the approved plans and permits.
70. The developer shall keep adjoining public streets free and clean of project dirt, mud, materials, and debris during the construction period, as is found necessary by the City Engineer.
71. Where soil or geologic conditions encountered in grading operations are different from that anticipated in the soil and/or geologic investigation report, or where such conditions warrant changes to the recommendations contained in the original soil investigation, a revised soil or geologic report shall be submitted for approval by the City Engineer. It shall be accompanied by an engineering and geological opinion as to the safety of the site from hazards of land slippage, erosion, settlement, and seismic activity.
72. Hours of work for both public improvements and private improvements shall be limited to the hours of 7 a.m. to 7 p.m. Monday through Saturday. Work on Sunday will only be permitted with written permission from the City. Violation of these working hours shall be deemed an infraction and upon conviction thereof, shall be punishable as prescribed by law.
73. Throughout the construction of the project, dust control shall be maintained to the satisfaction of the City and the contractor shall be responsible to implement reasonable measure to cure any problems that may occur.
74. If the existing public streets are damaged during construction, the contractor/developer shall be responsible for repair at no cost to the City.
75. If, during construction, the contractor damages any existing facilities on the neighboring properties (i.e. fences, gates, landscaping, walls, etc.) contractor shall be responsible to replace all damaged facilities.

**Prior to Occupancy, the Following Conditions Shall be Satisfied:**

76. Prior to acceptance of improvements or occupancy of building, existing curb, gutter and sidewalk to remain shall be inspected by the City Engineer. Any curb, gutter and sidewalk which is not in accord with City standards or is damaged before or during construction, shall be replaced.
77. All streets shall be paved, all public utilities installed and all signage relating to traffic control (stop signs, etc.) shall be installed.

78. All improvements shown in the improvement plans for any individual parcel deemed necessary for the health, safety and welfare of the occupant and general public shall be completed prior to occupancy of that parcel.
79. The civil engineer/land surveyor shall file an Elevation Certificate for the new building.
80. Prior to acceptance of public improvements, a complete set of As-Built or Record, improvement plans on the standard size sheets will be certified by the Civil Engineer and returned to the City Engineer's office prior to final acceptance of the public improvement. In addition, the plans shall be submitted on a CD-ROM in pdf format. These plans shall show all constructive changes from the original plans including substantial changes in the size, alignment, grades, etc. during construction, and any existing utilities that were unknown on the original plans but discovered during construction. The Contractor shall pay a fee for having the improvements put into the City Base Map.
81. Prior to final inspection and the operation of the car wash, the applicant shall monitor the noise generated by the operation of the drying equipment to verify that the noise levels from operating the drying equipment and vacuums conform to the provisions of the municipal code. The applicant shall pay for the noise evaluation. If the measured noise levels at the property line exceed the City's noise criteria, additional noise reduction measures shall be proposed for City approval. These additional noise reduction measures could include, but are not limited to, an extended noise barrier, a heightened noise barrier, a roof over and/or side shielding at the car wash exit, and/or reorientation of the dryer blower ports. Following the installation of the additional approved noise reduction measures, noise levels shall again be measured to confirm compliance with the City's noise criteria. If the measured noise levels at the property line exceed the City's noise criteria, additional noise reduction measures shall again be proposed for City approval. All additional noise reduction measures shall be installed to the satisfaction of the Planning Director.
82. Prior to final inspection and the operation of the car wash, the applicant shall conduct an evaluation with a representative of the Planning Director to monitor the water overspray from the drying unit to verify that the operation of the drying equipment will not result in visible water droplets leaving the site. If water droplets are observed leaving the site, additional project changes shall be proposed by the applicant for City approval. Following the installation of the additional project components to reduce overspray, a repeat evaluation shall be conducted to confirm that the additional measures have prevented water droplets from the leaving the site. Any overspray reduction measures shall be installed to the satisfaction of the Planning Director .

### Operational Conditions

83. The use shall be in substantial conformance with the proposed operations as described in the application materials and on file at the City of Sebastopol Planning Department, except as modified herein.
84. A noise assessment shall be conducted every 5 years to verify that the noise levels from operating of the car wash continue to comply with the noise ordinance. The results of this study shall be submitted to the Planning Director. The Planning Director may also require such assessment be done at other intervals if Planning Director deems it necessary based on

complaints (after investigation by City staff). If at any time the car wash is shown to be out of compliance, appropriate noise mitigation measures, such as those described in Condition of Approval 81 above, shall be taken to the satisfaction of the Planning Director to bring the car wash into compliance with this approval and the Noise ordinance.

85. The car wash operation shall comply with the following operational requirements.
- a. The car wash and vacuums shall operate only between the hours of 8:00 a.m. and 7:00 p.m. Monday through Friday, and between the hours of 9:00 a.m. and 5:00 p.m. on Saturday and Sundays.
  - b. Vehicles leaving the car wash shall not make left turns onto Sebastopol Avenue to make a left turn onto Barnes Avenue.
  - c. Parking spaces and required drive aisles shall not be occupied by storage trailers, containers, sheds, etc.
  - d. Employees shall be allowed to park onsite.

#### General Conditions

86. The City of Sebastopol and its agents, officers and employees shall be defended, indemnified, and held harmless from any claim, action or proceedings against the City, or its agents, officers and employees to attach, set aside, void, or annul the approval of this application or the environmental determination which accompanies it, or which otherwise arises out of or in connection with the City's action on this application, including but not limited to, damages, costs, expenses, attorney's fees, or expert witness fees.
87. The Planning Director shall interpret applicable requirements in the event of any redundancy or conflict in conditions of approval.
88. Unless otherwise provided for in conditions of this conditional use permit, all conditions must be completed prior to or concurrently with the establishment of the granted use.
89. Failure to comply with the conditions specified herein as the basis for approval of application and issuance of this conditional use permit, constitutes cause for the revocation of said permit in accordance with the procedures set forth in this title.
90. Minor changes may be approved administratively by the Planning Director or their respective designee upon receipt of a substantiated written request by the applicant. Prior to such approval, verification shall be made by each relevant Department or Division that the modification is consistent with the application fees paid and environmental determination as conditionally approved. Changes deemed to be major or significant in nature shall require a formal application or amendment.
91. The use granted by this conditional use permit must be in operation within three years of the delivery of the signed permit to the Permittee. The applicant may request one (1) one-year extension of this Use Permit from the Planning Director, pursuant to Zoning Ordinance §17.400.100. If any use for which a conditional use permit has been granted is not in operation within three years of the date of receipt of the signed permit by the Permittee and



no extension has been granted, the permit shall become null and void and re-application and a new permit shall be required to establish the use.

92. The terms and conditions of this conditional use permit shall run with the land and shall be binding upon and be to the benefit of the heirs, legal representatives, successors and assigns of the Permittee.
93. The Conditional Use Permit shall be in effect unless it is abandoned or closed for 12 months or longer.

Conditions of Approval – Parcel Map:

1. A Parcel Map prepared by a licensed surveyor or civil engineer, shall be prepared and submitted for the review and approval of the City Engineer. The parcel map shall show a public sidewalk easement along the southern property line that is at least 5-feet in width. This additional easement may coincide with the proposed below-grade improvements such as the drainage easement in the same location. The map shall conform to the requirements of the Subdivision Map Act and local ordinances. Upon recording of the map, the subdivision is valid.
2. All property corners of lots within the subdivision shall be monumented with no less than 3' long by 1/2" diameter galvanized steel pipe imbedded no less than 24" into the earth, except as expressly permitted in writing by the City Engineer.
3. The Parcel Map shall state:
  - a. The assessor's parcel number;
  - b. Total area of land being subdivided (in acres);
  - c. Total number of lots being created; and
  - d. Shall depict an easement for the future Abbot Avenue extension sidewalk.
4. Developer shall either complete the required construction prior to recordation of the map or enter into an Improvement Agreement and post security with the City of Sebastopol prior to the filing of the Final Map, agreeing to complete the required construction within 24 months after the filing of the map. The Improvement Agreement shall be recorded with the map.
5. The applicant shall transmit by certified mail a copy of the conditionally approved Tentative Map together with a copy of Section 66436 of the State Subdivision Map Act to each public entity or public utility that is an easement holder of record. Written compliance shall be submitted to the City of Sebastopol.
6. The applicant shall execute a covenant running with the land on behalf of itself and its successors, heirs, and assigns agreeing to annex this subdivision into the existing City of Sebastopol Lighting Assessment District.
7. Concurrently with the recordation of the final map the applicant shall record a maintenance and access agreement allowing all three parcels complete and unrestricted access to the other parcels as well as to Barnes and Sebastopol Avenues, onsite parking, and use of the trash

enclosure, and define maintenance responsibilities for all shared facilities, including stormwater maintenance. The agreement shall be approved by the City Engineering and Planning Departments prior to recordation.

[END]

**PLANNING COMMISSION RESOLUTION 20-21  
Planning File No. 2019-27**

**CONDITIONAL USE PERMIT, VARIANCE, and TENTATIVE PARCEL MAP  
INITIAL STUDY/MITIGATED NEGATIVE DECLARATION  
Benedetti Car Wash Project  
6809 Sebastopol Avenue (APN 004-063-029)  
CD: Downtown Core Zoning District**

Whereas, the Benedetti Tire & Express Lube consists of a tire shop and oil change/maintenance operation; and

Whereas, the project involves additional development as part of the Benedetti Tire & Express Lube, including the construction and operation of an automated car wash with second floor office space on a vacant portion of the site (the "Project"); and

Whereas, the Zoning Code definition for an Automotive Sales, Service, and Repair use includes automotive or truck washing, along with tire sales and service, and fast service oil change uses; and

Whereas, the Zoning Code requires a conditional use permit for Automotive Sales, Service, and Repair uses in the CD: Downtown Core Zoning District; and

Whereas, the Zoning Code requires a minimum floor area ratio of 1.0 in the Downtown Core Zoning District on vacant parcels; and

Whereas, the project applicant is proposing to subdivide the existing lot into three parcels; each lot will accommodate a single building and related landscaping, parking and access; and

Whereas, the subdivision of the existing lot requires that development on the vacant lot is required to comply with the minimum floor area ratio requirement of 1.0 in the Downtown Zoning District in the Zoning Code; and

Whereas, the approval of Project will require the approval of a Variance pursuant to the provisions of the Zoning Code; and

Whereas, the Project was the subject of an Initial Study and Mitigated Negative Declaration prepared in compliance with the California Environmental Quality Act (CEQA), which was circulated for public comment consistent with local and State CEQA requirements, which the Planning Commission has reviewed and considered, as well as comments made on it during its public review period; and the Commission has further considered additional cultural resources information provided in the staff report, and included conditions of approval relating to that topic; and

Whereas, the Mitigated Negative Declaration identifies potential impacts regarding cultural resources, noise/vibration, and tribal cultural resources. However, available and feasible mitigation measures will reduce these impacts to a less than significant level; and

Whereas, the Commission finds that the proposed Project is not compatible with the character of this part of Sebastopol, and could impair the desirability of investment or occupation in the downtown since it is not a high intensity development; and

Whereas, the General Plan Land Use Plan designates the project site as Central Core; and

Whereas, General Plan describes the Central Core as allowing for office, commercial, and retail uses, as well as mixed-use residential developments with minimum Floor Area Ratios of at least 1.0; and

Whereas, the proposed project would have a Floor Area Ratio of only 0.19; and

Whereas, the Project is inconsistent with a number of policies of the General Plan, including but not limited to the following:

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

While the Project is consistent with the other auto-serving uses on the site, the expansion of the auto service facility is inconsistent with the focus of the General Plan in the downtown area for higher intensity development.

*Policy N 1-1: Ensure the noise compatibility of existing and future development when making land use planning decisions.*

Project noise was considered in the application processing and consideration processes. However, the project will create an additional source of noise in the area and may create future land use incompatibilities and noise conflicts.

### **CONDITIONAL USE PERMIT**

Whereas, the proposed use would be detrimental to the health, safety, comfort, or general welfare of persons residing or working in the neighborhood or within close proximity in that it will contain an auto-oriented use in an existing auto service center that is inconsistent with future development in the surrounding area and could have a detrimental impact on the quality of life of future residents.

### **VARIANCE**

Whereas, the purpose of a Variance is to establish a procedure for the relaxation of the provisions of the Zoning Code so that the public welfare is secured and that substantial justice done in accordance with the intent of the General Plan and Zoning Code; and

Whereas, the project does not currently comply with the minimum floor area ratio identified for the downtown area; and

Whereas, the minimum floor area ratio requirements were established to facilitate mixed use development which include residential uses; and

Whereas, the proposed Variance is not consistent with the intent and provisions of the General Plan in that there are no unusual circumstances applying to the land, building or use which circumstances or conditions do not apply generally to land, buildings, and/or uses in the same district, and

Whereas, that granting the application is not necessary for the preservation and enjoyment of a substantial property right; and

Whereas, that granting the application has the potential to adversely affect the health or safety of persons residing or working in the neighborhood of the property and may be materially detrimental to the public welfare and injurious to property or improvements in that the project could, at some point in the future, be located adjacent to a sensitive land use.

**TENTATIVE PARCEL MAP**

Whereas, the project application requests approval to subdivide the existing lot into three parcels; and

Whereas, the proposed subdivision, together with the provisions for its design and improvement, and subject to the Conditions of Approval, will be consistent with the General Plan and other provisions of the Sebastopol Municipal Code; and

Whereas, the design of the proposed subdivision provides, to the extent feasible, for future passive or natural heating or cooling opportunities in the subdivision, as described in the State Subdivision Map Act and any guidelines promulgated by the City Council.

**PUBLIC PROCESS**

Whereas, on September 12, 2017, the project applicant, in advance of their formal application, undertook a voluntary Preliminary Review by the Planning Commission; and prior to the public hearing complied with public noticing requirements; and

Whereas, the applicant made adjustments to the proposal based on community and Planning Commission comments; and

Whereas, on September 22, 2020, the Sebastopol Planning Commission opened a duly-noticed public hearing on the application, considered the written submittals, including but not limited to the Mitigated Negative Declaration, staff report, resolutions, application materials, plans, and public comments, received a staff report at the hearing, and received a presentation from the applicants before continuing the public hearing to a subsequent meeting; and

Whereas, on October 13, 2020, the Sebastopol Planning Commission continued the public hearing on the application, considering the written submittals, including but not limited to the Mitigated Negative Declaration, staff report, resolutions, application materials, plans, and a number of public comments, receiving a staff report at the hearing, receiving a presentation from the applicants, and providing an opportunity for public comments; all of which the Commission duly considered; and

Whereas, on October 13, 2020, the Sebastopol Planning Commission relied on the information contained in the Initial Study, as updated at the public hearing, in making their recommendation to the City Council; and

Now, therefore, the Planning Commission hereby finds and resolves that the Mitigated Negative Declaration, with the additions to the mitigation measures, is adequate as being an accurate description of the environmental effects of the project as required by the California Environmental Quality Act, and could be certified and adopted should the City Council approve the project.

Now therefore, the Planning Commission further resolves and recommends that the City Council deny the applications for a Conditional Use Permit, Variance, and Tentative Parcel Map for the Benedetti Car Wash project located at 6809 Sebastopol Avenue.

### **MITIGATION MEASURES**

The following mitigation measures constitute a mitigation program for the project. These measures are incorporated into the condition of approval. The Planning Department, Building Official, and City Engineer shall monitor the project for compliance with the five mitigation measures and shall verify compliance prior issuance of a Certificate of Occupancy.

*CR-1: Inadvertent Discovery of Cultural Resources. In the event that any prehistoric or historic-period subsurface archaeological features or deposits, including darkened soil (midden), that could conceal cultural deposits, animal bone, obsidian and/or mortar are discovered during earth-moving activities, all ground-disturbing activity within 50 feet of the discovery shall be halted immediately and the Planning and Building Divisions notified within 12 hours. Impacts on any significant resources shall be mitigated to a less-than-significant level through data recovery or other methods determined adequate by the City and that are consistent with the Secretary of the Interior's Standards for Archaeological Documentation. If Native American archaeological, ethnographic, or spiritual resources are discovered, all identification and treatment of the resources shall be conducted by a qualified archaeologist and Native American representatives who are approved by the local Native American community as experts of their cultural traditions consistent with Mitigation Measure TCR-1.*

*NOI-1: Reduce Offsite Noise Effects. Prior to the issuance of a building permit, the applicant shall submit evidence that the proposed car wash drying system incorporates a silencer to achieve operational noise levels no greater than 77 dBA at a distance of 10 feet and 63 dBA at a distance of 50 feet from the entrance and exit to the car wash. Installation of the approved silencer system shall be completed prior to final inspection.*

*NOI-2: Additional Noise Mitigation: Prior to the issuance of a building permit, the applicant shall submit evidence that a noise reducing barrier at least ten feet in height parallel to the exit drive of the car wash through the curving portion of the exit drive to comply with City noise criteria. Installation of the approved noise reducing barrier shall be completed prior to final inspection.*

*NOI-3: Reduce Vibration Impacts. Prior to the issuance of a building permit, the applicant shall identify all heavy construction equipment to be used for this project that have the potential to produce high vibration levels (tracked vehicles, vibratory compaction, jackhammers, hoe rams, etc.). This information shall be submitted to the City during the building permit process. If the applicant proposes the use of heavy construction equipment with the potential to generate*


excessive vibration, the applicant shall submit a plan documenting how the use of this equipment will not occur within 18 feet of existing structures.

*TRC-1: Inadvertent Discovery of Tribal Cultural Resources. To protect tribal cultural resources that may be accidentally discovered during grading or excavation activities, the following requirements shall apply.*

- A. *If requested by the Federated Tribes of the Graton Rancheria (FIGR), the property owner shall enter in an Agreement with the Federated Indians of Graton Rancheria for the Treatment of Tribal Cultural Resources and Tribal Monitoring prior to the issuance of a grading permit.*
- B. *Within fourteen (14) days prior to the start of any grading or excavation activities, the project applicant shall notify the FIGR Tribal Preservation Officer and the City of Sebastopol of the date and time of the proposed grading/excavation activities.*
- C. *Tribal cultural resource monitors and qualified archeologist shall have the authority to stop grading or excavation activities in and around the accidentally discovered resources pending an evaluation of the resource and the determination of how the resource should be treated. Possible treatments include, but are not limited to: the removal of the resource from the site, the protection of the resource in place (when feasible), or reburying the resource on site in a location acceptable to the FIGR. The City of Sebastopol shall be promptly notified if tribal cultural resources are identified.*
- D. *Tribal cultural resource monitors and archeologist will work cooperatively with the applicant to address the appropriate treatment of any discovered tribal cultural resources to minimize potential delays in construction.*

Adopted by the Planning Commission on November 10, 2020 by the following vote:

AYES: Fernandez, Fritz, Haug, Kelley, Lindenbusch, Oetinger  
 NOES: Douch  
 ABSTAIN: None  
 ABSENT: Wilson

  
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 Certified: Kari Svanstrom, Planning Director



City Council  
 Mayor Patrick Slayter  
 Vice Mayor Una Glass  
 Michael Carnacchi  
 Sarah Glade Gurney  
 Neysa Hinton



Planning Director  
 Kari Svanstrom  
Associate Planner  
 Alan Montes  
Senior Administrative Assistant  
 Rebecca Mansour

## City of Sebastopol Planning Commission Staff Report

Meeting Date: September 22, 2020  
Agenda Item: 7A  
To: Planning Commission  
From: Kari Svanstrom, Planning Director  
 David Hogan, Contract Planner  
Subject: Benedetti Car Wash - Conditional Use Permit, Variance, Tentative Parcel Map, Mitigated Negative Declaration (CEQA)  
Recommendation: Recommend Project Approval with Conditions to the City Council  
Applicant/Owner: Mark Reece  
File Number: 2019-27  
Address: 6809 Sebastopol Avenue  
CEQA Status: Mitigated Negative Declaration  
General Plan: Central Core  
Zoning: Downtown Core (CD)

### **Introduction:**

In March 2019, the City received an application from Mark Reece proposing the construction of a car wash with an office on an undeveloped area at the rear of the commercial property located at 6809 Sebastopol Avenue. The project applications for consideration by the Planning Commission include a Use Permit, Variance, and Tentative Parcel Map; along with a Mitigated Negative Declaration to address California Environmental Quality Act requirements (CEQA). As the project includes a subdivision act (Tentative Parcel Map), the application will need to be approved by City Council. The Planning Commission's recommendations on the projects will be forwarded to the City Council.

### **Use Permit**

The Project involves the construction of a new building to contain an automated car wash and office. Table 17.25-1 (Permitted and Conditionally Permitted Uses in the Commercial, Office and Industrial Zones) of the Zoning Ordinance indicates that Automotive sales, service and repair uses are permissible in the CD Zoning District with the approval of a Use Permit. The proposed office use is permitted in the CD Zoning District. The project plans are included in Attachment 2.

### **Variance**

Table 17.25-2 (Development Standards in the Commercial, Office and Industrial Zones) indicates that the minimum floor area ratio (FAR) in the CD Zone for a new building is 1.0. FAR is calculated by dividing the gross floor area of the building into the lot area. The proposed Variance is required because the tentative parcel map creates an undeveloped parcel which

would normally be required to achieve the minimum floor area ratio. The FAR for the proposed car wash office building is only 0.20. The applicant’s justification for a variance is in Attachment 3.

Tentative Parcel Map

The applicant proposes to subdivide the existing 1.51-acre lot into 3 new parcels. Each new parcel would accommodate one of the three buildings. The size and proposed use of each parcel is summarized below.

| <u>Proposed Parcel</u> | <u>Parcel Area</u> | <u>Land/Building Use</u> |
|------------------------|--------------------|--------------------------|
| 1                      | 0.62 ac            | Existing Tire Shop       |
| 2                      | 0.36 ac            | Existing Oil Change/Lube |
| 3                      | 0.52 ac            | Proposed Car Wash/Office |

The applicant has indicated that the proposed subdivision is intended to facilitate project financing. However, because the subdivision would create legal parcels that could, in theory, be sold to different owners, there is a need to address the issues associated with shared ownership of the related commercial parcels. As a result, staff is recommending that the project be conditioned to record a maintenance/access agreement. This agreement would provide for shared use of the three sites including access, shared parking, shared landscape maintenance, and joint use of the new trash enclosure. The proposed tentative parcel map is included in Attachment 4.

Mitigated Negative Declaration

After the project was determined to be complete for processing, an Initial Study was prepared for the Project. The results of the Initial Study indicated that the proposed project could have potentially significant noise and vibration impacts on adjacent properties. In response, the Initial Study identified mitigation measures that will mitigate or reduce the project impacts to a less than significant level. The mitigation measures have been incorporated into the conditions of approval. No other potentially significant impacts were identified. The Initial Study/Mitigated Negative Declaration is in Attachment 5.

Multiple Project Approvals

The project consists of three different City decisions which would normally require hearings by different bodies. According to Section 17.400.040.A.1 of the Sebastopol Municipal Code, *“If more than one planning approval is required for a single project, the applications may be processed concurrently, with all the permits being considered and acted upon by the highest applicable review authority, with the exception of the Design Review Board and Tree Board which will act separately on permits.”* Since the approval of a tentative parcel map requires the approval of the City Council, these approval actions will ultimately be considered by Council, based upon a recommendation from the Planning Commission.

Previous Planning Commission

The Planning Commission reviewed an initial project plan at its September 12, 2017, meeting. Following the applicants’ presentation, four members of the public addressed the Commission. After receiving public testimony, the Commission shared their comments and concerns with the project. The Commission’s primary concerns and how they were addressed are summarized below.

| Commission Comments                                    | Project Modifications/Responses   |
|--|---|
| Left Turns onto Barnes Avenue (from Sebastopol Avenue) | The project will be conditioned to provide access to the car wash from onsite locations (without having to exit the site via Sebastopol Avenue).  |
| Noise concerns and proximity to residential uses       | A study was prepared to assess the effects of car wash-related noise. With the addition of the proposed blower silencing equipment and the sound barrier along the property line near the exit from the car wash, the project will comply with City noise limitations. No noise impacts were identified to nearby residences. |
| Increased traffic on Sebastopol Avenue                 | The Traffic Impact Assessment did not identify a substantial increase in traffic on Sebastopol or Petaluma Avenues. Providing additional site access via Barnes Avenue/Abbot Avenue will reduce the amount of traffic accessing site from Sebastopol Avenue.  |
| Reduce water use.                                      | The car wash system will reuse about 80% of the car wash water.   |

**Project Description:**

The project is located in the downtown commercial area on the south side of Sebastopol Avenue immediately east of Barnes Avenue. The car wash will be added to an existing auto service center which includes a tire shop and oil change/maintenance business. The project would not alter the existing uses. The proposed two-story building would contain an automated car wash on the ground floor with business-supporting offices upstairs. The architecture and materials proposed for the new building will be similar to the existing onsite buildings.

The southern portion of the site will be reconfigured to allow direct access from Barnes Avenue. The new driveway will lead to queueing lanes for the car wash and will provide a second access point to the auto service center. The vehicle interior cleaning stations are located on the west side of building after the exit from the car wash. These spaces contain vacuum stations.

The project includes a new trash enclosure south of the existing tire shop. The trash enclosure will be used by all of the onsite businesses. Following the Commission’s recommendation to approve the project, the Design Review Board will review the design of the new building and site.

Additional landscaping will be provided between the vacuuming area and the drive aisle connecting the new driveway with the existing businesses. The project will also include additional trees along the Sebastopol Avenue frontage. Following the Commission’s recommendation on the project, the Sebastopol Tree Board will review the removal and replacement of the trees affected by the project.

The proposed tentative parcel map would subdivide the existing 1.51-acre site into three parcels. The subdivision would locate each of the three buildings on its own parcel (with shared access and parking). Notwithstanding the intent of the applicant, the created parcels could (in theory) be sold off individually. As a result, the tentative map will be conditioned to record a

shared use agreement covering access, parking, trash disposal, and landscape maintenance concurrently with the recordation of the final map.

The proposed variance would waive the requirement that the Parcel 3 project would provide a minimum floor area ratio of 100%. The proposed parcel has an area of 22,676 square feet. To comply with the code any future building would need to include at least 22,676 square feet. The proposed project includes a building with approximately 4,400 square feet. This square footage includes the car wash bay and related mechanical equipment, staff and storage areas, and the associated second floor office space.

### **General Plan Consistency:**

A review of the adopted General Plan identified a number of items that the proposed project was consistent with, these items are listed below. No inconsistencies were identified during this review.

#### Land Use Map

The General Plan Land Use Plan indicates that the project site is designated as Central Core. The Land Use Element describes Central Core as the following: *“This designation applies to portions of Sebastopol’s downtown and nearby areas. The Central Core designation allows office, commercial and retail uses, as well as mixed-use residential developments.”*

The proposed project involves an additional commercial and office use on a site already used for commercial purposes. The project is consistent with the land uses depicted on the Land Use Map.

#### Goals and Policies

##### *Land Use Element*

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

The project involves an additional auto-serving use in an existing auto service facility and is consistent with this policy.

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

The project is contiguous to existing commercial land uses.

##### *Circulation*

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

Potential traffic impacts were evaluated as part of the review of this project. A focused traffic study evaluated three intersections around the project. As shown below, none of the evaluated intersections showed a violate of the City’s Level of Service (LOS) requirement of LOS D. The

only change was at the intersection of Sebastopol Avenue at Morris Street where the LOS changed from B to C during the morning peak hour.

| Study Intersections                       | Existing Conditions |              | Existing plus Project |              |
|---|---------------------|--------------|-----------------------|--------------|
|   | AM Peak             | PM Peak      | AM Peak               | PM Peak      |
| Sebastopol Ave at Petaluma Ave            | LOS B               | LOS C        | LOS B                 | LOS C        |
| Sebastopol Ave at Morris St               | LOS B               | LOS C        | <b>LOS C</b>          | LOS C        |
| Petaluma Ave at Abbott Ave                | LOS A               | LOS A        | LOS A                 | LOS A        |
| <i>Westbound Approach from Abbott Ave</i> | <i>LOS B</i>        | <i>LOS B</i> | <i>LOS B</i>          | <i>LOS B</i> |

**Policy CIR 2-14:** 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.

The project includes bicycle racks consistent with the municipal code.

*Conservation and Open Space Element*

**Policy COS 6-5:** Require new development to incorporate trees in landscape plans.

The project includes the planting of additional landscape and replacement trees.

**Policy COS 9-11:** Promote the use of reclaimed water and other non-potable water sources.

The project proposes to use 80% recycled water in the car washing process.

*Noise Element*

**Policy N 1-1:** Ensure the noise compatibility of existing and future development when making land use planning decisions.

Project noise was considered in the application processing and consideration processes.

**Policy N 1-2:** Require development and infrastructure projects to be consistent with the Land Use Compatibility for Community Noise Environments standards indicated in Table N-1 to ensure acceptable noise levels for existing and future development.

The project approval incorporates conditions of approval and design elements to comply with the acceptable noise levels identified in Table N-1.

*Safety Element*

**Policy SA 2-8:** Require all development projects to demonstrate how storm water runoff will be detained or retained on-site, treated, and/or conveyed to the nearest drainage facility as part of the development review process. Project applicants shall demonstrate that project implementation would not result in increases in the peak flow runoff to adjacent lands or drainage facilities that would exceed the design capacity of the drainage facility or result in an increased potential for offsite flooding.

The project incorporated measures to retain onsite stormwater runoff consistent with regulatory requirements.

**Policy SA 2-9:** *Prohibit development in the 100-year flood zone unless requirements of the City's Flood Damage Protection Ordinance criteria are met.*

The project is located within the 100-year flood zone and will be conditioned to comply with this requirement.

**Zoning Ordinance Consistency:**

Use

The Central Core (CD) Zoning District is intended to create, preserve, and enhance the downtown area as the historic retail core of Sebastopol. This district provides for a range of uses, including office, retail, restaurant, service, and other commercial uses, while allowing for residential growth. The proposed auto-related service use is allowed with the approval of a conditional use permit in the zone. If the Use Permit is approved, the project will comply with the use provisions of Table 17.25-1.

Development Standards

Table 17.25-1 contains the development standards for the CD Zoning District. The Project complies with all of the development standards in Table 17.25-2, except for minimum floor area ratio. The need to comply with the minimum floor area ratio requirement was created by the request to subdivide the property, as this requirement is not applicable to sites with existing buildings that are being maintained or added to. Prior to that, the carwash represented an expansion of the existing auto service center which means that the minimum floor area ratio requirement would not apply. If the City Council ultimately approves the variance, the project would be allowed to develop with less than the minimum required floor area ratio. The approval of the variance would make the project consistent with the Zoning Ordinance.

Car Wash Requirements

Municipal Code Section 17.345.020 contains additional requirements relating to car washes. These requirements are in addition to other use and development standards in Title 17. The requirements are highlighted below along with an evaluation of how the project complies with these requirements.

- A. *The site layout and design shall ensure that there is adequate room for the queuing and drying areas and vehicles will not queue in the adjoining walkways and streets.*

Evaluation: Table 17.110-2 requires that the amount of car wash queueing needs to be at least six-times the capacity of the car wash. The car wash has a capacity of two vehicles (one in the wash location and one at the dryer). Consequently, the site plan includes onsite queueing laned with an area for approximately twelve vehicles between the Barnes Avenue driveway and the entrance to the car wash. Additional queueing is available in the drive aisle leading to the other onsite auto service uses.

- B. *All washing and automatic drying facilities shall be completely within an enclosed building.*

Evaluation: According to the architectural plans, all of the washing and drying equipment is located within the proposed building.



- C. *Vacuuming facilities shall not be located along public or private streets and shall be screened from adjacent residential properties. Mechanical equipment for powering vacuuming shall be located within an enclosed structure.*

Evaluation: The vacuum stations are located onsite along the west side of the car wash building. There are no residential properties adjacent to the site which would require additional screening. All of the car wash mechanical equipment is located inside the proposed building.

- D. *Any noise from car washing activities, loudspeakers, and vacuuming shall meet the noise standards in the SMC and General Plan.*

Evaluation: A noise study was prepared to assess noise levels from the operation of the car wash. The noise study concluded that the dryer blower silencing equipment combined with the additional sound wall near the exit of the car wash, there would be no offsite noise conflicts.

- E. *Car washes shall use recycled water whenever feasible.*

Evaluation: The applicant has committed to using recycled water in the washing operation. The preliminary estimates are that at least 80% of the water used in the washing operation will be recycled and use in the operation of the car wash. As a result, the project proposes to incorporate the use of recycled water.

Parking

Chapter 17.110 contains automobile and bicycle parking requirements. According to the municipal code, the standard parking ratio in the downtown is 1 parking space for every 500 square feet of net floor area. The required and provided parking is shown below. For the purpose of this analysis, service bays and car wash lanes are not counted as required parking spaces. The car wash is required to provide queueing locations and clean-up staging for vehicles, these spaces are also not counted as required parking. The project also provides queueing spaces for 12 vehicles in front of the car wash and 16 vacuum/clean up spaces after the car wash. As depicted below, there is adequate onsite parking.

| <b>Parcel/Land Uses</b> | <b>Gross Floor Area</b> | <b>Net Floor Area</b> | <b>Required Parking</b> | <b>Provided Parking</b> |
|-------------------------|-------------------------|-----------------------|-------------------------|-------------------------|
| 1. Tire Store Retail    | 6,700 SF                | 5,695 SF              |                         | 17                      |
| 2. Oil Change/          | 1,400 SF                | 1,180 SF              |                         | 11                      |
| 3. Car Wash/Office      | 3,950 SF                | 3,358 SF              |                         | 0                       |
| <b>PROJECT TOTAL</b>    | <b>12,050 SF</b>        | <b>10,233 SF</b>      | <b>20</b>               | <b>28</b>               |

The code requires that bicycle parking, equivalent to 20% of the required parking spaces, be provided onsite. With this ratio the project will need to provide 4 bicycle parking spaces. There are currently two spaces on site. The project will be conditioned provide two more bicycle spaces somewhere on the property. The exact location is flexible since the required shared use agreement will ensure that all parking spaces are useable by all three businesses.

**City Department Comments:**

The following departments reviewed the project application: Building and Safety, City Manager, Fire, Police Services, Engineering, Public Works, along with the Sonoma County Health Departments. The following comments were received during the application review process.

**Building and Safety Department comments:**

- Will require a Floodplain Development Permit.

**Engineering Comments:**

- Above-grade backflow prevention devices shall be installed on the existing domestic and fire service laterals.
- A separate irrigation service shall be installed with an above-grade backflow prevention device.
- The applicant shall patch the failed areas of the asphalt parking lot, and slurry seal the entire lot.
- The handicap-accessible parking spaces shall be re-striped after the slurry seal to conform with current State standards.

**Environmental Review:**

An Initial Study (IS) was prepared to evaluate the environmental impacts of the Project as required by the California Environmental Quality Act (CEQA). This evaluation was supported by two independently prepared technical studies (noise and traffic). The IS concluded that the project would not have significant impacts on the environment with the implementation of the identified mitigation measures and recommended the approval of a Mitigated Negative Declaration (MND). Also, the City provided project consultation notices to the tribal representatives identified by the Native American Heritage Commission. None of the tribal representatives contacted requested a consultation on the project.

The following mitigation measures are incorporated into the conditions of approval.

- **CR-1: Inadvertent Discovery of Cultural Resources.** In the event that any prehistoric or historic-period subsurface archaeological features or deposits, including darkened soil (midden), that could conceal cultural deposits, animal bone, obsidian and/or mortar are discovered during earth-moving activities, all ground-disturbing activity within 50 feet of the discovery shall be halted immediately and the Planning and Building Divisions notified within 12 hours. Impacts on any significant resources shall be mitigated to a less-than-significant level through data recovery or other methods determined adequate by the City and that are consistent with the Secretary of the Interior's Standards for Archaeological Documentation. If Native American archaeological, ethnographic, or spiritual resources are discovered, all identification and treatment of the resources shall be conducted by a qualified archaeologist and Native American representatives who are approved by the local Native American community as experts of their cultural traditions.
- **NOI-1: Reduce Offsite Noise Effects.** Prior to the issuance of a building permit, the applicant shall submit evidence that the proposed car wash drying system incorporates a silencer to achieve operational noise levels no greater than 77 dBA at a distance of 10 feet and 63 dBA at a distance of 50 feet from the entrance and exit to the car wash. Installation of the approved silencer system shall be completed prior to final inspection.



- **NOI-2: Additional Noise Mitigation:** Prior to the issuance of a building permit, the applicant shall submit evidence that a noise reducing barrier six feet in height or other method to reduce offsite noise levels to meet City noise criteria along the east property line (south from the adjacent commercial building) to a point at least perpendicular to the northern exit of the proposed car wash, are incorporated into the project. Installation of the approved noise reducing barriers shall be completed prior to final inspection.
- **NOI-3: Reduce Vibration Impacts.** Prior to the issuance of a building permit, the applicant shall identify all heavy construction equipment to be used for this project that have the potential to produce high vibration levels (tracked vehicles, vibratory compaction, jackhammers, hoe rams, etc.). This information shall be submitted to the City during the building permit process. If the applicant proposes the use of heavy construction equipment with the potential to generate excessive vibration, the applicant shall submit a plan documenting how the use of this equipment will not occur within 18 feet of existing structures.

The IS/MND was circulated for public review and comment from August 20, 2020 to September 20, 2020. As of the date of this staff report, one comment was received. The comment letter expressed concern with existing noise levels impacts in the area and questioned why interior noise levels in their upstairs office were not included in Table 8 (on page 24 of the noise impact technical study). The commenter also suggested that the City should have stricter noise requirements for car washes and businesses with drive thru's.

Based upon the commenter's stated address and the tenant information in building lobby, the commenter appears to be located in the upstairs office over the Chimera art facility. Chimera is a non-profit co-op where local artists can share tools, knowledge, and workspace and located east of the Benedetti Auto Center. The upstairs offices were constructed in 2016 and the commenter's office is connected to the Chimera workspace by both shared atria and internal stairs.

Table 8 identifies potential noise impacts on sensitive exterior receptors around the project. The analysis was not intended to evaluate building interior noise levels or noise impacts from existing noise sources. These sensitive outdoor receptors included the outdoor pool at the Sebastopol Inn, the outdoor patio at Peet's Coffee, hikers on the Joe Rodota trail, and the nearest residence. Unlike activities in enclosed buildings, noise levels in these locations are buffered only by distance.

It is important to note that the purpose of CEQA is to evaluate the impact of a project (in this case the conditional use permit for the car wash) on the environment. The law does not require the effects of existing activities (such as noise from tire shop) be evaluated since the existing business use is not subject to a discretionary governmental decision. It is the discretionary governmental decision that trigger CEQA compliance. The project includes noise mitigation features that are expected to meet the noise requirements contained in the municipal code. Once the project is completed, the current noise ordinance will be used to ensure land use compatibility. A copy of the comment letter is included in Attachment 6.

Staff will provide any updated information to the Commission during staff's presentation at the public hearing.

**Required Findings/Analysis:**

To recommend approval of the proposed applications to the City Council, the Commission will need to support findings for each application. The findings for each application are provided below.

**Conditional Use Permit**

Chapter 17.415 of the Sebastopol Municipal Code (SMC) indicates that Conditional use permits are discretionary and shall be granted only when the use or activity complies with the following.

- **The Project is consistent with the General Plan.**

The proposed commercial use is consistent with the Central Core area which is intended to support office, commercial and retail uses and mixed-use residential developments in the downtown area. The proposed project involves an additional commercial and office use on a site already used for commercial purposes. While automotive uses are not always compatible with downtowns, the site is north of industrially zoned areas along Abbott Avenue and already has automotive uses on the site. Additionally, a car wash is primarily a local-serving use that will support those visiting the downtown area. The project is consistent with applicable General Plan policies and is not inconsistent with any of the policies. Consequently, the project is consistent with the General Plan.

- **The Project is consistent with the Zoning Ordinance.**

The expansion of the existing auto service use is allowable (i.e. conditionally permitted) within the Downtown Core (CD) Zoning District. Until the applicant requested a minor subdivision, the project complied with the applicable development standards. However, the creation of a new undeveloped parcel resulted in the need for development on the site to comply with the minimum floor area ratio requirements in Table 17.25-2. The applicant is requesting a variance to waive the minimum floor area ratio requirements. If the requested variance is approved, the project will comply with the Zoning Ordinance.

- **The establishment, maintenance, and operation of the use applied for will not, under the circumstances of the particular case (location, size, design, and operating characteristics), be detrimental to the health, safety, peace, morals, comfort, or general welfare of persons residing or working in the area of such use or be detrimental or injurious to property and improvements in the neighborhood or to the general welfare of the City.**

The proposed commercial use is consistent with surrounding commercial uses and has been conditioned to fit into the surrounding area. The operational conditions include the following:

- Access to the site from Sebastopol Avenue via Barnes Avenue shall not include left turns onto Barnes Avenue.
- The car wash and vacuums shall operate only between the hours of 7:00 a.m. and 7:00 p.m.
- Parking spaces and required drive aisles shall not be occupied by storage trailers, containers, sheds, etc.

- Employees shall be allowed to park onsite.

Staff is also recommending that the project be conditioned to provide a Good Neighbor Policy plan to the Planning Director for approval. The Policy would identify how car wash would operate and how future noise conflicts would be resolved.

As conditioned, the establishment and operation of the use will not be detrimental to the health, safety, peace, morals, comfort, or general welfare of persons residing or working in the area and will not be detrimental or injurious to property and improvements.

### Variance

The purpose of a variance is to allow for the occasional relaxation of development standards on a site-specific basis, to allow the development of the property consistent with other properties in the same zoning district while protecting the public welfare. Section 17.420.020 of SMC identifies the findings necessary to approve a variance. These requirements are as follows:

- **There are exceptional or extraordinary circumstances or conditions applying to the land, building or use which circumstances or conditions do not apply generally to land, buildings, and/or uses in the same district.**

*In the justification the applicant stated that, "The proposed project is the expansion of an existing business specializing in automobile service and repair. The existing tire and service business has been located in this location since 1992 and the express lube was constructed in 1998, both operating under on existing Conditional Use Permit. It is logical to continue the existing land use into the area where the new car wash facility is proposed. The nature of this type of business does not lend itself to mixed use, which would be required in order to satisfy the required floor area ratio minimum of 1.0. For the proposed use, the parking areas are accurately defined as an extension of the business area without vehicles, the reason for the land use ceases to exist. In retail and office developments, parking is an accessory use. In this instance, the vehicles present are the primary reason for the business."*

The unusual situation is created by the combination of the existing auto service center and the requested parcel map. It is this unusual combination that necessitates the need for the variance. Auto service centers normally have very low floor area ratios (less than 0.25) because of the amount of the site dedicated to parking, storage, and queueing of vehicles. While the Zoning Ordinance provisions envision future multi-story mixed use development in downtown in general, requiring the carwash to comply with a high floor area ratio of 1.0 would result in the need for a building five times larger than what is proposed. Additionally, staff concurs with the applicant that automotive uses, while not generally compatible with mixed use development containing residential uses would not be incompatible in this location given the adjacent commercial land uses. Requiring additional office or residential uses to meet the required floor area ratio would create a more substantial land use conflict. This requirement would create an unreasonable hardship.

- **Granting the application is necessary for the preservation and enjoyment of a substantial property right.**

In the justification the applicant stated that, *“the initial design of this project as well as the Planning Commission preliminary review was accomplished prior to the current, General Plan and Zoning Ordinance update. General support for the proposed project was indicated at that time with the understanding that a variance would likely be required.*

*A variance would allow the intent of the Zoning District to be preserved. The intent of the Central Core district is to provide a range of uses, including office, retail, restaurant, service, and other commercial uses such as the existing business and the proposed expansion.*

*The variance will not create a substantial detriment to adjacent properties and will not materially impair or be contrary to the spirit, purpose and intent of the district, or the public interest.”*

In their discussion on September 12, 2017, the Planning Commission recognized that automotive uses would be found in the downtown even though they are now what would be expected in a mixed use setting. The approval of the variance to allow the expansion of the auto service center into the undeveloped portion of the site, will preserve existing property rights, and complete the development of the center.

- **Granting the application will not materially adversely affect the health or safety of persons residing or working in the neighborhood of the property and will not be materially detrimental to the public welfare or injurious to property or improvements in said neighborhood.**

In the justification the applicant stated that, *“The location of the proposed project is not in a residential district, the nearest residential uses are 700 feet to the south and 900 feet to the east, therefore the project would not adversely affect the health and safety of any resident. The proposed project is an extension of and consistent with an existing land use on the property; there are no existing adverse or injurious detriments to the public welfare under the existing use. There is no reason this pattern would not continue.”*

The approval of the variance to facilitate the expansion of the auto service center in this location, combined with the operational conditions for the use permit, will ensure that the project will not adversely affect the health or safety of the public. The closest residential uses are about 700 feet to the south (along Eleanor and Fannen Avenues) and the Sebastopol Inn located 300 feet to the east. It will also not be materially detrimental to the public welfare or injurious to property or improvements.

Tentative Parcel Map

Section 16.24.040 SMC specifies that the findings spelled out in Section 16.28.070 SMC shall apply to all minor subdivisions. These findings are:

- **That the proposed subdivision, together with the provisions for its design and improvement, is consistent with the General Plan, any applicable specific plan, and other applicable provisions of this code.**

The design of the subdivision is consistent with the General Plan and Zoning Ordinance. The subdivision is also typical with similar commercial subdivisions in terms of its shared access and project components. The subdivision is consistent with this finding.

- **That the design of the proposed subdivision provides, to the extent feasible, for future passive or natural heating or cooling opportunities in the subdivision, as described in the State Subdivision Map Act and any guidelines promulgated by the City Council.**

The design of the subdivision will facilitate and not obstruct future passive/natural heating or cooling opportunities since the subdivision is facilitating a building that will not be tall enough to obstruct future passive heating and cooling on this site or on adjacent sites. In addition, the subdivision is typical with other similar commercial subdivisions and is consistent with this requirement/finding.

### **Noticing and Public Comment:**

As prescribed by Section 17.460 of the Zoning Ordinance, the Planning Department completed the following: (1) Provided written notice to all property owners within 600 feet of the external boundaries of the subject property; (2) provided a written notice that was published in the Sonoma West Times; and (3) posted three written notices publicly on and within vicinity of the subject property.

The Planning Department has received several public comments in support of the project. These are included in Attachment 7. The previously discussed comment on the initial study/mitigated negative declaration is contained in Attachment 6. Any additional comments received after the distribution of this staff report will be provided to the Commission at the public hearing.

### **Recommendation:**

Staff recommends that the Planning Commission consider the following items and approve the resolution, with findings and conditions of approval, substantially in the form contained in Exhibit A to recommend that the City Council:

- Certify the Mitigated Negative Declaration;
- Approve the Conditional Use Permit, subject to the attached conditions;
- Approve the Variance; and
- Approve the Tentative Parcel Map, subject to the attached conditions.

### **Exhibits**

Exhibit A. Draft PC Resolution including Findings and Conditions of Approval

### **Attachments:**

- 1) Application Materials
  - Master Planning Application Form
  - Written Project Statement
- 2) Conditional Use Permit and Architectural Project Plans
- 3) Tentative Parcel Map

- 4) Applicant's Variance Justification
- 5) Initial Study/Mitigated Negative Declaration and Appendices
- 6) Comments on Initial Study
- 7) Public Comments on Project

**EXHIBIT A****PLANNING COMMISSION RESOLUTION 20-\_\_  
Planning File No. 2019-27****USE PERMIT, VARIANCE, and TENTATIVE PARCEL MAP  
INITIAL STUDY/MITIGATED NEGATIVE DECLARATION  
Benedetti Car Wash Project  
6809 Sebastopol Avenue (APN 004-063-029)  
CD: Downtown Core Zoning District**

Whereas, the Benedetti Tire & Express Lube consists of a tire shop and oil change/maintenance operation; and

Whereas, the project involves additional development as part of the Benedetti Tire & Express Lube, including the construction and operation of an automated car wash with second floor office space on a vacant portion of the site (the "Project"); and

Whereas, the Zoning Code requires a conditional use permit to operate a car wash in the CD: Downtown Core Zoning District; and

Whereas, the Zoning Code requires a minimum floor area ratio of 1.0 in the Downtown Core Zoning District on vacant parcels; and

Whereas, the project applicant is proposing to subdivide the existing lot into three parcels; each lot will accommodate a single building and related landscaping, parking and access; and

Whereas, the subdivision of the existing lot requires that development on the vacant lot is required to comply with the minimum floor area ratio requirement of 1.0 in the Downtown Zoning District in the Zoning Code; and

Whereas, the approval of Project will require the approval of a Variance pursuant to the provisions of the Zoning Code; and

Whereas, the Project was the subject of an Initial Study and Mitigated Negative Declaration prepared in compliance with the California Environmental Quality Act (CEQA), which was circulated for public comment consistent with local and State CEQA requirements, which the Planning Commission has reviewed and considered, as well as comments made on it during its public review period; and the Commission has further considered additional cultural resources information provided in the staff report, and included conditions of approval relating to that topic; and

Whereas, the Mitigated Negative Declaration identifies two potentially significant impacts regarding cultural resources and noise/vibration. However, available and feasible mitigation measures will reduce these impacts below a level of significance; and

Whereas, as conditioned, the City finds that the proposed Project is compatible with the character of this part of Sebastopol, and will not impair the desirability of investment or occupation in the downtown; and

Whereas, site access will be improved with the opening of a driveway onto Barnes Avenue which will allow access to the carwash. The carwash will also have access from the tire



shop and car maintenance building, which will reduce the number of vehicle turning movements onto and from Sebastopol Avenue; and

Whereas, the Project is consistent with a number of policies of the General Plan, including but not limited to the following:

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

The Project is consistent in that it involves an additional auto-serving use in an existing auto service facility.

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

The Project is contiguous to existing commercial land uses and is consistent with this policy.

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

Potential traffic impacts were evaluated as part of the review of this Project. A focused traffic study evaluated three intersections around the project. The resulting traffic volumes do not exceed the City's Level of Service (LOS) "D" standard.

*Policy CIR 2-14: 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.*

The Project includes bicycle racks consistent with the municipal code.

*Policy COS 6-5: Require new development to incorporate trees in landscape plans.*

The Project includes the planting of additional landscape and replacement trees.

*Policy COS 9-11: Promote the use of reclaimed water and other non-potable water sources.*

The Project proposes to reuse approximately 80% of the water from the car wash operation.

*Policy N 1-1: Ensure the noise compatibility of existing and future development when making land use planning decisions.*

Project noise was considered in the application processing and consideration processes.

*Policy N 1-2: Require development and infrastructure projects to be consistent with the Land Use Compatibility for Community Noise Environments standards indicated in Table N-1 to ensure acceptable noise levels for existing and future development.*

The Project approval incorporates conditions of approval and design elements to comply with the acceptable noise levels identified in Table N-1.



*Policy SA 2-8: Require all development projects to demonstrate how storm water runoff will be detained or retained on-site, treated, and/or conveyed to the nearest drainage facility as part of the development review process. Project applicants shall demonstrate that project implementation would not result in increases in the peak flow runoff to adjacent lands or drainage facilities that would exceed the design capacity of the drainage facility or result in an increased potential for offsite flooding.*

The Project incorporated measures to retain onsite stormwater runoff consistent with regulatory requirements.

*Policy SA 2-9: Prohibit development in the 100-year flood zone unless requirements of the City's Flood Damage Protection Ordinance criteria are met.*

The Project is located within the 100-year flood zone and will be conditioned to comply with this requirement.

### **USE PERMIT**

Whereas, Zoning Code Section 17.345.020 contains additional requirements relating to car washes; and

Whereas, Subsection A of Section 17.345.020 requires that adequate queuing and drying areas be provided so that vehicles will not block adjacent walkways and streets. The project provides for queueing for at least a dozen vehicles and will not block site access onto Barnes Avenue; and

Whereas, Subsection B of Section 17.345.020 requires that all washing and automatic drying facilities shall be completely within an enclosed building. The project plans show that all of the washing and drying equipment is enclosed within the proposed building; and

Whereas, Subsection C of Section 17.345.020 requires that any vacuuming facilities shall not be located along public or private streets and shall be screened from adjacent residential properties. The proposed vacuum stations are located onsite on private property along the west side of the car wash building and there are no residential properties adjacent to the site which would require additional screening; and

Whereas, Subsection D of Section 17.345.020 requires compliance with the City's noise standards. The project includes noise reduction equipment and is conditioned to comply with City standards; and

Whereas, Subsection E of Section 7.345.020 requires that car washes use recycled water whenever feasible. The design of the car wash will re-use approximately 80% of the water used in the car wash operation; and

Whereas, the proposed use will not, under the circumstances of this particular case, be detrimental to the health, safety, comfort, or general welfare of persons residing or working in the neighborhood or within close proximity in that it will contain an auto-oriented use in an existing auto service center and will not have a detrimental impact or created significant quality of life issues; and

Whereas, the project is an infill development that will not physically divide an established community, and is expected to have positive connectivity impacts on the area by providing direct access to Barnes Avenue and ultimately Petaluma Avenue; and

Whereas, the project will be subject to an extensive list of conditions of approval to ensure that its construction and subsequent operation will not have substantial detrimental impacts on persons working and residing in the area or the environment.

### **VARIANCE**

Whereas, the purpose of a Variance is to establish a procedure for the relaxation of the provisions of the Zoning Code so that the public welfare is secured and that substantial justice done in accordance with the intent of the General Plan and Zoning Code; and

Whereas, the project does not currently comply with the minimum floor area ratio identified for the downtown area; and

Whereas, the minimum floor area ratio requirements were established to facilitate the development mixed use development which includes residential uses; and

Whereas, the inclusion of a residential use in an auto service center would create a land use conflict inconsistent with the intent of the General Plan; and

Whereas, the expansion of the existing auto center is consistent with the intent of the City to retain existing local serving businesses; and

Whereas, the proposed Variance is consistent with the intent and provisions of the General Plan in that there are unusual circumstances applying to the land, building or use which circumstances or conditions do not apply generally to land, buildings, and/or uses in the same district, in that the site is an infill development project within an automotive uses, and the use itself, a car wash, is compatible with the other uses on the site but not compatible with other mixed-uses such as office and residential uses. The location of the site is

Whereas, that granting the application is necessary for the preservation and enjoyment of a substantial property right consistent with other auto service uses in an auto service center; and

Whereas, that granting the application as conditioned, will not materially adversely affect the health or safety of persons residing or working in the neighborhood of the property and will not be materially detrimental to the public welfare or injurious to property or improvements in said neighborhood in that the project will comply with established performance standards and is not located adjacent to a sensitive land use.

### **TENTATIVE PARCEL MAP**

Whereas, the project application requests approval to subdivide the existing lot into three parcels; and

Whereas, the proposed subdivision, together with the provisions for its design and improvement, and subject to the Conditions of Approval, will be consistent with the General Plan and other provisions of the Sebastopol Municipal Code; and

Whereas, the design of the proposed subdivision provides, to the extent feasible, for future passive or natural heating or cooling opportunities in the subdivision, as described in the State Subdivision Map Act and any guidelines promulgated by the City Council; and

Whereas, the project proposes that the three parcels share access, parking, landscape maintenance, and trash collection; and

Whereas, the project has been conditioned to record a maintenance and access agreement over all three parcels.

**PUBLIC PROCESS**

Whereas, the project applicant, in advance of their formal application, undertook a voluntary Preliminary Review by the Planning Commission; and prior to the public hearing complied with public noticing requirements; and

Whereas, the applicant made adjustments to the proposal based on community and Planning Commission comments; and

Whereas, on September 22, 2020, the Sebastopol Planning Commission conducted a duly-noticed public hearing on the application, considering the written submittals, including but not limited to the Mitigated Negative Declaration, staff report, resolutions, application materials, plans, and a number of public comments, receiving a staff report at the hearing, receiving a presentation from the applicants, and providing an opportunity for public comments; all of which the Commission duly considered; and

Now, therefore, the Planning Commission hereby recommends that the City Council:

- 1) Certify the Mitigated Negative Declaration, and
- 2) Approve the Use Permit, Variance, and Tentative Parcel Map applications for the Benedetti Car Wash project located at 6809 Sebastopol Avenue, subject to the following mitigation measures and conditions of approval:

**MITIGATION MEASURES**

The following mitigation measures constitute a mitigation program for the project. These measures are incorporated into the condition of approval. The Planning Department, Building Official, and City Engineer shall monitor the project for compliance with the four mitigation measures and shall verify compliance prior issuance of a Certificate of Occupancy.

*CR-1: Inadvertent Discovery of Cultural Resources. In the event that any prehistoric or historic-period subsurface archaeological features or deposits, including darkened soil (midden), that could conceal cultural deposits, animal bone, obsidian and/or mortar are discovered during earth-moving activities, all ground-disturbing activity within 50 feet of the discovery shall be halted immediately and the Planning and Building Divisions notified within 12 hours. Impacts on any significant resources shall be mitigated to a less-than-significant level through data recovery or other methods determined adequate by the City and that are consistent with the Secretary of the Interior's Standards for Archaeological Documentation. If Native American archaeological,*

*ethnographic, or spiritual resources are discovered, all identification and treatment of the resources shall be conducted by a qualified archaeologist and Native American representatives who are approved by the local Native American community as experts of their cultural traditions.*

*NOI-1: Reduce Offsite Noise Effects. Prior to the issuance of a building permit, the applicant shall submit evidence that the proposed car wash drying system incorporates a silencer to achieve operational noise levels no greater than 77 dBA at a distance of 10 feet and 63 dBA at a distance of 50 feet from the entrance and exit to the car wash. Installation of the approved silencer system shall be completed prior to final inspection.*

*NOI-2: Additional Noise Mitigation: Prior to the issuance of a building permit, the applicant shall submit evidence that a noise reducing barrier six feet in height or other method to reduce offsite noise levels to meet City noise criteria along the east property line (south from the adjacent commercial building) to a point at least perpendicular to the northern exit of the proposed car wash, are incorporated into the project. Installation of the approved noise reducing barriers shall be completed prior to final inspection.*

*NOI-3: Reduce Vibration Impacts. Prior to the issuance of a building permit, the applicant shall identify all heavy construction equipment to be used for this project that have the potential to produce high vibration levels (tracked vehicles, vibratory compaction, jackhammers, hoe rams, etc.). This information shall be submitted to the City during the building permit process. If the applicant proposes the use of heavy construction equipment with the potential to generate excessive vibration, the applicant shall submit a plan documenting how the use of this equipment will not occur within 18 feet of existing structures.*

### **CONDITIONS OF APPROVAL**

#### **Conditions of Approval – Conditional Use Permit:**

1. Approval is granted for the Conditional Use Permit described in the application and the following project plans: Architectural plan set (2 sheets) dated 3-21-19, by Patrick Slayter Architect, and Civil plan set (4 sheets) dated 8-12-20, by Adobe Associates, except as modified by these conditions of approval, and is valid for a period of three (3) years during which time the rights granted must be exercised.

#### **Development Conditions**

##### **City Planning Department**

2. All construction shall conform to the approved plans. The applicant shall obtain a Building Permit prior to the commencement of construction activities.
3. All exterior mechanical equipment shall be screened to the satisfaction of the Planning Department.
4. The project shall comply with the following mitigation measures from the Mitigated Negative Declaration.
  - a. In the event that any prehistoric or historic-period subsurface archaeological features or deposits, including darkened soil (midden), that could conceal cultural deposits, animal bone, obsidian and/or mortar are discovered during earth-moving

activities, all ground-disturbing activity within 50 feet of the discovery shall be halted immediately and the Planning and Building Divisions notified within 12 hours. Impacts on any significant resources shall be mitigated to a less-than-significant level through data recovery or other methods determined adequate by the City and that are consistent with the Secretary of the Interior's Standards for Archaeological Documentation. If Native American archaeological, ethnographic, or spiritual resources are discovered, all identification and treatment of the resources shall be conducted by a qualified archaeologist and Native American representatives who are approved by the local Native American community as experts of their cultural traditions. (Mitigation Measure CR-1)

- b. Prior to the issuance of a building permit, the applicant shall submit evidence that the proposed car wash drying system incorporates a silencer to achieve operational noise levels no greater than 77 dBA at a distance of 10 feet and 63 dBA at a distance of 50 feet from the entrance and exit to the car wash. Installation of the approved silencer system shall be completed prior to final inspection. (Mitigation Measure NOI-1)
  - c. Prior to the issuance of a building permit, the applicant shall submit evidence that a noise reducing barrier six feet in height or other method to reduce offsite noise levels to meet City noise criteria along the east property line (south from the adjacent commercial building) to a point at least perpendicular to the northern exit of the proposed car wash, are incorporated into the project. Installation of the approved noise reducing barriers shall be completed prior to final inspection. (Mitigation Measure NOI-2)
  - d. Prior to the issuance of a building permit, the applicant shall identify all heavy construction equipment to be used for this project that have the potential to produce high vibration levels (tracked vehicles, vibratory compaction, jackhammers, hoe rams, etc.). This information shall be submitted to the City during the building permit process. If the applicant proposes the use of heavy construction equipment with the potential to generate excessive vibration, the applicant shall submit a plan documenting how the use of this equipment will not occur within 18 feet of existing structures. (Mitigation Measure NOI-3)
5. This approval does not include any commercial business signs. Any new commercial signs that will identify the use of this property are subject to the prior approval of the Design Review Board or City staff, as appropriate.
  6. Two bicycle parking space is required and shall be installed prior to the issuance of the Certificate of Occupancy.
  7. The existing storage trailers shall be removed prior to final inspection.
  8. A business license is required and shall be obtained prior to operation of the use.
  9. Prior to final inspection the applicant shall submit, and the Planning Director approve, a Good Neighbor Policy Plan describing how the car wash operation will be a good neighbor to adjacent businesses. The Good Neighbor Policy shall be posted at the site in a location visible by employees.

City Building Department:

10. For the building permit submittal, 5 sets of plans are required along with 2 sets of calculations and reports.
11. The accessible parking stall shall be relocated to the front of the building as it's required "to be located on the shortest accessible route from parking to an accessible entrance." CBC 11B-208.3.1.
12. A Floodplain Development Permit application, along with supporting documentation, shall be submitted with the Building Permit application. The Base Flood Elevation (BFE) is 78' and there is a 2' freeboard requirement on top of that for an adjusted BFE of 80'. The finish slab is shown at 78'.
13. All construction and construction related activities shall be in conformance with the 2019 California Building, Residential, Electrical, Mechanical, Plumbing, Fire, Energy and Green Building Codes, and the City of Sebastopol Municipal Code.
14. Authorized Construction Hours:
  - a. Monday through Friday – 7:00 a.m. to 6:00 p.m.
  - b. Saturday and Sunday – 8:00 a.m. to 5:00 p.m.
  - c. Includes warm-up or servicing of equipment and any preparation for construction.
15. The Planning Conditions of Approval shall be printed on plan sheets in the plan set.
16. A geotechnical report is required for this project.
17. The project is required to comply with CalGreen at the Tier I level excluding Division A4.2 Energy Efficiency, as adopted and amended by the City. The worksheets can be located on the City's website on the building department page. The worksheets are to be printed on plan sheets in the plan set.
18. Before approval of the foundation inspection: A licensed Land Surveyor or Civil Engineer with proper certification shall conduct a survey of all property lines and install property line markers that can be readily verified by Building Inspection staff to verify setbacks and submit a written (stamped) confirmation to the Building Department that the staking of the property lines has been completed.
19. Before approval of the foundation inspection: The project Geotechnical Engineer shall inspect all foundation excavations and submit a written (stamped) verification that all is in conformance with the approved Construction Documents.
20. Before approval of the foundation inspection: The project Structural Engineer, Architect, or Special Inspector shall inspect all foundation reinforcing and related hardware and submit a written (stamped) verification that all is in conformance with the approved Construction Documents.
21. Before approval of the framing inspection: The project Structural Engineer, Architect, or Special Inspector shall inspect all lateral force resisting elements of the structure and



submit a written (stamped) verification that all is in conformance with the approved Construction Documents.

City Fire Department

22. The entire building shall install a fully automatic sprinkler system and fire alarm protection system that shall be monitored 24-7-365 basis.

City Public Works/Engineering Department:

23. Submittals for Engineering Plan Check shall be made at the Public Works Department. Plan Check Deposit shall be paid at the time of submittal. Call (707) 823-2151 for information.
24. Any exceptions or variances from these conditions will require the written approval of the City Engineer or approval of the City Council if required by City Code.

*Site Improvement Plans*

25. Improvement Plans prepared by a Registered Civil Engineer shall be submitted for the review and approval of the City Engineer showing grading, paving, utilities and drainage. The improvements plans shall include street and utility information including all concrete curb and gutter, sidewalk, striping and signing, paving, water lines and sewer lines, erosion control and any necessary transitions for the portion of the public street fronting the development. All improvements shall be in accordance with the City of Sebastopol Standard Improvement Details. Improvement Plans shall include a Storm Water Pollution Prevention Plan including winterization and erosion protection.
26. The improvement plans for work in the State right of way shall also be submitted to Caltrans for Encroachment Permit review. The developer shall obtain an Encroachment Permit for the work within the State right of way prior to approval of the improvement plans by the City. The developer's contractor shall obtain an Encroachment Permit to perform the work in the State right of way prior to beginning that work.
27. The improvement plans must be evaluated by an arborist to assess the impact of the development on any existing trees and develop a site specific Tree Protection Plan. Improvement Plans shall include the location and size of all existing trees to be removed, and trees to remain. Trees on adjacent property which overhang the project boundary shall be afforded equal protection. Improvement plans shall show all measures identified in the Tree Protection Plan as needed, to protect trees during construction.
28. The project shall include post-construction stormwater BMPs in accordance with the City's Low Impact Development manual and Section 15.78 of the Municipal Code.
29. The following notes shall appear on the improvement plan cover sheet: "During construction, the Developer shall be responsible for controlling noise, odors, dust and debris to minimize impacts on surrounding properties and streets."
30. The Sebastopol Avenue drive approach to the site shall be reconstructed to current Caltrans standards. Any failed portions of the sidewalk along Sebastopol Ave shall be removed and replaced.

31. The connection to Barnes Ave at the southwest corner of the site shall be constructed with a 15 ft radius curb return on the northeast corner. Modification of the existing infiltration trench along Barnes Ave will be required. The developer shall provide proof that the adjacent property owner agrees to the construction.

The developer shall provide a flow dissipator at the storm drain outlet at the southeast corner of the site.

The drive aisle at the exit of the carwash shall slope back to the car wash for the first 15 feet. A slot drain shall be installed at the exit of the carwash that connects to the wash water recycling system

#### *Soils*

32. The applicant shall submit to the City of Sebastopol for review and approval, a detailed Soils Report certified by a Civil Engineer registered in the State of California and qualified to perform soils work. The report shall include a minimum of geotechnical investigation with regard to liquefaction, expansive soils, and seismic safety. The report shall also include pavement recommendations based on anticipated subgrade soils and traffic loads. The grading and improvement plans shall incorporate the recommendations of the approved Soils Report.

The developer shall submit percolation tests for the areas designated for bioretention basins.

#### *Undergrounding*

33. During construction all utility distribution facilities on site shall be placed underground, except surface-mounted transformers, pedestal mounted terminal boxes, meter cabinets, and fire hydrants. Appropriate easements shall be provided to facilitate these installations.

#### *Streets, Traffic & Circulation*

34. No pervious paving or stamped concrete shall be installed in the existing or future public right of way.
35. Any additional proposed pavement removal and re-paving will be subject to the review and approval of the City Engineer.

#### *Grading*

36. The applicant shall submit to the City of Sebastopol for review and approval, a grading plan prepared by a Registered Civil Engineer; shall obtain a Grading Permit; and shall post sufficient surety guaranteeing completion.
37. The grading plan shall clearly show all existing survey monuments and property corners and shall state that they shall be protected and preserved.
38. The grading plan shall clearly show areas of possible soil contamination, along with the appropriate steps to deal with contaminated soils.



39. Both temporary and permanent erosion control plans shall be submitted for review and approval along with the grading plan. Permanent erosion control measures shall include hydroseeding of all graded slopes within 60 days of completion of grading.
40. If the site will require import or export of dirt, the applicant shall submit in writing the proposed haul routes for the trucks and equipment. The haul routes must be approved by the City prior to import/export work commencing.

*Storm Drain*

41. The applicant shall submit to the City of Sebastopol for review and approval, drainage plans, hydrologic, and hydraulic calculations prepared by a Registered Civil Engineer. The drainage plans and calculations shall indicate the following conditions before and after development:
  - a. Quantities of water, water flow rates, drainage areas and patterns and drainage courses. Hydrology shall be per current Sonoma County Water Agency Standards.
  - b. Project drainage shall be designed using the 10-year storm average flow and 100-year peak flow.
42. No drainage may discharge across sidewalks. Roof leaders shall be piped to the adjacent gutter or paved area.
43. Any proposed bioswales must be wholly contained outside of the existing or proposed public right of way.
44. All storm drain inlets shall be permanently marked using a permanent polyurethane marker with the legend, "No Dumping – Drains To Creek."
45. The applicant shall demonstrate for each building pad to the satisfaction of the City of Sebastopol as follows:
  - a. Feasible access during a 10-year frequency storm.

*Water*

46. The developer shall install new domestic, irrigation and fire service laterals to serve the new building. All water mains shall be sized to provide adequate fire flows to the buildings. All water services shall be provided with backflow prevention devices in accordance with State and City standards.
47. New water laterals shall be constructed in accord with City Standards. Meter locations shall be subject to approval by the Sebastopol Public Works Department. The improvement plans shall show water services to each building.
48. Fire protection shall be in accord with the requirements of Sebastopol Fire Department. With the submittal of the improvement plans, calculations shall be provided to the City and the Sebastopol Fire Department to ensure that adequate water pressures are available to supply hydrant flows and sprinkler flows.
49. New water mains and fire hydrants must be constructed and functional prior to the issuance of the building permit.

- 50. All hydrants shall be covered with bags indicating that the hydrant is not active until flow tests are completed by the City and the hydrants are approved.
- 51. All aboveground backflow hardware shall be screened with an architectural screen compatible with the adjacent building.

*Wastewater (sanitary sewer)*

- 52. A sanitary sewer application shall be submitted to the Building Department for review and approval. Discharge permits for individual uses shall be subject to the requirements of the City of Santa Rosa Utilities Department, Environmental Compliance Division, for Sewer Use Permits.

*Miscellaneous*

- 53. The improvement plans shall include detailed landscape construction drawings for work proposed in the public right of way.
- 54. Any trees planted within 10 feet of a public street curb shall include a root barrier acceptable to the City Engineer and the City Arborist.
- 55. The improvement plans shall include an onsite signing and striping plan which clearly delineates traffic control and parking restriction requirements.
- 56. No construction shall be initiated until the Improvement Plans have been approved by the City, all applicable fees have been paid, an encroachment permit and/or grading permit has been issued and a project schedule has been submitted to the City Engineer and a pre-construction conference has been held with the City Engineer or his designee.
- 57. Developer shall secure encroachment permits from the City and from Caltrans prior to performing any work within the City or State right of way or constructing a City facility within a City easement.
- 58. Applicant must file a **Notice of Intent To Comply With the Terms of General Permit to Discharge Storm Water Associated with Construction Activity** (NOI) with the State of California Water Resources Control Board, and obtain a permit, prior to commencement of any construction activity.

**During Construction, the Following Conditions Shall Apply:**

- 59. All construction shall conform to the City Standard Details and Specifications dated July, 1998, all City Ordinances and State Map Act and the approved plans.
- 60. The developer shall complete all water and wastewater improvements, including pressure and bacterial testing and raising manholes and cleanouts to grade prior to connection of any buildings to the City water or wastewater systems.
- 61. All tree protection fencing must be installed and inspected prior to commencement of grading operations. Fencing shall be maintained throughout the construction period.
- 62. If any hazardous waste is encountered during the construction of this project, all work shall be immediately stopped and the Sonoma County Environmental Health

Department, the Fire Department, the Police Department, and the City Inspector shall be notified immediately. Work shall not proceed until clearance has been issued by all of these agencies.

63. Prior to placing of asphalt, all underground utilities shall be installed and service connections stubbed out behind the sidewalk. Public utilities, Cable TV, sanitary sewers, and water lines, shall be installed in a manner which will not disturb the street pavement, curb, gutter and sidewalk, when future service connections or extensions are made.
64. Prior to placing the final lift of asphalt, all sanitary sewer lines shall be video inspected at the expense of the contractor/developer. All video tapes shall be submitted to the City. If any inadequacies are found, they shall be repaired prior to the placement of the final lift of asphalt.
65. The Contractor shall be responsible to provide erosion and pollution control in accordance with the approved plans and permits.
66. The developer shall keep adjoining public streets free and clean of project dirt, mud, materials, and debris during the construction period, as is found necessary by the City Engineer.
67. Where soil or geologic conditions encountered in grading operations are different from that anticipated in the soil and/or geologic investigation report, or where such conditions warrant changes to the recommendations contained in the original soil investigation, a revised soil or geologic report shall be submitted for approval by the City Engineer. It shall be accompanied by an engineering and geological opinion as to the safety of the site from hazards of land slippage, erosion, settlement, and seismic activity.
68. Hours of work for both public improvements and private improvements shall be limited to the hours of 7 a.m. to 7 p.m. Monday through Saturday. Work on Sunday will only be permitted with written permission from the City. Violation of these working hours shall be deemed an infraction and upon conviction thereof, shall be punishable as prescribed by law.
69. Throughout the construction of the project, dust control shall be maintained to the satisfaction of the City and the contractor shall be responsible to implement reasonable measure to cure any problems that may occur.
70. If the existing public streets are damaged during construction, the contractor/developer shall be responsible for repair at no cost to the City.
71. If, during construction, the contractor damages any existing facilities on the neighboring properties (i.e. fences, gates, landscaping, walls, etc.) contractor shall be responsible to replace all damaged facilities.

**Prior to Occupancy, the Following Conditions Shall be Satisfied:**

72. Prior to acceptance of improvements or occupancy of building, existing curb, gutter and sidewalk to remain shall be inspected by the City Engineer. Any curb, gutter and sidewalk which is not in accord with City standards or is damaged before or during construction, shall be replaced.

73. All streets shall be paved, all public utilities installed and all signage relating to traffic control (stop signs, etc.) shall be installed.
74. All improvements shown in the improvement plans for any individual parcel deemed necessary for the health, safety and welfare of the occupant and general public shall be completed prior to occupancy of that parcel.
75. The civil engineer/land surveyor shall file an Elevation Certificate for the new building.
76. Prior to acceptance of public improvements, a complete set of **As-Built** or Record, improvement plans on the standard size sheets will be certified by the Civil Engineer and returned to the City Engineer's office prior to final acceptance of the public improvement. In addition, the plans shall be submitted on a CD-ROM in pdf format. These plans shall show all constructive changes from the original plans including substantial changes in the size, alignment, grades, etc. during construction, and any existing utilities that were unknown on the original plans but discovered during construction. The Contractor shall pay a fee for having the improvements put into the City Base Map.

### **Operational Conditions**

77. The use shall be in substantial conformance with the proposed operations as described in the application materials and on file at the City of Sebastopol Planning Department, except as modified herein.
78. The car wash operation shall comply with the following operational requirements.
  - a. The car wash and vacuums shall operate only between the hours of 7:00 a.m. and 7:00 p.m.
  - b. Vehicles leaving the site shall not make left turns from Sebastopol Avenue onto Barnes Avenue.
  - c. Parking spaces and required drive aisles shall not be occupied by storage trailers, containers, sheds, etc.
  - d. Employees shall be allowed to park onsite.

### **General Conditions**

79. The City of Sebastopol and its agents, officers and employees shall be defended, indemnified, and held harmless from any claim, action or proceedings against the City, or its agents, officers and employees to attach, set aside, void, or annul the approval of this application or the environmental determination which accompanies it, or which otherwise arises out of or in connection with the City's action on this application, including but not limited to, damages, costs, expenses, attorney's fees, or expert witness fees.
80. The Planning Director shall interpret applicable requirements in the event of any redundancy or conflict in conditions of approval.
81. Unless otherwise provided for in conditions of this conditional use permit, all conditions must be completed prior to or concurrently with the establishment of the granted use.

82. Failure to comply with the conditions specified herein as the basis for approval of application and issuance of this conditional use permit, constitutes cause for the revocation of said permit in accordance with the procedures set forth in this title.
83. Minor changes may be approved administratively by the Planning Director or their respective designee upon receipt of a substantiated written request by the applicant. Prior to such approval, verification shall be made by each relevant Department or Division that the modification is consistent with the application fees paid and environmental determination as conditionally approved. Changes deemed to be major or significant in nature shall require a formal application or amendment.
84. The use granted by this conditional use permit must be in operation within three years of the delivery of the signed permit to the Permittee. The applicant may request one (1) one-year extension of this Use Permit from the Planning Director, pursuant to Zoning Ordinance §17.400.100. If any use for which a conditional use permit has been granted is not in operation within three years of the date of receipt of the signed permit by the Permittee and no extension has been granted, the permit shall become null and void and re-application and a new permit shall be required to establish the use.
85. The terms and conditions of this conditional use permit shall run with the land and shall be binding upon and be to the benefit of the heirs, legal representatives, successors and assigns of the Permittee.
86. The Use Permit shall be in effect unless it is abandoned or closed for 12 months or longer.

**Conditions of Approval – Parcel Map:**

1. A Parcel Map prepared by a licensed surveyor or civil engineer, shall be prepared and submitted for the review and approval of the City Engineer. The map shall conform to the requirements of the Subdivision Map Act and local ordinances. Upon recording of the map, the subdivision is valid.
2. All property corners of lots within the subdivision shall be monumented with no less than 3' long by 1/2" diameter galvanized steel pipe imbedded no less than 24" into the earth, except as expressly permitted in writing by the City Engineer.
3. The Parcel Map shall state:
  - a. The assessor's parcel number
  - b. Total area of land being subdivided (in acres)
  - c. Total number of lots being created
4. Developer shall either complete the required construction prior to recordation of the map or enter into an Improvement Agreement and post security with the City of Sebastopol prior to the filing of the Final Map, agreeing to complete the required construction within 24 months after the filing of the map. The Improvement Agreement shall be recorded with the map.
5. The applicant shall transmit by certified mail a copy of the conditionally approved Tentative Map together with a copy of Section 66436 of the State Subdivision Map Act to

each public entity or public utility that is an easement holder of record. Written compliance shall be submitted to the City of Sebastopol.

6. The applicant shall execute a covenant running with the land on behalf of itself and its successors, heirs, and assigns agreeing to annex this subdivision into the existing City of Sebastopol Lighting Assessment District.
7. Concurrently with the recordation of the final map the applicant shall record a maintenance and access agreement allowing all three parcels complete and unrestricted access to the other parcels as well as to Barnes and Sebastopol Avenues, onsite parking, and use of the trash enclosure, and define maintenance responsibilities for all shared facilities, including stormwater maintenance. The agreement shall be approved by the City Engineering and Planning Departments prior to recordation.

Adopted by the Planning Commission on September 22, 2020 by the following vote:

AYES:

NOES:

ABSTAIN: None

ABSENT: None

---

Certified: Kari Svanstrom, Planning Director





# City of Sebastopol

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

## MASTER PLANNING APPLICATION FORM

### PROJECT INFORMATION:

|              |                        |
|--------------|------------------------|
| ADDRESS:     | 6809 Sebastopol Avenue |
| PARCEL #:    | 004-063-029            |
| PARCEL AREA: | CD                     |

| FOR CITY USE ONLY                 |                    |
|-----------------------------------|--------------------|
| PLANNING FILE #:                  | <u>2019 / 27</u>   |
| DATE FILED:                       | <u>03-26-19</u>    |
| TOTAL FEES PAID: \$               | <u>8,470-</u>      |
| RECEIVED BY:                      | <u>[Signature]</u> |
| DATE APPLICATION DEEMED COMPLETE: | _____              |

### APPLICANT OR AGENT:

Name: Mark Reece  
 Email Address: btsinc@sbcglobal.net  
 Mailing Address: 6809 Sebastopol Avenue  
 City/State/Zip: Sebastopol CA 95472  
 Phone: 707-829-3884  
 Fax: 707-829-1205  
 Business License #: \_\_\_\_\_  
 Signature: [Signature]  
 Date: 03/26/19

### OWNER OF PROPERTY

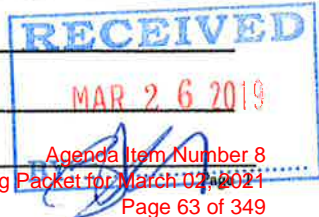
#### IF OTHER THAN APPLICANT:

Name: Benedetti-Madsen-Polley Trust  
 Email Address: \_\_\_\_\_  
 Mailing Address: P.O. Box 280  
 City/State/Zip: Sebastopol, CA 95473-0280  
 Phone: \_\_\_\_\_  
 Fax: \_\_\_\_\_  
 Business License #: \_\_\_\_\_  
 Signature: [Signature]  
 I certify that this application is being made with my consent.  
 Date: 03/26/19

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

Name: Adobe Associates, Inc.  
James Jensen & Justin Rodden  
 Email Address: jjensen@adobeinc.com  
jrodde@adobeinc.com  
 Mailing Address: 1220 N. Dutton Avenue  
 City/State/Zip: Santa Rosa, CA 95401  
 Phone: 707-541-2300  
 Fax: 707-541-2301

Name: Patrick Slayter  
 Email Address: ps@slayterarchitect.com  
 Mailing Address: PO Box 941  
 City/State/Zip: Sebastopol  
 Phone: 707-829-9090  
 Fax: \_\_\_\_\_



**PROJECT DESCRIPTION:**

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

Minor Three Lot Subdivision- Please see attached Written Statement

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

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

Tentative Map

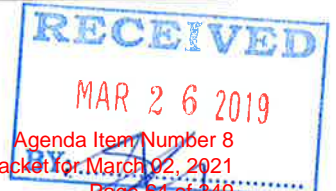
Please describe existing uses (businesses, residences, etc.) and other structures on the property:

Commercial/Business : Automotive

Benedetti Tire Service & Benedetti Xpress Lube

**DEVELOPMENT DATA:**

|  |  |  |
|--|--|--|
| <b>SQUARE FEET BUILDING EXISTING:</b>      | Xpress Lube: 1,417sf<br>Tire Shop: 6,872sf   | <input type="checkbox"/> N / A   |
| <b>SQUARE FEET BUILDING DEMOLISHED:</b>    |  | <input checked="" type="checkbox"/> N / A  |
| <b>SQUARE FEET BUILDING NEW:</b>           |  | <input checked="" type="checkbox"/> N / A  |
| <b>NET CHANGE IN BUILDING SQUARE FEET:</b> |  | <input checked="" type="checkbox"/> N / A  |
| <b>NUMBER OF DWELLING UNITS EXISTING:</b>  | <input type="checkbox"/> 0 Bedrooms<br><input type="checkbox"/> 2 Bedrooms<br><input type="checkbox"/> 4+ Bedrooms   | <input type="checkbox"/> 1 Bedrooms<br><input type="checkbox"/> 3 Bedrooms<br><input checked="" type="checkbox"/> N / A  |
| <b>NUMBER OF DWELLING UNITS PROPOSED:</b>  | <input type="checkbox"/> 0 Bedrooms<br><input type="checkbox"/> 2 Bedrooms<br><input type="checkbox"/> 4+ Bedrooms   | <input type="checkbox"/> 1 Bedrooms<br><input type="checkbox"/> 3 Bedrooms<br><input checked="" type="checkbox"/> N / A  |
| <b>NET CHANGE IN DWELLING UNITS:</b>       |  | <input checked="" type="checkbox"/> N / A  |
| <b>SETBACKS:</b>                           | <b>Existing:</b><br><input type="checkbox"/> Front Yard <u>0</u><br><input type="checkbox"/> Side Yard <u>0</u><br><input type="checkbox"/> Rear Yard <u>0</u><br><input type="checkbox"/> N / A | <b>Proposed:</b><br><input type="checkbox"/> Front Yard <u>0</u><br><input type="checkbox"/> Side Yard <u>0</u><br><input type="checkbox"/> Rear Yard <u>0</u><br><input type="checkbox"/> N / A |





|                                 |   |   |
|---------------------------------|---|---|
| <b>EXISTING LOT DIMENSIONS:</b> | Front: _____ Rear: _____<br>Left: _____ Right: _____<br>See attached Exhibit "Existing Parcel"  | <input type="checkbox"/> N / A            |
| <b>PROPOSED LOT DIMENSIONS:</b> | Front: _____ Rear: _____<br>Left: _____ Right: _____<br>See attached Exhibit "Proposed Parcels" | <input type="checkbox"/> N / A            |
| <b>EXISTING LOT AREA:</b>       | <u>65,734</u> Square Feet   | <input type="checkbox"/> N / A            |
| <b>PROPOSED LOT AREA:</b>       | _____ Square Feet<br>See attached Exhibit "Proposed Parcels"                                    | <input type="checkbox"/> N / A            |
| <b>BUILDING HEIGHT:</b>         | Existing: _____ Proposed: _____   | <input checked="" type="checkbox"/> N / A |
| <b>NUMBER OF STORIES:</b>       | Existing: _____ Proposed: _____   | <input checked="" type="checkbox"/> N / A |
| <b>PARKING SPACE (S):</b>       | Existing: _____ Proposed: _____   | <input checked="" type="checkbox"/> N / A |
| <b>ZONING</b>                   | Existing: _____ Proposed: _____   | <input checked="" type="checkbox"/> N / A |

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

Are there existing easements on the property?  Yes  No

Will Trees be removed?  Yes  No

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

|     |
|-----|
| N/A |
|     |

Will Existing Landscaping be revised?  Yes  No

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

|     |
|-----|
| N/A |
|     |

Will Signs be Changed or Added?  Yes  No

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

Is alcohol service proposed?  Yes  No

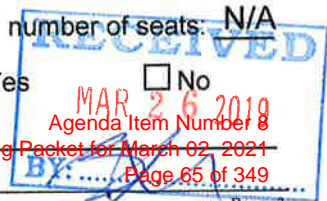
If yes, what type of State alcohol license is proposed? N/A

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

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

Is any live entertainment proposed? N/A  Yes  No

If yes, please describe: \_\_\_\_\_





# NEIGHBOR NOTIFICATION

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

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

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

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

I have informed site neighbors of my proposed project:

Yes

No

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

|  |
|--|
| The neighbors were notified prior to the preliminary review. New notifications are currently underway. |
|  |
|  |

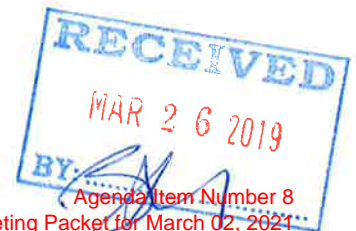
## WEBSITE REQUIRED FOR MAJOR PROJECTS

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

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

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

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



# Exemption Questionnaire **STORM WATER LOW IMPACT DEVELOPMENT**

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

**PROJECT ADDRESS:**

6809 Sebastopol Avenue; APN 004-063-029

**TYPE OF APPLICATION**

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

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

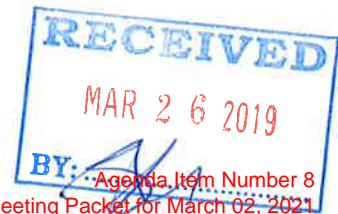
**The project is exempt from the 'Storm Water Low Impact Development Determination Worksheet' submittal requirement as determined by City Staff.**

I certify this information:

  
APPLICANT SIGNATURE

Mark Reece  
PRINTED NAME

\_\_\_\_\_  
DATE





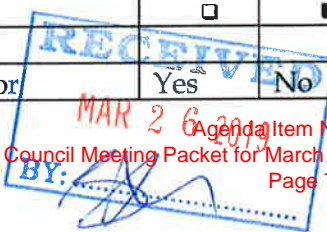


**PROJECT DESCRIPTION:**

- 8. Site Size: 22,675 square feet (proposed), see proposed lot configuration in subdivision submittal
- 9. Square Footage: 4,295 square feet (building), 15,300 square feet (total site use for the proposed project, including vacuum stations)
- 10. Number of floors of construction: Two
- 11. Amount of off-street parking: See attached tabulation
- 12. Attach plans Attached
- 13. Proposed scheduling As expedient as possible
- 14. Associated project No associated project is considered
- 15. Anticipated incremental development: None
- 16. If residential, include the number of units, schedule of unit sizes, range of sale prices or rents, and type of household size expected.  
Not residential
- 17. If commercial, indicate the type, whether neighborhood, city or regionally oriented, square footage of sales area, and loading facilities. Primarily a city oriented business, with a moderate regional reach; the use is service based and does not require a traditional sales area; no loading facilities.  
Not residential
- 18. If industrial, indicate type, estimated employment per shift, and loading facilities.  
Not industrial
- 19. If institutional, indicate the major function, estimated employment per shift, estimated occupancy, loading facilities, and community benefits to be derived from the project.  
Not institutional
- 20. If the project involves a variance, conditional use or rezoning application, state this and indicate clearly why the application is required.  
A Floor Area Ratio variance has been applied for as part of this application.

***Are the following items applicable to the project or its effects? Discuss below all items checked yes (attach additional sheets as necessary).***

|     |   |                                 |   |
|-----|---|---------------------------------|---|
| 21. | Change in existing features of any bays, tidelands, beaches or hills, or substantial alternation of ground contour. | Yes<br><input type="checkbox"/> | No<br><input checked="" type="checkbox"/> |
| 22. | Change in scenic views or vistas from existing residential areas or public lands or roads.                          | Yes<br><input type="checkbox"/> | No<br><input checked="" type="checkbox"/> |
| 23. | Change in pattern, scale or character of general area of project.   | Yes<br><input type="checkbox"/> | No<br><input checked="" type="checkbox"/> |
| 24. | Significant amounts of solid waste or litter.   | Yes<br><input type="checkbox"/> | No<br><input checked="" type="checkbox"/> |
| 25. | Change in dust, ash, smoke, fumes or odors in vicinity.   | Yes<br><input type="checkbox"/> | No<br><input checked="" type="checkbox"/> |
| 26. | Change in ocean, bay, lake, stream or ground water quality or   | Yes<br><input type="checkbox"/> | No<br><input type="checkbox"/>            |


 Agenda Item Number 8  
 City Council Meeting Packet for March 02, 2021  
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|     |   |                                 |   |
|-----|---|---------------------------------|---|
|     | quantity, or alteration of existing drainage patterns.                                  | <input type="checkbox"/>        | <input checked="" type="checkbox"/>       |
| 27. | Substantial change in existing noise or vibration levels in the vicinity.               | Yes<br><input type="checkbox"/> | No<br><input checked="" type="checkbox"/> |
| 28. | Site on filled land or on slope of 10 percent or more.                                  | Yes<br><input type="checkbox"/> | No<br><input checked="" type="checkbox"/> |
| 30. | Substantial change in demand for municipal services (police, fire, water, sewage, etc). | Yes<br><input type="checkbox"/> | No<br><input checked="" type="checkbox"/> |
| 31. | Substantially increase fossil fuel consumption (electricity, oil, natural gas, etc).    | Yes<br><input type="checkbox"/> | No<br><input checked="" type="checkbox"/> |
| 32. | Relationship to a larger project or series of projects.                                 | Yes<br><input type="checkbox"/> | No<br><input checked="" type="checkbox"/> |
|     |   |                                 |   |
|     |   |                                 |   |

**Environmental Setting:**

33. Describe the project site as it exists before the project, including information on topography, soil stability, plants and animals, and any cultural, historical or scenic aspects. Describe any existing structures on the site, and the use of the structures. Attach photographs of the site. Snapshots or Polaroid photos will be accepted.

Topography: Very shallow existing slope, see site plan for contours.  
 Soil Stability: Adjacent structures indicate appropriate soil stability for the proposed project.  
 Plants: Other than a proposed tree removal as noted, no significant plants currently exist at the project location.  
 Animals: None  
 Cultural Aspects: None  
 Historical Aspects: None  
 Scenic Aspects: None  
 Existing Structures: Two buildings currently exist; a 6,700 square foot sales and automobile repair building and a 1,400 square foot automobile service building.

Photographs are attached.





34. Describe the surrounding properties, including information on plant and animals and any cultural historical, or scenic aspects. Indicate the type of land use (residential, commercial, etc), intensity of land use (one-family, apartment houses, shops, department stores, etc), and scale of development (height, frontage, set-back, rear yard, etc). Attach photographs of the site. Snapshots or Polaroid photos will be accepted.

Adjacent Properties

Land Use: A variety of existing commercial uses surround the project site. The closest building, to the east, is in use as retail, office and shop space with a metal working area outside at the south end, in direct adjacency to the proposed project.

Land Use Intensity: Low land use intensity in comparison with allowed densities.

Development Scale: One and two story buildings surround the proposed project site with a variety of setbacks.

Plants: No significant plants currently exist on adjacent parcels.

Animals: None

Cultural Aspects: None

Historical Aspects: None

Scenic Aspects: None

Photographs are attached.

|  | YES | NO |
|--|-----|----|
| <b>A. Does the Project involve any of the following?</b>   |     |    |
| 1. No change in the square footage to the existing structure?  | ■   |    |
| 2. An addition of more than 50% of square footage to the existing structure?   |     | ■  |
| 3. An addition of more than 2500 square feet to the existing structure?  |     | ■  |
| 4. An addition of more than 10,000 square feet to the existing structure?  |     | ■  |
| 5. Demolition of the existing structure?   |     | ■  |
|  | YES | NO |
| <b>B. Does the Project involve the replacement or reconstruction of existing structures or facilities at the site which:</b> |     |    |
| 1. Will have substantially the same purpose and capacity as existing structures at the site?                                 |     | ■  |
| 2. Will result in an increase in square footage or capacity as compared to the existing structure?                           |     | ■  |



|   | YES                      | NO                       |
|---|--------------------------|--------------------------|
| <b>C. Does the Project involve new construction of:</b>   |                          |                          |
| 1. 35 or more dwelling units?   |                          | <input type="checkbox"/> |
| 2. More than 15,000 square feet of commercial, industrial, governmental, or institutional floor area?   |                          | <input type="checkbox"/> |
| 3. Stores, motels, offices, restaurants, and similar structures designed for an occupant load of more than 30 persons?  |                          | <input type="checkbox"/> |
|   | YES                      | NO                       |
| <b>D. Does the Project involve division of property into more than four parcels or consolidation of more than four parcels?</b>   |                          | <input type="checkbox"/> |
|   | YES                      | NO                       |
| <b>E. Will the Project require issuance of a Variance, Use Permit, Zoning Ordinance Amendment, Zoning Map Amendment, or General Plan Amendment?</b>   | <input type="checkbox"/> |                          |
|   | YES                      | NO                       |
| <b>F. Will the Project result in a change in use at the site (for example: from residential to commercial or from office to restaurant?)</b>  |                          | <input type="checkbox"/> |
|   | YES                      | NO                       |
| <b>G. Is this Project:</b>  |                          |                          |
| 1. Similar to the other projects for which you have received permits in the last two years in the City of Sebastopol?   |                          | <input type="checkbox"/> |
| 2. Similar to other projects, which you are planning to develop within two years in the City of Sebastopol?   |                          | <input type="checkbox"/> |
|   | YES                      | NO                       |
| <b>H. Does the Project involve changes to an official City landmark?</b>  |                          | <input type="checkbox"/> |
|   | YES                      | NO                       |
| <b>I. Does the Project involve use of disposal of potentially hazardous materials, such as toxic substances, flammables, or explosives?</b>   |                          | <input type="checkbox"/> |
|   | YES                      | NO                       |
| <b>J. If the Project is located within 500 feet of a residential zone or noise-sensitive land uses, will the construction of the project involve the use of pile driving, night time track hauling, blasting, 24 hour pumping, or other equipment that creates high noise levels and or vibrations?</b> |                          | Not Applicable           |
|   | YES                      | NO                       |
| <b>K. Does the Project involve the construction, substantial remodel, or 50% or more addition to the following types of uses?</b>   |                          |                          |
| Mobile home, amphitheater, concert hall, auditorium, meeting hall, hospital, church, library, school classrooms, or day care?   |                          | <input type="checkbox"/> |

I certify that the information in this form is correct to the best of my knowledge.

Paul Syle

Applicant Signature

March 25, 2019

Date



**Certification:**

I hereby certify that the statements furnished above and in the attached exhibits present the data and information required for this initial evaluation to the best of my ability, and that the facts, statements, and information represented are true and correct to the best of my knowledge and belief.

Date: March 25, 2019

Signature: PSL SLE

Printed Name: Patrick Slayter, Architect

For: Mark Reece, Benedetti Tire & Express Lube, Owner



P A T R I C K S L A Y T E R   A R C H I T E C T  
 CALIFORNIA REGISTRATION NUMBER C30700  
 POST OFFICE BOX 941  
 SEBASTOPOL CALIFORNIA 95473  
 TELEPHONE: 707 . 829 . 9090  
 FACSIMILE: 707 . 829 . 9095  
 ELECTRONIC MAIL: PS AT SLAYTERARCHITECT . COM  
 INTERNET: SLAYTERARCHITECT . COM

May 28, 2019

Job# 19.07

RE: City of Sebastopol Planning Department letter dated April 25, 2019  
 Benedetti Tire and Express Lube  
 Proposed New Carwash Facility  
 6809 Sebastopol Avenue  
 Sebastopol, CA 95472

1. *Is the proposed location in the LOMR FEMA approved for the site? If not, project must comply with the Flood Ordinance. Please contact the Building Official with questions. The current plan show the car wash structure is within the Regulatory Floodway, and the structure is at the 78' BFE, not 2' above BFE or flood proofed.*

The proposed project is partially located in the AE flood zone as noted on the Use Permit application site plan. The planned type of construction is integrated concrete formwork (ICF) which is flood damage resistant and fireproof. The planned construction type has been informally discussed with the Building Official and compliance with the Flood Ordinance will be provided per 15.16.170(2)(b).

2. *Ensure that all trees proposed for removal are indicated on the site plan.*

Please see the included preliminary tree plan for the location of all trees to be removed as well as proposed locations for replacement trees.

3. *Provide an Acoustic Report which should outline the decibel levels both at the vacuum hoses and the carwash structure.*

An acoustic report and equipment specifications for a project currently under construction in Rohnert Park has been included in this package. While the existing site conditions may differ between Rohnert Park and Sebastopol, significant similarities exist between the equipment planned in each facility. The equipment manufacturers continually improve their equipment, and the data provided should be considered a worse-case-scenario.

4. *Provide parking calculations for each individual lot created by the subdivision.*

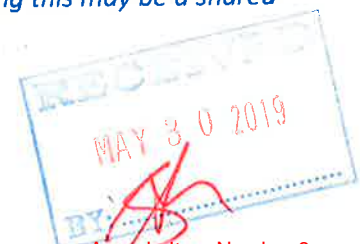
Parking calculations have been provided for each of the three proposed lots; please see included attachment.

5. *Provide bike parking calculations for each individual lot and please call out their locations on the site plan.*

Bicycle parking calculations have been provided for each of the three proposed lots; please see included attachment.

6. *Identify EV parking spaces (required for new use, per pre-application meeting this may be a shared parking easement area).*

EV parking locations have been noted; please see the site plan.



7. *While you address the fact that the carwash will have a water reclamation system, which uses 80% reclaimed water; please provide information regarding the treatment of any waste water produced.*

The noted 80% figure should be considered a minimum. Manufacturer improvements continually make this equipment more efficient.

Regarding the wastewater: a full access 2000 gallon sand and grease separator will be installed that includes a flow meter for monitoring the equipment efficacy, allowing for testing purposes.

8. *Provide information regarding the use of the trash enclosure:*

- *Will this trash enclosure service all 3 lots?*

The indicated trash enclosure is intended to service all three proposed lots.

- *If it is intended to serve all three lots, will there be an easement to allow for use by all businesses.*

The trash enclosure will be shared by all three lots via a shared use and maintenance agreement.

- *If it is only intended for the one use, please provide details on the locations for the trash enclosures for the other two lots/uses.*

Please see above. A single trash enclosure for all three lots will continue the existing functional condition as well as being the most space-efficient layout.

9. *Please confirm and revise written statement to address the following:*

- *Per 16.40.010 (G): Provide details regarding shared maintenance obligations for any shared amenities (parking, driveway, EV charging stations, sidewalks/walkways, trash enclosures/service, storm drainage, etc.). Will this include easements? How will maintenance be handled once each parcel is under separate ownership? Note, the formal maintenance agreements will be required at the time of Final Map submittal.*

An agreement will be entered into that clearly delineates maintenance obligations for shared site improvements and amenities. The agreement will assign proportionate costs and responsibilities as agreed to by the parcel and/or business owner(s). The project team acknowledges the requirement for this agreement to be in place at the time Final Map submittal.

- *Per Table 17.110-2: Automatic car washes parking requirements — Queuing space equal to six times the capacity of the washing facility.*

This standard has been met; please see the provided parking calculation.

- *Per 17.345.010 (A): The site shall have at least 150 ft. of frontage on an arterial or collector street. In this case, please confirm that there will be an access easement from a property which does have at least 150 ft. of frontage.*

An access easement will be provided from a parcel having 150 linear feet of frontage on an arterial or collector street.

- *Per 17.345.010(E)(3): Vapor processing units and propane tanks shall be located behind or on the side of the main building, where possible, or screened within a landscaped area. Tanks shall be installed pursuant to State, County, and local requirements and shall be orientated in a horizontal position.*

All equipment for the proposed car wash will be fully contained within the proposed building. Please note there will be no propane or vapor processing tanks for this project.

- *Per 17.345.010 (F)(1): All merchandise, including but not limited to periodicals, vending machines, and other items offered for purchase, shall be contained within the buildings at all times.*

All merchandise will be contained within the proposed building.



- *Per 17.345.020 (B): All washing and automatic drying facilities shall be completely within an enclosed building.*

All washing and drying equipment for the proposed car wash will be fully contained within the proposed building.

- *Per 17.345.020 (B): Mechanical equipment for powering vacuuming shall be located within an enclosed structure.*

All equipment, including the mechanical system for the vacuum stations, for the proposed car wash will be fully contained within the proposed building.

*The following items are approvability items, not completeness items. They are listed here for your information and should be resolved as part of your resubmittal:*

1. *Unless queuing will be impacted, please revise plans so that the dividing isle at the southwest corner is moved east. The goal is have enough room for the exit drive while preserving the two redwood trees located at the southwest corner (currently proposed for removal).*

The area at the southwest corner of the site has been revised in order to better accommodate fire department access. Removal of the two redwood trees in this location is planned as this is a poor species choice for urban trees. The existing pavement edge is haphazard and does not feature a curb; reconsidering the shape of this planting area will allow for a permanent curb and provide an increase in landscape area with appropriate urban plant material as well as provide the requested fire department access.

2. *Provide likely locations for replacement trees.*

The business owner is planning a complete re-landscaping of the entire site, including the frontage at Sebastopol Avenue to include new street trees per the City standard. Replacement trees will be located throughout the site. Please see the included diagram indicating likely replacement tree locations.

3. *The 2nd floor contains a number of windows as well as mechanical equipment, how will this impact noise? Please provide details regarding noise attenuation features for the 1st floor and 2nd floor of the car wash (may be included in the acoustic report).*

The windows shown on the second floor, where needed, are planned to be triple glazed sound-attenuation windows. The planned type of construction is integrated concrete formwork (ICF) which, due to the mass, is largely soundproof.

4. *Please confirm, that upon exiting the vacuum area, cars will have the option to leave via Barnes Ave as well as Sebastopol Ave.*

The Barnes Avenue exit is planned as the primary exit route for the new facility, minimizing traffic impacts at the Sebastopol Avenue location.

5. *Will the proposed project include the alteration of, or the addition of, fencing for the car wash lot?*

There is no fencing planned for the interior of the site. The existing perimeter fence is planned to remain, with repairs and replacement as needed.

Please contact my office should additional items require clarification.



Patrick Slayter, Architect

# BENEDETTI TIRE & EXPRESS LUBE

6809 SEBASTOPOL AVENUE  
SEBASTOPOL, CALIFORNIA 95472  
PROPOSED NEW CARWASH FACILITY

Agenda Item Number 8



05/18/19

## PROJECT STATEMENT

For an existing automotive service business, the proposed project is the construction of a new automatic car wash facility. The existing business has been in operation in this location since 1992 and in 1999 an express lube was added. The proposed project consists of site improvements to include the construction of a new building to house the car wash, an outdoor area with vacuum stations and related driveway and landscaping improvements. Primary access to and egress from the car wash facility is proposed at the southwest corner of the parcel from Abbott Avenue and Barnes Avenue with additional internal site circulation provided. The ability to access the parcel from Barnes Avenue and Abbott Avenue will reduce traffic impacts to Sebastopol Avenue.

A subdivision is planned for the existing single parcel, creating three parcels with one structure per parcel. This process will simplify the business and property ownership into the future and provide distinct Conditional Use Permits for the businesses to the benefit of the City. This property is in the Central Core zone and requires a Conditional Use Permit for the proposed use. The existing business has operated in this location since 1992 with a Conditional Use Permit and the proposed automatic car wash is an expansion of the existing automotive service business. The parcel is not adjacent to any residential zones or residential uses. Parking requirements for the three proposed lots are individually met, with electric vehicle and bicycle parking intended as shared amenities by the parcels; sharing these facilities will allow for optimal placement and ease of installation.

The proposed location is the south end of the existing single parcel which is currently unimproved. The project will require the removal of seven 18"-24" redwood trees. Extensive new landscaping throughout the site, including the Sebastopol Avenue frontage, is proposed. City-approved replacement trees will be used throughout the site. The installation of the new City standard street trees is being considered along Sebastopol Avenue, which will add continuity to the eastern part of the downtown. Please see the included preliminary tree removal and replacement plan for locations.

A shared maintenance agreement will be entered into that clearly delineates maintenance obligations for shared site improvements and amenities (parking, drive aisles, EV charging stations, trash enclosure and service, storm drainage, etcetera). The agreement will assign proportionate costs and responsibilities as agreed to by the parcel and/or business owner(s). The project team acknowledges the requirement for this agreement to be in place at the time Final Map submittal. Access easements between the three proposed parcels will also be provided prior to Final Map submittal.

It is estimated the facility will initially serve between 125 to 150 customers daily with an upper ceiling of around 200 customers per day. The car wash facility will require two to three employees during operation and is proposed to operate between the hours of 7:00 a.m. to 7:00 p.m. Monday through Saturday.

The provided building elevations and plans are preliminary and indicate the general architecture and massing of the proposed structures. Building forms, colors and architectural features of the proposed building will be similar to the existing structures on the site and compatible with structures on adjacent parcels. Insulated concrete form construction is planned, which will significantly reduce noise and provide a durable, appropriate building form.

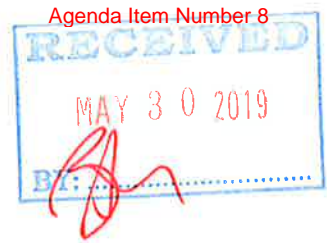
A water reclamation system will be installed which reclaims a minimum of 80% of the water used in the facility. The proposed wash equipment uses approximately 5 gallons of water per wash cycle, although newly developed equipment may lower this figure to 3-4 gallons per cycle.

The wash equipment will be state of the art with low noise levels, contaminate collection systems and other environmental protection measures. All of the mechanical equipment, including the vacuum station machinery, will be fully enclosed within the building. A full access 2,000 gallon sand and grease separator will be installed, including a flow meter to monitor the equipment efficacy.

The existing buildings feature a 50,000kw photovoltaic system which provides 85% of the business' current electrical needs. The proposed building will include a photovoltaic system that will produce approximately 40,000kw to supply the demands of the car wash equipment.



**BENEDETTI TIRE & EXPRESS LUBE**  
**6809 SEBASTOPOL AVENUE**  
**SEBASTOPOL, CALIFORNIA 95472**  
**PROPOSED NEW CARWASH FACILITY**



**PARKING CALCULATION - LOT 1 - EXISTING AUTOMOTIVE SERVICE BUILDING**

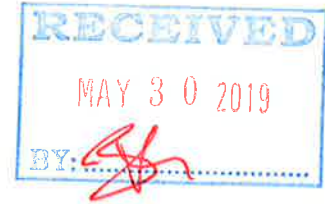
05/18/19

|   |  |
|---|--|
| PER THE ZONING ORDINANCE, REQUIRED PARKING FOR THE DOWNTOWN CORE ZONE (CS):<br>ONE (1) SPACE PER 500 SQUARE FEET OF NET BUILDING AREA.<br>NET FLOOR AREA SHALL BE THE EXTERIOR GROSS FLOOR AREA OF THE BUILDING MINUS 15 PERCENT OF THE TOTAL AREA. |  |
| EXISTING BUILDING GROSS AREA:   | 6,700 SQUARE FEET  |
| EXISTING BUILDING NET AREA:   | 6,700 SQUARE FEET (0.85) = 5,695 SQUARE FEET                       |
| PARKING REQUIRED:   | 5,695 SQUARE FEET / 500 SQUARE FEET PER SPACE = 11 SPACES REQUIRED |
| PARKING PROVIDED:   | 9 SPACES IN THE SHOP WORKBAYS + 12 SURFACE = 17 SPACES PROVIDED    |
| BICYCLE PARKING = 20% OF VEHICLE PARKING REQUIREMENT:   | 11 SPACES (0.20) = 2 BICYCLE SPACES REQUIRED                       |
| BICYCLE PARKING PROVIDED:   | 2 SPACES   |

**PARKING CALCULATION - LOT 2 - EXISTING EXPRESS LUBE BUILDING**

|   |   |
|---|---|
| PER THE ZONING ORDINANCE, REQUIRED PARKING FOR THE DOWNTOWN CORE ZONE (CS):<br>ONE (1) SPACE PER 500 SQUARE FEET OF NET BUILDING AREA.<br>NET FLOOR AREA SHALL BE THE EXTERIOR GROSS FLOOR AREA OF THE BUILDING MINUS 15 PERCENT OF THE TOTAL AREA. |   |
| EXISTING BUILDING GROSS AREA:   | 1,400 SQUARE FEET   |
| EXISTING BUILDING NET AREA:   | 1,400 SQUARE FEET (0.85) = 1,190 SQUARE FEET                            |
| PARKING REQUIRED:   | 1,190 SQUARE FEET / 500 SQUARE FEET PER SPACE = 21 SPACES REQUIRED      |
| PARKING PROVIDED:   | 2 SPACES IN THE EXPRESS LUBE WORKBAYS + 11 SURFACE = 13 SPACES PROVIDED |
| BICYCLE PARKING = 20% OF VEHICLE PARKING REQUIREMENT:   | 2 SPACES (0.20) = 0 BICYCLE SPACES REQUIRED                             |
| BICYCLE PARKING PROVIDED:   | 0 SPACES  |

**BENEDETTI TIRE & EXPRESS LUBE**  
**6809 SEBASTOPOL AVENUE**  
**SEBASTOPOL, CALIFORNIA 95472**  
**PROPOSED NEW CARWASH FACILITY**



**PARKING CALCULATION - LOT 3 - PROPOSED CAR WASH**

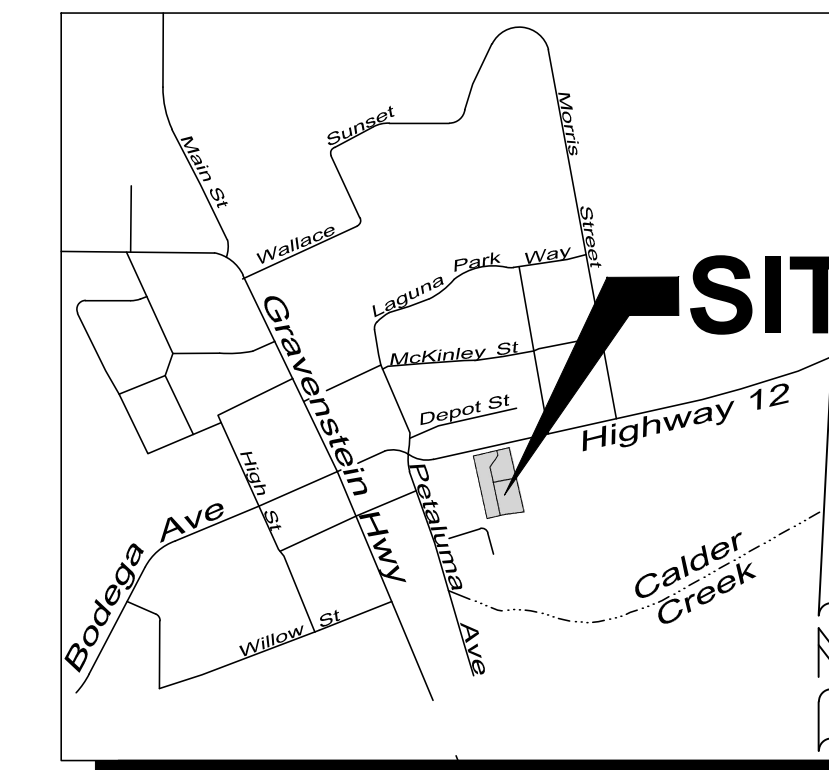
05/18/19

|  |   |
|--|---|
| PER THE ZONING ORDINANCE, REQUIRED PARKING FOR AN AUTOMATIC CAR WASH FACILITY:<br>SPACES EQUAL TO (6) TIMES THE CAPACITY OF THE WASHING FACILITY ARRANGED TO PROVIDE BOTH WAITING<br>AND DRYOFF/CLEANUP AREAS: |   |
| PROPOSED AUTOMATIC CAR WASH CAPACITY:  | 2 CARS  |
| REQUIRED SPACES DEDICATED TO THE CAR WASH, ARRANGED TO<br>PROVIDE BOTH WAITING AND DRYOFF/CLEANUP AREAS:   | 2 CARS (6) = 12 SPACES REQUIRED                       |
| PROPOSED CAR WASH PARKING PROVIDED:  |   |
| PROPOSED VACUUM STATION / CLEANUP / EMPLOYEE SPACES:   | 17 SPACES   |
| PROPOSED CAR WASH CUSTOMER STAGING SPACES:   | 14 SPACES   |
| TOTAL PROPOSED CAR WASH PARKING PROVIDED:  | 17 + 13 = 31 SPACES                                   |
| BICYCLE PARKING = 20% OF VEHICLE PARKING REQUIREMENT:  | 12 SPACES (0.20) = 2 BICYCLE SPACES REQUIRED          |
| BICYCLE PARKING PROVIDED:  | 2 SPACES  |
| ELECTRIC VEHICLE PARKING = 20% OF VEHICLE PARKING REQUIREMENT:   | 12 SPACES (0.20) = 2 ELECTRIC VEHICLE SPACES REQUIRED |
| ELECTRIC VEHICLE PARKING PROVIDED (VIA AN ACCESS EASEMENT):  | 2 SPACES  |

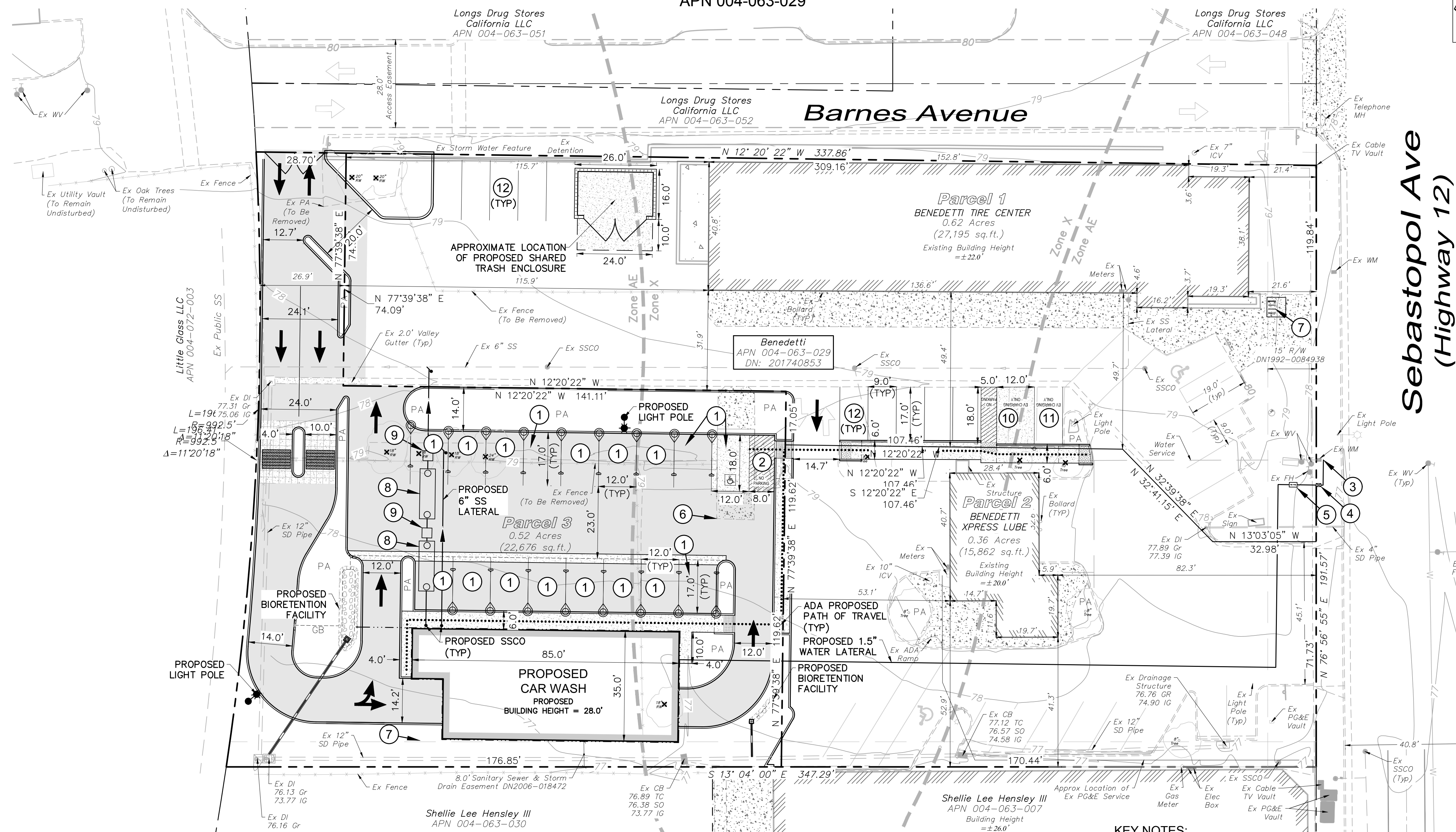


# USE PERMIT FOR PARCEL 3 OF THE BENEDETTI MINOR SUBDIVISION

6809 Sebastopol Avenue  
Sebastopol, California  
APN 004-063-029



LOCATION MAP  
NTS



**Sebastopol Ave  
(Highway 12)**

**DEMOLITION LEGEND:**

⊗ EX TREE TO BE REMOVED

**ADA LEGEND**

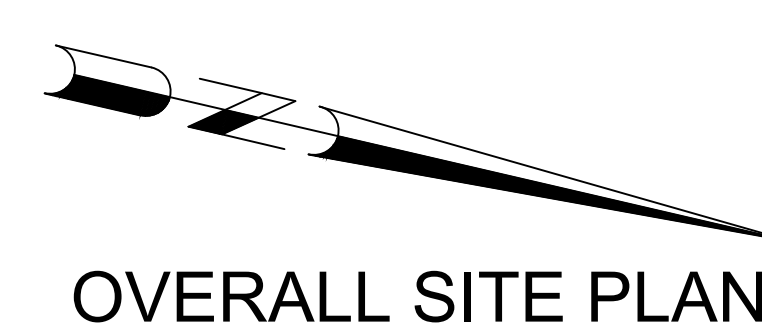
..... ADA ACCESSIBLE PATH OF TRAVEL (POT)

THE PATH OF TRAVEL (POT) IDENTIFIED IN THESE CONSTRUCTION DOCUMENTS IS COMPLIANT WITH THE CURRENT APPLICABLE CALIFORNIA BUILDING CODE ACCESSIBILITY PROVISIONS FOR PATH OF TRAVEL REQUIREMENTS FOR ALTERATIONS, ADDITIONS AND STRUCTURAL REPAIRS. PATHS OF TRAVEL MUST BE: (1) CONTINUOUSLY ACCESSIBLE; (2) HAVE A MAXIMUM 1/2" CHANGES IN ELEVATION OR PROVIDE CURB RAMPS COMPLYING WITH CBC 11B-406; (3) ARE A MINIMUM 48" IN WIDTH; AND (4) WHERE NECESSARY TO CHANGE ELEVATION AT A SLOPE EXCEEDING 5% (I.E., 20:1), SHALL HAVE PEDESTRIAN RAMPS COMPLYING WITH CBC 11B-405, CBC 11B-202.4, 11B-206.2.2, 11B-303.1, 11B-403.5, AND 11B-406.

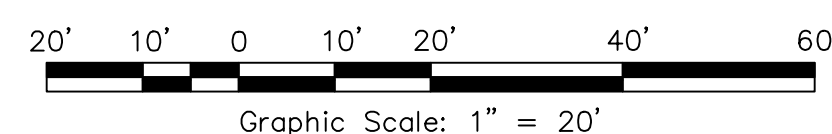
**PURPOSE STATEMENT**

TO OUTLINE PRELIMINARY DESIGN CONCERNING PARCEL 3 & THE IMPACT TO THE ADJACENT PARCELS & BUSINESSES.

SEE THE BENEDETTI MINOR SUBDIVISION TENTATIVE MAP APPLICATION FOR MORE DETAILS. (UNDER SEPARATE PERMIT).



**OVERALL SITE PLAN**



**KEY NOTES:**

- 1 16 PROPOSED VACUUM PARKING STALL
- 2 1 PROPOSED ADA VACUUM PARKING STALL
- 3 MANIFOLD PROPOSED WATER SERVICE FROM EXISTING LATERAL CONNECTION
- 4 PROPOSED WATER METER FOR NEW DEVELOPMENT
- 5 PROPOSED REVERSE PRESSURE BACKFLOW PREVENTOR FOR NEW DEVELOPMENT
- 6 DEMO EXISTING TRASH ENCLOSURE AND RELOCATE
- 7 PROPOSED SHARED BICYCLE STORAGE AREA
- 8 2000-GOLLON JENSEN PRECAST MODEL #JP2000EE-SO SAND AND GREASE INTERCEPTOR/CLARIFIER (USP)
- 9 CONTROL SAMPLING MANHOLE
- 10 ELECTRIC VEHICLE PARKING STALL & SHARED CHARGING STATION (STALL TO BE GRADED FOR ACCESSIBILITY)
- 11 ELECTRIC VEHICLE PARKING STALL & SHARED CHARGING STATION
- 12 PROPOSED SHARED STANDARD PARKING STALL

|                  |                    |             |                 |
|------------------|--------------------|-------------|-----------------|
| <b>Revisions</b> | <b>Description</b> | <b>Date</b> | <b>Approved</b> |
|                  |                    |             |                 |
|                  |                    |             |                 |
|                  |                    |             |                 |

**adobe associates, inc.**  
civil engineering | land surveying | wastewater  
1220 N. Dutton Ave., Santa Rosa, CA 95401  
P: (707) 541-2300 F: (707) 541-2301  
Website: www.adobeinc.com

**Use Permit**  
for Parcel 3 of the  
**Benedetti Minor Subdivision**  
6809 Sebastopol Avenue  
Sebastopol, California  
APN 004-063-029

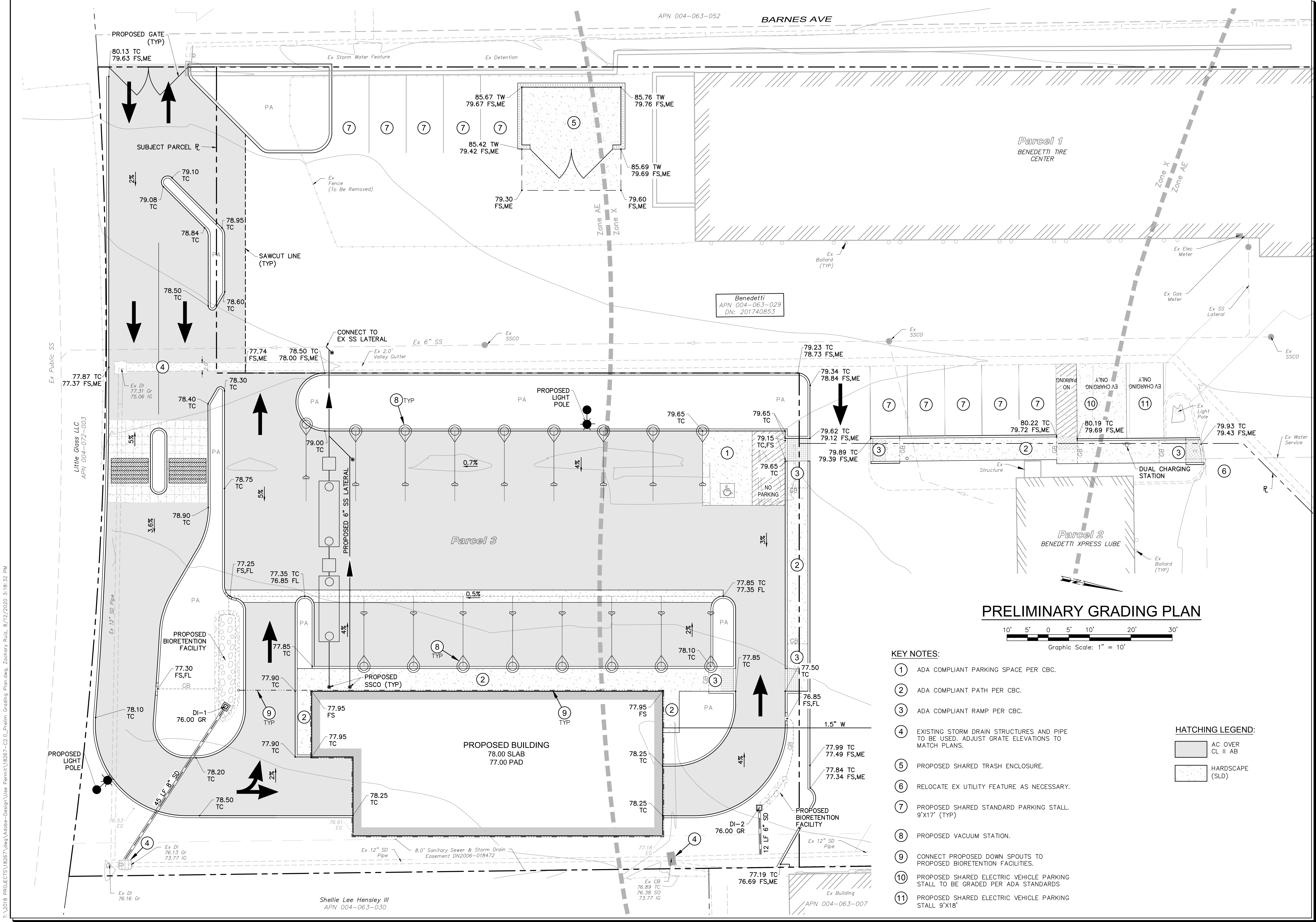
SCALE: AS NOTED  
Date: August 12, 2020  
Design by: ZR/TRG  
Drawn by: TRG  
Checked by: JLR

Sheet  
**C1.0**  
1 of 2 Sheets  
Job 18267

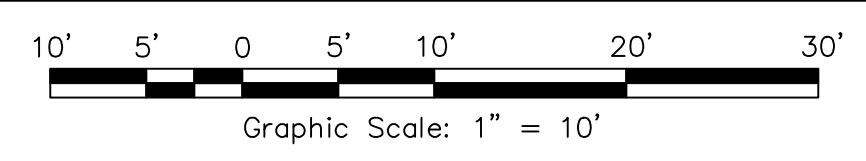
Timothy L. Schram, RCE 67890  
My license expires 6/30/2021

T: 2018 PROJECTS\18267\dwg\adobe-design\use permit\18267-C1.0\_Site Plan.dwg, Zschramy.Ruz, 8/12/2020 3:16:11 PM





**PRELIMINARY GRADING PLAN**



**KEY NOTES:**

- ① ADA COMPLIANT PARKING SPACE PER CBC.
- ② ADA COMPLIANT PATH PER CBC.
- ③ ADA COMPLIANT RAMP PER CBC.
- ④ EXISTING STORM DRAIN STRUCTURES AND PIPE TO BE USED. ADJUST GRATE ELEVATIONS TO MATCH PLANS.
- ⑤ PROPOSED SHARED TRASH ENCLOSURE.
- ⑥ RELOCATE EX UTILITY FEATURE AS NECESSARY.
- ⑦ PROPOSED SHARED STANDARD PARKING STALL 9'X17' (TYP)
- ⑧ PROPOSED VACUUM STATION.
- ⑨ CONNECT PROPOSED DOWN SPOUTS TO PROPOSED BIORETENTION FACILITIES.
- ⑩ PROPOSED SHARED ELECTRIC VEHICLE PARKING STALL TO BE GRADED PER ADA STANDARDS
- ⑪ PROPOSED SHARED ELECTRIC VEHICLE PARKING STALL 9'X18'

**HATCHING LEGEND:**

- AC OVER CL II AB
- HARDSCAPE (SLD)

| Revisions | Description | Approved |
|-----------|-------------|----------|
|           |             |          |
| No.       | Date        |          |

**adobe associates, inc.**  
 civil engineering / land surveying / wastewater  
 1220 N. Dutton Ave., Santa Rosa, CA 95401  
 P: (707) 541-2300 F: (707) 541-2301  
 Website: www.adobeinc.com

Timothy L. Schram, RCE 67890  
 My license expires 6/30/2021

**Preliminary Grading & Drainage Plan**  
 for Parcel 3 of the  
**Benedetti Minor Subdivision**  
 6809 Sebastopol Avenue  
 Sebastopol, California  
 APN 004-063-029

SCALE: AS NOTED  
 Date: August 12, 2020  
 Design by: ZR/TRG  
 Drawn by: TRG  
 Checked by: JLR

Sheet  
**C2.0**  
 2 of 2 Sheets  
 Job 18267

Agenda Item Number 8  
 City Council Meeting Packet for March 02, 2021  
 Page 82 of 348



**PATRICK  
SLAYTER  
ARCHITECT**

POST OFFICE BOX 941  
SEBASTOPOL  
CALIFORNIA 95473  
707 . 829 . 9090

**PRINT DATES**  
PLANNING APPLICATION 03/21/19

**REVISIONS**

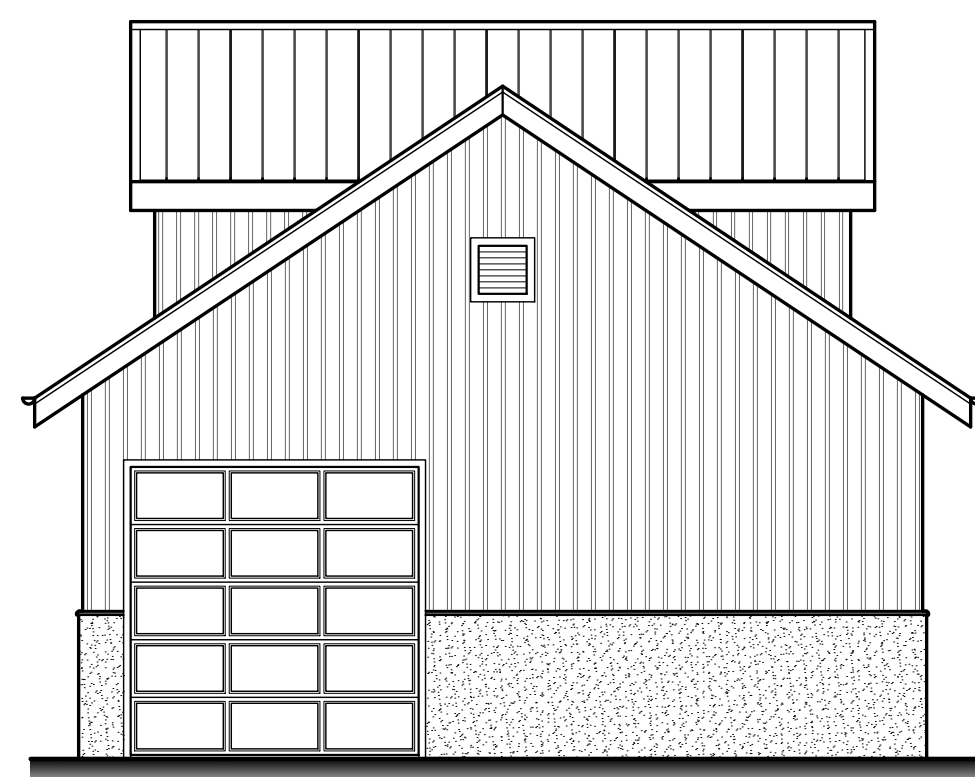
**BENEDETTI TIRE & EXPRESS LUBE**  
6809 SEBASTOPOL AVENUE  
SEBASTOPOL, CALIFORNIA 95472  
PROPOSED NEW CARWASH FACILITY

JOB NUMBER 17-02  
COPYRIGHT 2019  
SHEET NUMBER

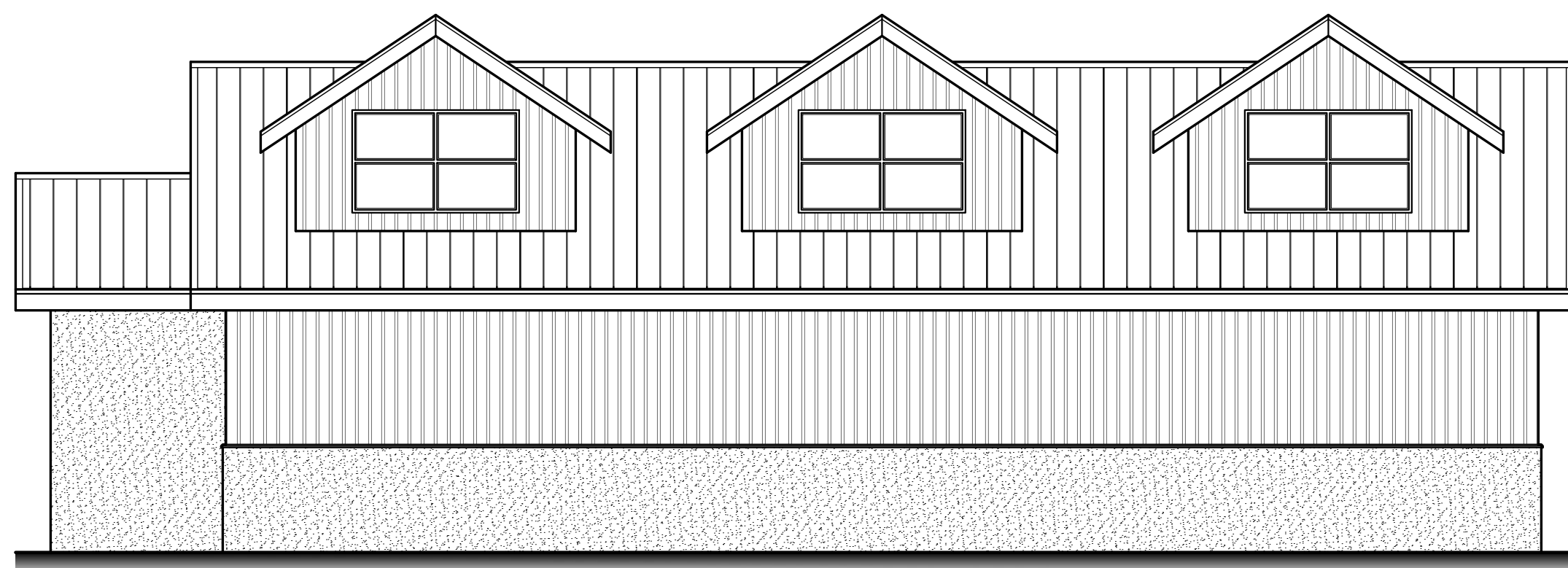
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OF SHEETS  
Agenda Item Number 8  
City Council Meeting Packet for March 02, 2021  
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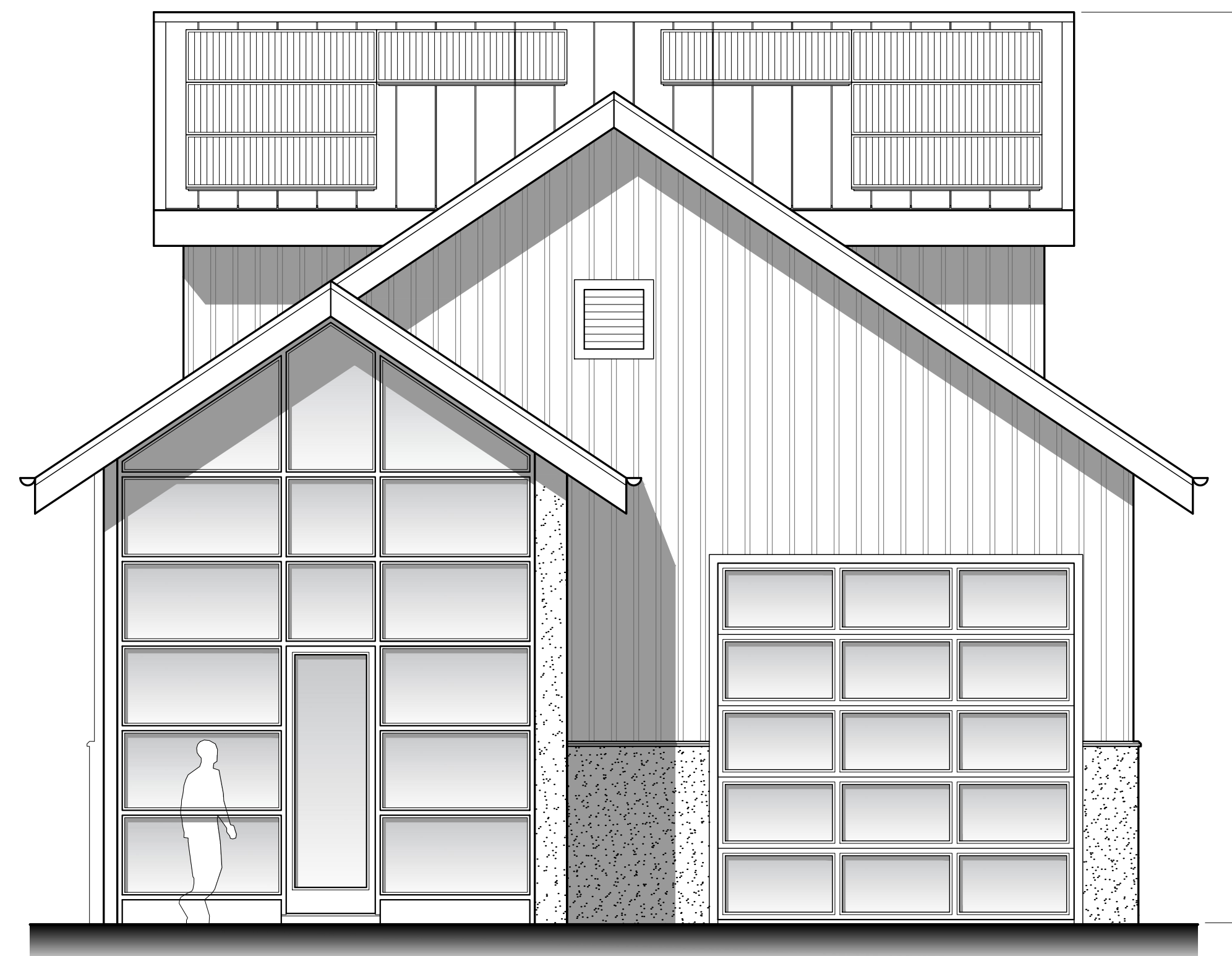
THESE DRAWINGS CONSTITUTE THE ORIGINAL UNPUBLISHED WORK OF PATRICK SLAYTER ARCHITECT AND MAY NOT BE DUPLICATED, REPRODUCED IN ANY WAY OR USED FOR ANY REASON WITHOUT THE WRITTEN CONSENT OF PATRICK SLAYTER ARCHITECT



**NORTH ELEVATION**  
1/8" = 1'-0"  
SCALE IN FEET



**EAST ELEVATION**  
1/8" = 1'-0"  
SCALE IN FEET



**SOUTH ELEVATION**  
1/4" = 1'-0"  
SCALE IN FEET



**WEST ELEVATION**  
1/4" = 1'-0"  
SCALE IN FEET

- METAL SIDING TO COORDINATE WITH (E) BUILDINGS
- STANDING SEAM METAL ROOF
- PLASTER CEMENT WALL FINISH
- INSULATED CONCRETE FORM CONSTRUCTION TYPICAL
- ALUMINUM FRAME WINDOW TYPICAL

**PRINT DATES**  
PLANNING APPLICATION 03/21/19

**REVISIONS**

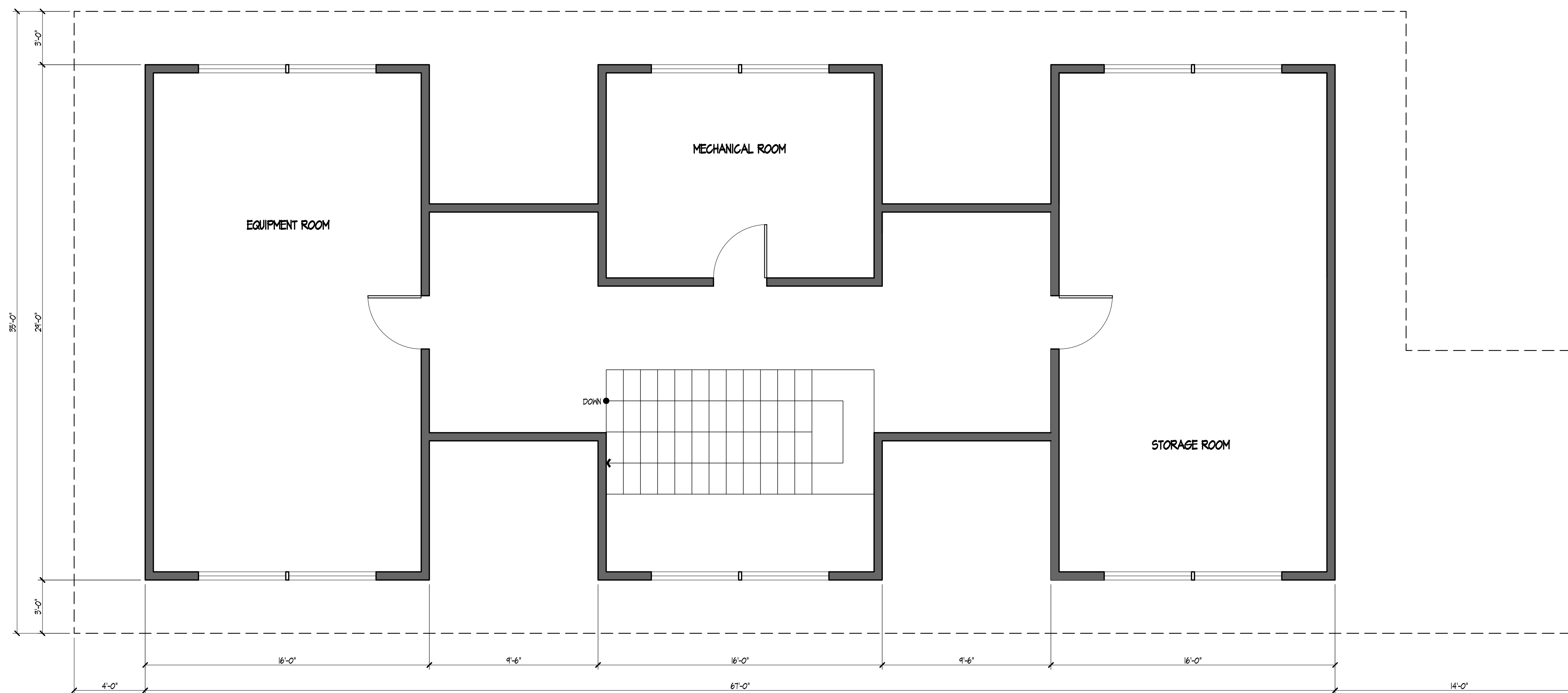
**BENEDETTI TIRE & EXPRESS LUBE**  
6809 SEBASTOPOL AVENUE  
SEBASTOPOL, CALIFORNIA 95472  
PROPOSED NEW CARWASH FACILITY

JOB NUMBER 17-02  
COPYRIGHT 2019  
SHEET NUMBER

**A 2**

OF SHEETS

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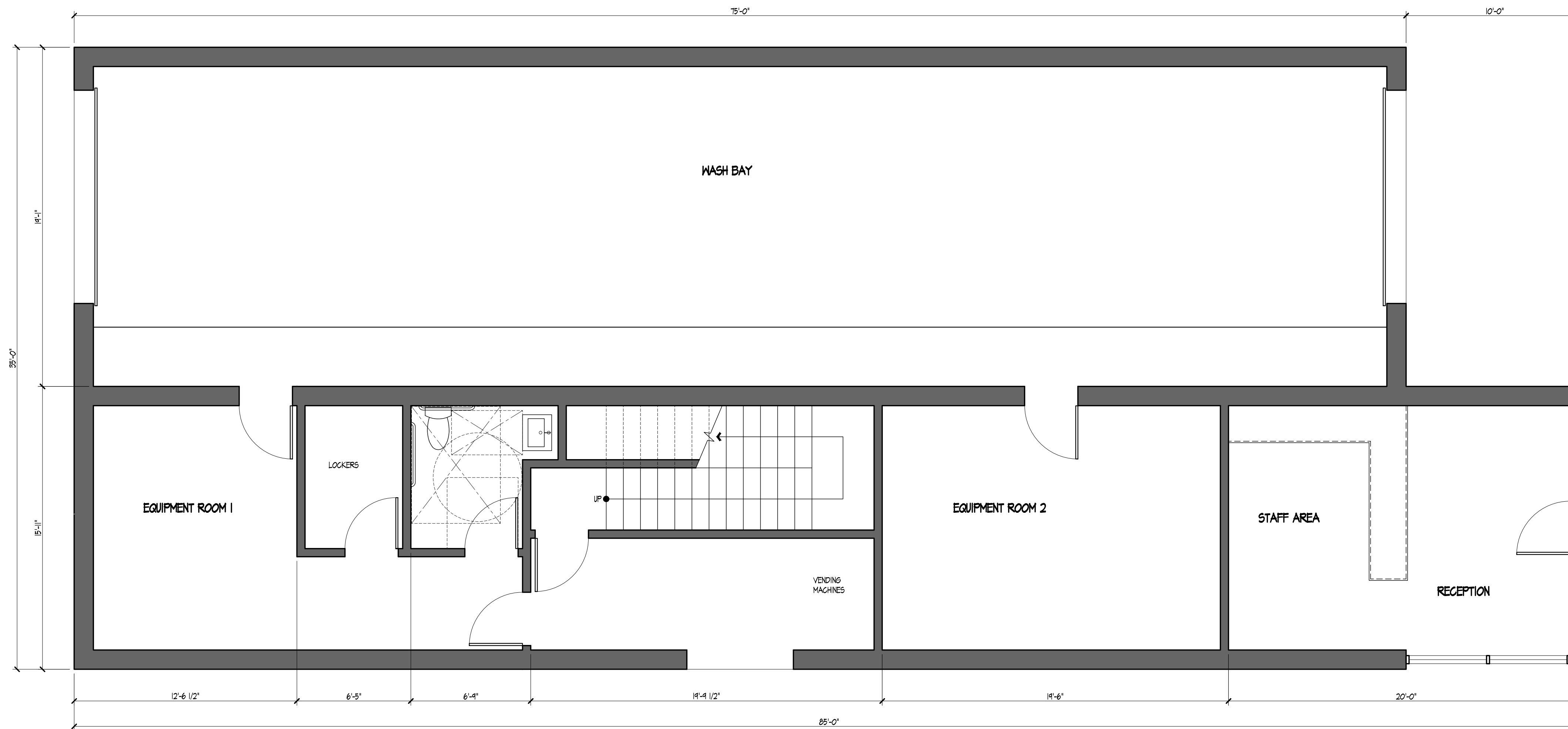


| AREA TOTALS   |                  |
|---------------|------------------|
| FIRST FLOOR:  | 2175 SQUARE FEET |
| SECOND FLOOR: | 1520 SQUARE FEET |
| TOTAL:        | 4295 SQUARE FEET |

| FLOOR AREA RATIO |                   |
|------------------|-------------------|
| GROSS FLOOR AREA | 4295 SQUARE FEET  |
| TOTAL LOT AREA   | 22675 SQUARE FEET |
|                  | 0.19              |

**SECOND FLOOR PLAN**  
1/4" = 1'-0"  
SCALE IN FEET



**FIRST FLOOR PLAN**  
1/4" = 1'-0"  
SCALE IN FEET



## JUSTIFICATION FOR VARIANCE

Prepared by: PATRICK SLAYTER ARCHITECT

Property Address: 6809 SEBASTOPOL AVENUE, SEBASTOPOL, CA

APN: 004 - 063 - 029

**Please give your written response for each of the findings listed below. Used added pages if necessary:**

1. Explain what exceptional or extraordinary circumstances or conditions apply to the land, building or use referred to in the application; which circumstances or conditions do not apply generally to land, buildings and/or uses in the same zoning district.

The proposed project is the expansion of an existing business specializing in automobile service and repair. The existing tire and service business has been located in this location since 1992 and the express lube was constructed in 1998, both operating under an existing Conditional Use Permit. It is logical to continue the existing land use into the area where the new car wash facility is proposed. The nature of this type of business does not lend itself to mixed use, which would be required in order to satisfy the required floor area ratio minimum of 1.0. For the proposed use, the parking areas are accurately defined as an extension of the business area; without vehicles, the reason for the land use ceases to exist. In retail and office developments, parking is an accessory use. In this instance, the vehicles present are the primary reason for the business.

2. Explain why granting of the variance is necessary for the preservation and enjoyment of a substantial property right of the applicant.

The initial design of this project as well as the Planning Commission preliminary review was accomplished prior to the current General Plan and Zoning Ordinance update. General support for the proposed project was indicated at that time with the understanding that a variance would likely be required.

A variance would allow the intent of the zoning district to be preserved. The intent of the Central Core district is to provide a range of uses, including office, retail, restaurant, service, and other commercial uses such as the existing business and the proposed expansion.

The variance will not create substantial detriment to adjacent properties and will not materially impair or be contrary to the spirit, purpose and intent of the district, or the public interest.





3. Explain why granting of the variance will not, in this case, affect adversely the health or safety of persons residing in the neighborhood or will not be detrimental to the public welfare or injurious to property or improvements in this neighborhood.

The location of the proposed project is not in a residential district; the nearest residential uses are 700 feet to the south and 900 feet to the east, therefore the project would not adversely affect the health and safety of any resident. The proposed project is an extension of and consistent with an existing land use on the property; there are no existing adverse or injurious detriments to the public welfare under the existing use. There is no reason this pattern would not continue.

### VARIANCE STATEMENT

The proposed project is intended to maximize density on an existing parcel, clustering similar, compatible and complimentary uses together. It is anticipated that many customers of one of the existing services on the site will avail themselves of the new use. The existing business owner reports a car wash has been the most customer-requested service for many years and this is an opportunity to provide customers with the highest quality wash service, with the lowest energy and water use.

The proposed project will be required to receive approval from the Design Review Board. As such, a deferral for architectural details, lighting, signage and landscape design is requested.

Please see the project statement located in the tentative map and conditional use applications for a complete description of the proposed project.



Commissioner Douch made a motion to approve the minutes of September 08, 2020 as submitted.

Commissioner Oettinger seconded the motion.

VOTE:

AYES: Chair Fernandez, Vice Chair Fritz, and Commissioners Douch, Haug, Oettinger, and Lindenbusch

NOES: None

ABSTAIN: Commissioner Kelley

ABSENT: Commissioner Wilson

**4. COMMENTS FROM THE PUBLIC ON ITEMS NOT ON AGENDA:**

Director Svanstrom noted that staff has not received public comment for items not on the agenda to date.

While members of the public were in attendance, there was no public comment on items not on the agenda.

**5. STATEMENTS OF CONFLICTS OF INTEREST:** There were none.

**6. CONSENT CALENDAR:**

**A. TEMPORARY USE PERMIT AMENDMENT:** Headwest Market Place (The Barlow) – Project #2020-014 – The applicant has requested an amendment to increase the number of booths, extend the market to the end of 2021 and to modify the layout. The project was first acted on by the Commission at their meeting on August 25, 2020.

Chair Fernandez read a brief description of this request.

Vice Chair Fritz made a motion to approve this application as submitted.

Commissioner Douch seconded the motion.

VOTE:

AYES: Chair Fernandez, Vice Chair Fritz, and Commissioners Douch, Kelley, Oettinger, Haug, and Lindenbusch

NOES: None

ABSTAIN:

ABSENT: Commissioner Wilson

**7. PUBLIC HEARINGS:**

**A. CONDITIONAL USE PERMIT/TENTATIVE PARCEL MAP/VARIANCE** – Project #2019-027 – This is a public hearing for an application from Mark Reece, requesting approval of a Conditional Use Permit, to operate an automated car wash at 6809 Sebastopol Avenue, a Tentative Parcel Map to subdivide an existing 1.51 acre lot into three commercial parcels, and a Variance to allow a reduction in the minimum floor area ratio below the requirement of the municipal code, and a proposed Mitigated Negative Declaration for CEQA (California Environmental Quality Act). The project includes the construction of an automated car wash with

upstairs office space and the installation of a driveway to Barnes Avenue. The existing tire shop and oil change operation will continue onsite and are not affected by this application. The Planning Commission is advisory on this application, and its recommendation will be forwarded to the City Council for final action.

Chair Fernandez read a brief description of this request.

Director Svanstrom provided introductory remarks and introduced Dave Hogan from M-Group, the Contract Planner for this project.

Contract Planner, Dave Hogan from M-Group, presented the staff report.

The Commission asked questions of Mr. Hogan and Director Svanstrom.

Vice Chair Fritz - It was one of the conditions of approval has to do with the flood elevation condition 12 on page eight of the conditions.

Mr. Hogan - yes.

Vice Chair Fritz - So one part of that, and some came up that's in the condition or someplace in the report that discusses the fact that the grading plan shows the finished floor at 78. But the finished board is required to be 80 feet. And maybe this is a question for the applicant, but I'm just wondering if that's going to be an issue for them to raise that finish floor, you know, two feet and still get the rest of the grading and everything and accessibility to work on the site. Is that something that you can answer? Should I hold that for the applicant?

Mr. Hogan - I think I would save that for the applicant.

Vice Chair Fritz - Okay.

Vice Chair Fritz - So in the initial study, this has to do with the noise section of the initial study. There was a figure given for distance from the source and one of the distances was like 50 feet, I can't remember there's a couple there a couple of them. I'm just wondering how are those distances? Like what is there a standard for that? Why was it 50 feet and not 20 feet or 75 feet or what's the magic with the 50-foot distance for evaluating the noise impact?

Mr. Hogan - I am going to have to get back to you on that one.

Vice Chair Fritz - So it's um so on the staff reports page eight of the staff report so discusses 77 decibels at a distance of 10 feet, okay 63 decibels at a distance of 50 feet from the entrance and exit of the carwash. I'm just wondering where those numbers come from. Is that the general plan or what's where does that evaluate?

Mr. Hogan - That came from the noise technical study, that was based upon their analysis and of the projected noise from the silencing from the dryer silencing equipment. And based upon their technical recommendation, they felt that that would maintain the proper noise environment. That's a technical recommendation from the from Illingworth & Rodkin.

Vice Chair Fritz - Is someone from Illingworth & Rodkin available to answer questions, or is this just something for the applicant to respond to?

Mr. Hogan - Well, I do not have Illingworth and Rodkin online to join this conversation. Perhaps the applicant can give some you can share some insight on it.

Vice Chair Fritz - Okay.

Vice Chair Fritz - And then another initial study question on page 14 of initial study is a section on greenhouse gases. And I'm just wondering if because the nature of the carwash, you know, and there will be potentially queuing of cars and idling of cars while they're waiting to go through the carwash. Is that something that gets evaluated as part of the greenhouse gas emissions section of the initial study?

Mr. Hogan - Yes, there are Bay Area Air Quality Management District screening criteria, that for an effect for small projects, their presumption is that you're not going to get a significant impact. So the philosophy is rather than assessed for every single project, the screening criteria, this project comes out well below the threshold. And for that reason, it's considered to be not an issue.

Vice Chair Fritz - Okay, I'm sorry, now back to the conditions of approval, and you kind of brought this up condition 78, which has to do with a turning from Sebastopol Avenue onto Barnes. Yes. One, I think that condition is worded a little backwards. Because it says on seven. And this is on page, page 14 of the conditions. Yes, I have it in front of me. So it says vehicles leaving the site shall not make left turns from Sebastopol, I think it should be vehicles entering the site should not make left turns from Sebastopol Avenue onto Barnes Avenue. And then, kind of related to that. My question is, how is that going to be prevented? Is there going to be signage or a barrier? Or what's the applicant required to do to make sure that no one is turning left from Sebastopol Avenue because people do it now to get to CVS. So is there's going to be something that's required of the applicant so that that does not happen?

Director Svanstrom - And I can answer this one because I know it's come up before our engineering manager has worked with Caltrans to see if there's any way to get no left turn signage onto that road. However, the constraints of basically there's nowhere to put the sign is, unfortunately was the response from them. And, you know, the reality is when you got to the site other than a pavement marking and there really isn't a place to put a sign that wouldn't conflict with the sidewalks and things like that out there. We did put the condition on so that any you know, if people are giving directions to people on how to get to the carwash how to enter it, that type of thing that the intent is that the applicant provide directions that don't include the left turn from Sebastopol onto Barnes. So in some ways, it's a reminder that that's not a long term, because there's no way to easily sign it on the street.

Vice Chair Fritz - But people are allowed to make a left turn from Sebastopol into the current facility. Correct?

Director Svanstrom - Correct.

Vice Chair Fritz - that's all my questions for now. Thank you.

Commissioner Douch - no questions at this time.

Commissioner Oettinger - Yes, I'm going to have to read some notes about questions regarding what we were just talking about. Number 78. I'm still not clear whether you're

talking about leaving from Benedetti tire and turning left onto the highway or whether you're talking about leaving the carwash going right on to Barnes and then turning left onto the highway. Because both a person could leave by both means. And both of those left turns on to Sebastopol Avenue would be difficult and not warranted. So I think it's leaving, they should not attempt to turn left in any, any location onto the highway, that I think that language should be cleared up. If it is, in fact, leaving, I can see entering, they could want to turn left onto Barnes as well. So perhaps the messages not turning left into Barnes or left out of Barnes or left, I suppose left out of the tire place. But you know, I just think it needs to be cleaned up one way or the other because I was very confused by it too. And I could see it applying to both entrance and exit sites.

Mr. Hogan – I will make some adjustments and share that with the Commission before a motion is made.

Director Svanstrom - I believe currently if you're at the because we can't condition the oil change and the tire center you are allowed to make a left turn out of the main entry onto Sebastopol Avenue. It is difficult and a lot of people will go right and then around the block. You know, especially during certain time times of day. I know I've done that when it's more during the rush hour, but right now there is a left turn a lot of out for the other uses.

Commissioner Oettinger - I can understand that. So basically, I think it would just be reading oddly. Perhaps just even restructuring the sentence diagram would make more sense.

Mr. Hogan – That may be a case where a picture's worth 1000 words, but I think I fixed the chaos of that.

Vice Chair Fritz - Can I just jump in? Because I believe and I could be wrong. Maybe Kari you know this, but I believe on Barnes there is a sign that says no left turn, or it says right turn only or something like that.

Director Svanstrom - I believe that is signed, yes.

Vice Chair Fritz - So yeah, I don't think you're allowed to do that. I think it is signed currently. Okay.

Commissioner Oettinger - My next question is they were talking about nearby residences, and I just felt to be accurate. I do believe there's a closer residence than the 700 feet and I think that that actually, this question regards, at one point in the documents, I saw 600 feet and another document I saw 700 feet, I just sought for clarity. I'm sorry, I can't tell you where that is right now. Because it's so hard to be on the computer and then my notes at the same time. But maybe that should just be looked at and cleaned up before the final presentation to the council.

Commissioner Oettinger - My other question is, I think that there's a legal residential unit at 130 Sebastopol Avenue at Burnett Street. That's the building that will go building up directly across from CVS. I don't think they have any outdoor spaces, but they certainly do have windows and doors that open onto a Juliet balcony of sorts. So I think for clarity that should be included in the list in the sound study, because it does affect them. And I think there's also another legal unit at 100 Brown Street, which I think is even closer I just you know, judging it was hard to tell. And I don't think they have any outdoor space

either to, but they also have windows and doors and they're also on the second and third floors, these two facilities.

Mr. Hogan - I will look into that and verify or clarify that accordingly.

Commissioner Oettinger - Okay, I'll check that I've asked those questions. I think the others, at this point are we discussing questions about all the materials or just generally things?

Chair Fernandez - I would say questions of staff or Mr. Hogan at this point.

Commissioner Oettinger - Okay, then that's it for staff.

Commissioner Lindenbusch - Thank you chair Fernandez. I have no questions for staff at this time.

Commissioner Haug - Thank you. I just I'm kind of looking at the site on Google Earth. Google Maps. And I'm wondering, I didn't see it, but I could have missed it. How slow do you have to slow down to make a right if you're heading east on Sebastopol Avenue to go in? To access the parking lot? the carwash?

Mr. Hogan - I would say you'd have to be going fairly slow to turn into the to the car to the Auto Center from Sebastopol Avenue.

Commissioner Haug - So, so if cars are access, but they'd also if they're accessing it, is there a chance that that would slow down traffic on the 12 because there's the stoplight is right there. So there. It's already metered going through that stoplight. So if you had someone that was slowing if he had several cars slowing down to make a right to go into the carwash, will that impact the speed of traffic on 12 because we already have substantial backup on highway 12.

Mr. Hogan - Potentially, yes, I suspect most people are going to approach it from Barnes Avenue.

Commissioner Haug - But they still have to slow down and that's even closer to the traffic light.

Mr. Hogan - Very likely. Yes, ma'am.

Commissioner Haug - It looks like I mean, to me it looks about between the traffic light and Barnes Avenue. Do you know how many feet that is?

Mr. Hogan - Not right off the top of my head, I could look.

Commissioner Haug - Because I was just wondering to me when I just eyeball it, which once again could just be an approximation. It looks at to me between like 12 and 14 cars. So if you theoretically had two or three cars slowing down to make the turn into the carwash it could impact the speed of traffic on the 12 causing further backup on Bodega Highway.

Mr. Hogan - I am going into Google Maps myself right now to measure. Okay, so we're looking at the distance from Petaluma Avenue to the driveway. Correct?

Commissioner Haug - Correct.

Mr. Hogan - Okay. Measured distance to the carwash entrance is right from the intersection of Petaluma and Sebastopol, it's about 500 feet to the entrance to the to the to the existing Auto Center.

Commissioner Haug - Okay.

Director Svanstrom - into Barnes Avenue is two barns that say I measured that in is about 220 feet, which is about a block, basically.

Commissioner Haug - Do you know how many car links that is? How many car lengths is one block?

Director Svanstrom - It's about 20 to 25 feet for a car length or car length plus space? So it's eight to 10 cars, I would say before you get to Barnes Avenue.

Commissioner Haug - Okay.

Director Svanstrom - Your question about how slow people need to go to make the right turn into Benedetti Tire via the existing driveway is probably something the applicant can advise on as well, since it's obviously it's been existing and they've been open for some time.

Chair Fernandez - any other questions Commissioner Haug?

Commissioner Haug - No, that's my only concern is causing further backup on the 12 right there.

Chair Fernandez - Okay. Thank you.

Commissioner Kelley - I have questions around, turning left onto Barnes going west on Sebastopol. I remember our building official said that when we brought up an idea of maybe I know Caltrans wasn't somehow they weren't clear that they were supposed to put in and no left there. So that was a whole other thing around CVS back in the day. However, he was mentioning our Building Official, that maybe we could just get double lines put in there double yellow. So that that does indicate that you're not supposed to turn left. Does anyone recall that?

Chair Fernandez - I do. Yeah.

Director Svanstrom - I'm looking on Google Earth, it does look like across the intersection to Barnes there are double yellows there now. So they have striped that, and then coming north out of it, looking at the photos, there is a right only arrow as you're coming to that from Barnes up to Sebastopol Avenue.

Commissioner Kelley - I know I go to work in the evening to Santa Rosa, around three o'clock. And currently, when people are trying to turn left onto Barnes, going west on Sebastopol, not only will the person try and cross over, but then it holds up the traffic in both lanes going and coming in terms of going west and going east to let that car through. And it does totally back up. And my concerns always were for time to allow our fire and our police services to be able to get through there. I think it's going to slow down our response time. My second question is that I'm still not totally clear about how the traffic is



supposed to enter the establishment. The last time we saw this, that you were going to turn on the barns going west, to get in and then come down to the entrance. But you weren't going to go through the business itself. So now I'm confused. And so what's the preferred way to the traffic flow? Is it supposed to go into the actual business? Go past the other, the tire and the and the lube area? And then go to the back? It seems a little confusing to me. It forces folks to go to Barnes?

Commissioner Douch - I know this is questions of staff, but the traffic report, page 18 highlights the entrance and exits. And it points out that the entrance is either through the existing facility or through Abbott and Barnes if you're coming on Healdsburg Avenue or via Barnes Avenue. So I think that's the answer to the question is those are the entry points.

Mr. Hogan - Yes, that is correct.

Commissioner Kelley - You could also turn right on to Barnes without any problem, you're not slowing traffic up too much. So that we're not worried about. So then I'm going to switch over to the sound wall, the sound wall seems very short. Is there a reason why it doesn't go further north and also go all the way to the end of the south part of the carwash project.

Mr. Hogan - The noisiest part of the carwash operation is the drying function and the drying function is at the north end of the building as you come in the cars get washed and are then dried. The reason it's fairly short is that the sound doesn't really bend back around and go south again at that point. We're more concerned with the sound radiating up to the up to the north. And so the sound wall runs from the noise source which is the carwash building up to the corner of the of the building where the Chimera art facility is located. So the purpose of that is to keep the noise on the property and minimize the amount of noise that goes off site. That's the reason the wall is somewhat short. If the Commission has concerns and they feel that the wall should be longer or higher we can certainly leave that recommendation to the City Council.

Commissioner Kelley - And the building itself as acting as a sound wall on the east side as it is built to reduce sound too, I imagine.

Mr. Hogan - Yes.

Commissioner Kelley - Okay, is that blocks or how is that created?

Mr. Hogan - I suspect that's a question for the applicant in terms of the specific materials they're going to use. It's my impression it's block, but I think we should all get a more accurate answer from the applicant team.

Commissioner Kelley - We received a letter from a neighbor from the other carwash on Healdsburg complaining that, yes, they put the doors in at the end, but when it opens up, the sound still comes out. And so of course, I'm worried mostly to the north to the facility to the east of this project.

Mr. Hogan - Yes. You're getting into the realm of the design of the carwash drying equipment, and this may also be best posed to the applicant and his team. That's something that we've had a lot of discussion with about how to reduce the noise impacts from the dryer unit. And I think that's been a main item of discussion as this project went through. So I think they would do they would be best questioned on that.

Commissioner Kelley – Right, thank you.

Chair Fernandez - Most of my questions have been answered. I just want to make one question in a comment. So I believe that you can turn across a double yellow line. So you would have to add a double, double yellow line, essentially, to make it an illegal crossing. Isn't that correct?

Director Svanstrom - Yeah, I believe that's correct. Yeah. That's important, because that double double yellow is the same as a median barrier.

Chair Fernandez - Right. So was there any discussion or research on possibly being able to do that?

Director Svanstrom - I believe the engineering manager had looked at that, but I will certainly ask him again as he was to coordinate with Caltrans on a number of items.

Chair Fernandez - Thank you. And then the question, also regarding the left turn, going west on highway 12, would it have affected the traffic study? If that had been taken into consideration? In other words, that vehicles are allowed to turn left there. And if that was taken into consideration that some vehicles will be turned left? What effect you know, would that have had on the traffic study?

Mr. Hogan - The purpose of the study was to look at the traffic impacts of the three key intersections around the project site. I don't believe the focus of the study was to look at turning motions going left into the facility that you currently have now I don't believe the study was looking at that.

Chair Fernandez - Because that would certainly affect the point. The intersection number two, I think you had labeled it at Morris and 12. And that was the only one that changed.

Mr. Hogan - I'm not sure how realistic that change is because I don't I think the peak hour traffic going eastward. I think there is the model assume that okay, it starts at seven so you're getting carwash business at seven in the morning, when you've got commute traffic, heading over toward one on a Saturday, Santa Rosa and the 101. So as I look at it, that's the reason I thought there was a change of level of service at that intersection. But it's still complies with the city's standard, which is ultimately what we were assessing the project on.

Chair Fernandez - Okay, because I you know, I think it would affect I think that delay time there if there were vehicles stopping, waiting further to go by going east and then make that left turn. So I think that would certainly have an effect on the timing or how long would it take to get across that intersection.

Mr. Hogan – Very likely.

Hearing no further questions, Chair Fernandez asked if the applicant wished to make a presentation.

James Jensen, Civil Engineer for this project responded to a question that was asked about raising the facility to feet to an 80' elevation, I understand that this building is technically floodable and that it can be constructed at 78' with floodwaters entering and receding the structure which is actually preferable because by doing that we won't

displace as much floodwater as we would by trying to raise everything two feet. So I understand that that is an option. I see the condition written the way it is, but I believe that the criteria for requiring the building to be elevated as it is written is in the event that the building is not flood proof. All of the other questions that I have heard at this point are really geared towards Tunnel Vision, the constructor of the carwash. Happy to answer additional site plan related questions.

Chair Fernandez asked for questions of the applicant.

Commissioner Oettinger - Mr. Jensen Are you interested in asking answering questions about the vapors that escaped from the facility?

Mr. Jensen - So if that is a question related to the carwash, then that will be for Tunnel Vision. Oh, yeah, I think Tunnel Vision really has the lion's share of information for this meeting.

Commissioner Oettinger - They'll also discuss decibels with us correct and the sound studies, and water usage and that kind of thing.

Mr. Jensen - Yep.

Commissioner Oettinger - Okay, thank you. Is there a representative from Tunnel Vision available?

Ed Blair from Tunnel Vision was present and available to answer questions.

Commissioner Oettinger - I have a concern about the water vapor because from past carwash experience, we've discovered that that water vapor also has soapy and greasy residues that land on property, buildings, windows, decks, lawn furniture, chairs, cars, etc. Especially when there's a breeze and so I'm wondering if there are any studies to determine what's actually in that water vapor?

Mr. Blair - No as for the water vapors are pretty much captured within the wash bay itself and there's no migrate particulates that would go out more specifically beyond the property boundaries.

Commissioner Oettinger - Are there studies that show that?

Mr. Blair - No, not that I'm aware of.

Commissioner Oettinger - I was wondering if it could be proved that there were vapors leaving if it would be possible to modify the building in such a way that it could stop those. It is just hard to imagine when the door opens that this aerosolized vapor isn't escaping.

Mr. Blair - I'm not aware of any studies that have focused in on this challenge.

Commissioner Oettinger - Okay. If they were would the carwash owner normally be responsible for cleaning that material off of objects where that vapor has landed. I guess you can't answer that because you don't know that it exists. Right. Okay. Are you familiar with the equipment that has been installed? You've seen it in use at other sites.

Mr. Blair - I'm familiar with most sites in Sonoma County. Yes.

Commissioner Oettinger - Okay. Normally when the dryer equipment is running, is the exit door closed or open?

Mr. Jensen - Yeah. There's no plan to have an exit door on this, the business plan, the profile of carwash that you're requesting is completely different than the design carwash that Mr. Reece is planning here.

Commissioner Oettinger - I'm not sure what you're saying exactly.

Mr. Blair - The carwash that you're referring to is a roll over automatic as you would have up at Rotten Robbie, which this site and this configuration carwash is completely different. It's not anywhere near the same equipment or configuration.

Commissioner Oettinger - So I still don't understand the answer to my question which is if the equipment is drying a car will the door always be closed?

Mr. Blair - No, there are no doors on the entrance or exit end of this carwash.

Commissioner Oettinger - Oh, because in the illustrations that we saw the building there were doors.

Mr. Blair - Well there are security doors at night.

Commissioner Oettinger - So these doors don't close while the facility is functioning?

Mr. Blair - The doors are open when the facility is open.

Commissioner Oettinger - You're saying there are no vapors escaping?

Mr. Blair - No.

Commissioner Oettinger - So that answers some questions I had. For the sound of the equipment itself we get a reading of 91 dBA less the 14 dBA from the silencer and we come up with 77 dBA at seven feet. Now where is the sound equipment when it's recording that 77 dBA, is it at the door?

Mr. Blair - I don't know where the sound study was taken from but normally it's about 10 feet from the exit door. The sound suppression portion of this proposed project is upstairs and not in the wash bay itself.

Commissioner Oettinger - Oh so the equipment is silenced but not the blasting of the air down below.

Mr. Blair - The equipment is silenced.

Commissioner Oettinger - Okay, but the receiver you believe is 10 feet from the exit?

Mr. Blair - Yeah, we will pass those questions on to the sound study specialist as they know that criteria.

Commissioner Oettinger - Okay then if the sound specialist is available then I can ask those tonight.

Mr. Blair – I don't know if they are. In the south study they show that it is consistent with being within tolerances.

Commissioner Oettinger – I have questions about that too because, again, the next level is 50 feet away and there are people right over the fence adjacent to a two-story building, where the sound is going to be hitting that building, and we don't have any recording for what the sound will be there, it's important to note for me, my point of view is that at that location right over the six foot wall, they are protected from the sound of the traffic, so they're not really going to hear the traffic. So this is the sound that they will hear. And I feel like we're at a loss to know how that property is affected because we don't know the sound that they will be hearing right across the wall. And it sounds like you can't answer those questions and I am disappointed with that. Let me see if I have any questions about the facility.

Mr. Blair - I think is best answered by the sound study analysis people. They show in their diagrams that they are consistent with the requirements of sound augmentation. In other words, they were within the boundaries of tolerance.

Commissioner Oettinger - But since decibels are logarithmic, there's a big difference between one number and the next number. And so I get confused, because up above the equipment, you say, 10 feet from the equipment, we're assuming that's 10 feet from the door, it's 77 decibels. And with the silencer, and yet, what's normally acceptable in our plan is 70 decibels. But you're saying that with a sight, silence or the adjacent property is only experiencing 64 to 65 and so there's I'm getting confused. But I'm wondering if it's also just barely 10 feet away. I'm wondering why that number is so much lower.

Mr. Blair - Again, you'd have to talk to somebody that worked on the sound study analysis.

Mr. Hogan - Unfortunately, we did not arrange for Illingworth and Rodkin to be on our call tonight. So, if the Commission has questions regarding the technical nature of the analysis as it sounds like you do, then we'll have to wait. If the commission needs more information, we'll have to arrange for them to come in and explain the details of the noise study.

Commissioner Oettinger – thank you.

Chair Fernandez - You have any other questions Commissioner Oettinger?

Commissioner Oettinger - Yeah, I'm looking over my notes to see if I can find something?

Chair Fernandez - Yeah, just let me know.

Commissioner Oettinger - Thank you.

Chair Fernandez - Vice Chair Fritz do you have any questions?

Vice Chair Fritz - Yeah, I had a question about just again trying to understand this compared to, you said it's not like Rotten Robbie's, it's something different. Is it anything similar to the Splash Express carwash in Santa Rosa? I mean, that's one that I'm familiar with. Can you kind of compare it to that?

Mr. Blair - Yeah, Splash Express is different, they use equipment that they don't endorse. The difference between what we do and what is done there is that all the producers at Splash are nearly at car level in the wash bay. What we do is take all of our energy producers and put them upstairs which mitigates sound migrations.

Vice Chair Fritz - So what kind of, so the equipment is upstairs and you're relying on the building to kind of you know, is that a concrete block building or what is the material and what is the?

Mr. Blair - Actually, as proposed is better than that, it's the ICF concept, which is a foam block with nine inches of concrete cells, which helps mitigate vibration and sound, which is even more in effect than is CMU block walls. The difference is the CMU block walls are eight inches, we're 13 inches overall, two inches of Styrofoam on the outside with nine inches of concrete fill.

Vice Chair Fritz - And so again, with Splash Express, the equipment's upstairs, but obviously, the car washing is happening down at the ground level. There are no doors on that facility either. And I've been there and there's definitely water vapor escaping that facility.

Mr. Blair - Yeah. Water vapor, you're talking about, you know, clean water. You're talking about spot free rinse, which is designed not to spot cars, it's not resting and contaminating or coating things at the exit. So that concept is probably not a reality.

Vice Chair Fritz - Other questions are more detailed and acoustic related so it would have been nice to have somebody from Illingworth and Rodkin here to answer some of those more specific questions about the acoustic side. So I don't really have any more questions at the moment, thanks.

Chair Fernandez - Commissioner Douch do you have any questions?

Commissioner Douch - No, not at this time.

Chair Fernandez - Commissioner Oettinger do you have any questions?

Commissioner Oettinger - No.

Chair Fernandez - Commissioner Lindenbusch do you have any questions?

Commissioner Lindenbusch - no questions at this time, thank you.

Chair Fernandez - Commissioner Haug do you have any questions?

Commissioner Haug - I'm sure this was already covered but to reiterate, I know that Benedetti does a great business in their tire portion and also in their express lube portion, how many cars currently enter and exit the facility now?

Director Svanstrom asked Mr. Reece if he could provide that information?

Mr. Reece - Yeah, I just didn't know if anybody, any of my professionals, we're going to take over or not. Hi, everybody. So I would say that we probably average between both facilities, anywhere between 75 to 125 cars per day.

Commissioner Haug - Okay. And then I assume that you're going to dovetail in some of your existing customers through the carwash. I mean, to me from a business perspective, that would make sense. So I'm wondering what is the increased amount of cars that you think would be coming in and out of the facility due to the carwash because you're not offering gas? It's just a carwash? Correct?

Mr. Reece - That is correct. You know, it's hard to anticipate how much we'll get because what our anticipation is, we pretty much have pooled a lot of people in Sebastopol and as somebody born and raised here he has been looking for a good carwash for a long time, and so has everybody else so typically people leave town to get their car washed, so we're hoping to be able to draw from that, but our customers also, one of our highest requested amenities to add to our facility is, when are you going to be able to wash our car? And so we're hoping that we'll be able to grab a large percentage of our already clientele. To answer a question more specifically. It could be as many as 50 to 75 more cars per day to the carwash.

Commissioner Haug - Okay, so let's say that you, let's say 50% of your existing clientele use the carwash. Would that make it pencil for you? Or do you need to have a full 75 car per day increase for it to pencil?

Mr. Reece - It's difficult to give you that number right now because since this started in 2017, the building costs have gone up exponentially. So it's really hard to say where the breakeven point is going to be at this point. So that's not a number that I can really give you.

Commissioner Haug - Okay, I'm just trying to get a sense of what your expectations are about the increased amount of cars going through the carwash, so you're kind of thinking if you're at let's say, on average 100 cars per day coming in and out that then it could go up to 175 cars per day.

Mr. Reece - The potential is there. Yes. Really what I would like is if I could get every car that came in here for service to get a carwash, that would be optimal.

Commissioner Haug - Okay, thank you.

Director Svanstrom - The traffic study is a little conservative on that. If you look at page 13 of the traffic study, not only does it assume that there's up to 400 trips, and that would be sort of a standalone, you know, freeway by the freeway, because I had carwash and it assumes that 100, a quarter of the carwash trips would be generated that are already being generated by the existing customers.

Commissioner Haug - Yeah. Okay. Thank you for that clarification.

Chair Fernandez - Commissioner Kelley do you have any further questions?

Commissioner Kelley - When you're going out Abbott, to turn north on to Petaluma, I mean, it's sort of crazy there now. And for people to be able to get over so they can take a left-hand turn the block before Sebastopol, it's crazy now, and I am just not sure, I know it was studied as an intersection, however, it seems like it's unacceptable to add that many more cars trying to get out of there. So I'm just going to put that in as an I don't know if there's a way to answer that? Do we have our traffic consultants here tonight?



Director Svanstrom – We do not. And again, depending on the conditions, you know, if we're not able to answer these questions, we can work to get them at the next meeting.

Commissioner Kelley - Okay, and then I know that the applicant was answering questions. Why is the sound wall short? Would it help the business to the east if the sound wall was longer going north?

Mr. Hogan – going north the sound wall would run into the existing building.

Commissioner Kelley – It's on the property line?

Mr. Hogan – I believe it is, yes.

Commissioner Kelley - Wow, that is closer than I thought. All right. So that answers that. I think that's my questions right now. Thank you.

Chair Fernandez expressed having no further questions at this time and asked staff a procedural question on public comment.

Director Svanstrom - We do have a number of folks from the public. I'm just going to go ahead. And if you want to call on people, I see one hand raised. If I see a visual and you're just raising your hand physically as well that works or through the chat window. If you don't have visuals and you want to you can send a chat to the host, Kari, and we will invite you to comment. We have a Nadine who has her hand raised so I'm going to go ahead and unmute her. The three minute time represents the amount of time you may spend commenting on this item.

Nadine Sanders commented:

Thank you for taking our comments tonight commissioners. I have a vested interest in this. I am right next door in the Ford building property. I'm a tenant here. And I am sitting right now about 40 feet from where this is going to be. I have one comment based on the good information I've heard tonight. I think it would be really excellent to find a carwash that is just like this. So that the sound and the vapor could really be studied because it sounds like none of us here are familiar with the kind of carwash that's being proposed. Number two, I'm very curious about the fact that a carwash essentially is a drive thru and there will be cars sitting there idling. And I have not lived in Sebastopol my whole life, just the last five years, but I do know that the city has been very specific about not allowing drive throughs. So that's just something I want to bring up from the public. If this carwash is allowed right here in the center of town, you may have people like CVS and other places who also then want to have a drive thru. So I'm concerned about the consistency of what the city has done with this in the past. And then thirdly, I haven't heard it brought up at all. And I think you might want to consider this fact, this area of town has really been changing. There used to be a Chevy dealership, this was the old Ford building. Across the street, there was apple warehouses, there was a train next door to Gravenstein station, and what it's been turning into is retail and offices, and I haven't heard this addressed at all, your vision for this town of Sebastopol, which I know you're trying to court a luxury hotel and there's more and more foot traffic because of the Barlow andn the restaurants. I don't see a carwash right in this area as consistent with all the retail and the offices. All my other concerns like sound and traffic you have addressed very well. But those are the three things I wanted to bring up. And I hope you will consider my comments. Thank you very much.

Ted Luthin commented:

Hello, thanks for letting me speak. I appreciate all the questions that have been asked. And a lot of a lot of my concerns I think have been answered today. But I think the biggest one, just like the previous speaker said, I think it would be very short sighted to approve this without actually seeing one of these in action. The only one that I'm familiar with that looks just like this is the Splash Express carwash and a friend of mine had a car dealership right across the street that had to close because of the noise and because of the vapor that settled on all of his cars right across the street. And if you've ever been to that thing, it's a noisy beast outside of it. And I know that the designer said that they don't use that technology and they have sound deadening and all this sort of stuff. But I think I think it'd be very prudent to actually go to one of these facilities that is built just like this one, stand out in front of it and see what's coming out. What is the thing breathing? And what does it sound like? I also agree with the previous speaker, that you know, it seems a little strange that in the center of our downtown which is supposed to be pedestrian friendly, and prohibit drive thrus it seems a little strange that a drive thru carwash is being considered and that doesn't really seem compatible with the pedestrian friendly downtown. Thank you very much.

Martin Reed commented:

Thank you. Good evening, commissioners. My name is Martin Reed, and I'm CEO of a tech services company with offices on the adjacent parcel. So I'm actually sitting in my office right now about 25 feet from these proposed dryers of the carwash. So our second story office here has large windows that are overlooking the Benedetti property. And currently it can be a very noisy neighbor. So Mr. Hogan, I know that you were inside the building, and it's possible it was quiet at that time. But periodically, there is a loudspeaker that is used for communication on the property. There are cars or trucks that that are starting, turning off, honking. There's beeping from large trucks backing up. There are power tools that are used for oil and tire changes. So it can already be a very noisy facility. And I shudder to think what an additional, you know, 77 decibels, which is comparable to standing 50 feet from a freeway would do to this area, which is a really nice area. We have the Rodota Trail we have The Barlow, so we're very concerned about the noise. In addition, the traffic on Sebastopol Avenue can be very, very difficult at certain times of the day, particularly between Petaluma and Morris, and cars turning left into the facility, cars turning left out of the facility. I think we concluded that you know, there would be about eight to 10 car lengths between possibly the city's busiest intersection at highway 12 and Petaluma and Barnes where customers could you know be slowing down to a couple miles per hour in order to make that right turn. So I think the traffic on this road already can be very difficult. And I am afraid to think what would happen if you know we potentially double the amount of cars frequenting the Benedetti property. In addition to the noise and the traffic, this project will consume large amounts of water and power, and could possibly contribute to downtown flooding by adding thousands of square feet of impervious paving. As we know, this is right next to the Rodota Trail and the Laguna, part of what makes this town so special. Page 13, Table 8 fails to include our building in the noise monitoring survey. And I think as you've heard tonight, we are possibly the most likely to be affected by the significant increase in noise and all the cars idling all the emissions from that. You know, I think we're all here because we love the charm of Sebastopol. And I would urge the Commission to expand the ordinance against drive thru uses to include carwashes and to reject this project as it currently stands and to keep the charm in this downtown area. Thank you.

Director Svanstrom - I do not see any other hands raised. I see one potential other member of the public. Asked Huck Hensley if he wished to make a comment.

Huck Hensley commented:

Yes, I'm sorry my video isn't working but I am the owner of the adjacent Ford building and I'm usually happy to hear about investment in new projects but this use just creates too many liabilities. I think Mr. Reed was pretty eloquent in expressing the problems that the tenants are going to face. I too like the direction that downtown Sebastopol has taken the past few years. The pedestrian wayfinding, the signage, the bike lanes, the narrowing of traffic lanes on the highway, all that makes for a more livable, inviting, quiet, and slower city. I think that's really widely appreciated and this use just flies in the face of all that hard work and progress. It will make a lot of noise, that is why there's a noise study. It will generate traffic. It kind of makes a mockery of the City's attempt to save water and the drought. And the City's wanted to encourage downtown infill housing and no one will build within earshot of a carwash. I would like to build some infill housing on the back of my property which is really pretty nice, it faces the Laguna, it's pretty quiet, and about 300 feet from the street. And now it would be just over the fence from the carwash. I asked a neighbor of mine who's just an ordinary guy, a common sense contractor, if it would be good or urban planning to look at a carwash downtown next to an office building and it took him about five seconds to say no, I don't think that's a good idea. The tenants and office workers aren't going to like that. That would be poor planning. The sound wall shows the noise projecting over the property line plainly exceeds that allowed by the City ordinance by about 15 decibels. It's black and white, just read it, don't look at the conclusions. And the traffic studies got to be rerun using the same customer count as the acoustic study. The number of customers varies between those two by a great deal, and varies again by tonight's estimate. That's about all I have at this point. Thank you.

Director Svanstrom - Thank you, Chair Fernandez. That looks like that's it for public comments tonight. I will note that I can't recall if Mr. Hogan said during his report that we did receive comments from some of the folks who spoke this evening and that are in your packet as well as number of other comments that have also been transmitted to the Commission both in the original staff report as well as uploaded online and forwarded on to the Commission this afternoon.

Chair Fernandez – Asked Director Svanstrom if she could comment on one of the questions regarding drive thrus and how the drive thru carwash differs from that?

Director Svanstrom - Sure I would be happy to. This issue did come up in the 2017 Preliminary Review that the Planning Commission had for this project. At that time, there was a brand-new General Plan that was adopted in 2016. I don't know if the Zoning Ordinance updates that were adopted in November of 2018 we're underway yet, but it was known that there was going to be a major Zoning Ordinance update to address the General Plan as well as some of the other issues. In that process, the Zoning Ordinance regulations defined car washes as a type of automotive use, not as a drive thru, similar to an oil change or getting your tires or any other type of automotive service, you physically can't do it without driving your car to and sometimes through the equipment that is doing that. And so that was defined differently than a drive thru. There was a moratorium on drive thrus prior to the Zoning Ordinance update, but the Zoning Ordinance that we have now was adopted in 2018 and continues to define drive thrus for other uses that aren't automotive like this, and does prohibit them in any district. And I think one of the things we are also looking at is, this is in some ways an infill to the property, which already has automotive uses on it. And then I think for the question about the car washes of the same model, I believe there are one or two that are local, because Mr. Blair suggested them to staff after the initial application.

Mr. Blair - Yes, I can, there are two now operating. The first which was used in the sound study is located at Coffey and Piner and operates 24/7 at a 76 gas station. The producers

in this case are beside the building and the equipment room. There is another one at 1240 Mendocino Avenue, which is called Wash Barn and just opened at the beginning of the year. The equipment in this case is upstairs and is very different than the Splash application. They had to do a sound study at the Wash Barn and prior to their opening they had to make sure that they were consistent with the sound mitigation requirements at the backside of the sidewalk which they were able to comply with.

Commissioner Oettinger - You said you had sound requirements at the back of the sidewalk?

Mr. Blair – Yeah, there’s guidelines on sound studies for properties and so the back of sidewalk, which would be a condition here, which is I'm going to guess 150 feet away is I think 70 decibels and it depends on the city. And so we would be far less, far, far less as we're nearly that at the exit end of the wash bay. So there would be no exceeding the sound, the ambient sound, at the back of sidewalk at any property line.

Director Svanstrom – And perhaps I can clarify for the Commission what the City's regulations are, we do have a noise ordinance, it is relative to it. The requirement is to measure the noise at the property line wherever that property line is for the front property line. And obviously that's often the back of sidewalk is the property line. But in this case, we know that the more sensitive property line is the eastern property line and that does need to meet the noise ordinance as well.

Mr. Hogan – To add on to what Director Svanstrom said, that was one of the reasons that we requested the supplemental analysis looking at the placement of a sound wall, from the exit of the dryer unit up to the corner of the adjacent building, because that appeared to be the location where there was a potential for noise at the property line.

A representative of the applicant team - We agreed with that.

Chair Fernandez - Any other questions?

Hearing nothing further, Chair Fernandez brought this back to the Commission for questions, comments, suggestions, and direction from here.

Vice Chair Fritz – Happy to get started. First off, it seems like there is a lot of obviously questions around acoustics and I don't know how other Commissioners feel, but I feel like there are a lot of very technical questions that we can't seem to have answered without the acoustic consultants available. So I would suggest that before we make a decision, we at least do that. But I also have just started some general comments. Yeah, I do have some concerns about the fact that this is in our downtown core zoning district. We've been making efforts and I think some success in recent years over making downtown Sebastopol more people oriented, less car oriented, although I think we have a long way to go. But we're obviously taking steps. You know, The Barlow has been fairly successful, there's the bike lanes, and there's a lot of opportunity for potential infill development and getting more people, more businesses, and more residences downtown. And I don't think, personally, that setting a precedent for well, it's already an existing automotive use. It's downtown. We don't really like that, but we'll let them expand their existing automotive use downtown. I mean, there's other downtown businesses that are automotive oriented, that if we let this business expand the auto functions of their property, there's nothing to you know, we're sort of setting a precedent for all the others, there's the smog test place that's next to the Basso building. You know, if they want to put a carwash in or

Jiffy Lube or something like that, I mean, if we let this person do it, then we have to let that person do it. And there's the auto repair place south on Main Street by Hippizzazz and the taqueria. Same thing, if they want to redevelop that and add an additional automotive use after we approve this project. It's sort of setting a precedent for continuing to do that. And I just feel that this isn't really the right use for this site. I do have a great deal of concern for the adjacent properties. I know Mr. Hensley has been thinking about doing residential at the back of his property, but if there's a carwash next to it, it will really discourage him from doing that. And I think we need more of that type of development downtown. We want more housing downtown. So I would hate for a carwash to go in and then Mr. Hensley say, well, I don't want to do this, it kind of devalues my property and my ability to develop. There's also an adjacent property to the rear to the south that's vacant that, you know, could also be an apartment or multifamily housing kind of property. But again, if there's a carwash next door, it really discourages that kind of development of that property. I'm really generally not in favor of allowing this used to go forward. I think the variance is problematic, I don't quite see why this property is unique from any other property that we would need to give them a variance on the floor area ratio. The idea of the floor area ratio when we went through the General Plan update was to make people do more mixed-use residential, commercial development downtown, that's what we wanted. A floor area ratio of .2 doesn't meet that. I'm not really in favor of the variance. I'm not really in favor of the use. Doesn't really understand how the six foot sound wall for that sort of distance does anything to benefit the second floor tenants next door. I can see how maybe the Chimera that's right behind the sound wall would benefit from the sound wall. But if you're on the second floor of that building, that sound was not preventing the sound from going up over the wall. So I do have concerns from that aspect as well. So I guess I'll leave my comments at there for now. Thank you.

Commissioner Douch - Yeah, sure, I'll jump in. I remember when this came to the Commission for an advisory hearing, and I remember that we discussed the noise at some length, we did compare it to some other car washes at the time. And you know, it is significantly less noisy than some of the ones we experienced like Rotten Robbie's. Be that as it may, at the time, I think the Commission's position was generally in favor of this location for this development. It came on the back of a number of applications, or at least explorations around gas stations, issues with the current carwash. Where these things could go generally. We were looking at the General Plan and we discussed how if you look at the main streets through Sebastopol, where could you put a facility for vehicles either gas station, etc. And the fact is, there are none that do not affect residences. Except not not only this one, but very few, including this site, which is currently an automotive use. And I while I'm appreciative of the sentiments of the concerns, I feel personally that this is an appropriate place for this use, based on what's there now and what available space we have for these kinds of uses. And I think additionally, for the need to serve our broad community in town, you know, when we talk about hotels or things that are going to generate pedestrian traffic and commerce we hear complaints of gentrification and not, you know, becoming Healdsburg, but when we talk about practical uses, the unique local businesses putting in a facility that clearly has some demand and there's been a lot of comments in favor. Then the Healdsburg, gentrification argument seems to evaporate. So I think it's important that we do cater to the needs of our community. And I think this does so, I think it relieves some of the issues with the current carwash at north end of town. And I am of course sensitive to the noise to the offices immediately adjacent. And I think that needs to be addressed. I think if you read the noise study fairly carefully, I think it has been addressed. I think they have used real data from real car washes. Not making things up, not trying to make it better than it is, I think it's an honest evaluation of the noise and 70 decibels for that rather small area. You know, that's a vacuum cleaner, or it's a loudish noise, but it is not a freeway. So I think we have to be careful to



evaluate the impacts appropriately. And I think we have good materials to do that. There may be some nuanced questions about acoustics, how does it affect the upstairs offices may be a fair and important question. As to traffic, I feel the same applies. We are, as we've heard from Mr. Reece, the potential impact on a really, with a really successful role in this business might be 70 additional trips, we're also adding a really good entry and exit to that site. So frankly, I appreciate the general concern, but we have a traffic study here that does point to limited impacts, the reason the numbers are different for the traffic study and the noise study has to do with the consultants trying to be conservative, trying to look at what the reality is based on maximum usage or, sensible approximation of maximum usage, I don't know exactly. But I think we have material that gives us a lot of good information and our concerns that are natural for us living here about Highway 12 and everything else, I appreciate them. And I think we live in a congested zone right there. But adding an entry to this site and an exit and better flow, I think ultimately is going to have minimal impact. As really the traffic study indicates, I think a really careful reading of those documents bears this out. That notwithstanding, I respect the considerations of additional questions, but I'm in favor of the variance and I'm in favor of the project and my position would be to recommend forward to the City Council.

Commissioner Oettinger - Yes, I think that this project could be a really good project. I like the traffic circulation with the exit on Barnes, I think it'll make it easier when I get my tires changed to walk home and to leave the facility instead of turning left onto the highway. So I think that is a good benefit. I think it's a benefit to have the car oriented uses together, I think it's a little bit of the philosophy of their closeness and the downtown core that they're centralized together. I think the business is well respected and the place is always clean and I appreciate that the applicant has been redoing the landscaping and that the vacant lot will be improved through the addition of the carwash. I like that you're using the recycled water. And I like that the building itself doesn't look like a typical carwash. But it looks like it fits in with other buildings. Although, at some point, we're going to get tired of looking at just that, we'll need a more eclectic look. But I think this is far better than your typical carwash. I'm okay with the floor area ratio, because, in fact, the stalls with the vacuums are part of the business, it's as if you just don't need to put walls over them. Unless, of course, you want to add some shade. And some solar panels, that might not be a bad idea. On the negative side, I feel like we've been through the carwash problem with neighbors in this town. And I really don't feel comfortable with the sound report that we've seen. I don't feel comfortable with the lack of information on the vapors which people have witnessed themselves when there are no doors, or no collection system for that. And I feel like this is a really good opportunity to take an existing idea and make it the kind of a carwash that you'd want in your downtown next door to other neighbors. And I think that that could happen. But there are things that would need to be done. One of them in particular is that we're going to need doors. The other one is that I don't think the sound wall that's only six feet high works. But since the building is an insulated concrete building, it could easily have t-structures where the wall itself is the building. The building could extend in both directions, appropriate number of feet away from the building and shield the neighbors at the same height as the building wall itself with even a covered roof over some parts of it that would help contain and reduce the noise so that nobody was concerned about it. I think that's the kind of a facility that would be appropriate in this location that took the neighbors, the vapors, and the noise under consideration without resorting to a six foot concrete wall. I think it could be done. I'm not an acoustical engineer, and I'm not an architect, but I would beg that if the applicant wants to proceed here with a recommendation to the Council, that they're willing to make adjustments to the buildings so that it really is an appropriate good neighbor, and that our town doesn't have to go through the years of pain and suffering we have had with other neighbors in this situation. I think it's really important that the property next door be

suitable for housing and if that's going to happen, and if the neighborhood is going to be walkable and enjoyable we're going to have to start reducing some of the sounds of our businesses. And I think doing so would show good effort on the part of the applicant to get something that the town can be proud of and not struggle with for years and years. I don't want to go specifically through the negative declaration, but I wouldn't recommend approving it without upfront changes to the building. And I say that because even if the sound is okay, and meets the standards of our law for an industrial area, it might not be the case for the existing neighbors next door who in the future might be housing, or right currently are now doing things outdoors, with their customers. So I think the negative declaration is not appropriate without looking at a different plan for solving the sound problem for those people. Either that or a real thorough study. My concern is that once the building is built, and you get the studies, the neighbors next door will still complain about that sound, and then they'll still complain about the vapors. And then you're looking at a retrofit situation on those doors. So I would like to see that happen up front, that we create something that really is appropriate for being in our downtown. As far as the traffic and the stalling, I think we're working at getting cleaner cars, my car wouldn't have exhaust if I were waiting in that line. And I think more and more we'll see cars that don't. So I think we can move toward the future with that. So I think I've given you some ideas where I would be happy to say yes, I'm all for it. But right now, I would have a no recommendation and I would have specific changes to the staff report in mitigating some issues in the EIR. I think that's it for now. Thank you.

Commissioner Lindenbusch - Thank you, Chair Fernandez. Before I start, I just want to thank Vice Chair Fritz and Commissioner Oettinger in particular for their comments. I tend to agree with a lot of them. Where I'm finding conflict with the benefit and detriment of this project, I think, sort of delineates between the benefits of regional planning and the detriments of downtown planning. From a regional planning perspective, this type of project could be in line with some climate goals of making people have to drive less far to get the type of carwash experience they want. And that's been reflected in comments across the board. So I think that could be a potential benefit for our regional community. In terms of downtown planning, I don't think that this is a type of project that is consistent with the goals of what our city wants to establish. For our downtown core. I do hear the concerns about such a project like this in such an intensification like this, leading to a potential reduction in the suitability of neighboring sites for housing or commercial development. Moving forward, that is in line with the goals of the downtown, the General Plan, our Housing Element, everything to do with our downtown. So that's where I am conflicted a little bit on this project. I do think there are some unanswered questions in terms of the water vapor and the sound. Just because there aren't people who live nearby right now, it doesn't mean that the sites nearby are not going to have people living on them for the decades to come. And I didn't really see a lot in the staff report, in terms of any environmental impact on the Joe Rodota trail or any of the surrounding areas including the Laguna as this is an environmentally sensitive site even if it's not required to be considered under certain elements of CEQA I think the environmental elements are still something that are worth considering. So for those reasons, I'm sort of leaning toward no just because I think that we have a lot of unanswered questions from the Commission. And I just don't know if this is exactly the type of project that we need to be looking at for downtown Sebastopol. I do have respect for the applicant for bringing it forward and for doing a really good job of trying to meet some of the demands of our downtown and the expectations of our community in terms of what a project like this could look like. And I do also want to echo Commissioner Oettinger and others who have expressed the benefit of having this connection on Abbott. I think it would be really helpful in terms of traffic. So traffic isn't really a concern. It's just more of the general character of the downtown and opportunities moving forward.



Commissioner Haug - Thank you Chair Fernandez. I feel that my thoughts are very much in line with other comments from the Commission. I feel that that this would be a good service for our community and for West County, there's clearly a need for it. I'm also looking forward and thinking about, you know, we do have an urgent need for infill housing in our downtown for environmental reasons and for viability reasons. I also am still concerned a bit about the traffic going in both the east and west directions on the 12. Just because there's a crosswalk as well, right where Barnes Avenue is. And so if you have a pedestrian crossing, and then someone turning into the carwash, you basically might not get any movement at all across Petaluma Avenue for an entire light cycle. And to me that area is already very congested. So I just have concerns about the combination of a right hand turn and the crosswalk, creating further congestion in that area. I appreciated what Commissioner Oettinger said about making the facility truly a good neighbor so it doesn't inhibit further office space or residential building. I think those are part of the priorities of the downtown. And yeah, so those are my concerns at this point.

Commissioner Kelley - I have to say I agree with everybody, these have been very thoughtful discussions. The issue around sound is a big one. I don't know if there's a way of even moving the building further to the west, like Commissioner Oettinger said, or giving it a little bit of a different orientation. I have concerns about traffic on Barnes and I am wondering if, this is just a suggestion, as you're coming out of the carwash at Barnes and Abbott, is there a way to put a sign on the applicant's property that says there's a no left turn further north on Barnes just to give them a heads up so that they already haven't gone in there, then they see the sign at the corner of Sebastopol and Barnes and then you're sort of stuck and you have to go right. So I think for folks to plan, to understand that that's not what you're supposed to do, that maybe there could be a little signage as you exit the property. I am very concerned about, if in fact the County does purchase the Sebastopol Inn, now we're going to have fulltime people living there rather than more of a transient hotel. And so I have a little concern around the sound going to the eastern part of that structure. We haven't really talked about it. So I'm going to have to agree that I don't believe this is the appropriate type of business for our downtown core, especially when it's so near an office building and the property's potential use for mixed-use development. That's it.

Chair Fernandez – Thank you Commissioner Kelley. Very well spoken and described comments from the Commission. Thank you for those descriptions. You know, I have some of the similar concerns as far as needing additional information. I would like to see if there's a way to make this work, if at all possible. You know, we talk about supporting our local business and Mr. Reece has had that business and has done a very good job as far as being a local patron and taking care of the needs of local customers. Also, not only trips would be saved, but also people washing cars at their home, which would waste a lot more water than that area. It is zoned for this, we just did the General Plan update. I do have a concern of putting that facility in, and then also eliminating the possibility of adding housing, I think that's something that we need to look at and address. You know, everybody talks about housing. And so maybe there's a way to make this work and get that around there. They're never going to eliminate 100% of the sound, it is downtown and there are going to be noises, that's part of the part of living in the downtown area. So it's just getting it to be reasonable. And I also have some questions with the negative declaration as well as there are some unanswered questions. So, you know, I'd like to get more information before my decision, but I don't know if the rest of the Commission would also like to do that as I heard a couple say they're looking at possibly voting to deny this, or if they would be open to hearing more information before making a final decision.

Commissioner Douch – In listening to the balance of comments, it feels to me that there are areas to hone in on, you know, specific elements that would be helpful to understand better or explore. I've made the sentiment clear that I am in favor of this, in principal. If there is something we can do to either continue this meeting, to invite the sound engineer to join us, or other people that could help answer questions, I would be in favor of that. Wondered how other commissioners may feel about that. Maybe it's understanding what noise levels would be inside the office space adjacent, or if indeed the wall should be higher, or if a roof structure over the wall would make a significant difference. I think these are all great questions. But I do feel that this is a service that's needed. And of course it would be great to make it without eliminating the possibility of having housing adjacent. And, Commissioner Oettinger, I appreciate your comments in that regard. So my question to the Commission would be, is the right thing to continue this to ask for the sound engineer and possibly the traffic engineer to be present for some questions, try and answer some concerns to get to a point where we can make a make an informed decision.

Chair Fernandez thanked Commissioner Douch for his comments.

Vice Chair Fritz – I'll be open to hearing more. I think we definitely need more information on the acoustics and I'd be willing to go to these other facilities to see how they operate and see what the noise levels are. Would ask staff in terms of this kind of variance and precedent setting for other downtown automotive oriented sites that, if we grant all these different variances and use permits and such, and someone else comes forward and they say, well, look, you let Benedetti's do it, we want to do it too. Is this a precedent setting kind of issue or should I not be concerned about that?

Director Svanstrom - I don't think the Commission should be concerned about a precedent, there are a couple of things that are pretty particular to this site. One is, the minimum FAR requirement is only applicable to vacant sites or complete redevelopment of sites. For this particular project, if they weren't doing the subdivision, the minimum FAR would not be an issue. It would be simply considered an info on an intensification of an existing use, and it would not be subject to the minimum FAR. That's one of the unusual characteristics of this particular project. So I don't think that is something to be concerned about in terms of a precedent for other sites.

Vice Chair Fritz - But wouldn't that be a precedent so say, you know, the smog shop said we want to put in a Jiffy Lube on our property and we're going to do a lot split so we have the smog site and then a Jiffy Lube then say, oh look, we have a Jiffy Lube property and we don't have to meet the floor area ratio requirement because we just did a lot split. I think the whole thing is precedent setting in terms of a way to get around the floor area ratio requirement.

Director Svanstrom - Yeah, I think there are a lot of other examples. For instance, the smog shop probably doesn't have the minimum frontage requirement. There are a number of other characteristics. Plus there is a lot of what the very good discussion tonight is about, the appropriateness of this use for the site. I personally am comfortable that the Commission would not be setting a precedent. Each site is unique, and the layout of each site is unique in terms of the variance to the FAR.

Vice Chair Fritz - Well, I definitely think we need more information before we make a decision on this. Given a lot of the questions around the acoustics in particular, and possibly traffic issues that have come up, and without those consultants here to give us kind of more specific answers, I definitely don't think we should make a decision on this tonight, unless the applicant is in some hurry for us to do so.

Director Svanstrom - From a staff perspective, I apologize for not having those consultants as it's always hard to judge how detailed the conversation will get. But we can arrange to potentially have them at the next Planning Commission meeting where we have some availability for that if the Commission wanted to continue to a date certain. Both the sound and traffic consultant are very local.

Chair Fernandez – Asked about the viability of any modifications to the current building plan, is that realistic, has that already been looked at, is there the possibility of any change to it?

Mr. Blair – Yes, actually, we have a project down in Berkeley where we have residents adjacent as would be the Ford building and the residents are anxious for the project to go forward. There was a little more modification to the exit end than is planned, that we can provide. What we don't want is to build this project and then have bad relationships with the neighbors. That's not what we're looking for. We don't want the complaints, we're very familiar with the challenges that Sebastopol has had. Has been directly and indirectly involved in it. Has gone to sites, has met the neighbors of those sites, and has been active trying to resolve these problems in Sebastopol. Tunnel Vision is also Bay Area Green, which started out as Sonoma Green. And so we're concerned about all of the things that the commissioners are concerned with. And we want to get this right on behalf of all of us. So yes, there's some I don't want to say minor, but there are some things that we can do to address the concerns, specifically to sound and I can't really speak on behalf of traffic.

Chair Fernandez – Okay. And I don't know if it's realistic to be able to present those? Or if the sound consultant would be here for the next meeting, or how that would be handled?

Director Svanstrom – Staff can contact the consultants about participating in either the next meeting or the meeting after that could work. Obviously, we will need to confirm their availability.

Chair Fernandez – Yeah, I'd like to see it coordinated with Tunnel Vision or whomever most appropriate, so they have time to come back and maybe make some suggestions as well.

Commissioner Oettinger – I support continuing as well. And I think it'd be nice to get that information on the sound and then to look at some of the conditions of approval that we would recommend to the City Council so that they actually have something that reflects some of the things that we think about, even though the final conclusion might be a recommendation to deny to the Council, it'd be nice of them to have some things that they might consider. Okay.

Director Svanstrom – Chair Fernandez, one of the things that might be helpful is to have the applicant address some of the questions or concerns about potentially modifying the location of the building or, as Commission Oettinger had suggested, the idea of having doors from the get go. I don't know if they're able to respond tonight, or if that's something they'll need to study. But I'm hearing questions from the Commission that would need to be looked at by the applicants.

Commissioner Oettinger - I just wanted to clarify, I did not suggest moving the building to another site, I just was suggesting extension of the east wall, north and south at the wall height versus building the retaining wall. That was my only suggestion about changes to the building and roof.

Patrick Slayter – Project Architect, if I could answer a question regarding the design of the building itself, what you see is something that is extremely preliminary. The Planning Commission is not design review, it's to give an idea of the massing of the building. And regarding the sound study and the information, the application and the packet was put together in anticipation of the of the two independent studies being done, the traffic and the sound study, so anything that is reflected in the application packet that's supplied by the applicant is prior to any of the recommendations that subsequently were made by either the Planning staff or their consultants in the traffic and noise arenas. So, we're absolutely open to looking at the building and discussing new ways of addressing the sound. What we're looking at is just a circumstance of timing, and what's reflected at what point in history.

Director Svanstrom thanked Mr. Slayter for his comments.

Chair Fernandez asked if a motion to continue this was needed.

Director Svanstrom - Yes. And if you're able to continue it to a date certain, you can always do that. And if the consultants for some reason aren't available, then we can notify everybody and renote it if needed. If we continue it to a date certain we won't need to renote. Obviously, we've got a number of the neighbors here so they would know tonight when the next hearing would be.

Chair Fernandez – Would you suggest that it be continued to the next meeting or the meeting after?

Director Svanstrom – If it's just getting the consultants, I think the next meeting should work. That's three weeks away, given the extra weekends at the end of September. And so if they're available, they should have plenty of time to prepare for it.

Vice Chair Fritz made a motion to continue this application to the regular Planning Commission meeting on October 13, 2020 to allow the Commission to receive additional information from the consultants.

Commissioner Oettinger seconded the motion.

Chair Fernandez asked for discussion of the motion.

Vice Chair Fritz – If commissioners can make it to maybe one of these other sites to see a similar carwash that would be good.

Commissioner Haug – Yeah, I agree with Vice Chair Fritz. If we could get a list of potential sites to visit that would be very helpful prior to the October 13 meeting that way they can actually see the equipment and stand in front of it. I think that would be extremely helpful in our decision making.

Chair Fernandez - And it should also be noted, if it's exactly the same or if it's a little bit different because if we go there, and we see that it's maybe noisier that may not be a fair comparison.

Mr. Hogan – We can work with the Tunnel Vision people to get a list of other sites in the area and see how they're different. And then forward that on to the Commission so that if you do get a chance, you'll know the differences between the projects.

Chair Fernandez – Yep, good suggestion.

Chair Fernandez - Okay, we have motion and a second for continuance. Asked for a roll call.

The Commission voted on the motion as follows:

VOTE:

AYES: Chair Fernandez, Vice Chair Fritz, and Commissioners Kelley, Oettinger, Haug, Douch, and Lindenbusch

NOES: None

ABSTAIN: None

ABSENT: Commissioner Wilson

Director Svanstrom - And so the motion passes, and the hearing will be continued to the October 13, 2020 meeting of the Planning Commission.

## **8. REGULAR AGENDA:**

### **A. IVES PARK WALKING TOUR**

Chair Fernandez introduced the item.

Director Svanstrom provided a brief staff report.

Commissioner Haug - Thank you for supporting this idea and participating in kind of an unusual format. I tried to make the instructions as straightforward as possible. And so the idea is that we will individually walk the park and using the 2013 Master Plan as our guiding document. And I called out specific pages that I have found to be very useful. And, personally, I work best with paper documents so I just listed the pages that I thought might be helpful for those who also like paper documents. And then, as Director Svanstrom said, the second part of it is my own kind of thoughts and reflections just in terms of questions I'm asking myself as I'm looking at the Plan. One of my considerations is can we make small improvements to the park that will increase usability and heighten user experience, given the fact that our capacity to raise money through fundraising might take a while or might be limited due to the pandemic. Her final paragraph asks the commissioners to list five primary uses or needs of the park and how we could support them through Measure M improvements. I was thinking if we ourselves generate a list that, perhaps at some point if we have the capacity, could send out a community survey using our list as a beginning jumping off platform.

Chair Fernandez - Okay, good. Thank you for putting this together. Well done. Any questions at this point?

Hearing nothing further, the Commission concluded discussion of this item.

## **9. PLANNING DIRECTOR'S REPORT**

Director Svanstrom provided the following updates:

- The City Council adopting the Tobacco Retail License Ordinance by approving the second reading at their last meeting.
- The City Council passed a microloan program for Sebastopol businesses as well as some changes to the Façade Improvement Program.

City Council  
Mayor Patrick Slayter  
Vice Mayor Una Glass  
Michael Carnacchi  
Sarah Glade Gurney  
Neysa Hinton



Planning Director  
Kari Svanstrom  
Associate Planner  
Alan Montes  
Senior Administrative Assistant  
Rebecca Mansour

## City of Sebastopol Planning Commission Staff Report

Meeting Date: October 13, 2020  
Agenda Item: 6A  
To: Planning Commission  
From: Kari Svanstrom, Planning Director  
David Hogan, Contract Planner  
Subject: Benedetti Car Wash - Conditional Use Permit, Variance, Tentative Parcel Map, Mitigated Negative Declaration (CEQA)  
Recommendation: Recommend Project Approval with Conditions to the City Council  
Applicant/Owner: Mark Reece  
File Number: 2019-27  
Address: 6809 Sebastopol Avenue  
CEQA Status: Mitigated Negative Declaration  
General Plan: Central Core  
Zoning: Downtown Core (CD)

### Introduction:

Planning Commission first considered the project at its September 22, 2020 meeting. Because of questions/concerns, the project was continued to the next meeting so that the consultants who prepared the technical studies could be available to talk with the Commission. Representatives of Illingworth and Rodkin and W-Trans will be in attendance.

### Noise-Related Questions.

The Commission had questions concerning the underlying assumptions used in the study, the relationship between traffic noise and car wash noise, and the origin/source for Mitigation Measure NOI-1 which read:

***“NOI-1 Reduce Offsite Noise Effects. Prior to the issuance of a building permit, the applicant shall submit evidence that the proposed car wash drying system incorporates a silencer to achieve operational noise levels no greater than 77 dBA at a distance of 10 feet and 63 dBA at a distance of 50 feet from the entrance and exit to the car wash. Installation of the approved silencer system shall be completed prior to final inspection.”***

Noise levels for the Proto-Vest S130 dryer system were provided to Illingworth & Rodkin in response to our typical data request (Benedetti Car Wash Dryer System.pdf). The data sheet from Proto-Vest indicates noise levels for the S130 model when equipped with the optional silencer reach 76.9 dBA (rounded to 77 dBA) at a distance of 10 feet and 63 dBA at a distance of 50 feet. These noise levels, and the listed noise levels for the S130 without the optional silencer, were used as the basis for our noise propagation modeling. The language in the



Mitigation Measure requires that the dryer is equipped with the silencer specified on the data sheet.

The Commission was also concerned about the projected interior noise levels in the upstairs offices of the Ford building to the east. Specifically, what future noise levels might be if the windows were opened when the car wash was in operation. Staff consulted with Illingworth and Rodkin. In response they have provided the following additional information.

Commercial construction typically provides for an exterior-to-interior noise reduction of about 25 dBA with windows closed, and about 15 dBA with windows partially open for ventilation. Without construction of a noise wall anywhere within the car wash site, noise levels at the upper level of the western façade of the 6791 Sebastopol Avenue building would reach about 64 dBA  $L_{eq}$  during periods of heavy car wash use. This would correspond to interior noise levels of about 39 dBA  $L_{eq}$  with windows closed, and about 49 dBA  $L_{eq}$  with windows partially open. A noise wall of sufficient height constructed along the curved path exiting the car wash could provide additional noise reduction if needed. This would be a different wall than that which was previously analyzed for the purpose of reducing noise levels along the neighboring property to below 70 dBA  $L_{eq}$ .

Based on the concerns expressed by the Commission, staff met with Illingworth and Rodkin and the applicant's team to review the design of the structure that would further reduce the noise, in addition to the noise reduction from the dryer unit. The recommended design consists of a ten-foot wall projecting from the corner of the building by the car wash exit around driveway approximately fifty feet. Based upon the preliminary analysis, this structure would meet the requirements of the City Noise Ordinance at the property line at and above ground level (i.e. upper stories). The location of the proposed wall is provided in Attachment 1. The preparer of the Noise Impact Assessments will be available to discuss this issue with the Commission as needed.

### Traffic-Related Questions

The Commission had questions concerning the underlying assumptions used in the study and the potential traffic impacts/delays caused by patrons of the Benedetti Auto Center making right turns into the site from Sebastopol Avenue. Additional questions were emailed to staff following the meeting. The traffic consultant from W-Trans will be prepared to address these questions at the Commission meeting.

### Air Pollution from Water Vapor

The Commission had a question about the generation of polluted water vapor originating from the car wash drying equipment. To attempt to ascertain whether or not there is any information on this subject, staff has conducted an internet search for articles or studies relating to water vapor generated by car wash drying equipment. No articles or studies were identified that addressed this issue from either a quantity or quality perspective.

Additionally, members of Illingworth and Rodkin's Air Quality/Greenhouse Gas Emission team has done multiple car wash projects in the past and has never before come across this as an issue for this type of project. Particulate matter in water vapor would be well below any thresholds. This issue is typically worth concern in different types of projects or projects of much greater scale, such as large industrial facilities or power plants.. As a result, this does not appear to be a pollution issue.



### Additional Clarifications and Concerns

1. Why is there is a different distance to residential used in the Noise Assessment and the staff report?

The difference in the approximate distances to residential (e.g. 600 feet vs. 700 feet) is in how the distances were measured. The 600-foot distance is measured from property line to property line. The 700-foot distance is measured from the car wash building to the residential structure. Note, the Sebastopol Inn (hotels are defined as transient residential uses) is approximate 515 feet from the proposed car wash structure (approx. 485 feet from property line to property line).

2. Are there closer residential units to the project site, specifically at 100 Brown Street and 130 Petaluma Avenue?

Staff visited each site and confirmed that there are no residential units in the buildings. The noise environment in each location is determined by traffic noise on Sebastopol Avenue and Petaluma Avenue, respectively. Furthermore, each of these non-residential building is shielded from the car wash location by the existing tire shop building (and other buildings) along the direct line any noise would travel from the proposed car wash.

3. Condition of Approval 78b is unclear and confusing. Staff has revised the condition to read: *“Vehicles accessing the car wash facility shall not make a left turn onto Sebastopol Avenue in order to make a left turn onto Barnes Avenue to enter the car wash.”* This new language has been incorporated into the revised resolution recommending project approval.

### **Public Comments**

At the public hearing, four members of the public addressed the Commission. Their comments focused on the need for the Commission to get additional information on the project, noise impacts on the office tenants in the adjacent building, and a concern that the car wash may preclude residential mixed use development along this portion of Sebastopol Avenue.

Additionally, the Commission received eight additional comments prior to the September 22, 2020 meeting that were supportive of the project, as well as comments related to the concerns of the adjoining property owner. These comments have been previously distributed to the Planning Commission, and are available here:

<https://www.ci.sebastopol.ca.us/getattachment/Meeting-Event/Planning-Commission/2020/Planning-Commission-Meeting-of-September-22,-2020/2019-27-6809-Sebastopol-Ave-Public-Comment-Letters-as-of-9-22-20.pdf.aspx>

The week after the September 22, 2020 Planning Commission meeting, Planning staff was contacted by Tribal Historic Preservation Office for the Federated Indians of Graton Rancheria requesting a consultation on the project. Staff had previously provided the required 30-day project consultation notification on August 6, 2020. Staff expects to be able to consult with Tribal representatives on the Monday before the Commission meeting. Staff will provide an update to the Commission as part of staff’s presentation. This update may include recommendations for modified language in the Initial Study document.

**Recommendation:**

Staff recommends that the Planning Commission consider the following items and, if it is the consensus of the Planning Commission approve the resolution, with findings and conditions of approval, substantially in the form contained in Exhibit A to recommend that the City Council:

- Certify the Mitigated Negative Declaration;
- Approve the Conditional Use Permit, subject to the attached conditions;
- Approve the Variance; and
- Approve the Tentative Parcel Map, subject to the attached conditions.

Alternatively, if the consensus of the Planning Commission is to recommend denial of the application, it should direct staff to develop a resolution recommending denial based on the Commission's deliberations.

**Exhibits**

Exhibit A. Draft PC Resolution including Findings and Conditions of Approval (Revised)

**Attachments:**

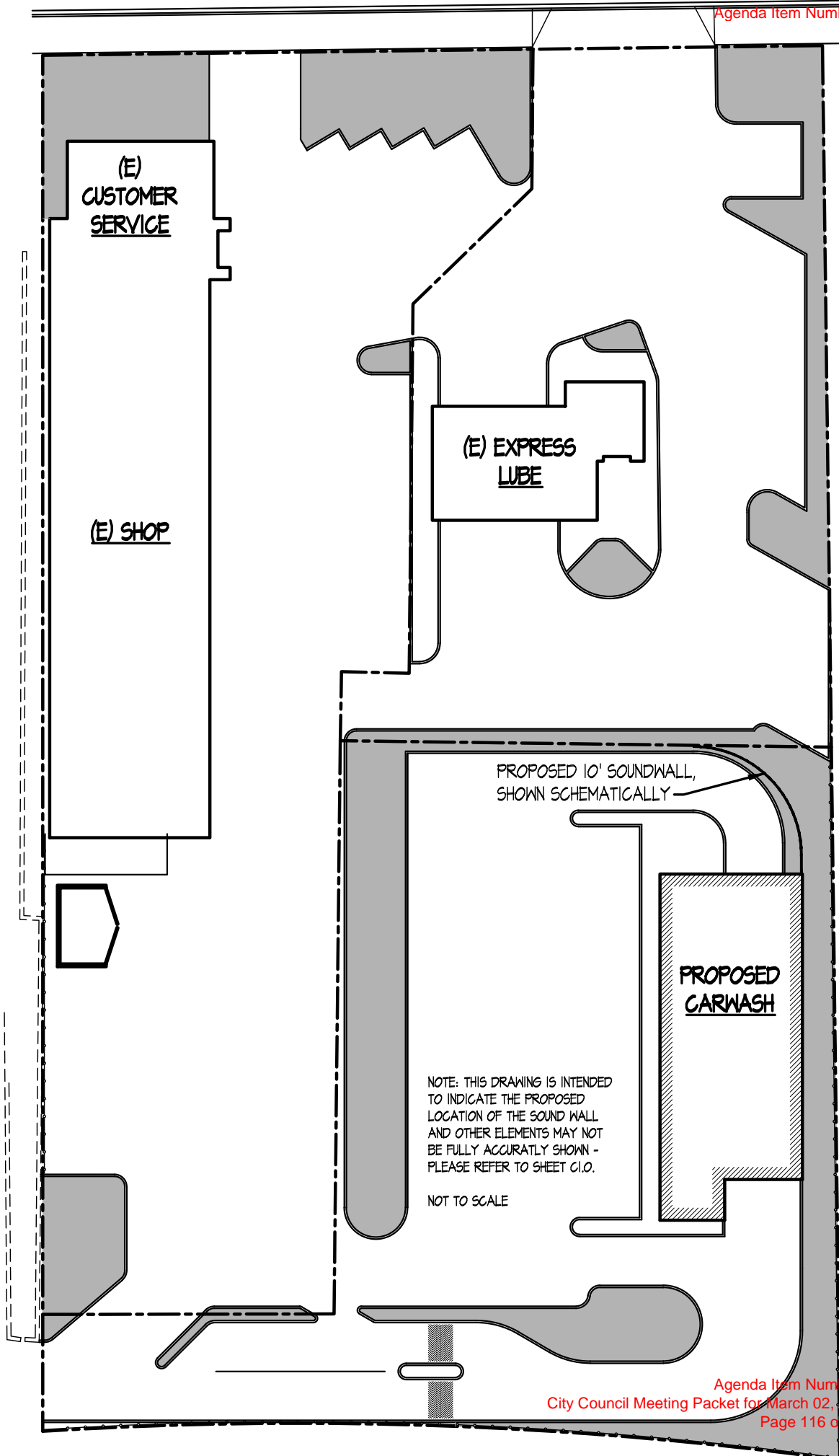
1. Site plan diagram of proposed noise wall location

*Staff Report and Attachments from September 22, 2020 Planning Commission meeting is available here:*

[www.ci.sebastopol.ca.us/Meeting-Event/Planning-Commission/2020/Planning-Commission-Meeting-of-September-22,-2020](http://www.ci.sebastopol.ca.us/Meeting-Event/Planning-Commission/2020/Planning-Commission-Meeting-of-September-22,-2020)

*Public Comments received as of October 8, 2020 can be found here (note, no additional comments have been received since the September 22, 2020 Commission meeting):*

[Item 6A Benedetti Public Comment Letters as of 10.08.20](#)



VOTE:

AYES: Chair Fernandez, Vice Chair Fritz, and Commissioners Douch, Kelley, Lindenbusch, and Haug  
NOES: None  
ABSTAIN: Commissioner Oetinger and Wilson  
ABSENT: None

**4. COMMENTS FROM THE PUBLIC ON ITEMS NOT ON AGENDA:** None.

**5. STATEMENTS OF CONFLICTS OF INTEREST:** None.

**6. PUBLIC HEARINGS:**

**A. CONDITIONAL USE PERMIT/TENTATIVE PARCEL MAP/VARIANCE:** Project #2019-027 – This is a public hearing for an application from Mark Reece, requesting approval of a Conditional Use Permit, to operate an automated car wash at 6809 Sebastopol Avenue, a Tentative Parcel Map to subdivide an existing 1.51 acre lot into three commercial parcels, and a Variance to allow a reduction in the minimum floor area ratio below the requirement of the municipal code, and a proposed Mitigated Negative Declaration for CEQA (California Environmental Quality Act). The project includes the construction of an automated car wash with upstairs office space and the installation of a driveway to Barnes Avenue. The existing tire shop and oil change operation will continue onsite and are not affected by this application. The Planning Commission is advisory on this application, and its recommendation will be forwarded to the City Council for final action. This item was continued from the Planning Commission meeting on September 22, 2020.

**Evert Fernandez, Chair**

Introduced this item.

**Kari Svanstrom, Planning Director**

Gave a brief presentation and introduced Contract Planner, Dave Hogan.

**Evert Fernandez, Chair**

Clarified that he intends to reopen the public hearing as new information has been presented.

**Kari Svanstrom, Planning Director**

We did close the public hearing at the last Commission meeting; however, it is the Commission's right to reopen for additional public comment which would happen after the staff report and any additional applicant presentation.

**Dave Hogan, Contract Planner**

Presented the staff report.

Steve Deines, Noise Consultant from Illingworth & Rodkin, Inc., and Steve Weinberger, traffic consultant from W-Trans, gave presentations.

**Paul Fritz, Vice Chair**

My first question is the plan that showed the proposed sound wall curving along the edge of the exit drive, what is the height of that wall.

**Steve Deines, Noise Consultant**

The minimum height would be 10'.

**Paul Fritz, Vice Chair**

You mentioned that the decibel level was going to be at 60 or below 60 decibels. Where is that measured? Was that measured at the second-floor window location level?

**Steve Deines, Noise Consultant**

Yes, exactly. It was measured at the equivalent height of the second-floor window.

**Kate Haug, Commissioner**

I have a couple questions. One, is for the noise consultant. It looks like most of the noise, and when I walked by the carwash in Santa Rosa on Mendocino Avenue, it seemed that most of the noise came out of the front where the vehicles exit the carwash. Is that correct? That is also when I looked at the different graphing that also seemed to correspond. Is that correct?

**Steve Deines, Noise Consultant**

Yes, that is correct.

**Kate Haug, Commissioner**

It seemed to me when I was in person, that there was less noise to the entrance of the carwash. Is that correct?

**Steve Deines, Noise Consultant**

Yes, that would also be correct. Our measurements in the past have determined there is usually about a three dBA difference between the exit and the entrance of the carwash.

**Kate Haug, Commissioner**

I am wondering if the car wash were moved a little bit away from the property line would decrease the noise to the people in the Ford building.

**Steve Deines, Noise Consultant**

Depending on how far you increase the distance, it could have a measurable effect. It seems there is only so much space for it to be moved. I am not sure of the other ramifications of relocating the carwash, but most of the mitigation would need to be provided by a sound wall, as opposed to just relocating the structure.

**Kate Haug, Commissioner**

I'm not familiar with the in's and outs of designing a carwash, it just seems like, if you could face it in a direction where there's no residences or potential residents, you would mitigate the impact of the noise on the overall community. For such a large lot, it seems like there might be some different options in terms of placement, since the owner of this lot also owns the adjacent two lots, and it is quite a bit of space.

**Steve Deines, Noise Consultant**

Yes, I can confirm that there may potentially be some ways to relocate the building there with decreased noise, but it would not have the most substantial effect overall, given the general size of the site in general.

**Kate Haug, Commissioner**

Thank you. And then my next question is for the traffic consultant. You are estimating that the carwash will generate 16 new trips per hour. Do you know what existing trips come in and out of the other services are, or is this 16 trips total for tire, lube, and carwash?

**Steve Weinberger, Traffic Consultant**

We were estimating traffic just for the carwash, as if that would be the only new generator on site, and we did not have counts available for the other uses. Based on those rates for that size of a carwash, considering some of the traffic comes from the existing stream of traffic on Sebastopol Avenue, it is actually during the peak hour 32 additional trips, which is 16 in and 16 out during that peak hour.

**Kate Haug, Commissioner**

It is 32 total in and out plus the other customers that might be using the tire services and the lube services?

**Steve Weinberger, Traffic Consultant**

Right, that is independent of the other uses. But as you know, from that facility, there are some times where people will go to the lube at the same time. I know that Benedetti's provides a service where you can bring your tires in to be rotated and they will take your car over to the lube and vice versa. I do not know if that is going to happen with carwash facility, we did not assume any commingling of trips. We assumed as if it were the only thing on the site. With uses like this, you will get some combining of trips, people may go get a carwash and get a lube at the same time. In terms of trying to find out the worst-case number of trips added to the site, we just assumed it was an independent carwash facility adding trips to that driveway.

**Kate Haug, Commissioner**

Do you think it would be fair to assume that it there may be four additional per hour bringing the total up to 20 cars entering over the course of an hour?

**Steve Weinberger, Traffic Consultant**

The estimate is an average peak hour, and we had daily trips as well. 300 additional trips were estimated on a daily basis, that is 150 in 150 out, during the peak hour. It was 32 trips, 16 in 16 out additional was what the rate show for that size of facility.

**Kate Haug, Commissioner**

If it is 32 trips per hour, that is a car entering or exiting about every two minutes just for the carwash?

**Steve Weinberger, Traffic Consultant**

That is right. If I can add on to that. Another thing to consider is, we estimated about a third of those trips are going to be using that rear entrance at Barnes and Abbott. The number you just related is assuming all the carwash traffic comes in and out of that driveway on Sebastopol Avenue, we are estimating that is not going to be the case. It is about a third would be using the Abbott and Barnes rear exit. So maybe on the order rather than a car every two minutes, it could be a car every three minutes.

**Kate Haug, Commissioner**

Okay. Theoretically, because the Barnes Avenue one and the front of Benedetti's both are outputs on to Sebastopol Avenue, they will theoretically have the most traffic coming from that access points.



**Steve Weinberger, Traffic Consultant**

Yes.

**Linda Kelley, Planning Commissioner**

Let me start with the traffic consultant. There were several of us who were concerned about turning left onto Barnes from Sebastopol Avenue because there is not a dedicated turn lane there. I know when I am going to work around 2:30 in the afternoon to Santa Rosa, there is sometimes a double slowing of the traffic to allow someone to turn left. I am wondering if you have suggestions, maybe asking Caltrans to double double yellow that area to maybe prohibit or queue people away from turning left. I know the traffic study did not really reveal that since you were looking at intersections. Can you have some comments on that?

**Steve Weinberger, Traffic Consultant**

I think so. You are talking about left turns on to Barnes not left turns into the project driveway, correct?

**Linda Kelley, Planning Commissioner**

Correct, onto Barnes from Highway 12.

**Steve Weinberger, Traffic Consultant**

I will just preface it by saying that the center to a left turn lane still exists. To turn left into the project, you are making that left from the center turn lane, which then ends right after that, and then just to the west, is the Barnes intersection. You are correct in saying that a person can now make a legal left from that through lane into Barnes, there is nothing prohibiting that. I do not see this as necessarily related to this project. I understand that movement does cause some delay in getting traffic up to the Petaluma intersection. I kind of see it as a movement that happens more during off peak hours because it can be quite difficult to somebody on your tail to make that left during a peak hour. But if the City chooses to work with Caltrans, I really think that Caltrans would shy away from doing a double double line because the width of the street is so narrow there, so you would have to put in other measures such as raised markers on the existing double yellow to discourage and prevent people from turning left there. That could be something for us to pass on to Public Works to discuss with Caltrans.

**Linda Kelley, Planning Commissioner**

My other concern was turning north, or right, out of Abbott on to Petaluma, people have a difficult time getting across to either the turn left lane to go west, or trying to turn onto Burnett which is the street before it. Will that cause any more problems? I know people will not actually turn right because they are trying to find a hole in the flow, but I am just concerned that it is going to even slow traffic a little bit more.

**Steve Weinberger, Traffic Consultant**

We did evaluate the intersection of Abbott and Petaluma in terms of level of delay with the additional, and again, a small amount of traffic with the additional returning vehicles, that intersection does meet City Standards as I said, with a Level of Service B for that right turn which is well within the General Plan standards, and the change is less than a second or a second and a half increase in delay for that right turn, but still well with standards at a Level of Service B. Just anecdotally, where I live in Sebastopol west of Main Street, I have made that move many times, and for this study I checked it out. Because most of the traffic that turns right from Abbott, a lot of a good portion of it wants to get in the left lane to turn left onto Burnett and then south and left on South Main Street, you tend to wait for a bigger gap in traffic since you have two lanes approaching you it is easier just to

turn right and continue straight, like say towards Whole Foods than it is to turn left on Burnett, you do have to wait a little bit longer. But again, everything is within City Standards. I do not see it as a critical movement, it just requires a little bit more patience to wait for that. There are gaps in traffic there. There are heavy volumes on Petaluma as we know, but Abbott is situated south of that queue that forms up at the signal and there are gaps that come along to allow that right turn with about 300 feet before you have to turn left on Burnett. I think that is a nice feature for the rear access to the project to take advantage of because frankly in terms of the level of delay in accessing the site you will have an easier time leaving via Abbott and making a left on Burnett then you would waiting for a gap to turn left directly onto Sebastopol Avenue, which is why I thought that was a nice feature of the project to open up that were access.

**Linda Kelley, Planning Commissioner**

My last question to you is, I had brought up the idea to discourage folks as they're exiting the project and now if their intention is to turn left on to Sebastopol Avenue from Barnes where there is a no left turn indication there, but if coming out of the project there was also a sign on the project's property, indicating that there'll be no left turn ahead, or something like that, just so folks don't find themselves all the way up to Sebastopol Avenue before realizing they are not to turn left there.

**Steve Weinberger, Traffic Consultant**

I think it is an interesting and difficult mitigation to provide a no left turn, Barnes is appropriate for no left turn because that center turn lane is now gone. The nice thing about the center turn lane and making a left turn is you can use that for a refuge to make your left as a two stage movement, turn left into the center turn lane and then merge to the right, you don't have that at Barnes, which is why when that project was developed, it was developed as a right turn only. The thing about applying no left turns at this driveway is you have a good half dozen or more other driveways on this section of Sebastopol Avenue and they should all be treated similarly. So, if you are going to prohibit left turns, you should do it at all these driveways, not just one. Again, going back to the rear access to Abbott and Barnes, that is an outlet that local users of the site will use knowing how difficult it is to make a left during peak hours. Especially with the carwash, users will see this access towards the Feed Store and will make the connection that that is an easier way to leave the site rather than making that left onto Sebastopol Avenue. During off peak hours, it is easier. As a user of many businesses on this corridor, planning your exit based on the time of day seems to work for that. But again, I think the carwash being located close to that new exit will give people a cue that that is the best and easiest way out. Those are my thoughts.

**Zac Douch, Commissioner**

I have a question for the sound consultant. I think you said that the noise at the upper floor exterior of the neighboring building, with the addition of the 10' curved wall would be around 60 dBA. Is that correct?

**Steve Deines, Noise Consultant**

That is correct.

**Zac Douch, Commissioner**

The analysis or staff report talked about typical construction and what you might see, in terms of reduction from the exterior of the building to the interior of the building. With windows closed, that was around 25 dBA and with the windows open for ventilation around 15. So that would yield an interior noise level of around 35 to 45 depending on if

the windows are open or closed. Can you give us a sense of how that compares to an indoor office environment typically? Frankly, I read these numbers and have tried to have an understanding of what 70 dBA is because that was relevant to the exit of the carwash, and went to another carwash to see what that was like, but it's hard to gauge what 35 or 45 dBA is to the layperson. Can you tell us a little more about what the experience of those levels will be?

**Steve Deines, Noise Consultant**

Yes, sure. I'll state off beforehand that the CALGreen code limits the interior noise level in non-residential structures to 50 dBA Leq during hours of operation so this project would not result in an exceedance of that even with the windows open for partial ventilation. 35 to 45 is usually the maximum allowable interior noise level for residential structures. Typically, as another reference for just general conversation between two people is generally around the 60 dBA level. Having noise levels around 35 to 45 would be substantially below your typical level of speech and would not result in any interferences in conversation.

**Zac Douch, Commissioner**

Thank you. I do not have any questions regarding traffic so thank you very much.

**Kathy Oetinger, Commissioner**

I have several questions about noise and traffic, I will start with noise. Originally, we had a wall along the edge of the property at 6', and now we have a new 10' wall that extends 50', I understand. How is that while reducing the numbers that we have, and there are some numbers that we do not have. So in terms of the numbers that we have, originally with the silencer at the exit, at 10' from the exit we had 77 dBA with a silencer, now, I'm guessing that the 10' is within that sound wall. So that is not really an important message for us now, because the sound wall is keeping the neighbors and the nearby residents outside of that 10' area. But regarding that, with a sound wall, if you are standing at the exit, doesn't it make standing at the exit louder?

**Steve Deines, Noise Consultant**

There will be some reflections provided by the wall that would make the area immediately adjacent to the exit louder, but not at any adjacent receptors or structures.

**Kathy Oetinger, Commissioner**

The sound emanating is going to reflect or deflect off that wall. But sound goes up and out in all directions and it goes around corners. When that sound is deflected or reflected, I am not sure what that is, is that louder as it is going out? Like straight up, for instance.

**Steve Deines, Noise Consultant**

You could have some focusing provided by the curved wall. The way it is currently designed and the presented figure, and from the results of the modeling that we ran, it would not result in any noise increases in the vicinity. But generally, yes, reflections can potentially result in increased noise levels in select locations.

**Kathy Oetinger, Commissioner**

Since the sound wall is 10' from the entrance, I sort of have to ignore that number in terms of how that affects the neighbors. But with a silencer, it is 63 dBA at 50'. How do you think at 50' the sound would be affected let's say 50' to the east on the other on the adjacent property to the east at 50' , what do you think the sound would be because of the wall?

**Steve Deines, Noise Consultant**

With the wall implemented it would be much lower than that. The 77 at 10' and 63 at 50' numbers refer to the specific manufacturer's noise levels after the installation of the silencer. So that would be without any obstruction whatsoever. I do not have a particular receptor set in the model, but it would be reduced substantially below 63 dBA. It would not exceed 60 at the adjacent property

**Kathy Oetinger, Commissioner**

Not exceed, so it would be less than 60. But you cannot tell me what it might be?

**Steve Deines, Noise Consultant**

I can say that I did also test at the southern facade of the Ford building and noise levels would reach about 58 dBA with introduction of the noise wall.

**Kathy Oetinger, Commissioner**

Okay south of the Ford building, and that is immediately south of the building in the open area? Because I was concerned that the sound would come up and bounce off the corrugated siding and come down. You think that would be 58?

**Steve Deines, Noise Consultant**

Yes, the results of our model would indicate that having a wall of sufficient height would reduce the possibility that noise levels from the carwash would exceed any standards of the Ford building property.

**Kathy Oetinger, Commissioner**

And I am looking at table two, which compares what comparable sound is to 60, which is a little bit over 58. And that is the sound of heavy traffic at 300', which is about where that site is, except that it is quieted a bit by the Ford building, it is very quiet back there. It is going to be a little bit louder in the traffic.

**Steve Deines, Noise Consultant**

Generally, it could be a little bit louder. A guideline, in general, is the lowest increase in noise that one can usually notice, just with their ears alone is a three dBA increase. We find that with the introduction of the wall it would be a slightly noticeable increase in noise overall.

**Kathy Oetinger, Commissioner**

In your opinion, if people were behind the Ford building at the makerspace, holding a meeting or talking to someone, I was there recently listening to two people talk in very common normal voices, and the traffic was not a concern at all. Do you feel like they could continue to have that quiet person to person conversation with 58?

**Steve Deines, Noise Consultant**

Yes, I believe it would be appropriate. Yes, I think we typically manage to do that while walking along busy roads or even smaller roads in general, where the noise level even exceeds that.

**Kathy Oetinger, Commissioner**

At the second story office building, let us assume that the window is open, and you are saying it would be less than 60?

**Steve Deines, Noise Consultant**

Correct.

**Kathy Oetinger, Commissioner**

60 is a little less than what my chart says normal speech is at 3'. So, people inside that building would still be able to sit across the table from each other and hear each other. It still seems like it's very close to the fact that with the window open, they'd be hearing traffic at 300', which I guess is fairly quiet, just trying to make sure that the numbers we had before are the same here.

**Kathy Oetinger, Commissioner**

The old study said that without the new wall the number was 46 at the Sebastopol Inn during the peak hour of use and the Sebastopol Inn is 480 feet away. 46 is somewhere between a large theater conference room and a dishwasher in the next room. Do you think it would be even less than that now with the wall at 480' away?

**Steve Deines, Noise Consultant**

Yes, I think after introduction of the suggested wall, it would be slightly less. If I could attest to the noise levels, potentially at the interior of the second floor office of the Ford building, even with the window partially open for ventilation, you'd have about a 15 dBA decrease in noise level, which would bring it down to a maximum of about 45 dBA interior, which would be very easy to maintain a conversation above.

**Kathy Oetinger, Commissioner**

45 is somewhere between a large conference room and a dishwasher in the next room?

**Steve Deines, Noise Consultant**

Yes.

**Kathy Oetinger, Commissioner**

I am trying to make the numbers mean something to me and to other people. With the office closed, is that the 45 that you were saying?

**Steve Deines, Noise Consultant**

The 45 was about having the window partially open. It would be another 10 dBA below that with standard commercial construction for a building like this. We brought it down to 35 dBA.

**Kathy Oetinger, Commissioner**

Which is only a little bit less.

**Steve Deines, Noise Consultant**

It is approximately twice as quiet to be perceived.

**Kathy Oetinger, Commissioner**

As noises go around, over the top of the wall, they go around corners, you can hear them, they drop off fairly significantly as they go. I am thinking of the sound going over the wall to the makerspace, which is my big concern. It goes around the 90-degree corners, does it wrap around? I think it does.

**Steve Deines, Noise Consultant**

Yes, you are right there, there will be some diffraction around the wall. But the vast, vast majority of the sound would be reflected away from the Ford building.

**Kathy Oetinger, Commissioner**

It would be probably less than heavy traffic at 300' at that point.

**Steve Deines, Noise Consultant**

Yes, my modeling results show that it would not be significantly above the existing ambient noise levels.

**Kathy Oetinger, Commissioner**

You believe that two people talking could hear each other speak without conflict with the noise?

**Steve Deines, Noise Consultant**

I do, yes.

**Kathy Oetinger, Commissioner**

If there were a housing structure built across the wall and the windows went up even higher than the second floor, what if they went up to a third floor and they were residences, so people open them? We do not know where those windows are, they might be right at the makespace. If they were at the second or third floor, could we assume that they were the same as at the second store window of the Ford building, would it be similar, or because it's directly above, would it be greater?

**Steve Deines, Noise Consultant**

Usually, in situations like that the noise level would increase slightly with elevation up to a certain point. But with introduction of the wall, because the wall would be shielding so much of the direct sound from the carwash, even at elevated floors, I wouldn't imagine there would be significant noise that would result in any exceedances for interior noise levels that would exceed any building code standards.

**Kathy Oetinger, Commissioner**

Thank you. I believe you have answered all my questions or noise.

**Patrick Wilson, Commissioner**

Well, my questions are not related to the two experts that are here, I want to ask staff about the variance findings and the draft resolution.

**Evert Fernandez, Chair**

You can ask now, I think it may give information, we will get to public comment, if you would like.

**Patrick Wilson, Commissioner**

I am looking at the draft resolution that you have prepared for the Planning Commission on page 4 under variance. I am looking at the 8th whereas, the zoning code required exceptional or extraordinary circumstances to approve of this. So I'm looking at what the proposed findings are on that and there's a sentence there at the end of that 8th whereas on page 4, it says the site is an infill development project within an automotive uses, which should read use, and the use itself, a carwash, is compatible with other uses on the site. Then this is the part I am confused about, it goes on to say the use is not compatible with other mixed uses, such as office and residential uses. What does that mean? There are office uses nearby and in fact, this proposal includes an office. If the carwash is not compatible with other mixed uses nearby, when zoning for uses nearby is mixed use, how does that make any sense? How does that support the variance?



**Kari Svanstrom, Planning Director**

The variance is for a floor area variance and the variance is basically for not covering the entire site. In this case, to meet the minimum FAR 1, you would have to either have 50% of the new parcel, covered with structure at two stories, or the entire site would need to be covered at a one story level. The dynamics of a carwash with the required circulation and the queuing that our code requires for that make this difficult. They do have an office on the second floor for the car wash. That structure is designed with insulated concrete blocks so that it protects adjacent uses and uses that side, but to have it within that same envelope would be difficult with other uses. So it's not necessarily about adjacent sites so much as it is the particular site itself and the ability to do an FAR of 1 on that particular site, given the constraints of the use, and also the dynamics of how it's connected to the automotive uses.

**Dave Hogan, Contract Planner**

The situation is that the variance is for floor area ratio, and floor area ratio in the context of the downtown is really looking at future systematic redevelopment in parts of the downtown where you are going to be looking at three story buildings with a combination of commercial and office and residential, to put that type of standard on to an auto service center creates a hardship that you weren't really going to see in other locations in the community. As Director Svanstrom pointed out, to meet the floor area ratio for this new lot, you'd have to have a building covering the entire lot, one story, you're not going to be able to do that with an auto service center in a suburban community like this. You could probably get away with it in downtown San Francisco where your property values are higher, but it is just not going to support it here. So, the principle of the variance is you have a situation not created by the property owner, that creates a hardship by the strict interpretation of a code requirement. I think that is the key and I do see the typo so we can fix that. Does that address your concern?

**Patrick Wilson, Commissioner**

Not really, no. I do not understand the sentence. I understand why they want to put a carwash there, but are you saying that a residential use or an office use could not be put on that site as an alternative?

**Kari Svanstrom, Planning Director**

No, we are saying, given the proposed use for the site, building it out with a carwash and other components to get to the FAR of 1 does not make sense. Our variance requirements, or additional requirements do allow the exceptional circumstances or conditions related to the use, not just the land and the building or the site characteristics. Specific requirements of the use to be considered whether those strict conditions of the zoning ordinance should apply when reviewing a variance. In this case, we're saying the automotive uses that are there, and the proposed automotive use of a carwash is allowed in our in the downtown commercial zone with the use permit, it's not necessarily compatible with doing a full buildout with FAR 1 on that site. The other thing that staff looked at as well was in a lot of ways other than the subdivision of the site is if this wasn't being subdivided, it would not need to meet the FAR requirement of 1 because it would be an intensification of an existing site. The FAR 1 is only required when you have a vacant lot or a complete redevelopment of the site. It is not required when you are just intensifying the uses of an existing site.

**Patrick Wilson, Commissioner**

The next sentence is incomplete. It says the location of the site is and then nothing after that. Is that a typo? Or am I missing something?

**Dave Hogan, Contract Planner**

The sentence is clearly missing something. I would declare that a typo and the Commission's approval just strike it because that was in the previous resolution as well. I think we can delete that fragment of a sentence.

**Patrick Wilson, Commissioner**

I have a question about Table 17.25-1 on page 17-39. As I read that, this talks about various uses that may be permitted or may not be permitted in commercial and industrial zones. This is Table 17.25-1 of the zoning code. There are three automotive related uses described on the Table, automotive gas and fueling, which does not apply here. The next one is automotive repair and service, and the third one is automotive sales, service, and repair. Of the two that might be applicable, Benedetti does not sell gas and they do not sell vehicles. When I looked at that, I thought that the automotive repair and service category fit Benedetti, unfortunately, that is not a permitted use in the CD zone. It looks like staff has instead applied a different category, automotive sales, service, and repair which is conditionally permitted but there are no sales to occur here. If you use that one, you are basically ignoring the prior category in that Table. Could you explain that please?

**Kari Svanstrom, Planning Director**

Sure, if you look at the definitions in our code for automotive sales service and repair, it specifically says, automotive sales, repair and service uses including the following uses, and similar uses as may be determined by the Planning Commission, includes auto sales, rental service, auto rentals, auto service stations, auto repair garages, auto or truck washes, tire sales and services, and fast service oil change. In our code, automotive washes are specifically listed underneath automotive sales servicing repair. The classification of it is plain language of the code in my mind, that does not require that there be automotive sales.

**Patrick Wilson, Commissioner**

Are not you then reading of the code the prior category of automotive repair and service since by your interpretation, you are assuming all of that in the next category and they're completely different. I mean, automotive repair and service is not allowed in the CD zone, but it is permitted in the M zone. Automotive sales, service and repair is conditionally permitted in the CD zone and not allowed in the M zone. You are ignoring the automotive repair and service category in selecting the sales category. I had assumed the sales category was more akin to the Volvo dealership on Corby or something and you want to sell cars, and cities like to have car dealers because of sales tax, and people who sell cars, they like to service them, and they like to be able to wash the cars. That's how I interpret that one, because if you don't interpret it that way, you are basically reading the prior section out of the code, automotive repair and service, which is not permitted in the CD zone.

**Kari Svanstrom, Planning Director**

I think this is an interpretation because this says it is up to the Planning Commission to determine if this is a like use. As we were reviewing this, one thing we saw is that the automotive service and repair section that you are referring to is not in the code definitions anymore. I do not know why that was, but it is something that we will need to correct. What that necessarily included, versus the automotive sales, service, and repair, it does not say that it needs to include all the following or any specific of the following. Obviously, the fuel station is an easy one to discount and I agree with you there. So, this is sales, repair, and service uses including the following uses and similar uses that may be determined by the Commission. The site currently already has two or three of those uses

on the site. They are asking to add a third. It is the Commission's pleasure as stated in that definition to determine whether this is a similar and compatible use.

**Patrick Wilson, Commissioner**

Well, I do not think every term in the zoning code has to be in the definition section. Just because automotive repair and service is not defined in the definition section, I do not think means that it is a typo or something. I also think your interpretation does not give any credence to that category. You are just basically saying it is a typo, but it's not. The uses are allowed depending on which one you pick in the M zone or not, or in the CD zone or not. I just think that by your interpretation, you are also saying the automotive repair and service section immediately above should be cut out of the code, because that is what you are doing. I do not know that that's the Commission's role. I think the Council could fix this in a rezoning. I think this should have been handled as a rezoning, then we would not be worried about the variance findings, which I find somewhat difficult to make.

**Evert Fernandez, Chair**

I have a couple questions. Will the sound wall that is going to be 10' be subject to design review to determine how it looks, obstruction, how it fits in, et cetera?

**Dave Hogan, Contract Planner**

Yes, the actual design of the wall in terms of the materials, and its relationship to the landscaping and other things that may go into it will be going to the Design Review Board.

**Evert Fernandez, Chair**

Is that wall set up to deflect sound? Does it have any kind of absorbing properties of sound?

**Dave Hogan, Contract Planner**

At this point, I don't think they've actually designed the wall, I think the primary purpose is to deflect the sound from the adjacent property to keep the noise generated by the carwash on the site consistent with the City's noise requirements.

**Evert Fernandez, Chair**

Would there be a way to have some material that would absorb sound rather than just deflect it?

**Dave Hogan, Contract Planner**

I am sure there is. The architect, or somebody from the applicant team may be in a better position to answer that.

**Kari Svanstrom, Planning Director**

We did have a preliminary meeting with the applicant to discuss the change of curving that wall instead, and what we discussed was it would likely be set back about 4' or so from the curb so that you're not hitting the wall as you're making the turn. That provides an opportunity for planting some vegetation in front of it. I know plants are not necessarily as acoustically absorbing as people sometimes think they are. They did talk about that as well as potentially planting the wall with some vines and things like that. I do know the construction itself would most likely be a block construction. That was what the noise consultants requires in terms of it being at least a certain density or solidness of material to be effective for the other side of that as well.

**Steve Deines, Noise Consultant**

Yes, our modeling assumed that it would just be a solid wall without any additional absorption added, that would be a possibility. There are walls that one could build that would have that function. For the purposes of our analysis, we did not assume that would be implemented.

**Evert Fernandez, Chair**

I went to the carwash on Mendocino that was given as an example. It was kind of difficult to determine the sound because they had a fan there, like a blower for marketing and advertising. Plus, there are a lot of cars going by. Do you know if that facility has the type of silencer that you described? Could you also explain how the silencer that will be incorporated into the carwash works?

**Ed Blair, Tunnel Vision**

The blowers that are located upstairs, there's inlet baffles for sound reduction, and then there's mufflers put in the outbound, the discharge sides of the blower. There's sound suppression both on the inlet and the outlet side of the blowers. As well as having the producers upstairs like no carwash around really has that. The one on Mendocino does have the blowers upstairs, what we call producers, and it is retrofitted with exhaust mufflers, if you will.

**Evert Fernandez, Chair**

Okay, thank you. Then Director Svanstrom I have a question on Condition number 78, which is on page 14. 78 A says the car wash and vacuum show operate only between the hours of 7am and 7pm. There is no designation of days there. 7am seems early. I am wondering if there is additional information that needs to be added to that and to the applicant, is the intent to have the carwash open at 7am?

**Kari Svanstrom, Planning Director**

Thank you, Chair Fernandez. I think that is a good question for the applicant to address in terms of hours of operation, particularly on weekends compared to weekdays. Depending on what they think their actual hours would be, the Commission could adjust that condition if they wanted to, based on discussions with the applicant, and taking into consideration public comment and Commission deliberation.

**Mark Reece, Owner**

Our intentions are 7am to 7pm. There is a high number of people that really like to get their cars washed before they either head into work or sometimes early on a weekend morning just to get their chores out of the way. Our preference to be able to operate under those hours and that is what we would ask for.

**Evert Fernandez, Chair**

Okay, just wanted to clarify that. A question for the traffic consultant. We're talking about 16 trips for the carwash, does that take into account customers that already are there at the tire shop or oil change and now they're going over to the carwash, or is that considered to be just new customers that are coming in off the street to go into the carwash?

**Steve Weinberger, Traffic Consultant**

We took a worst-case estimate of trips and essentially viewed the site as a blank site with a carwash going in. We had the rates tell us, given that size a carwash, how much traffic is going to come to and from the carwash. Given the other uses, we know that there will be some commingling of trip purposes. People go for a lube and a carwash, things like

that reduce the number of new trips coming on the site. But for worst case, we assume this was an isolated site and that all the trips coming were what a carwash would generate. So that 16 in, 16 out, for a total of 32 trips during the peak hour, were estimated to be generated by the carwash, that's what we evaluated the intersection level of service with at that volume. But, as you pointed out, there will be some commingling of trips, which will bring down that number. Our report looked at sort of worst-case conditions if that makes sense.

**Evert Fernandez, Chair**

Regarding the City's noise ordinance, where on weekends, it is eight o'clock, is that for noise level? I know that certain workers, construction and so forth cannot be started till that time. How does this integrate with that noise ordinance?

**Kari Svanstrom, Planning Director**

We do have a noise ordinance. The noise level standard for the commercial zone, daytime hours is 55 dBA. Daytime hours are 8am to 10pm on weekdays, 9am to 10pm on Saturdays, and 9am to 7pm on Sundays. This particular use would not be exempt. We do exempt some certain construction noises and things like that, that are temporary in nature, not a permanent use. This particular use would be subject to those.

The 8am start time where they have the lower threshold, Monday through Friday, and then 9am on Saturdays and Sundays, the evening hours are past when they are proposing to operate so that is not an issue. I do want to note that we did an Administrative Use Permit back in 2013 to deal with some noise complaints we had from Robin Robbie's. One of the conditions we had for them was a 7am start time on weekdays in the summer months, and 8am in winter months. The start time on Sundays was 8:30am. I do not know if that was related to different noise ordinance hours. We have not updated our noise ordinance since 2013, when that was done. But they were restricted to different hours on Sundays, which is a consistent with the daytime hours.

**Evert Fernandez, Chair**

So, Condition 78 A is contrary to the noise ordinance?

**Kari Svanstrom, Planning Director**

Yes, we should change that to an 8am start time, the evening hours will not be a problem.

**Kari Svanstrom, Planning Director**

8am on Mondays through Fridays, and then 9am on Saturdays and Sundays. If they could get the noise on the site down to the 45 dBA adjusted for ambient noise, which is whatever the ambient noise is plus five decibels, then those earlier morning hours wouldn't be as much of an issue. But that is an excellent point, Chair Fernandez.

**Evert Fernandez, Chair**

That is something that if it were not the case, because the Council could consider making an exception for that, I assume?

**Kari Svanstrom, Planning Director**

That would be a noise variance and I am not sure that that would be supportable.

**Evert Fernandez, Chair**

Got it. Condition 78 A would need to be changed on that.

**Luke Lindenbusch, Commissioner**

Most of my questions have been answered. I do have some questions about water recycling and water runoff because that was indicated as a priority when this came up in 2017. If a member of the applicant team could just go through what the 80% water recycling is going to look like, are there any other mitigation techniques that will be in place, particularly to prevent any runoff from getting into the Laguna?

**Ed Blair, Tunnel Vision**

We use a company's reclaimed system which is built in Austria and is world renowned. It has been proven worthy of continuing the installing of that model. It is at or above the 80% recapture rate. Tunnel Vision also takes a secondary look at how to recycle water. We identify it as recapturing water before it is recycled. There are tiered elements in the water process where there's rinse water which doesn't have soap suspended in it that we can use at a different part of the wash, it gives us the ability to even increase our percentage of, if you will, reclaim. The blower system is more of a squeegee rather than just a surface blower, it can squeegee the vehicle which in turn retains the water in the bay. It is a great system and we have proven over time that it is very, very successful.

**Kari Svanstrom, Planning Director**

Commissioner Lindenbusch, is one of your questions about how stormwater would be treated or just about the recycled water?

**Luke Lindenbusch, Commissioner**

I am interested in stormwater as well. I looked at the site, and it seemed that the drainage on both the Ford building site and the Benedetti site drains straight to the Laguna so that is definitely an issue of concern for me.

**James Jensen, Civil Engineer**

For stormwater, every new land development project that hits particular very low thresholds of new impervious or style of development are required to comply with low impact development standards. I believe Sebastopol adopted the Santa Rosa manual like most of the rest of Sonoma County north of Cotati. When we get into the stage of applying for a building permit, we will prepare what is called a storm water low impact development submittal, SWLIDS is the acronym for it. It will identify impervious areas and where those impervious areas will drain to bioretention. Looking at the site plan at the end of the packet, the shaded areas are landscape opportunities, and we will basically divide the property into maybe four different drainage areas. They will go into bioretention. Bioretention constitutes a slightly depressed area, there will probably be curb cuts in the face of curb to allow water to sheet flow into the bioretention areas. From there, it will go through a medium of amended soils, those amended soils are planted with various landscapes that can tolerate the wet feet. What happens is the media strips constituents from the stormwater and then the plant life over time processes those constituents into carbon and then it just renews every year, the process just keeps going. On this site, I can't recall if we have subsurface storm drain already on site, I believe we do. In that particular case, we would install perforated pipes at an elevated level in those bioretention facilities so that once a storage volume, a retention volume below that perforated pipe, once that's full, then that satisfies what we call hydro modification. Any excess water will still get treated through that amended soil material and then it will enter the storm drain system.

**Kathy Oetinger, Commissioner**

I have a question on the carwash itself, and then also some about traffic. When I went to visit the car wash on Mendocino Avenue, I was standing on the property to the north, and



the attendant was very nice. There were no cars there because evacuations were going on. The attendant turned the carwash on for me so I could hear it and watch it. While I was standing on the property to the north, just over the fence, but pretty perpendicular to the opening, I noticed that when the soap started coming down, and the bubbles were floating around, there actually was a vapor coming out from the doorway, toward the east in that location. I am not concerned about the vapor being toxic. I am concerned about what I have heard about it being soapy and greasy and being a nuisance on neighboring properties. Since the neighboring property, the makerspace unit or perhaps another housing facility, I think the vapor could be a nuisance. My question to you is, how far from the doorway is the soap dispenser? Is that a foot inside the doorway, do you imagine? I guess I am talking to Mr. Blair.

**Ed Blair, Tunnel Vision**

Which end of the building were you standing at?

**Kathy Oetinger, Commissioner**

I was at the entrance and I was at the north side of the entrance, perpendicular to it.

**Ed Blair, Tunnel Vision**

You referred to bubbles. Those are foamers rather than spray nozzles and so bubbles are generated with the little fans up in the apparatus. It is not pressurized chemistry so there is no vapor. We try to apply all our chemistry without high pressure air driven. The bubbles are a good example of not atomizing the chemistry.

**Kathy Oetinger, Commissioner**

I understand what you are saying. However, I did see vapor coming out the building. But my question is, how far from the actual physical entrance of the building is the mechanism that drops the bubbles onto the car?

**Ed Blair, Tunnel Vision**

On that specific wash it's about 1' - 1 1/2' inside. That is giving you bubbles, yes.

**Kathy Oetinger, Commissioner**

Is there any way that the entrance could be closer, more into the building? Because I would think that since I was seeing it come out of the building, and I did see it, you should go look at it sometime. There is something coming out and that concerns me. I am wondering whether this site could be designed in such a way that there was a covering on that location at the entrance, or that the soap was dispensed further inside from the exit. Are either of those solutions that might prevent me from seeing that coming out of the building.

**Ed Blair, Tunnel Vision**

There would be considerably less with a car in the bay. The equipment layout can be moved, there is no real standard, mind you this was a repurposed building, it used to be a hamburger stand, built in 1966. It came with a lot of challenges. One of the challenges we specifically had to address was the length of the building. The proposed building that we have here in Sebastopol is longer, so it gives you more ability to be a little more flexible in the location of your equipment.

**Kathy Oetinger, Commissioner**

The attendant said that the building had been added to. But what you are telling me now is that the building that you are proposing for the Benedetti site is actually longer than

this building. Is it possible then that the facility could either have a roof or that the soap dispenser could be located, say 2 1/2' - 3' inside the doorway?

**Ed Blair, Tunnel Vision**

If it were deemed that that would be a condition of approval, then yes, we would move it in the distance that the Commission might suggest.

**Kathy Oetinger, Commissioner**

I think if you went and watched what I watched on a non-windy day, then you could imagine that on a windy day, that vapor or aerosolized whatever it is, and I don't think it's toxic, I just think it could be a nuisance and that's my concern that if there's more development, or even for the makerspace people, that they could experience the soapy greasy material on their on their projects.

**Mark Reece, Owner**

One of the things that Mr. Blair said, which will be different on our particular building, is that building there was a repurposed building, our building is going to be designed and develop exactly for the carwash equipment. I was there, I did not see any vapor on the day that I was there, but it was very busy, cars were going in all the time. Our building will be designed to a point where we should not have any of those issues coming out of either end of the building as far as that's concerned, because that building will be designed for that equipment.

**Kathy Oetinger, Commissioner**

I hope that that is the case and that we don't see any of that vapor coming out, I did see it, so that is a concern. My next question is, at the Wash Barn there was water outside at the entrance on the ground before cars went in. I asked the attendant why the water was there, and he said that at that site, you have a prewash, where apparently an attendant takes a garden hose with a pressurized nozzle and washes the car off. Is that something that you would have at this carwash?

**Ed Blair, Tunnel Vision**

It is in the plan to have a high-pressure gun at the entrance.

**Kathy Oetinger, Commissioner**

Do we know what kind of noise that high pressure makes against a car?

**Ed Blair, Tunnel Vision**

It is considered in the sound study that has been provided.

**Kathy Oetinger, Commissioner**

I am guessing that there is what I'll call an automated teller for the carwash. Is that located in the area as you enter the carwash, it looks like there is a little island there that may be covered?

**Ed Blair, Tunnel Vision**

Yes.

**Kathy Oetinger, Commissioner**

That is where that equipment is. Does that have a speaker attached to it? Does it talk to the customers?

**Ed Blair, Tunnel Vision**

That one does not, no.

**Kathy Oetinger, Commissioner**

All the information is on a screen?

**Ed Blair, Tunnel Vision**

There is no communication on those pay points.

**Kathy Oetinger, Commissioner**

I am looking at the schematic. I am not sure exactly where 50' would be and I cannot see where this sound wall ends exactly, because it looks like it goes along the property line. I just do not know how far it is. I guess that is not really an important issue to me at the present time. Since we no longer have the wall on the east side of the property that was originally a sound wall, is there some sort of a privacy wall? My concern is that if there were a development on the other side of the wall, I don't think they'd want to be looking due west at the southwest edge and see cars turning that corner and going into the carwash on a regular basis. Will there be some sort of a privacy fence along the east wall now that there is no longer a sound wall. I know that's sort of design review, but I am thinking about an adjacent use in the downtown core.

**Ed Blair, Tunnel Vision**

Tunnel Vision knows of no such plans at this point.

**Kathy Oetinger, Commissioner**

I have questions about traffic. Condition 78 B is still confusing to me because it seems like vehicles accessing the carwash facility shall not make a left turn onto Sebastopol Avenue to turn left on Barnes. It means that if they are already at the tire shop, they shall not exit to the highway as a left turn and then turn left onto Barnes. I am wondering how often that would even happen? Who would do that? I feel like what we are trying to say is that we do not want excessive left hand turns on the highway. Wouldn't it be better to be proactive and suggest that Condition 78 B say that all verbal, written or digital instructions shall direct customers to enter and exit the carwash via Abbott and Petaluma Avenues, because that would at least be proactive, in that, if you're going on the website it will show you how to get in and out, and if someone's asking you, you'll tell them to please come from the other direction. Not that people will do what we asked them, but it seems like it is accomplishing more than just saying do not turn left on the highway, which we know they're going to do that anyway.

**Kari Svanstrom, Planning Director**

In thinking about that condition that you proposed, Commissioner Oetinger, what if I am getting my car washed and then going to Santa Rosa? If I am required to go out of Abbott or out the Barnes entry that would be adding to the congestion of that intersection. I do not think we want that.

**Kathy Oetinger, Commissioner**

I am confused on what you were saying. What would create more traffic?

**Kari Svanstrom, Planning Director**

Were you proposing that all exits from the carwash be via the Barnes Avenue exit?

**Kathy Oetinger, Commissioner**

If we were trying to prevent traffic, making turns onto Sebastopol Avenue, it seems to me we would be wanting people then to use Abbot and Petaluma to avoid the congestion we have in that short distance on Bodega Avenue. By suggesting that all spoken and written communications direct people to use that exit would encourage more people to use that exit right from the start when they go online to see how to get there. Otherwise, I don't think it's even a useful thing at all because we're directing people not to do something that really very few people would actually do in my opinion, but you know, it's not a big deal.

**Kari Svanstrom, Planning Director**

That might be my over sensitivity to this condition and not wanting people to be taking turns there. Perhaps Mr. Hogan can think about this during public comment, or as we move forward. Mr. Reece could have that be part of a good neighbor policy, if people are going into town he can have them go out the south entry, however, I wouldn't want people going out that south way if they were only then going to have to make two more right turns to get to Santa Rosa versus just going to the current main Benedetti entrance on Sebastopol and taking a right going to Santa Rosa. I would not want to prohibit that.

**Kathy Oetinger, Commissioner**

Yes, it is just that that one is in the flow on Sebastopol Avenue. Whereas the other one is a stop on Sebastopol Avenue. My other traffic comment was regarding Commissioner Kelley's suggestion that they put a sign stating no left turn onto Sebastopol Avenue at the exit. I volunteered at The Legacy in the Southpoint Shopping Center, and I know when that one came in, they put up a no left turn sign as you exit, and now with Starbucks, there is quite a bit of traffic there. It's don't think it is an official no left turn sign, but people don't respect it anyway, but it is nice that it is there because a lot of people do, and cars do stack up behind the people who are trying to turn left there. I am thinking that any sign that encourages people to not do what we do not want them to do could be helpful. This is in support of that of that sign, perhaps being required at the exit. So those are my comments and questions at this point.

**Evert Fernandez, Chair**

Hearing nothing further, Chair Fernandez opened the public hearing for members of the public to speak on this item.

PUBLIC COMMENT:

**Huck Hensley**

I am sad because I really fear that the city's being bamboozled again, just like it was by CVS and it is fictional second story. I have listened to this entire evening and the last episode too. Spiritual teacher Byron Katie says, argue with reality and you will lose. I am the owner of the Ford building next door. I gave that building a deep green renovation five years ago, and I do not enjoy the conflict and contention of all this but locating this mechanical carwash on the property line creates a conflict with my tenants. Due to the intrusive noise, it is going to discourage downtown housing, on my property and elsewhere. It is a basic tenet of urban planning. Please do not look at conflicting uses next to each other. There is a real alternative to all this machinery, it is noiseless and almost waterless. A small crew rushes around and sprays the bottle and wipes down your car and they dry it. It takes five minutes, 10 minutes, maybe you'll still have the traffic impact, but you'd have no noise and actually watching these guys run around your car is kind of entertaining and would contribute to downtown. When I was renovating the Ford building, I relied on this report, a lot of you worked on it, it is the SDAT (Sustainable

Design Assessment Team) report. Lars Langberg, Cary Bush, Paul Fritz, Ted Luthin, and Sarah Gurney all worked on it. It is a product of thousands of hours of great intelligent input, along with eight top notch professionals from across the country. Read a quote from the SDAT report. This will take huge volumes of drinking water and power and sacrifice the downtown ambiance and add to traffic all to make material objects a little shinier. Please note, nobody has brought this up, car washes pay no sales tax which proves that this carwash will have a domino effect on downtown core properties. Any new noise generator can claim their noise will be drowned out by the carwash so who cares? And if you are approving car washes, let us have some more. This carwash is going to be there 20, 30, 40 years from now screeching away, ending the possibility of infill housing downtown for decades to come when you really need it. I'd say you have a choice between a carwash downtown or downtown housing, between congestion or a quieter, calmer, pedestrian friendly, livable downtown, between a downtown that serves cars or a downtown that serves people. No one really needs a carwash, but everybody needs housing. I hope you have the courage to envision Sebastopol as it ought to be and build that vision. Thank you. May wisdom guide you.

### **Annabelle**

Hi everyone. My name is Annabel, I'm 18 years old and I really appreciate Mr. Hensley mentioning the vision of a future Sebastopol because I am going to be in this town for longer than most of you and would like to envision a Sebastopol that is just, and values the local ecology, and I am very concerned about this carwash because there was mention of bubbles of soap, and of lubricants, and all of these chemicals, and actually have we even studied these chemicals to know if they are toxic, or not? Most of these chemicals that will be used for the carwash have not had sufficient studies and data gathered to know how they will affect the local life, and groundwater. Even if 80% of the water is recycled and reused, that still leaves 20% that goes to groundwater pollution affecting our drinking water and goes into the Laguna which is a preservation. Also, these chemicals go into the toxic waste center eventually, but the toxic waste center is not designed to ever eliminate chemicals. These chemicals are going to be in our environment and bio accumulate in animals and the other life in our community. These are synthetic, manmade chemicals that we do not know a lot about. Carwashes also use an obscene amount of resources, 40 gallons, on average per car, California is in a drought, and we're in a climate crisis where we do not need a car wash that sucks up all of these resources. To put up a concrete wall to eliminate sound. Have we thought about how concrete is one of the major fossil fuels uses in terms of how we produce concrete? Not only that, but the whole carwash is also going to have to be paved, which prevents the soil from sequestering carbon. It is 2020, we are in a climate crisis and the City of Sebastopol passed a climate emergency resolution. I would like to remind the Commission that you have been appointed by this elected City Council that approved this climate emergency resolution. I think that it's time to think beyond regulations and fitting within the bureaucracy of how companies would like to profit and think, what good can we actually do and how we can actually envision a community that works for us all. Thank you. I would like more than three minutes, but all my time is up.

### **Martin Reed**

All right, good evening, thank you for your time. I'm going on my fifth hour of listening to deliberation here and it feels, you know, look, there may be no standards or the standards may be well within for decibels or traffic, but the fact is, we're listening to a lot of consultants that are likely on the applicant's payroll and so you've got a question. When it comes to chemicals, I think Annabelle makes a good point. The fact is, you may say and you may vehemently nod your head no as she talks about toxic chemicals but DuPont lied about Teflon for 60 years and the fact is, the science just doesn't really agree with you.

You know, I have sat across from the Rotten Robbie carwash and it makes eating outside at D's Diner unpleasant. Every time the industrial fan turns on, it is disruptive. You cannot have a conversation. The same will be true for people at this building, including neighbors who come down for Chimera. One thing I wanted to bring up, I noticed on page 31 of the application, it says that exhibit 4 was written by Patrick Slayter. He was the architect of the project plans. I am very curious if this is the same Patrick Slayter who is the mayor of Sebastopol? If so, I would hope that that would have been mentioned risking impropriety if not, so that was concerning. I posted on Nextdoor about 4 hours ago that there's a proposed carwash down here that could significantly increase traffic and noise in this area next to the Joe Rodota trail, next to the Laguna habitat, at the busiest intersection in town, and more than 20 people agreed and said that they came out not in favor of this project. I will read just a couple of the names, Jane Eagle, Gil Cruz, Jocelyn Wilson, Alan Green Jr, Carrie Ann Tomlin, and Robin Morton. Sherry Kearney says, in my opinion, two car washes are quite enough in our small town. Sounds like a bad idea to me. It does not exactly add to the ambiance of downtown Sebastopol. Jessica Quigley said no, Richard Bland, Debbie Turner, Megan Burchfield, Linda Lynch, Paula Summer said with all the backup traffic on Highway 12, the size of Sebastopol, and the fact that we already have two car washes, I say why on earth would we need yet another carwash? First CVS in our quaint little town and now another carwash, crazy. And then three exclamation points. Penelope Butterfield, Brian Tuite, Lin Jo Kim says I will not make it to the 7pm meeting, but I am not in favor of the carwash. There's over 20 people saying no, the fact is, downtown Sebastopol is quaint and that's the reason we love it that's the reason we all live here, that's the reason we work here, the last thing we need is something that's going to make it noisier and that could possibly be throwing off vapors, and it's going to increase traffic. You know, we may say that, hey, we do not actually know, it is going to be insignificant. But the fact is, it will increase noise, and it will increase traffic, is that the direction we want to go? I hear from these consultants that it is going to be insignificant, and yet that is what every consultant says about every project, and I just do not buy it. Modifications are insufficient. This project is the wrong project in the wrong spot, and it presents real increases to noise and traffic in this community. Dozens of residents are opposing it, and it should be denied. Thanks for your consideration.

### **Jim Wheaton**

Thank you. I am Jim Wheaton. I have sort of two hats on. I am a board member of the Chimera makerspace; we have been there for seven years. I am also a previous tenant in the upstairs office where Mr. Reed is now and worked in that office for two years above Benedetti, so I have a lot of experience about what it is like in that space. I will start off by saying I do appreciate the mitigation effects. I was not aware of the curved wall and the sound studies saying there will be less noise at the higher level. But I still do not think it is a great project in the long-term interest of Sebastopol. I know that decibel numbers are not indicative of how annoying a sound is. Think of a leaf blower versus something else. If every two minutes or so you have got a motor turning on all day long, or maybe not every two minutes all day long, but during peak times, I find that annoying. I got used to Benedetti's, I take my car there, and I appreciate their local business. I got used to little sounds and the makerspace makes noise and sometimes we are out there grinding, so there is a certain level of industrialness of this whole area that has to be considered as that is okay. But the Class A kind of office space upstairs I am sure will be impacted when you have that window open. I had to shut it several times when cars are idling, or other noises come by so it will have an impact on offices at that level. I know that for Chimera, since we do make noise, and we have people out there, and we are welding and grinding sometimes, we cannot complain too much. We picked a spot that was downtown that is kind of semi industrial. Having housing there, if it is possible, I am all in favor of the infill. I think this would negatively impact that possibility. My last point is, I know that we've



had Linda Collister, the Healdsburg EPA person down and we can't even run our hose legally on the backlot because there's a drain outside Chimera and you're not allowed to put anything down there so we had to come up with a plan about how to try to really protect the Laguna. I know there is a lot of water recycling, but I'm curious whether or not there's any direct drainage to the Laguna and if so, that's got to be looked at more carefully. Thank you very much.

### **Charles Dunley**

Yes, I'm excited to be able to have one stop shopping, to be able to take my vehicle in, get my oil changed, get regular service done, and be able to have my car washed at the same time. It is convenient. It is not another trip out of my day, or more importantly, my day off that I have to deal with yet again, another vehicle issue. My big plus here is convenience. That is all I really have.

### **Leslie Richter**

Hi, good evening. I would have to agree with Charlie Dunn Levy in the fact that having it all in one spot does make it extremely convenient. I live on Bodega Avenue, and I like to keep my trips in and out of Sebastopol down to a minimum, especially because I have little ones that are usually going everywhere with me when I leave the house. I am sure you can imagine that being able to not only have my oil change, my tires serviced, but being able to wash my car all at once would be more than convenient. Just to kind of step back for a moment, what the gentleman said about the noise and how it would be a concern and how it can impact housing. I mean, I know that when I've gone to Benedetti's before to get my oil change, I personally can definitely hear noise coming from welding and grinding at the other businesses in the areas so I don't know if a car wash is going to be louder than a grinder. I think that there are some very beneficial points to having one locally here in town. Thank you.

### **David Hadley**

Well, hello. I would like to start by saying I am sitting here with my home air conditioner; it is 35 decibels. It is not very loud and not very annoying. 70 is not horrible. Things can be installed on the wall like split stone, which will keep it much quieter, like everything on every freeway in America. That will drop the noise level. Secondly, Mr. Hensley sounded like he was trying to be a little selfish there in speaking about his property, it sounds like he wants to sell to build housing. I understand that, I would do the same if I were him. To Annabelle, the average household, each person will use 100 gallons of water a day. I do not know how many houses they are planning on putting in there, but you know, with 100 people, that is 10,000 gallons a day blasting down into the sewage systems and not helping. We have all these things called bioswales, which is new construction, I deal with every day in my construction deal and this place will have bioswales, permeable concrete, things that go in through filters and natural processes of cleanliness, and put clean water back into the environment and back into the water table. I highly recommend, I mean, letting the water run out because that is how this stuff works. I have put in millions of millions of feet of bioswales. And that is what it is designed to do. It puts it back into the water table and back into the environment clean and clear. All those concerns seem a little silly to me. If you do not research it, you probably should not talk about it. But I could be wrong. Um, what else do I have? That is really it for me. I think it is a good thing, I built Benedetti tires whenever it came in and I have been there hundreds of times. One suggestion would be for the traffic people to put a keep clear sign at the Benedetti entrance so the people of Sebastopol will be thoughtful enough to maybe stop and let you in and out and it would really alleviate most of the traffic problems in that whole area. It has been bothering me for 30 plus years and I just do not understand why people will not stop and let you in and out. That is about all I have to say, thank you for listening.

**Tania Chatila**

Hi, my name is Tania Chatila and as a resident of this community I honestly find it a bit atrocious and completely out of character that the City of Sebastopol would even consider a project such as this one for what is really its downtown corridor. Many of the folks on this call have already called out a number of critical issues that should be taken into account when considering the feasibility and really the appropriateness of this proposed carwash, mainly noise, traffic and other environmental concerns as well. I think it is clearly apparent to everyone on this call and in this community that we are all drawn to Sebastopol because of its small-town feel, a town generally void of big box retailers and big city businesses. Truly, this community already has enough car washes and honestly, this project feels more like something our neighboring cities like Santa Rosa would consider. As someone who also works in this community right behind the proposed project site, I am also extremely concerned about the noise that is going to be associated with this project. I am a writer by trade, creative, who values a quiet peaceful space to work. The thought of a car wash and the humming of drying stations all day every day is really very concerning to me and I really question the impact a sound wall would actually have, not to mention that sound walls are generally an eyesore, and think about the trail that this project would border. Finally, I just have to end with really what is my biggest concern, which was brought up on this call tonight, the fact that one of the highest-ranking City officials is apparently an architect on this project. Is this true? I hope that this will be addressed tonight. If so, why was not this clearly stated before, if this is truly the case, it is very disappointing that this was not divulged sooner and represents a total lack of transparency here. As a former reporter for major Southern California newspapers, such as the Los Angeles Times, this honestly reeks of unethical conflicts of interest and really makes me question whether this project is being considered for the good of the community, or for the good of the interested parties. I also understand that these are very difficult economic times for everyone, every municipality, every business, but please, let us also consider the integrity of this community as a whole. Thank you for your time.

**Russ Taylor**

Russ Taylor, born in Sebastopol, raised in Sebastopol for pretty much 50 years of my life. I have seen the town go through many changes. This is not the town I grew up in. The things that are being addressed, the water and the potential of where that water is going into the Laguna, what about the consideration of everybody in their driveway, washing their car, all the soap, other chemicals, oils from the car running down into the gutter, into the storm drains, and then in the Laguna with no process, treatment, or anything? Here is an opportunity for people to avoid that, and maybe reduce that. Another note with the Ford building next door, that building was remodeled, and those offices were added after Benedetti tire was already there. They knew that there was noise currently there when they designed that and built it. The minor added noise of adding the car wash to the existing facility, people moving in there know what they are moving in next to. That does not make much sense to me because if they were concerned about it, then why build the offices there? Why would people move into them, if they can see there is a facility that makes noise next door? Like was mentioned earlier, the convenience of being able to get your car serviced, have it washed, have the oil changed, all in one spot, not leaving Sebastopol and going to another town, the option of, while you're waiting to get your oil changed or your car serviced, people have the ability to go across the street to The Barlow and utilize those businesses over there and keep them going in these times. I just see it as an opportunity for growth of what Sebastopol could use and just an all-around good idea, I think. I think everybody is taking the noise a little excessively, based on studies, and they are just assuming there is going to be noise. Everybody is getting a little up about that. The sound wall might be spending a whole bunch of money for no reason, why not wait and see what the sound is? Then if it is a little excessive, add the sound wall after

that. I hope everybody can see to not just take the extreme side of what might happen, but the other side of what the possibility might be. Thank you.

### **Nadine Sanders**

Hello. My name is Nadine Sanders, and I am a tenant in the Ford building lot. I went and did my homework after the last meeting, I sat in on at the Wash Barn and I got to ask a lot of questions of the manager there. I don't know if this will be brought up if you approve it, or even if you don't approve it, one thing I haven't heard talked about is, I would imagine when we're living in drought ville, California and our water tables are going down, I think it would be very important for the people who are going to approve it or disapprove it to know exactly how many gallons are used per car that goes through. Knowing that if people like it and this car wash is successful, there will be more and more water used. I live in Belmont Terrace actually when I am not at my studio here in downtown Sebastopol. Our Belmont Terrace water entity makes us do all kinds of things to show that we are not wasting water. My biggest thing is, you really need to know the hard facts of water use and you really need to look at what kinds of things we want in our town, given the fact that we live in drought ville, California. One thing is, I washed my car once a year, until I got married, now my husband washes a little more. My car runs perfect by getting its oil changed and getting its tires rotated, I do not give a darn how my car looks. I am just giving that perspective. The question I think you really need to find out is how many gallons per car. Thank you for listening. Bye.

### **Lisa Newbold**

I work in the Ford building and the company that I work for is a major tenant of that building so we have offices upstairs. We have offices downstairs that will be right next to the proceedings of the carwash. I am concerned about sound and traffic. What I'm concerned about is, somebody mentioned it earlier actually, the on and off and on and off as far as that being a distraction for people who are doing accounting and thinking work and people that are doing design work right up against that sound. I think that, Yes, we knew Benedetti was there when we moved in, but we didn't know there would be more sound in addition to that, and I do have a question for Steve Deines if he's available. I thought Mr. Deines said that his baseline numbers were done in June. That he took his baseline readings for the sound levels in June and I was not sure if I heard that right or not. If I did hear that right, I had a comment I wanted to make about that. I think that once the horse is out of the barn, it is out of the barn and it is just very hard. I looked at the diagrams, and I looked at a lot of the information and it's hard to see how big of an impact it'll be but it seems to me that there will be an impact on the offices that are next door to the carwash.

### **Joe Gurrola**

Good evening. I am kind of outside walking around. It is a little dark. I have been listening for a while tonight. I do not live in Sebastopol, but I do come to Sebastopol quite frequently for work and personal reasons. That means I am impacted by Highway 12 and Main Street in and out. I heard a lot of things mentioned about the traffic tonight. But all the construction over the last decade, decade and a half and they did not make a bigger portion of that two lanes to begin with. I mean, that could have solved the traffic questions that we are talking about tonight. I do not think it is on Benedetti necessarily, to take on the entire traffic burden. To just comment on environmental projects, they do not always work out. There's a big one, we're all familiar with the Smart Train in Sonoma County, I'd say that was a step backwards, although it's progressive and a good idea and could have been a good thing in this county, I think it set us back and didn't do what it was set to accomplish, and has been nothing but a nuisance. What kind of noise was produced while all those Barlow buildings were being constructed? I think the construction

to build all those businesses over there that everybody's defending is substantially greater than carwash operating. To comment about the carwash over at Rotten Robbie's, I think Benedetti's operations with better quality materials, and a better handling of the water and disposal of all the ingredients is probably much safer for the environment. I think Benedetti's will service away from Rotten Robbie's. A couple of people mentioned the convenience of an all in one stop. I have a work service vehicle, and two personal vehicles I service with Benedetti. I know for myself; I would not have to go to another carwash. I don't do it in my own front yard, just because I think a gentleman a couple minutes ago mentioned, I don't want to be responsible for anything coming off my car that could go down the drains that the city could find something wrong with and then I'm accountable for something I don't know I'm doing wrong. I feel much safer just disposing all my oil and anything all in one. While people mentioned negative environmental impacts, I think the potential could have more positive environmental impacts with bringing people from doing it at their own homes to Benedetti and encouraging more people to not change their own oil because I don't know if every resident properly disposes of their oil, but we can trust that Benedetti does it properly, as they have some pretty big restrictions and could get fined pretty heavily for not complying. I just feel like they cannot really take on all the burdens for each and everything pointed their way. I have heard quite a few people comment and disregard on sound walls, and if you really do not know anything about sound walls, I do not know how you discredit them either. Thank you.

### **Carol**

My name is Carol. I am a resident of Sebastopol. I have lived here for a long time, I moved here to raise my children here in this lovely town, which I absolutely adore. I believe that putting a carwash at Benedetti's is a good idea. As someone said earlier, it's a one stop shop, which would not only help our county and our city, but while we're waiting to go get our tires rotated, our oil changed and then go get our carwash, I think Mr. Taylor said it good when he said we could go walk over and support our local Barlow, we could go over and support our little town. I keep hearing we are such a little town, which is nice because we could walk to these little places and support Sebastopol while we are getting serviced at Benedetti's. I believe it was also Mr. Taylor that said something about us washing our vehicles in our driveways and not knowing what we're actually putting into our system which then goes into the Laguna and with the actual carwash, they will be recycling and doing everything that they need to do. I just think that it is a better, safer solution for those of us who live here in town. To be quite honest, I do not want to go out of our town and go give our revenue to another to another city. I definitely agree with Benedetti's.

### **Tony**

Hi, Tony. Longtime listener, first time caller. Just want to put my two cents here. I do not live in Sebastopol; I do frequent Sebastopol for work and or personal reasons. Environmentally, I do feel that going with an up to date, more state of the art style carwash would benefit environmentally opposed to standard car washes or those quick throw up car washes that you see at gas stations where there's no there's no real reclaim or reuse of the water that goes through those. As for traffic, that has always been an issue for me. Any which way you cut it through Sebastopol during peak hours, you are going to hit traffic. Carwash or no carwash, you are going to hit traffic, especially right through downtown. That is an issue that has been a problem. As for noise, Sebastopol is a small town with a lot of different types of businesses. You are going to get noise, it is a small town, you have a lot of different types of businesses right next to each other. I do feel that having the one stop shop does make it a lot safer. All those types of oils and chemicals that are being disposed of, are being disposed of properly, reclaimed properly. Opposed to, like somebody else mentioned, having them washed away from your

driveway right into the drain. Losing oil and things like that. Benedetti is a staple in Sebastopol, it has been for a long time. I am not opposed to it. I do like to see local businesses as opposed to corporations like Rotten Robbie's or other corporations taking business away from local businesses. It does seem like a lot of bickering with the next-door neighbor, but I am sorry that you guys renovated and built offices next to an industrial type facility. That is just the choice that you made, whoever owns that building. Thanks for listening.

Hearing nothing further, Chair Fernandez closed the public hearing and adjourned the meeting for a 10-minute break at 9:34pm.

Chair Fernandez reconvened the meeting and asked for additional questions.

**Kathy Oetinger, Commissioner**

I know that we can often talk about the conditions of approval, can we talk about the mitigation measures that are on page 5 or 10 of your document? I wanted to ask about NOI-1. Prior to issuing the building permit the applicant is supposed to prove that there will be noise levels no greater than 77 dBA at 10'. The existing documents are proving that, is that what we are saying?

**Dave Hogan, Contract Planner**

That would be the mitigation measures in the environmental document, in addition to the conditions of approval, it sets the standards by which the project will be built and operated. Did I understand your question?

**Kathy Oetinger, Commissioner**

I just wanted to make sure that we are required to use those numbers. We cannot change, I mean it seems so odd that the science, the recording of the study that they did is exactly what our documents say, seem kind of strange. They are just trying to meet that standard. I guess I am suspicious, but I just wanted to know.

**Steve Deines, Noise Consultant**

The numbers in the mitigation measure refer directly to the noise levels produced by the system specified for the carwash after introduction of the silencer. Those levels are not calculated levels, those are levels that would be generated by the dryer based on the information provided by the manufacturer. The mitigation measure is intended to imply that the silencer be correctly installed to meet the noise levels suggested by the manufacturer documentation.

**Kathy Oetinger, Commissioner**

So that first mitigation is because they have added the silencers. The second mitigation, we are talking about still a 6' barrier and I think we should change that to say a 10' barrier. I do not see any information saying what it will accomplish, or the minimum that we expect it to accomplish. I was wondering whether we could require that with the 10' barrier written into this mitigation measure that it is supposed to take us down to 60, less than 60 is what I was hearing. I just, can you do that, is that something that we would do?

**Dave Hogan, Contract Planner**

I think that is perfectly reasonable. The mitigation measure that we have here was the original one that went with the original study, and the project has evolved since then. Let me summarize, there is three different ways to mitigate an impact. One of them is to change the project, and that's what the applicant is proposing now, which is to change the

project to alter the wall that was originally proposed to address not only the ground floor use, but also the second floor use. Yes, as the Commission discusses I will make some adjustments to that mitigation measure and share that with the Commission should the Commission act to recommend approval tonight to the City Council.

**Kathy Oetinger, Commissioner**

You feel comfortable using the new figure of 60 at that, so the wall would still be required at final inspection to accomplish the 60 DBI?

**Dave Hogan, Contract Planner**

What I suspect the city would do would be, prior to issuance of the building permit, they would assess the noise with the actual design that is going in place.

**Kathy Oetinger, Commissioner**

Makes sense. I had concerns if we could add a Condition to 78 E to say that if any equipment changed or was remodeled or added to, that it would be required to meet the same sound standards as the approval or need to come back for a CUP (Conditional Use Permit). Is that something that we could add?

**Dave Hogan, Contract Planner**

Yes, if the Commission so chooses to add a specific requirement they could. I would just suggest that we look carefully at the wording so we do not regulate ourselves into a corner that we cannot get out of.

**Kathy Oetinger, Commissioner**

We would not want it to be noisier.

**Dave Hogan, Contract Planner**

That is correct.

**Kathy Oetinger, Commissioner**

That is what we have experienced before - somebody modified something and then people get even more upset.

**Dave Hogan, Contract Planner**

The future project, if they change it, it would still have to comply with the standards in the initial study, or if it didn't, say they were proposing to make things worse, the City would be in a position to have them go through and reevaluate the noise impacts in this case, because I think that's what you're concerned with.

**Kathy Oetinger, Commissioner**

Yes, I am thinking of 10 years down the line.

**Dave Hogan, Contract Planner**

Yes. All future projects would have to comply with the standards in the initial study for the CUP. You are correct.

**Kathy Oetinger, Commissioner**

I was wondering whether there was any way we could get some sort of a guarantee DBI level reading for the makerspace as well? That would be the area to the south. I do not see that mentioned specifically. That is NOI-2 where they specifically mention south from the adjacent commercial building. I guess I am asking if the 60 dBA applies to that site.



**Dave Hogan, Contract Planner**

I know Mr. Deines is here and can give us all a well-informed answer. There are different measurements for sound, there is a spot measurement, and then there's various forms of average measurements over time.

**Kathy Oetinger, Commissioner**

I would think that the spot measurement would be important for a neighbor living next door. So That's what I am asking for, not the averaged.

**Kari Svanstrom, Planning Director**

Our requirement is at the property line, and is measured at the property line, not interior to either of the properties. The way our noise ordinance works, if you do not have any noise exceeding the noise ordinance from ambient noise, then it is that set anywhere along the property line. In this case, the ambient noise allows them to do a higher level based on the ambient noise is already exceeding the noise level on the site. That allows for a five decibel, which is not a huge amount, over the ambient noise level.

**Steve Deines, Noise Consultant**

Yes. Referring back to the noise survey that we did conduct, we found that the average hourly noise level during weekdays during the proposed hours of operation would be 57 dBA, so that would exceed the municipal code limit by 2 dBA which would bring up then the limit to 62 that the carwash would not be to exceed. On Saturdays we found the average hourly noise level during hours of operation was 56 dBA, hourly average noise level. That would correspond to a limit of 61 dBA on Saturdays. Referring back to the model of noise levels that we've determined with the introduction of the 10' curved wall at the southern facade of the Ford building, the highest expected hourly average noise level will be 58 dBA which is below both of the weekday and weekend limits.

**Kathy Oetinger, Commissioner**

Yes, and that is again an average over large trucks making noise and what is normally there on any day when the carwash is not moving.

**Steve Deines, Noise Consultant**

I can maybe specify that our analysis was a very conservative analysis, assuming that the car wash was going to be in continuous operation simultaneously with all the vacuum stations. It would really be truly representative of the absolute worst-case noise scenario with all operational sources of noise at the site occurring simultaneously.

**Evert Fernandez, Chair**

There were a couple questions that were brought up during public comment that we want to address.

**Kari Svanstrom, Planning Director**

To the question about when the ambient noise readings were done, and this was actually an interesting thing because they were planning to do them I think the third or fourth week of March, the shelter in place order came, so that did not seem appropriate. We did have them wait until things started to open again. I believe it was June and Mr. Deines may be able to tell us the exact date of when those measurements were done.

**Steve Deines, Noise Consultant**

Yes. Our measurements began on June 4 and concluded on June 9.

**Kari Svanstrom, Planning Director**

We figured that that was still probably conservative in that they were not back to full normal yet, but essential businesses were operating at that time. Some restaurants had started to open in town and things like that with outdoor dining but there still was not quite as much activity as there is today, so those readings are still a little bit conservative, potentially. We felt that it was appropriate enough to move forward with.

**Evert Fernandez, Chair**

There is also a question regarding the architect on this project. It is Patrick Slayter, it is on all the documents, he is on City Council. This will be going to City Council and we expect him to recuse himself from the discussion, so he will not have a say or a vote on this project. It is clearly stated on all the documents.

**Kari Svanstrom, Planning Director**

As staff, I had noted that he was not going to be a presenter and his obviously not a presenter at this meeting. The Commission is advisory to the Council for this project.

**Dave Hogan, Contract Planner**

This situation is not unusual in small towns, where most of your elected officials are businesspeople, either that or they are retired. It is not unusual to have a member of the Commission or the Council who has business in the design and development fields to have projects coming before this body. As long as that person keeps themselves out of the process and does not confuse their private self and their public self, there really is no conflict. Mr. Slayter has not interjected himself into this process at all.

**Evert Fernandez, Chair**

I am not aware of that either.

**Luke Lindenbusch, Commissioner**

I just want to say for the record, with full understanding that Mayor Slayter would recuse himself. I think public concern might have related to the fact that Mayor Slayter did respond to some questioning in the first installment of our hearing. Just to state that for the record. I understand that he is fully within his right to be exercising his professional life as architect on this project and will be recusing himself, but just so that is stated.

**Evert Fernandez, Chair**

Thank you for that. Hearing no further questions, he asked for Commission deliberation.

**Paul Fritz, Vice Chair**

I will just state what I stated at the last meeting. I did go to the Wash Barn on Mendocino and observed it, I thought it was fairly loud at the exit. I appreciate the revised sound wall design; I think that will help. I appreciate the sound study and the applicant's willingness to work with the redesign of the site to prevent sound from impacting the second-floor neighbors directly. Overall, as I said last time, our General Plan and our revision of the zoning code and as Mr. Hensley mentioned, the SDAT and things that we've been doing in this community have been really trying to change our downtown to become a more pedestrian friendly, mixed-use, vibrant place. I don't think expanding automotive users in our downtown core is appropriate, I think Commissioner Wilson brought up some interesting points that I also had pointed out in our first meeting about some strangeness in the table in the zoning code about automotive uses and what's allowed downtown and what's conditionally permitted. It is a conditional use permit; it is for us to determine if this is an appropriate use for that site. I do not think automotive use is appropriate in the downtown core with idling cars, it is just not appropriate, and I am not supportive of the

variance request. The floor air ratio was clearly put into the zoning code because we want to encourage more high intensity uses downtown, and this clearly is not a high intensity use downtown.

I am a little puzzled by the variance language. Again, as Commissioner Wilson pointed out earlier, I agree, I think it is worded very strangely. It is basically saying, well because the use is a carwash, clearly a carwash would not have a floor area ratio of 1 because it is only a carwash. I mean, in my mind that is not an excuse for not complying with the requirement, I think it is just the wrong use. I just do not understand that logic. I think that, clearly, we want more intensive use downtown, and this is not an intensive use. I am just not really in favor of the project and I guess I will just leave it there.

**Evert Fernandez, Chair**

Director Svanstrom, just a clarification, since we are making a recommendation to Council, if our recommendation is to approve it, it continues to Council, and if our recommendation is to not approve it, it still continues to Council, is that correct?

**Kari Svanstrom, Planning Director**

Yes. The way our code is written, and this was changed in 2018, says that if there is an entitlement that requires a higher bodies, all of the decisions related to that except for design review and tree removal, which are a separate process, are determined by that highest body so that would all be from the City Council.

**Evert Fernandez, Chair**

Okay. Yes, I just want to clarify that.

**Kari Svanstrom, Planning Director**

Okay. Thank you. Because like I said, that is a change from when we did Hotel Sebastopol, where the Commission decided on certain items, and the Council decided on others. That is a change from 2018.

**Kate Haug, Commissioner**

I feel that the applicant has worked hard on the sound mitigation part of this. For me, I am more concerned about the variance and the zoning issues that have been brought up by Vice Chair Fritz and Commissioner Wilson. I am also concerned about traffic. This is obviously a proposal in the hopes of making money so that would require more trips to the carwash than less. If they're if they're projecting 16 new trips with the carwash, there will be some overlap with existing customers, but in my mind, you're going to have existing customers plus carwash customers so I would conservatively think that it would easily be 20-25 cars entering, which means you'd have 50 entrances and exits an hour potentially, which is one every minute or so. I also agree with the person who commented that it is not Benedetti's responsibility to solve the traffic issues in Sebastopol. That is obviously something that needs to be looked at and addressed as a community in a much more thoughtful long-term way. Adding a carwash will increase traffic in an area that already suffers from congestion and I am not sure how to solve the overall grid planning. My question to the traffic consultant was about timed lights, maybe there's a way we can look at timing lights throughout the downtown corridor to slow traffic to 20-25 miles an hour, but to keep it moving instead of stopping and starting, but that's not being addressed at this point. I think that they've done a good job in terms of trying to mitigate the sound, but if we are looking at increasing density in downtown Sebastopol, and we establish this business that increases traffic, how will that impact if we want to start doing more infill in downtown? I am just looking more long range on that. Thank you.

**Linda Kelley, Planning Commissioner**

Okay. Um, I agree wholeheartedly with Vice Chair Fritz, in his comments, I think it is going to discourage doing some needed housing, mixed-use, especially to the east and the south. I agree with the comments about the issues around the variance and definitions. I think the sound wall mitigation is a good start, but I am concerned about the sound to the south and south east of the carwash. I am especially still concerned about what is going to happen at Barnes. I just know that when I go to work, people want to be considered and let them turn left in front of them from traffic coming from the east. It slows up two lanes of traffic. I just think it is bad for our first responders and our times to be able to get through. I did not know that there was not any sales tax generated, so that's interesting. I am concerned about our water use in town, we're on our own wells and I know it's a high percentage of recycled, but there still will be some and I didn't hear the answer to how many gallons of water per wash. I do like the project though in terms of all the most modern types of equipment and being able to get it more and more green as we go along. I just think this is being proposed in the wrong place. Those are my comments.

**Zac Douch, Commissioner**

I listen carefully to the concerns and the additional information from the consultants has been very helpful. The questions have been addressed really well. I've appreciated the that that side of things, the sound mitigation I'm pretty happy with, the traffic mitigation or the traffic study, I agree, I think there is room for concern but I also think the addition of the Abbott exit and entrance offsets the concerns along Sebastopol Avenue, so I don't have any real concerns with traffic. I feel this is an appropriate use, we have an automotive use in this location, the very nature of that use means you're not going to get the floor area ratio, and to effectively deny this business owner the ability to maximize his business on his lot, I feel he has the right to this in the zoning and I think he's doing everything he can to be a good citizen here and to offer a good service. I feel it is appropriate. I recognize the concerns of Vice Chair Fritz and the work that the organization that he has worked with does and I understand the thrust of that, but it doesn't exclude this kind of use, it doesn't need to exclude this kind of use. This kind of use does need careful consideration and I think that is being given tonight. The zoning code question that Commissioner Wilson brought up is a good one. The written designation delineation between the two uses is poorly written. If my memory serves, it is really about where automotive sales can occur. Automotive service repair should be one line item and automotive sales should be another. I agree with the interpretation there. I also agree with variance based on what is there now. Unless the intent is to have Benedetti's close and to build apartments, or storefronts with housing behind, or something like that. It is unreasonable to expect an FAR of 1 on that site given the use that is there and the use that is allowed there. While I fully understand the argument that says well, it's in the code and therefore it has to be done, well, the whole point of a variance is for circumstances like this where it's extremely difficult or onerous, or even impossible to meet the FAR without wholesale change to the usage of the given piece of land. I am in support of recommending this go forward to the City Council where I'm sure it will be given the same level of scrutiny and they will have the benefit of our five hours or whatever it is of deliberation and consideration, I hope. The one item that I think needs addressing probably by the Council is the hours of operation. Again, 7am to 7pm in that location seems like a like a reasonable time for it to be open if it complies with the noise ordinance. If it does not, the hours would have to be reduced to meet that data and use level. I also like the idea of the adding Condition 78 E as suggested by Commission Oetinger being explicit that future equipment modifications and changes needing to meet the same standards. I would be in favor of striking 78 B because I frankly think it conflates two ideas, the left turn onto Sebastopol Avenue and the left turn into Barnes. I don't think they're related. As someone pointed out, the idea that that would be

happening seems remote. I think that condition should be struck. Those are my thoughts. Again, it has been very helpful to have Mr. Deines and Mr. Weinberger here as consultants, thank you for your input, and for helping us understand this project.

**Luke Lindenbusch, Commissioner**

As a lifelong Sebastopolian, I think I understand tonight, as most of us probably here do understand, that Benedetti is an important business in our community and an important service to our residents. I think the consideration here is not whether this is a good proposal, but whether this proposal makes sense for this site and for our downtown. It was brought up that this would create a hardship in terms of the business that would be allowed here with the zoning variance, which I have the biggest problem with as well along with other commissioners. The zoning is there for a reason, we have an FAR of 1, which is pretty attainable for a downtown core and pretty low ultimately, and it's there because we don't want these types of projects in our downtown core to be proliferating in a way that denies us our ability to create the downtown that we've been working towards for a long time. That number was not just created out of nowhere, it was part of the General Plan and went through the Council and was subject to extensive community review. Our community wants a downtown that is livable and walkable and can support the kinds of residential developments that were brought up, not just for the site with the Ford building. I think when you look at downtown, this is sort of one of the last areas of relatively undeveloped land in our downtown that might actually be a vessel for us to be able to meet some of our housing needs, and really advance forward to some of the priorities that have been outlined time and time again, not just by the General Plan or zoning or any of the other proposals that have been brought up, but by the community at large. I do see a lot of work that has gone into this application and I think it is a strong application. It is difficult for me to be against it because it's in our downtown, because I think there has been a lot of attention paid to important issues of mitigation. There have also been others that I think leave some to be desired. In 2017 when this came before this Commission, the issue of water and runoff was addressed as a key priority, we went in a little bit of a different direction in our proceedings, with concern around noise, or sound and water vapor and other considerations that I think were addressed fairly well. That being said, I just don't think that there is enough detail in the proposal in terms of the impacts on the Laguna, we didn't hear anything from the applicant about what does this site look like if and when it floods again. This is in our flood zone and we have to be sensitive to that as well. I just think there are a lot of considerations that are stacked against this project and I generally probably would have been inclined to support it if it were in a different area or at a different highway corridor of our town. It's especially harder to not support this project because of the strength of the applicant, because of the strength of Benedetti, and the understanding that they would provide the due diligence that they would need to for this project to be a success. That being said, I just think that the cons really outweigh it, and we have to be thinking about the type of downtown that we want to be stewarding. I think that should be the number one consideration for the Council as well. Really looking at the long range for what this means for Sebastopol, not just for the next 10-20 years, but what it's going to look like for my children, my grandchildren, who I hope can also call Sebastopol and be a place that they can be proud of.

**Kathy Oetinger, Commissioner**

Yes. I was feeling very strongly that the proposal was so good and that it combined a lot of the same auto oriented uses and that this would be a good project for the site. There are so many benefits, but I'm still feeling very disappointed about the fact that I don't see any guarantees that the building is containing its uses within the building that we already know produced irritating sounds. I'm remembering when we approved a winery on

the north side of town, and they guaranteed that even the odor of the occasional truck full of grapes, fresh, picked, or spent after processing, that those odors wouldn't escape the building except when the truck was actually coming in and going out at a few points throughout the year when they're harvesting and I thought that's great, we can use science ingenuity to create a building that contains its untoward effects on the neighbors because we're a small town and we all live next to each other. I think our land is worth what land in San Francisco is worth, a lot more, maybe not in dollars, but in making the place where we want to live. I feel like if we were in San Francisco and they were building over this carwash that that car wash wouldn't emit noises or vapors or water of any sort, it would just happen and I think that we need to move in that direction. The other thing is, when I went to Santa Rosa to look at the carwash, and normally when I think of a carwash, I think of it being associated with a gas station along a highway strip. Again, this downtown urban carwash was next to a McDonald's drive thru and next to a Dutch Bros Coffee and some kind of funky buildings that have been there for years and are begging for renewal, and some apartment houses on the back that are totally undeveloped and are begging for some attention and renewal as well. I don't think that the area looked primed for that, because perhaps the carwash and the auto oriented uses right there, and I worry about the feeling that we're just throwing away this part of town, and we have such great hopes of what could be built here. That bothers me a lot. I feel like between that, and the fact that I actually thought there'd be taxes on a service, what was I thinking, so I'm concerned about the general blight in the area from this purpose. I feel like there are two properties adjacent to it, to the east and to the south, that could become substantially useful developments in the area, but I think the carwash will be detrimental to that investment unless it can be completely contained. I'm inclined to try to fix as much as we can of the language so when it goes to the Council, they can say what they think and move in a direction that might create a building that absolutely positively contains all the noises so that it isn't irritating, or it isn't detrimental to the neighbors. I do not see that it is doing that now. That is how I am feeling right now.

**Patrick Wilson, Commissioner**

I feel like the City Council has already given us guidance on this in its zoning code, and I've mentioned Table 17.25-1 and it has a category for automotive repair and service and that is not permitted in the downtown commercial zone. Under that analysis, Benedetti's would be a legal non-conforming use, perhaps not much different than the distillery at The Barlow. For some reason distilleries are not allowed in The Barlow anymore. When Spirit Works came back, that was a legal non-conforming use, and it was a permissible expansion. I think that this table represents a policy decision by the Council that automotive repair and services are not permitted in the CD zone. The automotive sales section is the one that staff has invoked without any analysis or discussion in the staff report, and so forth. I feel like a lot of the sentiments that people have raised are consistent with this conclusion that automotive repair and service is simply not appropriate under the zoning code in the CD zone. That is how I feel on that. A variance requires a high bar, it is an exceptional and extraordinary circumstance and I really have not seen the facts, I do not think the findings make me comfortable in supporting that. I agree with the comment that if this use was put in it would tend to undermine the ability of the City to implement the General Plan and the zoning for the CD zone to have mixed-use and residential and so forth. So that is how I feel.

**Evert Fernandez, Chair**

This is a difficult project because on the one hand, we have a local businessperson who is trying to expand his business, keep people from driving to Santa Rosa to get this car washed, making extra trips. I think they have done a really good job as far as at least attempting to answer the questions with traffic and several mitigation factors. This is



allowed in that zone; however, I feel similar as far as the variance, is there enough compelling argument there to go off and make those changes to the variance? If there wasn't a variance, and everything else was there, even though it may not be the appropriate place, I would say that it's zoned for it, it's how the General Plan is set up to put the business there, it makes sense how they would want to combine it. The variance is the one part that gives me a little concern because then we kind of lose our opportunity with other businesses coming in and wanting to do the same thing.

**Evert Fernandez, Chair**

I think it is worthy of Council consideration. There are a lot of factors in here for that. I support the project, but I am having difficulty with the variances and the changes that need to be made. Some of the points brought up as far as what we want in the downtown. I mean, Benedetti's is already there, but it is a difficult decision, because I have a lot of respect for the business owner and we are always talking about supporting local business. It is a difficult situation. Does anyone want to make a motion?

Commissioner Lindenbusch made a motion to recommend denial of this project to the City Council.

**Evert Fernandez, Chair**

Do we have a second?

Vice Chair Fritz seconded the motion.

**Kari Svanstrom, Planning Director**

Just to be clear on this as a point of order if I may. This is obviously a motion to recommend denial to the City Council, and given that we don't have a resolution prepared for this, I would request that if this motion passes, this be continued so that staff can prepare a resolution and bring it to the Commission for review.

Chair Fernandez asked for further deliberation or discussion.

**Paul Fritz, Vice Chair**

Honestly, I concur. I think this is a hard decision. Again, I do not think it's the appropriate place for what we imagine for the future of our town, unfortunately.

**Evert Fernandez, Chair**

All right. Before we vote. I guess our comments are going to be forwarded to City Council. Because this has come up multiple times, the idea of turning, Sebastopol Avenue, and the double double line or double line, I would like to have that comment clearly expressed to Council as something that needs to be addressed. Because this is going to come up again, as somebody else mentioned, we can't single out one business or one driveway, that needs to be considered because it just really messes up traffic, people trying to turn left anywhere on there.

**Kari Svanstrom, Planning Director**

Yes, we will draft the resolution based on the Commission's deliberations this evening.

**Evert Fernandez, Chair**

Asked staff to do a roll call on the vote to recommend to the City Council that the project be denied based on the Commission's deliberations on the resolution which will be forthcoming.

VOTE:

AYES: Chair Fernandez, Vice Chair Fritz, and Commissioners Wilson, Oetinger, Kelley, and Lindenbusch  
NOES: Commissioner Douch  
ABSTAIN: Commissioner Haug  
ABSENT: None

**Kari Svanstrom, Planning Director**

Okay. Our alternate will not vote since we do have a full Commission although she got to participate in deliberation. The motion passes 6-1.

**Kari Svanstrom, Planning Director**

Given that we would like to do a thorough job since this is a very complex project, and as you've seen with two full evenings of deliberations, we'd like to do a full explanation of that with the resolution. I would ask that the Commission continue this to the November 10th meeting so that we can draft that and bring that back, as our next meeting is very full, and we anticipate there might be a bit of discussion on the item when the resolution comes back to the Commission.

**Dave Hogan, Contract Planner**

I have been taking notes as the commissioners have spoken, and I will use those notes to provide the foundation for the findings that the Commission has made recommendations on.

**7. DISCUSSION:**

**A. UPDATE ON BAY AREA REGIONAL HOUSING NEEDS ALLOCATION (RHNA)**

Given the hour and the importance of the item, the Commission agreed to continue the next agenda item to the Planning Commission meeting on November 10th.

**8. PLANNING DIRECTOR'S REPORT**

Director Svanstrom updated the Commission on the following:

- LHMP (Local Hazard Mitigation Plan)
- Upcoming items for the Planning Commission
- Recent Council actions
- A project turnkey grant was approved for a project in Santa Rosa, there no updates on Sebastopol Inn at this time.

**9. ADJOURNMENT:** Chair Fernandez adjourned the meeting at 10:34 p.m. The next specially scheduled Planning Commission meeting will take place on Tuesday, October 27, 2020 at 6:00 p.m. which will be immediately followed by the regularly scheduled Planning Commission meeting at 7:00 p.m.

Respectfully Submitted By:

Kari Svanstrom  
Planning Director

City Council

Mayor Patrick Slayter  
Vice Mayor Una Glass  
Michael Carnacchi  
Sarah Glade Gurney  
Neysa Hinton



Planning Director

Kari Svanstrom

Associate Planner

Alan Montes

Senior Administrative Assistant

Rebecca Mansour

## City of Sebastopol Planning Commission Staff Report

Meeting Date: November 10, 2020  
Agenda Item: 6A  
To: Planning Commission  
From: Kari Svanstrom, Planning Director  
 David Hogan, Contract Planner  
Subject: Benedetti Car Wash - Conditional Use Permit, Variance, Tentative Parcel Map, Mitigated Negative Declaration (CEQA)  
Recommendation: Approve the Resolution Recommending that the City Council Deny the Applications for a Conditional Use Permit, Variance, and Parcel Map  
Applicant/Owner: Mark Reece  
File Number: 2019-27  
Address: 6809 Sebastopol Avenue  
CEQA Status: Mitigated Negative Declaration  
General Plan: Central Core  
Zoning: Downtown Core (CD)

**Introduction:**

At the October 13, 2020 Planning Commission meeting, the Commission voted 6-1 to recommend that the City Council not approve the Benedetti Car Wash applications. However, because staff had included only a draft resolution recommending the approval of the project, it was necessary to bring back the proper resolution recommending denial of the applications consistent with the comments provided by the Commission.

As the Commission is aware, the application consideration process consists of two distinct elements.

- o The first is the certification or approval of the mitigated negative declaration. In the context of the California Environmental Quality Act, certification/approval of the Mitigated Negative Declaration means that the document was circulated for public review for the required period of time and that the Commission evaluated the impacts of the project in making their decision.
- o The second part of the process is the Commission's consideration of the actual applications.

Because members of the Planning Commission referred to the information in the initial study document and suggested changes to one of the mitigation measures during the hearing, staff is recommending that this be acknowledged in the recommendation to the City Council. As a result, the draft resolution recommending denial of the project affirms the information in the Initial Study supporting the finding that the Mitigated Negative Declaration was prepared in

accordance with CEQA and was considered in making their recommendation. If the Commission does not take an affirmative action on the CEQA document, the improvements the Commission made to the mitigation measures will not be part of the Planning Commission's recommendation to the City Council. This means that if the City Council chooses to approve the project, those improved mitigation measures may not be part of the Council action.

The attached draft resolution recognizes, with the adjustments included in response to the Commission's deliberation, that the Mitigated Negative Declaration is adequate and that the City Council could adopt/certify should the Council approve the project. However, the resolution recommends that the City Council deny the applications for the conditional use permit, variance, and tentative parcel map based upon the Findings included in the resolution contained in Exhibit A.

**Exhibits**

Exhibit A. Resolution Recommending Denial of the Conditional Use Permit, Variance, and Tentative Parcel Map

**INITIAL STUDY / MITIGATED NEGATIVE DECLARATION**

**BENEDETTI CAR WASH**

6809 SEBASTOPOL AVENUE

CITY OF SEBASTOPOL  
PLANNING DEPARTMENT  
CITY HALL  
7120 BODEGA AVENUE  
SEBASTOPOL, CALIFORNIA 95472

AUGUST 18, 2020  
***Updated October 13, 2020***

**I. Environmental Checklist Forms - Mitigated Negative Declaration**

|   |  |
|---|--|
| 1. Project Title  | Benedetti Car Wash   |
| 2. Lead Agency Name and Address   | City of Sebastopol – Planning Department<br>7120 Bodega Avenue<br>Sebastopol, CA 95472   |
| 3. Contact Person and Phone Number  | Kari Svanstrom<br>(707) 823-6167   |
| 4. Project Location   | 6809 Sebastopol Avenue<br>Sebastopol, CA 95472<br>APN. 004-063029  |
| 5. Project Sponsor's Name and Address   | Mark Reece<br>6809 Sebastopol Avenue<br>Sebastopol, CA 95472   |
| 6. General Plan Designation   | Central Core   |
| 7. Zoning   | CD - Downtown Core   |
| 8. Description of Project   | The project involves the addition of an automated car wash facility (including internal equipment and storage areas) along with vehicle waiting and parking areas into an existing auto service center containing a tire shop and oil change facility. The project includes the subdivision of an existing lot into three parcels. |
| 9. Surrounding Land Uses and Setting  | The project site is located in downtown Sebastopol, the surrounding land uses are as follows:<br><br>North – Commercial (across Sebastopol Avenue)<br><br>East – Commercial<br><br>South – Vacant (Zoned Industrial)<br><br>West – Commercial (across Barnes Avenue)   |
| 10. Other public agencies whose approval is required (Permits, financing approval, or participation agreement.)   | None.  |
| 11. Have California Native American tribes traditionally and culturally affiliated with the project area requested consultation pursuant to Public Resources Code section 21080.3.1? If so, has consultation begun? | Ten tribal representatives were notified of the project, no consultations were requested (as of the date of this Initial Study).   |



**ENVIRONMENTAL FACTORS POTENTIALLY AFFECTED:**

The environmental factors checked below would be potentially affected by this project. Please see the checklist that follows for additional information.

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

**DETERMINATION:** On the basis of this initial evaluation:

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

  
 Kari Svanstrom, CEQA Coordinator

August 18, 2020

## II. Project Description

The Benedetti Car Wash Project involves five planning applications/entitlements. The first is a Use Permit to operate a car wash; the second is for a Variance to allow new development with a floor area ratio below the amount required by the Zoning Code, and the third, is a Tentative Parcel Map to create three commercial parcels. The last two applications are the Design Review Permit to approve the design and materials of the new building and Tree Removal Permit to approve the removal and replacement of the trees.

The Project is located at the southeast corner of Sebastopol Avenue and Barnes Avenue. Access to the site will be provided through the existing driveway from Sebastopol Avenue and a new driveway from Barnes Avenue which will provide direct access to the new car wash. The Project site contains an auto service center consisting of a tire shop and oil change/lube operation.

Figure 1 outlines the project location. The area outlined in orange is the location of the proposed parcel map (the entire site) while the location of the new carwash is outlined in green.

**Figure 1. Project Location**



### Use Permit

The element of the Project that has the greatest potential to affect the environment is the construction and operation of an automated car wash. This building includes approximately 1,300+/- square feet of office use on the second floor. The new car wash and office building will be located on an unpaved parking area in the rear portion of the site (in the southeast corner). The carwash includes both washing and drying machinery. The project includes staging/waiting lanes between the entrance to the car wash and 14 vacuum stations/clean up spaces after the drying machinery. The architecture of the new building will incorporate elements from the existing buildings. These elements include a standing seam metal roof and the form of the dormers and

eaves. The color palette for the new building will be consistent with the colors and materials used on the other two buildings.

Variance

In the CD Zoning District, the Zoning Ordinance set a minimum floor area ratio at 1.0. The current floor area ratio for the entire property (including the unpaved parking area in the rear) is 0.16. The proposed project would increase the floor area ratio to 0.24. Because the project would not comply with the required floor area ratio, the project would require the approval of a variance. The requirement to comply with the floor area ratio provisions from Chapter 17.25 of the Sebastopol Municipal Code was triggered by the proposed tentative parcel map which would create a new lot for development purposes.

Tentative Parcel Map

The proposed Tentative Parcel Map would subdivide the existing lot into three parcels. The subdivision would result in each building being located on its own parcel. The sizes and buildings are described below. The project includes a shared access use agreement. The size of the proposed parcels and the land uses is provided below.

| <u>Proposed Parcel</u> | <u>Parcel Area</u> | <u>Land/Building Use</u> | <u>Floor Area Ratio</u> |
|------------------------|--------------------|--------------------------|-------------------------|
| 1                      | 0.624 ac           | Existing Tire Shop       | 0.25                    |
| 2                      | 0.364 ac           | Existing Oil Change/Lube | 0.09                    |
| 3                      | 0.523 ac           | Proposed Car Wash/Office | 0.19                    |
| Total Site             | 1.51 ac            |                          | 0.19                    |

Design Review Permit

The architectural design, including colors and materials, of the proposed building will include architectural detailing, materials, and colors consistent with the rest of the auto service center. The Design Review Permit would approve the new car wash/office building. Key building elevations are included in Figure 3.

Tree Removal Permit

The project proposes to remove between 4 and 6 existing redwood trees that are all located near the rear of the site. The project would replace these trees with between 6 and trees that are more appropriate to serve a commercial site landscaping. The Project includes additional trees adjacent to the Sebastopol Avenue. The location of the existing trees is provided in Figure 2.

Figure 2. Site Plan

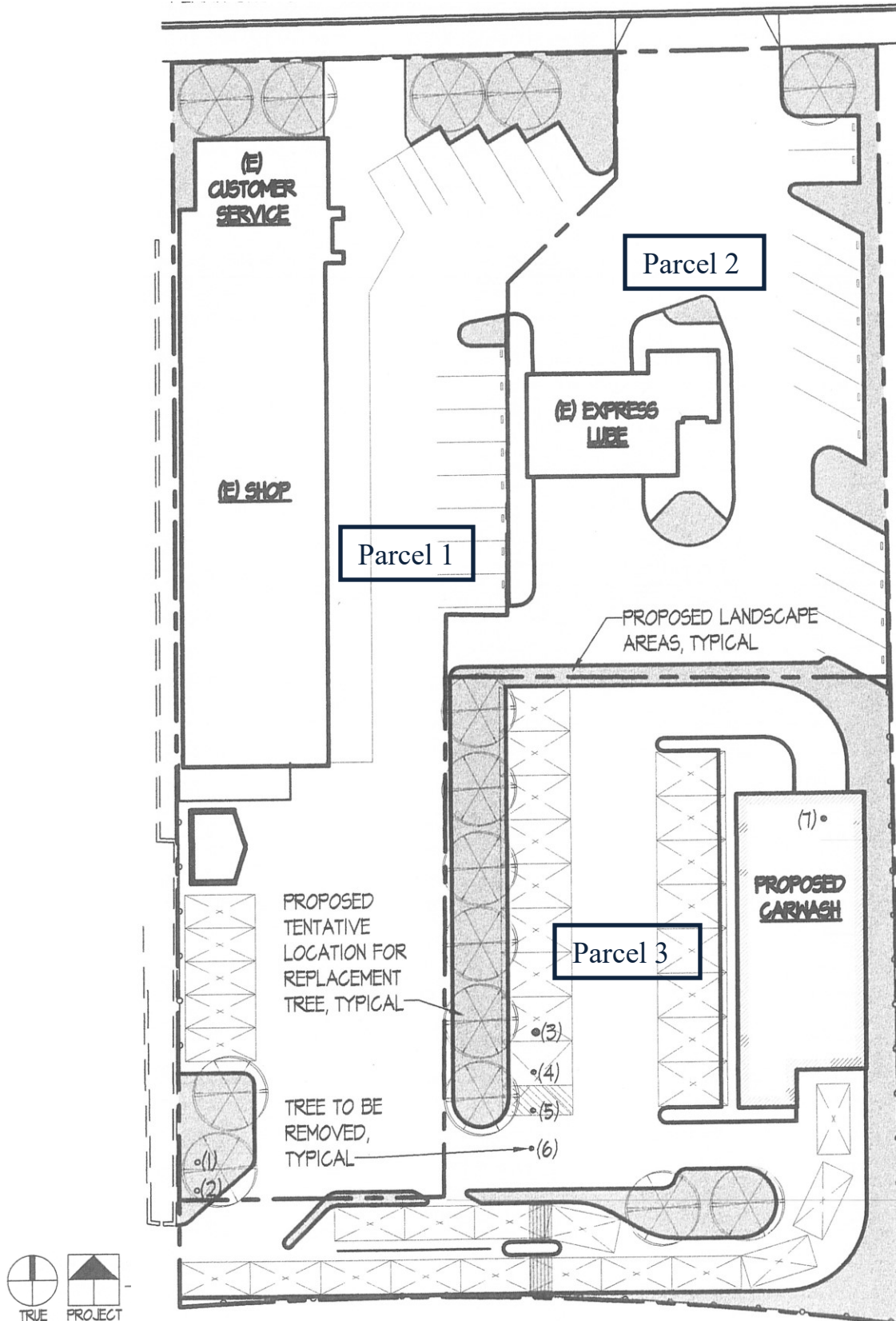
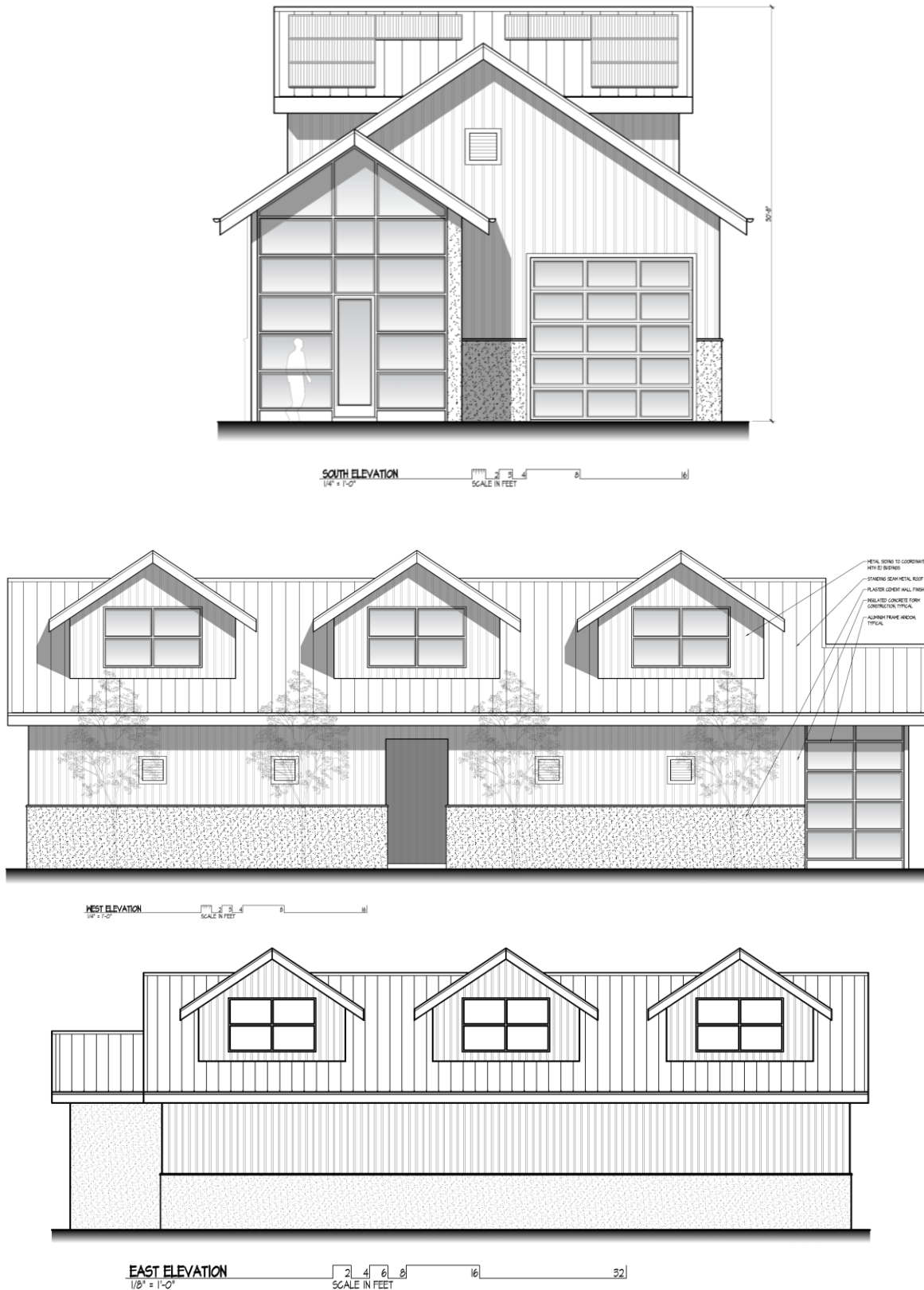




Figure 3. Building Elevations



### III. Evaluation of Potential Environmental Impacts

#### I. **AESTHETICS:** Would the project:

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

**Discussion:**

**Item a: No Impact.** The site is located in a developed commercial corridor comprised of streets, buildings and parking lots. The project consists of the addition of an automated car wash on a developed site which will be located near the rear of the site and will not be highly visible from the adjacent streets. The colors and materials of the proposed car wash will contain similar design elements (materials and colors, etc.) with the existing onsite structures.

**Item b: No Impact.** The site contains no scenic resources or historic structures.

**Item c: No Impact.** The site is located in an urban setting and is surrounded by other urban uses. The addition of a car wash to an auto service complex will not degrade the visual character of the area.

**Item d: Less Than Significant Impact.** The project will include additional security and parking area lighting. This additional lighting is located in a developed commercial corridor. The proposed exterior lighting will be reviewed by the Design Review Board to ensure that there is no substantial increase in light levels on adjacent properties and to minimize overspill and impacts on the night sky. Adherence with the requirements of the Design Review Board will prevent substantial light or glare. As a result, any impacts will be less than significant.

**II. AGRICULTURE AND FOREST RESOURCES:** In determining whether impacts to agricultural resources are significant environmental effects, lead agencies may refer to the California Agricultural Land Evaluation and Site Assessment Model (1997) prepared by the California Dept. of Conservation as an optional model to use in assessing impacts on agriculture and farmland. In determining whether impacts to forest resources, are significant environmental effects, lead agencies may refer to information compiled by the California Department of Forestry and Fire Protection regarding the state’s inventory of forest land, including the Forest and Range Assessment Project and the Forest Legacy



Assessment project; and forest carbon measurement methodology provided in Forest Protocols adopted by the California Air Resources Board. Would the project:

|  | Potentially Significant Impact | Less Than Significant with Mitigation Incorporated | Less Than Significant Impact | No Impact                           |
|--|--------------------------------|--|------------------------------|-------------------------------------|
| a. Convert Prime Farmland, Unique Farmland, or Farmland of Statewide Importance (Farmland), as shown on the maps prepared pursuant to the Farmland Mapping and Monitoring Program of the California Resources Agency, to nonagricultural use?  | <input type="checkbox"/>       | <input type="checkbox"/>                           | <input type="checkbox"/>     | <input checked="" type="checkbox"/> |
| b. Conflict with existing zoning for agricultural use, or a Williamson Act contract?   | <input type="checkbox"/>       | <input type="checkbox"/>                           | <input type="checkbox"/>     | <input checked="" type="checkbox"/> |
| c. Conflict with existing zoning for, or cause rezoning of, forest land (as defined in Public Resources Code section 12220(g)), timberland (as defined by Public Resources Code section 4526), or timberland zoned Timberland Production (as defined by Government Code section 51104(g))? | <input type="checkbox"/>       | <input type="checkbox"/>                           | <input type="checkbox"/>     | <input checked="" type="checkbox"/> |
| d. Result in the loss of forest land or conversion of forest land to non-forest use?   | <input type="checkbox"/>       | <input type="checkbox"/>                           | <input type="checkbox"/>     | <input checked="" type="checkbox"/> |
| e. Involve other changes in the existing environment, which, due to their location or nature, could result in conversion of Farmland, to non-agricultural use or conversion of forest land to non-forest use?  | <input type="checkbox"/>       | <input type="checkbox"/>                           | <input type="checkbox"/>     | <input checked="" type="checkbox"/> |

**Discussion:**

Items a - e: No Impact. The site is located in an urban setting and is surrounded by other urban uses. The site contains no agricultural use or forest lands.

**III. AIR QUALITY:** Where available, the significance criteria established by the applicable air quality management or air pollution control district may be relied upon to make the following determinations. Would the project:

|   | Potentially Significant Impact | Less Than Significant with Mitigation Incorporated | Less Than Significant Impact        | No Impact                |
|---|--------------------------------|--|-------------------------------------|--------------------------|
| a. Conflict with or obstruct implementation of the applicable air quality plan? | <input type="checkbox"/>       | <input type="checkbox"/>                           | <input checked="" type="checkbox"/> | <input type="checkbox"/> |

|   | Potentially Significant Impact | Less Than Significant with Mitigation Incorporated | Less Than Significant Impact        | No Impact                |
|---|--------------------------------|--|-------------------------------------|--------------------------|
| b. Violate any air quality standard or contribute substantially to an existing or projected air quality violation?  | <input type="checkbox"/>       | <input type="checkbox"/>                           | <input checked="" type="checkbox"/> | <input type="checkbox"/> |
| c. Result in a cumulatively considerable net increase of any criteria pollutant for which the project region is non-attainment under an applicable federal or state ambient air quality standard (including releasing emissions which exceed quantitative thresholds for ozone precursors)? | <input type="checkbox"/>       | <input type="checkbox"/>                           | <input checked="" type="checkbox"/> | <input type="checkbox"/> |
| d. Expose sensitive receptors to substantial pollutant concentrations?  | <input type="checkbox"/>       | <input type="checkbox"/>                           | <input checked="" type="checkbox"/> | <input type="checkbox"/> |
| e. Create objectionable odors affecting a substantial number of people?   | <input type="checkbox"/>       | <input type="checkbox"/>                           | <input checked="" type="checkbox"/> | <input type="checkbox"/> |

**Discussion:**

The project is located within the Bay Area Air Quality Management District (BAAQMD). Regional air quality is a non-attainment area for both federal and State ozone and PM2.5 standards and State PM10 standards. BAAQMD prepares air quality management plans that include projected emissions inventories and emission reductions strategies to improve ambient air quality. Regional air quality management plans are based upon the land uses contained in city and county general plans. This evaluation is based upon the guidelines of the BAAQMD.

**Item a: Less Than Significant Impact.** The project is consistent with the adopted General Plan. In addition, the project does not exceed size thresholds for potential significance provided by BAAQMD. Consequently, the project will not obstruct the implementation or accomplishment air quality management plans and any air quality impacts will be less than significant.

**Items b - c: Less Than Significant Impact.** During project construction, the use of coatings, adhesives, and construction equipment will result in the minor emissions of volatile and reactive organic gases, particulate matter, and oxides of nitrogen. Because of its small scale, combined with the requirements of the BAAQMD, any project impacts will be minimal, temporary, and of short duration. When the project is completed, a mechanical car wash with solar panels will not generate materials regulated by the BAAQMD. As a result, any impacts will be less than significant.

**Item d: Less than Significant Impact.** During project grading there is the potential to generate particulate matter (PM) emissions. However, because the site is level and construction will require only minimum amounts of grading, there is little potential to generate substantial amounts of particulate matter that could affect sensitive receptors. In addition, the requirements of grading and building permits require the implementation of measures (such as site watering and the restriction of grading on excessively windy days) that will also minimize the generation of particulate matter. During project operation, the primary emission from the operation of the car wash will be water vapor. Water vapor is a common component of the atmosphere and is not considered to be a pollutant. As a result, the project will have no significant impacts.

**Item e: Less than Significant Impact.** During project construction the use of coatings, adhesives, and the operation of construction equipment will result in minor odor emissions. However, these emissions will be minimal and of short duration. Once the project is in operation no discernable odors will be emitted from the car wash. As a result, the project will have no significant odor impacts.

**IV. BIOLOGICAL RESOURCES:** Would the project:

|  | Potentially Significant Impact | Less Than Significant with Mitigation Incorporated | Less Than Significant Impact        | No Impact                           |
|--|--------------------------------|--|-------------------------------------|-------------------------------------|
| a. Have a substantial adverse effect, either directly or through habitat modifications, on any species identified as a candidate, sensitive, or special status species in local or regional plans, policies, or regulations, or by the California Department of Fish and Game or U.S. Fish and Wildlife Service? | <input type="checkbox"/>       | <input type="checkbox"/>                           | <input type="checkbox"/>            | <input checked="" type="checkbox"/> |
| b. Have a substantial adverse effect on any riparian habitat or other sensitive natural community identified in local or regional plans, policies, regulations or by the California Department of Fish and Game or US Fish and Wildlife Service?   | <input type="checkbox"/>       | <input type="checkbox"/>                           | <input type="checkbox"/>            | <input checked="" type="checkbox"/> |
| c. Have a substantial adverse effect on federally protected wetlands as defined by Section 404 of the Clean Water Act (including, but not limited to, marsh, vernal pool, coastal, etc.) through direct removal, filling, hydrological interruption, or other means?   | <input type="checkbox"/>       | <input type="checkbox"/>                           | <input type="checkbox"/>            | <input checked="" type="checkbox"/> |
| d. Interfere substantially with the movement of any native resident or migratory fish or wildlife species or with established native resident or migratory wildlife corridors, or impede the use of native wildlife nursery sites?   | <input type="checkbox"/>       | <input type="checkbox"/>                           | <input type="checkbox"/>            | <input checked="" type="checkbox"/> |
| e. Conflict with any local policies or ordinances protecting biological resources, such as a tree preservation policy or ordinance?  | <input type="checkbox"/>       | <input type="checkbox"/>                           | <input checked="" type="checkbox"/> | <input type="checkbox"/>            |
| f. Conflict with the provisions of an adopted Habitat Conservation Plan, Natural Community Conservation Plan, or other approved local, regional, or state habitat conservation plan?   | <input type="checkbox"/>       | <input type="checkbox"/>                           | <input type="checkbox"/>            | <input checked="" type="checkbox"/> |

**Discussion:**

Items a - d, f: **No Impact.** The project site is developed and contains no wildlife habitat, riparian areas, or areas for special status species.

Item e: **Less Than Significant Impact.** The site contains several redwood trees in a landscaped setting that will be removed if the project is approved and constructed. Redwood trees are not indigenous to Sebastopol and are not considered to be appropriate for use in landscaped areas. Pursuant to the Municipal Code (<https://sebastopol.municipal.codes/SMC/8.12>), replacement trees can either be made onsite or with a contribution to the City tree fund. The Sebastopol Tree Board will evaluate the tree removal and replacement requirements for the project prior to the issuance of a building permit. Adherence with these standard requirements will reduce any impacts to a less than significant level.

**V. CULTURAL RESOURCES:** Would the project:

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

**Discussion:**

Item a: **No Impact.** The site contains no historic resources.

Items b - d: **Less Than Significant Impact.** The contains no known archeological or paleontological resources or known human remains. Given the limited amount of excavation needed to construct the project, it is unlikely that these resources would be encountered during trenching or excavation. However, if these cultural resources are identified, the requirements of Mitigation Measure CR-1 will reduce any impacts to a less than significant level.

**Mitigation Measures:**

**CR-1: Inadvertent Discovery of Cultural Resources.** In the event that any prehistoric or historic-period subsurface archaeological features or deposits, including darkened soil (midden), that could conceal cultural deposits, animal bone, obsidian and/or mortar are discovered during earth-moving activities, all ground-disturbing activity within 50 feet of the discovery shall be halted immediately and the Planning and Building Divisions notified within 12 hours. Impacts on any significant resources shall be mitigated to a less-than-significant level through data recovery or

other methods determined adequate by the City and that are consistent with the Secretary of the Interior's Standards for Archaeological Documentation. If Native American archaeological, ethnographic, or spiritual resources are discovered, all identification and treatment of the resources shall be conducted by a qualified archaeologist and Native American representatives who are approved by the local Native American community as experts of their cultural traditions **consistent with Mitigation Measure TCR-1.**

**VI. GEOLOGY AND SOILS:** Would the project:

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

**Discussion:**

**Item a.i: No Impact.** The site is not located with fault zone mapped as part of the Alquist-Priolo Earthquake Fault Zoning program.

**Item a.ii: Less Than Significant Impact.** The site is located in a seismically active area in northern California. The Healdsburg-Rodgers Creek and the San Andreas Faults are located approximately 8 miles northeast and 12 miles southeast of Sebastopol, respectively. The Project Site will be subjected to very strong ground-shaking during earthquakes along these nearby faults; as well along other faults located farther the site. Adherence to the standard requirements contained in the Building Code will reduce potential impacts from seismic activity to a less than significant level.

**Item a.iii: Less Than Significant Impact.** The site is located in an area with a low to moderate susceptibility to liquefaction according to the ‘Liquefaction Hazard Map’ as published by the Association of Bay Area Governments. The new buildings will be developed to address potential impacts from seismic-related ground failure/liquefaction. Adherence to the standard requirements contained in the Building Code will reduce potential impacts from liquefaction to a less than significant level.

**Item a.iv: No impact.** The site consists of flat terrain with no identified landslide hazards.

**Item b: No impact.** The site was been previously developed and covered with an engineered surface and no longer contains erodible topsoil

**Items c - d: Less than Significant Impact.** The site does not contain known unstable soils conditions. The standard requirement to provide a detailed soils report will identify the specific soil conditions. Adherence to the recommendations of the engineer and compliance with the standard requirements contained in the Building Code will reduce potential impacts from unstable soils to a less than significant level.

**Item e: No Impact.** The Project is not proposing to install an onsite wastewater disposal system.

**VII. GREENHOUSE GAS EMISSIONS:** Would the project:

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



**Discussion:**

**Item a: Less Than Significant Impact.** The emissions of greenhouse gases anticipated by the implementation of the General Plan and this project fall below the Bay Area Air Quality Management District (BAAQMD) thresholds of significance for greenhouse gas emissions (GHGs). However, during project construction, the use of coatings and adhesives and the operation of construction equipment will result in the emissions of insignificant levels of volatile and reactive organic gases. Because any emissions will comply with the requirements of the BAAQMD, any impacts will be temporary and less than significant. When the project is constructed, the mechanical car wash with solar panels will not result in the generation of greenhouse gas emissions. As a result, any impacts will be less than significant.

**Item b: Less Than Significant Impact.** The City has partnered with the Sonoma County Regional Climate Protection Authority to reduce greenhouse gases as part of the Climate Action Plan 2020 (CAP). The policies in the CAP work to achieve GHG reduction objectives related to transportation, green buildings, energy efficiency, and renewable energy. The project is consistent with these policies. In addition, BAAQMD guidance on greenhouse gas emissions establish significance thresholds for land use projects. Only when a project is larger than the threshold, a detailed analysis of GHGs is required. The size and scale of the car wash project is well below those significance thresholds. As a result, any greenhouse gas emissions will be less than significant.

**VIII. HAZARDS AND HAZARDOUS MATERIALS:** Would the project:

|  | Potentially Significant Impact | Less Than Significant with Mitigation Incorporated | Less Than Significant Impact        | No Impact                           |
|--|--------------------------------|--|-------------------------------------|-------------------------------------|
| a. Create a significant hazard to the public or the environment through the routine transport, use, or disposal of hazardous materials?  | <input type="checkbox"/>       | <input type="checkbox"/>                           | <input checked="" type="checkbox"/> | <input type="checkbox"/>            |
| b. Create a significant hazard to the public or the environment through reasonably foreseeable upset and accident conditions involving the release of hazardous materials into the environment?                                | <input type="checkbox"/>       | <input type="checkbox"/>                           | <input checked="" type="checkbox"/> | <input type="checkbox"/>            |
| c. Emit hazardous emissions or handle hazardous or acutely hazardous materials, substances, or waste within one-quarter mile of an existing or proposed school?  | <input type="checkbox"/>       | <input type="checkbox"/>                           | <input type="checkbox"/>            | <input checked="" type="checkbox"/> |
| d. Be located on a site which is included on a list of hazardous materials sites compiled pursuant to Government Code Section 65962.5 and, as a result, would it create a significant hazard to the public or the environment? | <input type="checkbox"/>       | <input type="checkbox"/>                           | <input type="checkbox"/>            | <input checked="" type="checkbox"/> |

|  | Potentially Significant Impact | Less Than Significant with Mitigation Incorporated | Less Than Significant Impact        | No Impact                           |
|--|--------------------------------|--|-------------------------------------|-------------------------------------|
| e. For a project located within an airport land use plan or, where such a plan has not been adopted, within two miles of a public airport or public use airport, would the project result in a safety hazard for people residing or working in the project area? | <input type="checkbox"/>       | <input type="checkbox"/>                           | <input type="checkbox"/>            | <input checked="" type="checkbox"/> |
| f. For a project within the vicinity of a private airstrip, would the project result in a safety hazard for people residing or working in the project area?  | <input type="checkbox"/>       | <input type="checkbox"/>                           | <input type="checkbox"/>            | <input checked="" type="checkbox"/> |
| g. Impair implementation of or physically interfere with an adopted emergency response plan or emergency evacuation plan?  | <input type="checkbox"/>       | <input type="checkbox"/>                           | <input type="checkbox"/>            | <input checked="" type="checkbox"/> |
| h. Expose people or structures to a significant risk of loss, injury or death involving wildland fires, including where wildlands are adjacent to urbanized areas or where residences are intermixed with wildlands?   | <input type="checkbox"/>       | <input type="checkbox"/>                           | <input checked="" type="checkbox"/> | <input type="checkbox"/>            |

**Discussion:**

Items a - b: **Less Than Significant Impact.** The Project involves the limited use of cleaning materials as part of the car wash operation. Some of these materials may be toxic or hazardous if consumed or inhaled. However, the amounts are minimal and will not create a significant hazard.

Item c: **No Impact.** The site is not located within a quarter mile of a school site.

Item d: **No Impact.** According to the State Department of Toxic Substance Control, there are no hazardous waste or cleanup locations near the site.

Items e - f: **No Impact.** The site is not located in the vicinity of an airport.

Item g: **No Impact.** The Project will not affect an emergency response or evacuation plan.

Item h: **Less Than Significant Impact.** The site located with a developed commercial area adjacent to vacant and open space areas along the Joe Rodota Trail open space corridor. As a result, there is a potential for wildfires to affect the site. Neither this site, nor surrounding sites, is in a high wildfire area or Wildlife Urban Interface (WUI) zone. However, the scale of the project is small and in a developed area so there is no potential for a significant loss of life or property.

**IX. HYDROLOGY AND WATER QUALITY:** Would the project:

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

|   | Potentially Significant Impact | Less Than Significant with Mitigation Incorporated | Less Than Significant Impact | No Impact                           |
|---|--------------------------------|--|------------------------------|-------------------------------------|
| j. Inundation by seiche, tsunami, or mudflow? | <input type="checkbox"/>       | <input type="checkbox"/>                           | <input type="checkbox"/>     | <input checked="" type="checkbox"/> |

**Discussion:**

**Items a and f: No Impact.** The Project will connect to the local sanitary sewer network and does not propose to discharge water that could violate water quality standards.

**Item b: No Impact.** The project will connect to the existing potable and recycled water systems and will not deplete existing groundwater supplies. The project will also not substantially interfere with groundwater recharge.

**Items c - d: No Impact.** The Project will not alter the existing drainage pattern and will not alter the drainage pattern in the surrounding area.

**Item e: Less Than Significant.** The Project will result in a minor increase in the amount of impervious area, though most of the site is either developed or covered with a compacted gravel surface. Adherence with the provisions of Chapter 15.78 (Storm Water Low Impact Development Technical Design Manual) will reduce runoff volumes and minimize potential impacts to the stormwater drainage system. Adherence with these requirements and implementation of the best management practices to reduce future stormwater runoff to current volumes. This will reduce any impacts to a less than significant level.

**Item g: No Impact.** The project does not contain any residential units.

**Item h: Less Than Significant Impact.** The site is designated by the Federal Emergency Management Agency (FEMA) as Zone AE (areas with a 1% annual chance of flooding and where base flood elevations are provided). The Base Flood Elevation for the area is 78 feet; while portions of the site are above this level, the area of the proposed car wash is located within the regulatory flood plain. Adherence with the provisions of Chapter 15.16 (Flood Damage Protection) and 15.90 (Placement of Fill and Elevated Structures in Special Flood Hazard Areas) will be required. The approval of a Flood Development Permit will reduce any impacts to a less than significant level.

**Item i: No Impact.** The site is not protected from flooding by a levee.

**Item j: No Impact.** The site is not located in an area affected by seiche, tsunami or mudflow.

**X. LAND USE AND PLANNING:** Would the project:

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

**Discussion:**

**Item a: No Impact.** The Project involves an addition to an existing commercial site in a commercial area consistent with local land use plans and will not divide a community.

**Item b: Less Than Significant Impact.** Automobile repair and service uses require the approval of a use permit in the Commercial Core Zoning District. The purpose of a use permit is to minimize or prevent any potential land use conflicts. The existing auto-service center and proposed car wash are also not consistent with the floor area ratio requirements established in Chapter 17.25 (Commercial, Office, and Industrial Districts) of the Sebastopol Municipal Code. Table 17.25-2 requires a minimum floor area ratio of 1.0 in the Downtown Core Zoning District. This requirement is approximately five or six -times the existing and proposed floor area ratios for the property. Approval of the project will require the approval of a variance.

To approve a variance the City will need to find that there is a unique situation regarding the buildings or uses located there (e.g. there are already other existing automobile oriented businesses onsite); that the variance is necessary to preserve a substantial property right (e.g. the car wash is proposed for a vacant area of the existing auto service center); and that approving the variance will not adversely affect the public health or safety (e.g. the car wash will not create a hazardous situation). If the City makes these findings to approve the variance, any impacts will be less than significant.

**Item c: No Impact.** The Project involves an addition to an existing commercial site in a commercial area that is not in an area regulated by a habitat conservation plan.

**XI. MINERAL RESOURCES:** Would the project:

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

**Discussion:**

Items a - b: **No Impact.** The site contains no mineral resources.

**XII. NOISE:** Would the project result in:

|   | Potentially Significant Impact | Less Than Significant with Mitigation Incorporated | Less Than Significant Impact        | No Impact                           |
|---|--------------------------------|--|-------------------------------------|-------------------------------------|
| a. Exposure of persons to or generation of noise levels in excess of standards established in the local general plan or noise ordinance, or applicable standards of other agencies?   | <input type="checkbox"/>       | <input checked="" type="checkbox"/>                | <input type="checkbox"/>            | <input type="checkbox"/>            |
| b. Exposure of persons to or generation of excessive groundborne vibration or groundborne noise levels?   | <input type="checkbox"/>       | <input checked="" type="checkbox"/>                | <input type="checkbox"/>            | <input type="checkbox"/>            |
| c. A substantial permanent increase in ambient noise levels in the project vicinity above levels existing without the project?  | <input type="checkbox"/>       | <input checked="" type="checkbox"/>                | <input type="checkbox"/>            | <input type="checkbox"/>            |
| d. A substantial temporary or periodic increase in ambient noise levels in the project vicinity above levels existing without the project?  | <input type="checkbox"/>       | <input type="checkbox"/>                           | <input checked="" type="checkbox"/> | <input type="checkbox"/>            |
| e. For a project located within an airport land use plan or, where such a plan has not been adopted, within two miles of a public airport or public use airport, would the project expose people residing or working in the project area to excessive noise levels? | <input type="checkbox"/>       | <input type="checkbox"/>                           | <input type="checkbox"/>            | <input checked="" type="checkbox"/> |



|  | Potentially Significant Impact | Less Than Significant with Mitigation Incorporated | Less Than Significant Impact | No Impact                           |
|--|--------------------------------|--|------------------------------|-------------------------------------|
| f. For a project within the vicinity of a private airstrip, would the project expose people residing or working in the project area to excessive noise levels? | <input type="checkbox"/>       | <input type="checkbox"/>                           | <input type="checkbox"/>     | <input checked="" type="checkbox"/> |

**Discussion:**

Illingworth and Rodkin prepared a noise and vibration assessment (dated June 25, 2020) and a supplemental memorandum (dated August 14, 2020), which are attached and incorporated by this reference into this Initial Study. The study reviewed the existing noise environment and evaluated future project noise from the project.

**Items a, c: Less Than Significant Impact with Mitigation Incorporated.** The City General Plan and Municipal Code contain policies, actions and requirements which regulate noise generated by project construction and operation. Specifically, Chapter 8.25 (Noise Control Ordinance) of the Municipal Code establishes acceptable noise levels of 55 dBA during the day and 45 dBA during the night in commercial zones. However, the proposed car wash has the potential to increase off-site noise levels in excess of City standards. According to the noise and vibration assessment, when the drying equipment system is in operation, offsite noise levels in excess of 80 dBA near the entrance and exit from the car wash. Offsite noise levels will occur along the east and south edges of the property. The loudest off-site noise will occur east of the site adjacent to the exit of the car wash. To reduce offsite noise impacts to a less than significant level, noise mitigation measures are required. Mitigation Measure NOI-1 requires the installation of noise silencing equipment to reduce off-site noise impacts. Mitigation Measure NOI-2 requires the installation of a six-foot high noise reducing barrier along portions of the east property line north and south of the car wash. With the implementation of these two mitigation measures, any noise impacts will be reduced to a less than significant level.

**Item b: Less Than Significant Impact with Mitigation Incorporated.** The project has the potential to result in groundborne vibration during construction. According to the noise and vibration assessment, the use of a vibratory roller within 18 feet of another structure has the potential to significantly affect/damage the structure. The northeastern portion of the site is within 18 feet of an existing off-site structure. To reduce vibration impacts to a less than significant level, Mitigation Measure NOI-3 requires that the use of heavy equipment, such as a vibratory roller, be avoided within 18 feet of an existing structure.

**Item d: Less Than Significant Impact.** As previously discussed, project construction has the potential to generate temporary noise. The compliance with local construction noise requirements and mitigation measure NOI-3 will reduce any impacts to a less than significant level.

**Items e - f: No Impact.** The closest airport to the project is the Charles M. Schultz- Sonoma County Airport which is located approximately seven miles north of the site. The project is not located within the airport influence area and is in an area where airport-related noise will not be excessive. No airport-related noise impacts are expected.

**Mitigation Measures:**

**NOI-1: Reduce Offsite Noise Effects.** Prior to the issuance of a building permit, the applicant shall submit evidence that the proposed car wash drying system incorporates a silencer to achieve operational noise levels no greater than 77 dBA at a distance of 10 feet and 63 dBA at a distance of 50 feet from the entrance and exit to the car wash. Installation of the approved silencer system shall be completed prior to final inspection.

**NOI-2: Additional Noise Mitigation:** Prior to the issuance of a building permit, the applicant shall submit evidence that a noise reducing barrier ~~six~~ **ten** feet in height **parallel to the exit drive of the car wash through the curving portion of the exit drive to comply with City noise criteria.** ~~to meet City noise criteria along the east property line (south from the adjacent commercial building) to a point at least perpendicular to the northern exit of the proposed car wash, are incorporated into the project.~~ Installation of the approved noise reducing barriers shall be completed prior to final inspection.

**NOI-3: Reduce Vibration Impacts.** Prior to the issuance of a building permit, the applicant shall identify all heavy construction equipment to be used for this project that have the potential to produce high vibration levels (tracked vehicles, vibratory compaction, jackhammers, hoe rams, etc.). This information shall be submitted to the City during the building permit process. If the applicant proposes the use of heavy construction equipment with the potential to generate excessive vibration, the applicant shall submit a plan documenting how the use of this equipment will not occur within 18 feet of existing structures.

**XIII. POPULATION AND HOUSING:** Would the project:

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

**Discussion:**

**Items a - c: No Impact.** The Project site is vacant and includes no residential units. The addition of a car wash will not induce population growth.

**XIV. PUBLIC SERVICES:** Would the project result in substantial adverse physical impacts associated with the provision of new or physically altered governmental facilities, need for new or physically altered governmental facilities, the construction of which could cause significant environmental impacts, in order to maintain acceptable service ratios, response times or other performance objectives for any of the public services:

|                             | Potentially Significant Impact | Less Than Significant with Mitigation Incorporated | Less Than Significant Impact | No Impact                           |
|-----------------------------|--------------------------------|--|------------------------------|-------------------------------------|
| a. Fire protection?         | <input type="checkbox"/>       | <input type="checkbox"/>                           | <input type="checkbox"/>     | <input checked="" type="checkbox"/> |
| b. Police protection?       | <input type="checkbox"/>       | <input type="checkbox"/>                           | <input type="checkbox"/>     | <input checked="" type="checkbox"/> |
| c. Schools?                 | <input type="checkbox"/>       | <input type="checkbox"/>                           | <input type="checkbox"/>     | <input checked="" type="checkbox"/> |
| d. Parks?                   | <input type="checkbox"/>       | <input type="checkbox"/>                           | <input type="checkbox"/>     | <input checked="" type="checkbox"/> |
| e. Other public facilities? | <input type="checkbox"/>       | <input type="checkbox"/>                           | <input type="checkbox"/>     | <input checked="" type="checkbox"/> |

**Discussion:**

Items a – b, e: No Impact. The Project may result in a small increment in the demand for municipal services. However, the scale of project prevents any significant impacts.

Items c - d: No Impact. The Project is commercial will not result in an increase demand for educational and recreation services.

**XV. RECREATION:** Would the project:

|  | Potentially Significant Impact | Less Than Significant with Mitigation Incorporated | Less Than Significant Impact | No Impact                           |
|--|--------------------------------|--|------------------------------|-------------------------------------|
| a. Increase the use of existing neighborhood and regional parks or other recreational facilities such that substantial physical deterioration of the facility would occur or be accelerated? | <input type="checkbox"/>       | <input type="checkbox"/>                           | <input type="checkbox"/>     | <input checked="" type="checkbox"/> |
| b. Include recreational facilities or require the construction or expansion of recreational facilities which might have an adverse physical effect on the environment?                       | <input type="checkbox"/>       | <input type="checkbox"/>                           | <input type="checkbox"/>     | <input checked="" type="checkbox"/> |

**Discussion:**

Items a - b: No Impact. The Project will not increase the use of existing parks and does not involve the construction of new facilities.

**XVI. TRANSPORTATION/TRAFFIC:** Would the project:

|   | Potentially Significant Impact | Less Than Significant with Mitigation Incorporated | Less Than Significant Impact        | No Impact                           |
|---|--------------------------------|--|-------------------------------------|-------------------------------------|
| a. Conflict with an applicable plan, ordinance or policy establishing measures of effectiveness for the performance of the circulation system, taking into account all modes of transportation including mass transit and non-motorized travel and relevant components of the circulation system, including but not limited to intersections, streets, highways and freeways, pedestrian and bicycle paths, and mass transit? | <input type="checkbox"/>       | <input type="checkbox"/>                           | <input checked="" type="checkbox"/> | <input type="checkbox"/>            |
| b. Conflict with an applicable congestion management program, including, but not limited to level of service standards and travel demand measures, or other standards established by the county congestion management agency for designated roads or highways?  | <input type="checkbox"/>       | <input type="checkbox"/>                           | <input checked="" type="checkbox"/> | <input type="checkbox"/>            |
| c. Result in a change in air traffic patterns, including either an increase in traffic levels or a change in location that results in substantial safety risks?   | <input type="checkbox"/>       | <input type="checkbox"/>                           | <input type="checkbox"/>            | <input checked="" type="checkbox"/> |
| d. Substantially increase hazards due to a design feature (e.g., sharp curves or dangerous intersections) or incompatible uses (e.g., farm equipment)?  | <input type="checkbox"/>       | <input type="checkbox"/>                           | <input type="checkbox"/>            | <input checked="" type="checkbox"/> |
| e. Result in inadequate emergency access?   | <input type="checkbox"/>       | <input type="checkbox"/>                           | <input type="checkbox"/>            | <input checked="" type="checkbox"/> |
| f. Conflict with adopted policies, plans, or programs regarding public transit, bicycle, or pedestrian facilities, or otherwise decrease the performance or safety of such facilities?  | <input type="checkbox"/>       | <input type="checkbox"/>                           | <input checked="" type="checkbox"/> | <input type="checkbox"/>            |

**Discussion:**

W-Trans, prepared a traffic impact study (dated July 17, 2020), which is attached and incorporated by this reference into this Initial Study. The study reviewed the existing setting and transportation network (including vehicular, bicycle, pedestrian, and transit issues), evaluated

future and cumulative impacts of the project on the transportation network, and provided recommendations to minimize or mitigate possible impacts. The study was prepared utilizing City standards, policies, and methodologies for local impacts and Guidance of the Governor's Office of Planning and Research (OPR) for evaluating changes to vehicle miles travelled.

**Item a: Less Than Significant Impact.** The traffic impact study evaluated potential project impacts at three key intersections. The key study intersections are: Sebastopol Avenue (SR12) at Petaluma Avenue (SR116), Sebastopol Avenue (SR12) at Morris Street, and Petaluma Avenue (SR116) at Abbott Avenue. The study conservatively estimated that the addition of a carwash facility to the existing oil change and tire sales and service businesses could generate an additional 300 (one-way) vehicle trips per day.

*Vehicle Miles Traveled:* The guidance by OPR uses a screening threshold of 50,000 square feet as the dividing line between potentially regional businesses and local-serving businesses. Land uses involving less than 50,000 square feet are presumed to be local-serving businesses. Local serving businesses generally reduce vehicle miles travelled. In addition to the size criteria, car washes are local-serving businesses (i.e. patrons do not drive long distances to use them since these facilities are located in or adjacent to virtually all communities). The proposed car wash will add approximately 3,000 square feet to the site. Since the project is less than 50,000 square feet in size and involves a local-serving business, any impacts to vehicle miles travelled will be less than significant.

*Non-Automotive Impacts:* The traffic impact study also evaluated the impacts of the project on pedestrian facilities (e.g. sidewalks and crosswalks), bicycle facilities (e.g. bike lanes), and transit services. The site already has access to the existing sidewalk network and the project includes the installation of on-site bicycle parking facilities. With these elements the study concluded that the project would not adversely affect the existing facilities and would not require additional improvements to implement local plans.

The adopted General Plan contains a number of policies, actions and programs which provide criteria and guidance on the circulation system within the City. Specifically, General Plan Policy CIR 1-7 requires the preparation of a circulation impact report for projects with the potential to affect the circulation system. General Plan Program 16.1 establishes a minimum operational standard of LOS D for all intersections in the downtown as well as for all unsignalized intersections citywide. As described above, the project complies with the requirements of the General Plan. Since the project is consistent with local plans and ordinances relating to the operation of the circulation system, any impacts will be less than significant.

**Item b: Less Than Significant Impact.** The Sonoma County Transportation Authority is the countywide transportation planning and programming agency and is responsible for maintaining the County's Comprehensive Transportation Plan (CTP). The CTP prioritizes transportation needs in Sonoma County in conjunction with the Association of Bay Area Government's Regional Transportation Plan. The CTP includes goals and programs to improve vehicular traffic flows, bicycle and pedestrian facilities, and transit service and facilities. The size and scope of the project does not require the preparation of a transportation demand management plan. In addition, the City General Plan provides policies and programs to ensure the efficient operation of the transportation system to accommodate all forms of travel and transport. The project is consistent with the requirements of the applicable congestion management program and will not have a significant impact.

**Item c: No Impact.** The closest airport to the project is the Charles M. Schultz- Sonoma County Airport which is located approximately seven miles north of the site. The project is not located within the airport influence area and does not involve components that could affect airport operations. No impacts are anticipated.

**Item d: No Impact.** The project is not proposing any changes to the road network which would create additional traffic hazards, such as sharp curves or dangerous intersections, or introduce incompatible non-urban land uses. The project includes an additional site access via a driveway onto Barnes Avenue. This additional driveway has the potential to reduce possible future traffic conflicts along Sebastopol Avenue by providing a second site access. No significant impacts are anticipated.

**Item e: No Impact.** The project will not affect or impair emergency access to the site and the surrounding vicinity. As discussed under Item d above, the project will add an additional driveway onto Barnes Avenue which will improve future emergency access to the site while not impairing emergency access in the surrounding area.

**Item f: Less Than Significant Impact.** As described above, the General Plan contains policies and actions to encourage and protect public transit and bicycle and pedestrian facilities. The project site has existing sidewalks along Sebastopol and Barnes Avenues. There are no bike lanes adjacent to the site. The General Plan does not identify any future bike lanes adjacent to the project site. According to Sonoma County Transit, there are no existing bus or shuttle routes along Sebastopol Avenue or Barnes Avenue adjacent to the project site. The project is consistent with the local requirements for public transit, bicycle, and pedestrian circulation and no significant impacts are anticipated.

**Non-CEQA Local Impacts:** The traffic impact study also evaluated the operational impacts of the project using Level of Service (LOS) to assess local operating conditions. Using the locally adopted criteria that levels of service within the downtown should maintain LOS D or better. As depicted below, the only change in LOS for the studied locations is at the intersection of Sebastopol Avenue and Morris Street during the AM peak hour. The Level of Service for unsignalized intersections citywide (such as the westbound approach of Abbott Avenue to Petaluma Avenue) is also LOS D. As demonstrated below, none of the proximal intersections will violate local operating conditions.

| Study Intersections                       | Existing Conditions |              | Existing plus Project |              |
|---|---------------------|--------------|-----------------------|--------------|
|   | AM Peak             | PM Peak      | AM Peak               | PM Peak      |
| Sebastopol Ave at Petaluma Ave            | LOS B               | LOS C        | LOS B                 | LOS C        |
| Sebastopol Ave at Morris St               | LOS B               | LOS C        | <b>LOS C</b>          | LOS C        |
| Petaluma Ave at Abbott Ave                | LOS A               | LOS A        | LOS A                 | LOS A        |
| <i>Westbound Approach from Abbott Ave</i> | <i>LOS B</i>        | <i>LOS B</i> | <i>LOS B</i>          | <i>LOS B</i> |



**XVII. TRIBAL CULTURAL RESOURCES:** Would the project cause a substantial adverse change in the significance of a tribal cultural resource, as defined in Public Resources Code Section 21074 as either a site, feature, place cultural landscape that is geographically defined in terms of the size and scope of the landscape, sacred place, or object with cultural value to a California Native American tribe, and that is:

|   | Potentially Significant Impact | Less Than Significant with Mitigation Incorporated | Less Than Significant Impact        | No Impact                |
|---|--------------------------------|--|-------------------------------------|--------------------------|
| a. Listed or eligible for a listing in the California Register of Historic Resources, or in a local register of historic resources as defined in Public Resources Code Section 5020.1(k)?   | <input type="checkbox"/>       | <input type="checkbox"/>                           | <input checked="" type="checkbox"/> | <input type="checkbox"/> |
| b. A resource determined by the lead agency, in its discretion and supported by substantial evidence, to be significant pursuant to criteria set forth in subdivision (c) of Public Resources Code Section 5024.1 (In applying the criteria asset fort in this Section, the lead agency shall consider the significance of the resource to a California Native American Tribe)? | <input type="checkbox"/>       | <input type="checkbox"/>                           | <input checked="" type="checkbox"/> | <input type="checkbox"/> |

**Discussion:**

Items a - b: ~~No Impact~~ **Less Than Significant Impact.** *The site has been previously developed and surface areas disturbed in recent times.* The Native American Heritage Commission (NAHC) did not identify any tribal cultural sites on site and none of the contacted NAHC identified tribal governments requested a consultation pursuant to Public Resources Code Section 21080.3.1. The site does not contain any known historic or tribal cultural resources. However, **there is a potential that tribal cultural resources may be discovered during project excavation and grading. To prevent any significant impacts, Mitigation Measure TCR-1, in addition to** The implementation of Mitigation Measure CR-1 will ensure the appropriate treatment of any inadvertently discovered tribal cultural resources.

**Mitigation Measures:**

**TCR-1: Inadvertent Discovery of Tribal Cultural Resources. To protect tribal cultural resources that may be accidentally discovered during grading or excavation activities, the following requirements shall apply.**

- A. If requested by the Federated Indians of Graton Rancheria (FIGR), the property owner shall enter in an Agreement with the Federated Indians of Graton Rancheria for the Treatment of Tribal Cultural Resources and Tribal Monitoring prior to the issuance of a grading permit.**

- B. Within fourteen (14) days prior to the start of any grading or excavation activities, the project applicant shall notify the FIGR Tribal Preservation Officer and the City of Sebastopol of the date and time of the proposed grading/excavation activities.**
- C. Tribal cultural resource monitors and qualified archeologist shall have the authority to stop grading or excavation activities in and around the accidentally discovered resources pending an evaluation of the resource and the determination of how the resource should be treated. Possible treatments include, but are not limited to: the removal of the resource from the site, the protection of the resource in place (when feasible), or reburying the resource on site in a location acceptable to the FIGR. The City of Sebastopol shall be promptly notified if tribal cultural resources are identified.**
- D. Tribal cultural resource monitors and archeologist will work cooperatively with the applicant to address the appropriate treatment of any discovered tribal cultural resources to minimize potential delays in construction.**

**XVIII. UTILITIES AND SERVICE SYSTEMS:** Would the project:

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

**Discussion:**

**Items a, b, e: Less Than Significant Impact.** The Project is very small and will result not require the construction of new water or wastewater facilities and will not exceed treatment requirements. Based on the 2019 annual Level of Service Report (incorporated by reference) presented to the City Council in May of this year, there is ample capacity remains in the City of Sebastopol’s wastewater treatment allocation to serve this development and meet applicable requirements of the Regional Water Quality Control Board. The Level of Service Report indicates that there is approximately 45% of treatment capacity remaining. This figure includes allowances for known undeveloped projects. The proposed car wash project is also included as part of the future planned growth identified in the General Plan. Finally, any incremental impacts to the collection system network will be addressed through the payment of required connection fees.

**Item c: No Impact.** The Project will not require or involve the construction of new storm water facilities.

**Item d: Less Than Significant Impact.** The Project is very small and will result not require the construction of new water facilities. Based on the 2019 annual Level of Service Report provided to the City Council (incorporated by reference), Sebastopol obtains its municipal water supply from groundwater in the Wilson Creek Formation. This groundwater basin is managed as part of the Santa Rosa Plain Basin and a regional Groundwater Sustainability Agency. According Level of Service Report, water use within the City reduced by about 3% in 2019 and there is ample capacity in the City of Sebastopol’s water system to serve the proposed development. The proposed car wash project is also included as part of the future planned growth identified in the General Plan. Any incremental impacts to the distribution system will be addressed through the payment of required connection fees. The car wash will also use/recycle approximately 80% of its water use further reducing its impact on the water system.

**Items f - g: Less Than Significant Impact.** The Project will add a small incremental increase of solid waste and recyclable materials. However, this small increment will not result in a significant impact.

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**XIX. WILDFIRES:** If located in or near State responsibility areas or lands classified as very high fire hazard severity zones, would the project:

|  | Potentially Significant Impact | Less Than Significant with Mitigation Incorporated | Less Than Significant Impact | No Impact                           |
|--|--------------------------------|--|------------------------------|-------------------------------------|
| a. Substantially impair an adopted emergency response plan or emergency evacuation plan?   | <input type="checkbox"/>       | <input type="checkbox"/>                           | <input type="checkbox"/>     | <input checked="" type="checkbox"/> |
| b. Due to slope, prevailing winds, and other factors, exacerbate wildfire risks, and thereby expose project occupants to, pollutant concentrations from a wildfire or the uncontrolled spread of a wildfire? | <input type="checkbox"/>       | <input type="checkbox"/>                           | <input type="checkbox"/>     | <input checked="" type="checkbox"/> |

|  | Potentially Significant Impact | Less Than Significant with Mitigation Incorporated | Less Than Significant Impact | No Impact                           |
|--|--------------------------------|--|------------------------------|-------------------------------------|
| c. Require the installation or maintenance of associated infrastructure (such as roads, fuel breaks, emergency water sources, power lines or other utilities) that may exacerbate fire risk or that may result in temporary or ongoing impacts to the environment? | <input type="checkbox"/>       | <input type="checkbox"/>                           | <input type="checkbox"/>     | <input checked="" type="checkbox"/> |
| d. Expose people or structures to significant risks, including downslope or downstream flooding or landslides, as a result of runoff, post-fire slope instability, or drainage changes?  | <input type="checkbox"/>       | <input type="checkbox"/>                           | <input type="checkbox"/>     | <input checked="" type="checkbox"/> |

**Discussion:**

Items a - d: **No Impact.** The site is not located in a high wildfire hazard severity zone or Wildland Urban Interface zone. Additionally, the site is located within an area of local responsibility.

**XX. MANDATORY FINDINGS OF SIGNIFICANCE**

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

|   | Potentially Significant Impact | Less Than Significant with Mitigation Incorporated | Less Than Significant Impact        | No Impact                |
|---|--------------------------------|--|-------------------------------------|--------------------------|
| c. Does the project have environmental effects which will cause substantial adverse effects on human beings, either directly or indirectly? | <input type="checkbox"/>       | <input type="checkbox"/>                           | <input checked="" type="checkbox"/> | <input type="checkbox"/> |

**Discussion:**

**Items a - c: Less Than Significant.** Based upon the analysis provided with this initial study the Project will result a minor change to the environment and will contribute a very small incremental increase to environmental change. The project is occurring within an existing urban context and is not located on a site with substantial environmental resources. As a result, the Project will not create a significant cumulative impact.

**FIGURES**

Figure 1. Project Location

Figure 2. Site Plan.

Figure 3. Building Elevations

**EXHIBITS INCORPORATED BY REFERENCE**

1. Adobe Associates, Inc., Initial Storm Water Low Impact Development Submittal for The Use Permit for Parcel 3 of the Benedetti Subdivision.
2. Illingworth & Rodkin, Benedetti Car Wash – Noise and Vibration Assessment, June 25, 2020.
3. Illingworth and Rodkin, Results of Noise Wall Analysis, Benedetti Car Wash, Sebastopol, CA, August 14, 2020.
4. Patrick Slayer Architect, Project Plans, February 20, 2019.
5. W-Trans, Traffic Impact Study for the Benedetti Car Wash Project, July 15, 2020.

**DOCUMENTS INCORPORATED BY REFERENCE**

6. City of Sebastopol General Plan and EIR – adopted November, 2016 [State Clearinghouse #2016032001]
7. City of Sebastopol Zoning Ordinance
8. Climate Action Plan 2020 and Beyond, Sonoma County Regional Climate Protection Authority – July 2016.

9. BAAQMP Air Quality Plan – May 2017

10. City of Sebastopol Annual Level of Service Report – 2017

*Documents available for review at the Sebastopol Planning Department, 7120 Bodega Avenue, Sebastopol, CA 95472 (by appointment only during Covid-19 local emergency declaration, please call 707-823-6167 for further information)*

*Documents are also available on the City's website, [www.ci.sebastopol.org](http://www.ci.sebastopol.org)*

*Documents 1-5 are available and <https://ci.sebastopol.ca.us/City-Government/Departments-Services/Planning/Projects>*

*Documents 6 and 7 are available: <http://sebastopol.generalplan.org/> and <https://sebastopol.municipal.codes/>, respectively*



# ***BENEDETTI CAR WASH NOISE AND VIBRATION ASSESSMENT***

***Sebastopol, California***

**June 25, 2020**

**Prepared for:**

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***ILLINGWORTH & RODKIN, INC.***  
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**429 East Cotati Avenue  
Cotati, CA 94931  
(707) 794-0400**

Project: 20-022

## INTRODUCTION

The project proposes to construct an automated car wash and office space at 6809 Sebastopol Avenue in downtown Sebastopol, California. The car wash would be located on the ground level of the proposed two-story building and have a two-vehicle capacity. Office space would be located on the ground and second level of the building. Seventeen self-service vacuum stations would occupy the western portion of the site. The car wash and vacuum stations would operate between 7 a.m. and 7 p.m., Monday through Saturday. The site is adjacent to the existing Benedetti Tire Center and Express Lube.

This report evaluates the project's potential to result in significant noise and vibration impacts with respect to applicable California Environmental Quality Act (CEQA) guidelines. The report is divided into two sections: 1) the Setting Section provides a brief description of the fundamentals of environmental noise, summarizes applicable regulatory criteria, and discusses the results of the ambient noise monitoring survey completed to document existing noise conditions; 2) the General Plan Consistency section discusses land use compatibility utilizing noise policies in the City's General Plan; and 2) the Impacts and Mitigation Measures Section describes the significance criteria used to evaluate project impacts, provides a discussion of each project impact, and presents measures, where necessary, to mitigate the impacts of the project on sensitive receptors in the vicinity.

## SETTING

### Fundamentals of Environmental Noise

Noise may be defined as unwanted sound. Noise is usually objectionable because it is disturbing or annoying. The objectionable nature of sound could be caused by its *pitch* or its *loudness*. *Pitch* is the height or depth of a tone or sound, depending on the relative rapidity (frequency) of the vibrations by which it is produced. Higher pitched signals sound louder to humans than sounds with a lower pitch. *Loudness* is intensity of sound waves combined with the reception characteristics of the ear. Intensity may be compared with the height of an ocean wave in that it is a measure of the amplitude of the sound wave.

In addition to the concepts of pitch and loudness, there are several noise measurement scales which are used to describe noise in a particular location. A *decibel (dB)* is a unit of measurement which indicates the relative amplitude of a sound. The zero on the decibel scale is based on the lowest sound level that the healthy, unimpaired human ear can detect. Sound levels in decibels are calculated on a logarithmic basis. An increase of 10 decibels represents a ten-fold increase in acoustic energy, while 20 decibels is 100 times more intense, 30 decibels is 1,000 times more intense, etc. There is a relationship between the subjective noisiness or loudness of a sound and its intensity. Each 10 decibel increase in sound level is perceived as approximately a doubling of loudness over a fairly wide range of intensities. Technical terms are defined in Table 1.

There are several methods of characterizing sound. The most common in California is the *A-weighted sound level (dBA)*. This scale gives greater weight to the frequencies of sound to which the human ear is most sensitive. Representative outdoor and indoor noise levels in units of dBA

are shown in Table 2. Because sound levels can vary markedly over a short period of time, a method for describing either the average character of the sound or the statistical behavior of the variations must be utilized. Most commonly, environmental sounds are described in terms of an average level that has the same acoustical energy as the summation of all the time-varying events. This *energy-equivalent sound/noise descriptor* is called  $L_{eq}$ . The most common averaging period is hourly, but  $L_{eq}$  can describe any series of noise events of arbitrary duration.

The scientific instrument used to measure noise is the sound level meter. Sound level meters can accurately measure environmental noise levels to within about plus or minus 1 dBA. Various computer models are used to predict environmental noise levels from sources, such as roadways and airports. The accuracy of the predicted models depends upon the distance the receptor is from the noise source. Close to the noise source, the models are accurate to within about plus or minus 1 to 2 dBA.

Since the sensitivity to noise increases during the evening and at night -- because excessive noise interferes with the ability to sleep -- 24-hour descriptors have been developed that incorporate artificial noise penalties added to quiet-time noise events. The *Community Noise Equivalent Level (CNEL)* is a measure of the cumulative noise exposure in a community, with a 5 dB penalty added to evening (7:00 pm - 10:00 pm) and a 10 dB addition to nocturnal (10:00 pm - 7:00 am) noise levels. The *Day/Night Average Sound Level ( $L_{dn}$  or DNL)* is essentially the same as CNEL, with the exception that the evening time period is dropped and all occurrences during this three-hour period are grouped into the daytime period.

## **Effects of Noise**

### *Sleep and Speech Interference*

The thresholds for speech interference indoors are about 45 dBA if the noise is steady and above 55 dBA if the noise is fluctuating. Outdoors the thresholds are about 15 dBA higher. Steady noises of sufficient intensity (above 35 dBA) and fluctuating noise levels above about 45 dBA have been shown to affect sleep. Interior residential standards for multi-family dwellings are set by the State of California at 45 dBA  $L_{dn}$ . Typically, the highest steady traffic noise level during the daytime is about equal to the  $L_{dn}$  and nighttime levels are 10 dBA lower. The standard is designed for sleep and speech protection and most jurisdictions apply the same criterion for all residential uses. Typical structural attenuation is 12 to 17 dBA with open windows. With closed windows in good condition, the noise attenuation factor is around 20 dBA for an older structure and 25 dBA for a newer dwelling. Sleep and speech interference is therefore possible when exterior noise levels are about 57 to 62 dBA  $L_{dn}$  with open windows and 65 to 70 dBA  $L_{dn}$  if the windows are closed. Levels of 55 to 60 dBA are common along collector streets and secondary arterials, while 65 to 70 dBA is a typical value for a primary/major arterial. Levels of 75 to 80 dBA are normal noise levels at the first row of development outside a freeway right-of-way. In order to achieve an acceptable interior noise environment, bedrooms facing secondary roadways need to be able to have their windows closed; those facing major roadways and freeways typically need special glass windows.

## *Annoyance*

Attitude surveys are used for measuring the annoyance felt in a community for noises intruding into homes or affecting outdoor activity areas. In these surveys, it was determined that the causes for annoyance include interference with speech, radio and television, house vibrations, and interference with sleep and rest. The  $L_{dn}$  as a measure of noise has been found to provide a valid correlation of noise level and the percentage of people annoyed. People have been asked to judge the annoyance caused by aircraft noise and ground transportation noise. There continues to be disagreement about the relative annoyance of these different sources. When measuring the percentage of the population highly annoyed, the threshold for ground vehicle noise is about 50 dBA  $L_{dn}$ . At an  $L_{dn}$  of about 60 dBA, approximately 12 percent of the population is highly annoyed. When the  $L_{dn}$  increases to 70 dBA, the percentage of the population highly annoyed increases to about 25 to 30 percent of the population. There is, therefore, an increase of about 2 percent per dBA between an  $L_{dn}$  of 60 to 70 dBA. Between an  $L_{dn}$  of 70 to 80 dBA, each decibel increase increases by about 3 percent the percentage of the population highly annoyed. People appear to respond more adversely to aircraft noise. When the  $L_{dn}$  is 60 dBA, approximately 30 to 35 percent of the population is believed to be highly annoyed. Each decibel increase to 70 dBA adds about 3 percentage points to the number of people highly annoyed. Above 70 dBA, each decibel increase results in about a 4 percent increase in the percentage of the population highly annoyed.

## **Fundamentals of Groundborne Vibration**

Ground vibration consists of rapidly fluctuating motions or waves with an average motion of zero. Several different methods are typically used to quantify vibration amplitude. One method is the Peak Particle Velocity (PPV). The PPV is defined as the maximum instantaneous positive or negative peak of the vibration wave. In this report, a PPV descriptor with units of mm/sec or in/sec is used to evaluate construction generated vibration for building damage and human complaints. Table 3 displays the reactions of people and the effects on buildings that continuous or frequent intermittent vibration levels produce. The guidelines in Table 3 represent syntheses of vibration criteria for human response and potential damage to buildings resulting from construction vibration.

Construction activities can cause vibration that varies in intensity depending on several factors. The use of pile driving and vibratory compaction equipment typically generates the highest construction related groundborne vibration levels. Because of the impulsive nature of such activities, the use of the PPV descriptor has been routinely used to measure and assess groundborne vibration and almost exclusively to assess the potential of vibration to cause damage and the degree of annoyance for humans.

The two primary concerns with construction-induced vibration, the potential to damage a structure and the potential to interfere with the enjoyment of life, are evaluated against different vibration limits. Human perception to vibration varies with the individual and is a function of physical setting and the type of vibration. Persons exposed to elevated ambient vibration levels, such as people in an urban environment, may tolerate a higher vibration level.

Structural damage can be classified as cosmetic only, such as paint flaking or minimal extension of cracks in building surfaces; minor, including limited surface cracking; or major, that may threaten the structural integrity of the building. Safe vibration limits that can be applied to assess the potential for damaging a structure vary by researcher. The damage criteria presented in Table 3 include several categories for ancient, fragile, and historic structures, the types of structures most at risk to damage. Most buildings are included within the categories ranging from “Historic and some old buildings” to “Modern industrial/commercial buildings”. Construction-induced vibration that can be detrimental to the building is very rare and has only been observed in instances where the structure is at a high state of disrepair and the construction activity occurs immediately adjacent to the structure.

The annoyance levels shown in Table 3 should be interpreted with care since vibration may be found to be annoying at lower levels than those shown, depending on the level of activity or the sensitivity of the individual. To sensitive individuals, vibrations approaching the threshold of perception can be annoying. Low-level vibrations frequently cause irritating secondary vibration, such as a slight rattling of windows, doors, or stacked dishes. The rattling sound can give rise to exaggerated vibration complaints, even though there is very little risk of actual structural damage.

**TABLE 1 Definition of Acoustical Terms Used in this Report**

| <b>Term</b>                               | <b>Definition</b>  |
|---|--|
| Decibel, dB                               | A unit describing, the amplitude of sound, equal to 20 times the logarithm to the base 10 of the ratio of the pressure of the sound measured to the reference pressure. The reference pressure for air is 20 micro Pascals.  |
| Sound Pressure Level                      | Sound pressure is the sound force per unit area, usually expressed in micro Pascals (or 20 micro Newtons per square meter), where 1 Pascal is the pressure resulting from a force of 1 Newton exerted over an area of 1 square meter. The sound pressure level is expressed in decibels as 20 times the logarithm to the base 10 of the ratio between the pressures exerted by the sound to a reference sound pressure (e. g., 20 micro Pascals). Sound pressure level is the quantity that is directly measured by a sound level meter. |
| Frequency, Hz                             | The number of complete pressure fluctuations per second above and below atmospheric pressure. Normal human hearing is between 20 Hz and 20,000 Hz. Infrasonic sound are below 20 Hz and Ultrasonic sounds are above 20,000 Hz.   |
| A-Weighted Sound Level, dBA               | The sound pressure level in decibels as measured on a sound level meter using the A-weighting filter network. The A-weighting filter de-emphasizes the very low and very high frequency components of the sound in a manner similar to the frequency response of the human ear and correlates well with subjective reactions to noise.   |
| Equivalent Noise Level, $L_{eq}$          | The average A-weighted noise level during the measurement period.  |
| $L_{max}$ , $L_{min}$                     | The maximum and minimum A-weighted noise level during the measurement period.  |
| $L_{01}$ , $L_{10}$ , $L_{50}$ , $L_{90}$ | The A-weighted noise levels that are exceeded 1%, 10%, 50%, and 90% of the time during the measurement period.   |
| Day/Night Noise Level, $L_{dn}$ or DNL    | The average A-weighted noise level during a 24-hour day, obtained after addition of 10 decibels to levels measured in the night between 10:00 pm and 7:00 am.  |
| Community Noise Equivalent Level, CNEL    | The average A-weighted noise level during a 24-hour day, obtained after addition of 5 decibels in the evening from 7:00 pm to 10:00 pm and after addition of 10 decibels to sound levels measured in the night between 10:00 pm and 7:00 am.   |
| Ambient Noise Level                       | The composite of noise from all sources near and far. The normal or existing level of environmental noise at a given location.   |
| Intrusive                                 | That noise which intrudes over and above the existing ambient noise at a given location. The relative intrusiveness of a sound depends upon its amplitude, duration, frequency, and time of occurrence and tonal or informational content as well as the prevailing ambient noise level.   |

Source: Handbook of Acoustical Measurements and Noise Control, Harris, 1998.



**TABLE 2 Typical Noise Levels in the Environment**

| Common Outdoor Activities         | Noise Level (dBA) | Common Indoor Activities                       |
|-----------------------------------|-------------------|--|
|                                   | <b>110 dBA</b>    | Rock band                                      |
| Jet fly-over at 1,000 feet        |                   |  |
|                                   | <b>100 dBA</b>    |  |
| Gas lawn mower at 3 feet          |                   |  |
|                                   | <b>90 dBA</b>     |  |
| Diesel truck at 50 feet at 50 mph |                   | Food blender at 3 feet                         |
|                                   | <b>80 dBA</b>     | Garbage disposal at 3 feet                     |
| Noisy urban area, daytime         |                   |  |
| Gas lawn mower, 100 feet          | <b>70 dBA</b>     | Vacuum cleaner at 10 feet                      |
| Commercial area                   |                   | Normal speech at 3 feet                        |
| Heavy traffic at 300 feet         | <b>60 dBA</b>     |  |
|                                   |                   | Large business office                          |
| Quiet urban daytime               | <b>50 dBA</b>     | Dishwasher in next room                        |
| Quiet urban nighttime             | <b>40 dBA</b>     | Theater, large conference room                 |
| Quiet suburban nighttime          |                   |  |
|                                   | <b>30 dBA</b>     | Library  |
| Quiet rural nighttime             |                   | Bedroom at night, concert hall<br>(background) |
|                                   | <b>20 dBA</b>     |  |
|                                   | <b>10 dBA</b>     | Broadcast/recording studio                     |
|                                   | <b>0 dBA</b>      |  |

Source: Technical Noise Supplement (TeNS), California Department of Transportation, September 2013.

**TABLE 3 Reaction of People and Damage to Buildings from Continuous or Frequent Intermittent Vibration Levels**

| Category | Velocity Level, PPV (in/sec) | Human Reaction                                 | Effect on Buildings   |
|----------|------------------------------|--|---|
| 1        | 0.01                         | Barely perceptible                             | No effect   |
| 2        | 0.04                         | Distinctly perceptible                         | Vibration unlikely to cause damage of any type to any structure   |
| 3        | 0.08                         | Distinctly perceptible to strongly perceptible | Recommended upper level of the vibration to which ruins and ancient monuments should be subjected           |
| 4        | 0.1                          | Strongly perceptible                           | Threshold at which there is a risk of damage to fragile buildings with no risk of damage to most buildings  |
| 5        | 0.25                         | Strongly perceptible to severe                 | Threshold at which there is a risk of damage to historic and some old buildings.                            |
| 6        | 0.3                          | Strongly perceptible to severe                 | Threshold at which there is a risk of damage to older residential structures                                |
| 7        | 0.5                          | Severe - Vibrations considered unpleasant      | Threshold at which there is a risk of damage to new residential and modern commercial/industrial structures |

Source: Transportation and Construction Vibration Guidance Manual, California Department of Transportation, September 2013.

**Regulatory Background - Noise**

The State of California and the City of Sebastopol have established regulatory criteria that are applicable in this assessment. The State CEQA Guidelines, Appendix G, California Building Code, and the City of Sebastopol General Plan are used to assess the potential significance of impacts. A summary of the applicable regulatory criteria is provided below.

**State CEQA Guidelines.** CEQA contains guidelines to evaluate the significance of effects of environmental noise attributable to a proposed project. Under CEQA, noise impacts would be considered significant if the project would result in:

- (a) Generation of a substantial temporary or permanent increase in ambient noise levels in the vicinity of the project in excess of standards established in the local General Plan or Noise Ordinance, or applicable standards of other agencies;
- (b) Generation of excessive groundborne vibration or groundborne noise levels; or
- (c) For a project located within the vicinity of a private airstrip or an airport land use plan or where such a plan has not been adopted within two miles of a public airport or public use

airport, if the project would expose people residing or working in the project area to excessive noise levels.

**2019 California Building Code, Title 24, Part 2.** The current version of the California Building Code (CBC) requires interior noise levels attributable to exterior environmental noise sources to be limited to a level not exceeding 45 dBA  $L_{dn}$  in any habitable room.

**2019 California Green Building Standards Code (Cal Green Code).** The State of California established exterior sound transmission control standards for new non-residential buildings as set forth in the 2019 California Green Building Standards Code (Section 5.507.4.1 and 5.507.4.2). Section 5.507 states that either the prescriptive (Section 5.507.4.1) or the performance method (Section 5.507.4.2) shall be used to determine environmental control at indoor areas. The prescriptive method is very conservative and not practical in most cases; however, the performance method can be quantitatively verified using exterior-to-interior calculations. For the purposes of this report, the performance method is utilized to determine consistency with the Cal Green Code. The sections that pertain to this project are as follows:

**5.507.4.1 Exterior noise transmission, prescriptive method.** Wall and roof-ceiling assemblies exposed to the noise source making up the building envelope shall meet a composite STC rating of at least 50 or a composite OITC rating of no less than 40, with exterior windows of a minimum STC of 40 or OITC of 30 when the building falls within the 65 dBA  $L_{dn}$  noise contour of a freeway or expressway, railroad, industrial source or fixed-guideway noise source, as determined by the local general plan noise element.

**5.507.4.2 Performance method.** For buildings located, as defined by Section 5.507.4.1, wall and roof-ceiling assemblies exposed to the noise source making up the building envelope shall be constructed to provide an interior noise environment attributable to exterior sources that does not exceed an hourly equivalent noise level ( $L_{eq(1-hr)}$ ) of 50 dBA in occupied areas during any hour of operation.

The performance method, which establishes the acceptable interior noise level, is the method typically used when applying these standards.

**City of Sebastopol General Plan.** Chapter 6 of the Sebastopol General Plan sets forth policies with the goal of addressing major noise sources and promoting safe and comfortable noise levels throughout the City of Sebastopol. The following policies are applicable to the proposed project:

- N 1-1** Ensure the noise compatibility of existing and future developments when making land use planning decisions.
- N 1-2** Require development and infrastructure projects to be consistent with the Land Use Compatibility for Community Noise Environments standards indicated in Table N-1 to ensure acceptable noise levels for existing and future development.
- N 1-3** Require new development to mitigate excessive noise through best practices, including building location and orientation, building design features, placement of

noise-generating equipment away from sensitive receptors, shielding of noise-generating equipment, placement of noise-tolerant features between noise sources and sensitive receptors, and use of noise-reducing materials.

**N 1-6** Require acoustical studies for new developments, projects seeking use permits related to activities that would increase noise levels, and transportation improvements that affect noise-sensitive uses such as schools, hospitals, libraries, group care facilities, convalescent homes, and residential areas.

**N 1-7** For projects that are required by the California Environmental Quality Act (CEQA) to analyze noise impacts, the following criteria shall be used to determine the significance of those impacts:

*Stationary and Non-Transportation Noise Sources*

A significant impact will occur if the project results in an exceedance of the noise level standards contained in this element, or the project will result in an increase in ambient noise levels by more than 3 dB, whichever is greater. This does not apply to construction activities which are conducted according to the best practices outlined in Action N 1f. Compliance with the requirements outlined in Action N 1f shall be sufficient to reduce construction-related noise impacts to a less than significant level.

*Transportation Noise Sources*

Where existing traffic noise levels are less than 60 dB  $L_{dn}$  at the outdoor activity areas of noise-sensitive uses, a +5 dB  $L_{dn}$  increase in roadway noise levels will be considered significant; and

Where existing traffic noise levels range between 60 and 65 dB  $L_{dn}$  at the outdoor activity areas of noise-sensitive uses, a +3 dB  $L_{dn}$  increase in roadway noise levels will be considered significant; and

Where existing traffic noise levels are greater than 65 dB  $L_{dn}$  at the outdoor activity areas of noise-sensitive uses, a +1.5 dB  $L_{dn}$  increase in roadway noise levels will be considered significant.

**N 1-8** Support noise-compatible land uses along existing and future roadways, including County, State, and Federal routes.

**N 1-11** Ensure that existing development is protected, to the greatest extent feasible, from noise impacts due to construction on adjacent or nearby properties through implementation of best practices, as outlined in Action N 1f.

**N 1-13** Control non-transportation related noise from site specific noise sources to the standards shown in Table N-2.

**N 1-15** Require construction activities to comply with standard best practices (see Action N 1f).

**N 1-18** Ensure that an acceptable noise environment is maintained in residential areas and areas with sensitive uses by ensuring that uses, operations, and fixed equipment maintain compliance with City standards and by providing for the regulation of short-term increases in non-transportation noise levels through the Municipal Code.

**N 1-19** Ensure that indoor noise levels at public and community buildings do not reach harmful levels, generally considered to be 100 dB or higher.

**Action N 1f** Require construction projects that may generate excessive noise impacts to implement the following types of standard best practices, as applicable, to reduce construction noise impacts to the extent feasible:

- Noise-generating construction activities, including truck traffic coming to and from the construction site for any purpose, shall be limited as specified in the Noise Ordinance.
- All equipment driven by internal combustion engines shall be equipped with mufflers, which are in good condition and appropriate for the equipment.
- The construction contractor shall utilize “quiet” models of air compressors and other stationary noise sources where technology exists.
- At all times during project grading and construction, stationary noise-generating equipment shall be located as far as practicable from sensitive receptors and placed so that emitted noise is directed away from residences.
- Unnecessary idling of internal combustion engines shall be prohibited.
- Construction staging areas shall be established at locations that will create the greatest distance between the construction-related noise sources and noise-sensitive receptors nearest the project site during all project construction activities, to the extent feasible.
- Neighbors located adjacent to the construction site shall be notified of the construction schedule in writing.
- The construction contractor shall designate a “noise disturbance coordinator” who will be responsible for responding to any local complaints about construction noise. The disturbance coordinator shall be responsible for determining the cause of the noise complaint (e.g., starting too early, poor muffler, etc.) and instituting reasonable measures as warranted to

correct the problem. A telephone number for the disturbance coordinator shall be conspicuously posted at the construction site.

| TABLE N-1 LAND USE COMPATIBILITY FOR COMMUNITY NOISE ENVIRONMENT |   |    |    |    |    |    |    |
|--|---|----|----|----|----|----|----|
| Land Use Category  | Exterior Noise Exposure (Ldn)   |    |    |    |    |    |    |
|  | 55  | 60 | 65 | 70 | 75 | 80 | 90 |
| Residential  |   |    |    |    |    |    |    |
| Transient Lodging; Motel, Hotel                                  |   |    |    |    |    |    |    |
| School, Library, Church, Hospital, Nursing Home                  |   |    |    |    |    |    |    |
| Auditorium, Concert Hall, Amphitheater, Sports Arena             |   |    |    |    |    |    |    |
| Playground, Recreational Open Space, Park                        |   |    |    |    |    |    |    |
| Golf Course, Stables, Water Recreation, Cemetery                 |   |    |    |    |    |    |    |
| Office Buildings, Business, Commercial                           |   |    |    |    |    |    |    |
| Industrial, Utilities, Manufacturing, Agriculture                |   |    |    |    |    |    |    |
|  | <p><b>NORMALLY ACCEPTABLE</b><br/>Specified land use is satisfactory, assuming that any buildings involved are of conventional construction without any special insulation requirements.</p> <p><b>CONDITIONALLY ACCEPTABLE</b><br/>Specified land use may be permitted only after detailed analysis of the noise reduction requirements and noise insulation features included in the design.</p> <p><b>UNACCEPTABLE</b><br/>New construction or development should be discouraged. If new construction or development does proceed, a detailed analysis of the noise reduction requirement must be made and needed noise insulation features included in the design.</p> <p><b>CLEARLY UNACCEPTABLE</b><br/>New construction or development generally should not be undertaken.</p> |    |    |    |    |    |    |



| TABLE N-2 STATIONARY (NON-TRANSPORTATION) NOISE SOURCE STANDARDS |                               |                                     |                      |
|--|-------------------------------|-------------------------------------|----------------------|
| Land Use Receiving the Noise                                     | Hourly Noise-Level Descriptor | Exterior Noise-Level Standard (dBA) |                      |
|  |                               | Daytime (7am-10pm)                  | Nighttime (10pm-7am) |
| Residential  | L <sub>eq</sub>               | 55                                  | 45                   |
|  | L <sub>max</sub>              | 70                                  | 65                   |

**Notes:**

- a) The residential standards apply to all properties that are zoned for residential use. The exterior noise level standard is to be applied at the property line of the receiving land use or at a designated outdoor activity area (at the discretion of the Planning Director) of the new development. For mixed-use projects, the exterior noise level standard may be waived (at the discretion of the Planning Director) if the project does not include a designated activity area and mitigation of property line noise for on-site uses is not practical. These noise level standards do not apply to residential units established in conjunction with industrial or commercial uses (e.g., caretaker dwellings). The City can impose standards that are more restrictive than specified above based upon determination of existing low ambient noise levels.
- b) Each of the noise levels specified above shall be lowered by 5 dBA for tonal noises characterized by a whine, screech, or hum, noises consisting primarily of speech or music, or recurring impulsive noises. In no case shall mitigation be required to a level that is less than existing ambient noise levels, as determined through measurements conducted during the same operational period as the subject noise source.
- c) In situations where the existing noise level exceeds the noise levels indicated in the above table, any new noise source must include mitigation that reduces the noise level of the noise source to the existing level plus 3 dB.

*City of Sebastopol Municipal Code.* Section 8.25 of the Sebastopol Municipal Code sets forth policies to prohibit unnecessary, excessive, and annoying noises. The following policies are applicable to the proposed project:

**8.25.060 Noise Levels**

- A. It shall be unlawful for any person to emit or cause to be emitted any noise beyond the boundaries of his/her premises in excess of the noise levels established in these regulations.
- B. Noise Level Standards
  2. No person in a commercial zone shall emit noise beyond the boundary of his/her premises exceeding the levels stated herein and applicable to adjacent residential, commercial, or industrial zones. Noise levels shall not exceed:
    - a. Daytime hours: 55 dBA

- b. Nighttime hours: 45 dBA

### **Regulatory Background – Vibration**

*City of Sebastopol General Plan.* Chapter 6 of the Sebastopol General Plan sets forth policies to achieve the goal of minimizing vibration impacts on people, residences, and business operations in the City of Sebastopol. The following policies are applicable to the proposed project:

- N 1-16** Require new development to minimize vibration impacts to adjacent uses during demolition and construction. For sensitive historic structures, a vibration limit of 0.08 in/sec PPV (peak particle velocity) will be used to minimize the potential for cosmetic damage to the building. A vibration limit of 0.30 in/sec PPV will be used to minimize the potential for cosmetic damage at buildings of normal conventional construction.

### **Existing Noise Environment**

The 1.5-acre project site is located at 6809 Sebastopol Avenue in downtown Sebastopol, California. Existing uses in the site vicinity are primarily commercial and include automotive shops and repair centers, retail stores, restaurants, and a commercial creative space. The site is bounded by Sebastopol Avenue to the north, Barnes Avenue to the west, undeveloped lands and segments of the Joe Rodota Trail to the south and southeast, and commercial uses and parking to the east. Noise-sensitive uses nearest the site include the Joe Rodota Trail, the nearest residence approximately 600 feet to the south, and the Sebastopol Inn approximately 250 feet to the east.

A noise monitoring survey was performed in the project vicinity between Thursday, June 4, 2020 and Tuesday, June 9, 2020 to quantify and characterize ambient noise levels at the site and in the surrounding area. The survey included two long-term measurements and three short-term measurements at the locations shown in Figure 1. The predominant sources of noise in the project vicinity were traffic along Sebastopol Avenue and Petaluma Avenue and localized activities taking place on the adjacent commercial properties.

On June 4, 2020, between 12:20 p.m. and 1 p.m., three attended, short-term (10-minute) measurements, ST-1, ST-2a, and ST-2b were made to quantify existing ambient noise levels at the Sebastopol Inn, the closest noise sensitive use to the project site, and traffic noise levels generated along Petaluma Avenue. Measurement ST-1 was located at 220 Petaluma Avenue. The primary source of noise at this location was traffic along Petaluma Avenue. Measurements ST-2a and ST-2b were located at the pool area of the Sebastopol Inn. The primary sources of noise at this location were distant traffic along Sebastopol Avenue and vehicular activity in parking lots adjacent to the site. A summary of short-term noise measurement data is presented below in Table 4.

Long-term measurements LT-1 and LT-2 were made starting on Thursday June 4, 2020 and concluding on Tuesday, June 9, 2020. Measurement LT-1 was made to quantify the ambient noise level at the project site. Hourly average noise levels at this location typically varied between 49 and 60 dBA  $L_{eq}$  during the day, and between 39 and 56 dBA  $L_{eq}$  at night. Local activities occurring on the project site or the adjacent commercial property occasionally resulted in elevated noise

levels ranging from 61 to 67 dBA  $L_{eq}$ . The day-night average noise level, including existing local commercial noise, was 57 to 58 dBA  $L_{dn}$  on weekdays, 56 dBA  $L_{dn}$  on Saturday, and 54 dBA  $L_{dn}$  on Sunday. Measurement LT-2 was made to quantify the ambient noise level at the nearest residence to the site, approximately 600 feet to the south. Hourly average noise levels at this location varied between 44 and 58 dBA  $L_{eq}$  during the day, and between 35 and 57 dBA  $L_{eq}$  at night. The day-night average noise level was 54 dBA  $L_{dn}$  on weekdays and 53 dBA  $L_{dn}$  on Sunday. On Saturday, June 6, 2020, a localized noise source, such as truck idling or landscaping type activities, generated relatively steady state noise levels of 53 to 56 dBA  $L_{eq}$  from 5:00 am to 6:30 am, resulting in an elevated day-night noise level of 56 dBA  $L_{dn}$ . The daily trend in long-term measurement noise levels is shown in Appendix Figures A1 – A12.

**TABLE 4 Summary of Short-Term Noise Measurement Data**

| ID   | Measurement Location  | Measured Noise Levels (dBA) |          |          |          |                    |                     | Primary Noise Source                    |
|------|---|-----------------------------|----------|----------|----------|--------------------|---------------------|---|
|      |   | $L_{10}$                    | $L_{50}$ | $L_{90}$ | $L_{eq}$ | Weekday $L_{dn}^*$ | Saturday $L_{dn}^*$ |   |
| ST-1 | 220 Petaluma Avenue, Thursday, 6/4/20, 12:20 p.m. – 12:30 p.m.        | 68                          | 63       | 57       | 65       | 70                 | 68                  | Traffic along Petaluma Avenue           |
| ST-2 | Sebastopol Inn Outdoor Pool, Thursday, 6/4/20, 12:40 p.m. – 1:00 p.m. | 51                          | 45       | 42       | 48       | 51                 | 49                  | Distant traffic, parking lot activities |
|      |   | 46                          | 44       | 42       | 44       |                    |                     |   |

\* $L_{dn}$  levels for short-term measurements are calculated through comparison with corresponding long-term noise measurements.



**FIGURE 1** Noise Measurement Locations



Google Earth

Source: Google Earth, 2020



## GENERAL PLAN CONSISTENCY ANALYSIS

The impacts of site constraints such as exposure of the proposed project to excessive levels of noise and vibration are not considered under CEQA. This section addresses Noise and Land Use Compatibility for consistency with the policies set forth in the City's General Plan and Cal Green Code.

### Noise and Land Use Compatibility

Chapter 6 of the Sebastopol General Plan sets forth policies with the goal of addressing major noise sources and promoting safe and comfortable noise levels throughout the City of Sebastopol. The applicable General Plan policies were presented in detail in the Regulatory Background section and are summarized below for the proposed project:

- For the proposed commercial/office land use, the City's "normally acceptable" exterior noise level standard is 70 dBA  $L_{dn}$  or less.
- The Cal Green Code standards specify an interior noise environment attributable to exterior sources not to exceed an hourly equivalent noise level of 50 dBA  $L_{eq(1-hr)}$  in occupied areas of non-residential uses during any hour of operation.

The future noise environment at the project site would continue to result primarily from vehicular traffic along Sebastopol Avenue and Petaluma Avenue. Noise from parking lots and operations of surrounding uses will also contribute to the future noise environment.

#### *Future Exterior Noise Environment*

The exterior noise threshold established in the City's General Plan for new commercial or office uses is 70 dBA  $L_{dn}$  at usable outdoor activity areas. According to site plans dated February 20, 2019, there will be no usable outdoor spaces at the project site. Vacuum stalls include their own self-generating noise sources and would not be considered noise sensitive spaces. The future exterior noise environment would be compatible with City General Plan standards.

#### *Future Interior Noise Environment*

The Cal Green Code specifies that interior noise attributable to exterior sources not exceed 50 dBA  $L_{eq(1-hr)}$  in non-residential uses during any hour of operation. Hours of operation for the proposed use would be 7 a.m. to 7 p.m., Monday through Saturday. This would be applicable to office uses inside the proposed building. Peak hour noise levels measured at the project site reached 67 dBA  $L_{eq(1-hr)}$ . The project's traffic study<sup>1</sup> indicates an increase in future traffic volumes on nearby roads that would result in an increase of traffic noise in the site vicinity of 1 to 2 dBA  $L_{dn}$ . Considering a future noise increase of 2 dBA as a result of increased traffic volumes, peak hour noise levels at the proposed building would reach 69 dBA  $L_{eq(1-hr)}$ . Standard commercial construction with windows closed provides approximately 25 dBA of noise reduction in interior spaces. As a result,

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<sup>1</sup> W-Trans, *Traffic Impact Study for the Benedetti Car Wash*, June 3, 2020

peak hour interior noise levels attributable to exterior sources would reach 44 dBA  $L_{eq}$  (1-hr). The future interior noise environment would be compatible with the Cal Green Code standard.

## NOISE IMPACTS AND MITIGATION MEASURES

This section describes the significance criteria used to evaluate project impacts under CEQA, provides a discussion of each project impact, and presents mitigation measures, where necessary, to reduce project impacts to less-than-significant levels.

### Significance Criteria

The following criteria were used to evaluate the significance of environmental noise and vibration resulting from the project:

- **Temporary or Permanent Noise Increases in Excess of Established Standards.** A significant noise impact would be identified if the project would generate a substantial temporary or permanent noise level increase in ambient noise levels at existing noise-sensitive receptors in excess of the applicable noise standards presented in the General Plan or Municipal Code, as follows:
  - Temporary Noise Increase. A significant noise impact would be identified if construction-related noise would temporarily increase ambient noise levels at sensitive receptors. City General Plan Policies N 1-11, and N 1-15 require that the construction best practices outlined in Action N 1f be followed to reduce the impact of construction noise on adjacent or nearby properties to a less-than-significant level.
  - Permanent Noise Increase. General Plan Policy N 1-7 states that a significant permanent noise level increase would occur if project traffic would result in: a noise level increase of 5 dBA  $L_{dn}$  or greater, with a future noise level of less than 60 dBA  $L_{dn}$  at outdoor activity areas of noise-sensitive uses; a noise level increase of 3 dBA  $L_{dn}$  or greater, with a future noise level of 60 to 65 dBA  $L_{dn}$  at outdoor activity areas of noise sensitive uses; or a noise level increase of 1.5 dBA  $L_{dn}$  or greater, with a future noise level of 65 dBA  $L_{dn}$  or greater at outdoor activity areas of noise-sensitive uses.
  - Operational Noise in Excess of Standards. General Plan Policies N 1-3, N 1-7, N 1-13, N 1-18, and City Municipal Code Section 8.25.060 establish impact criteria for operational noise. A significant impact would occur if project operational noise exceeds these standards or if the project would result in an increase in ambient noise levels of greater than 3 dBA.
- **Generation of Excessive Groundborne Vibration.** General Plan Policy N 1-16 requires new development to minimize vibration impacts to adjacent uses during demolition and construction. A vibration limit of 0.08 in/sec PPV is used for sensitive historic structures,



and a vibration limit of 0.30 in/sec PPV will be used to minimize the potential for cosmetic damage at buildings of normal conventional construction.

- **Excessive Aircraft Noise Levels.** A significant noise impact would be identified if the project would expose people residing or working in the project area to excessive aircraft noise levels.

**Impact 1a: Temporary Construction Noise.** Existing noise-sensitive land uses would be exposed to a temporary increase in ambient noise levels due to project construction activities. The incorporation of construction best management practices, as outlined in the General Plan, would result in a **less-than-significant** temporary noise impact.

Temporary noise increases resulting from construction vary depending upon the noise levels generated by various pieces of construction equipment, the timing and duration of noise-generating activities, the distance between construction noise sources and noise-sensitive areas, and the presence of intervening shielding features such as buildings or terrain. Construction noise impacts primarily result when construction activities occur during noise-sensitive times of the day (e.g., early morning, evening, or nighttime hours), the construction occurs in areas immediately adjoining noise-sensitive land uses, or when construction lasts over extended periods of time.

Project construction is anticipated to occur in one phase with a duration of ten months. Minimal demolition would be required outside of tree and fence removal. Pile driving would not be used as a method of construction. Typical construction noise levels at a distance of 50 feet are shown in Tables 5 and 6. Table 5 shows average noise level ranges by construction phase, and Table 6 shows maximum noise level ranges for different construction equipment. Most demolition and construction noise falls with the range of 80 to 90 dBA at a distance of 50 feet from the source.

**TABLE 5 Construction Equipment 50-Foot Noise Emission Limits**

| <b>Equipment Category</b>                         | <b>L<sub>max</sub> Level (dBA)<sup>1,2</sup></b> | <b>Impact/Continuous</b> |
|---|--|--------------------------|
| Arc Welder  | 73   | Continuous               |
| Auger Drill Rig                                   | 85   | Continuous               |
| Backhoe   | 80   | Continuous               |
| Bar Bender  | 80   | Continuous               |
| Boring Jack Power Unit                            | 80   | Continuous               |
| Chain Saw   | 85   | Continuous               |
| Compressor <sup>3</sup>                           | 70   | Continuous               |
| Compressor (other)                                | 80   | Continuous               |
| Concrete Mixer                                    | 85   | Continuous               |
| Concrete Pump                                     | 82   | Continuous               |
| Concrete Saw                                      | 90   | Continuous               |
| Concrete Vibrator                                 | 80   | Continuous               |
| Crane   | 85   | Continuous               |
| Dozer   | 85   | Continuous               |
| Excavator   | 85   | Continuous               |
| Front End Loader                                  | 80   | Continuous               |
| Generator   | 82   | Continuous               |
| Generator (25 KVA or less)                        | 70   | Continuous               |
| Gradall   | 85   | Continuous               |
| Grader  | 85   | Continuous               |
| Grinder Saw                                       | 85   | Continuous               |
| Horizontal Boring Hydro Jack                      | 80   | Continuous               |
| Hydra Break Ram                                   | 90   | Impact                   |
| Impact Pile Driver                                | 105  | Impact                   |
| Insitu Soil Sampling Rig                          | 84   | Continuous               |
| Jackhammer  | 85   | Impact                   |
| Mounted Impact Hammer (hoe ram)                   | 90   | Impact                   |
| Paver   | 85   | Continuous               |
| Pneumatic Tools                                   | 85   | Continuous               |
| Pumps   | 77   | Continuous               |
| Rock Drill  | 85   | Continuous               |
| Scraper   | 85   | Continuous               |
| Slurry Trenching Machine                          | 82   | Continuous               |
| Soil Mix Drill Rig                                | 80   | Continuous               |
| Street Sweeper                                    | 80   | Continuous               |
| Tractor   | 84   | Continuous               |
| Truck (dump, delivery)                            | 84   | Continuous               |
| Vacuum Excavator Truck (vac-truck)                | 85   | Continuous               |
| Vibratory Compactor                               | 80   | Continuous               |
| Vibratory Pile Driver                             | 95   | Continuous               |
| All other equipment with engines larger than 5 HP | 85   | Continuous               |

Notes:

<sup>1</sup> Measured at 50 feet from the construction equipment, with a "slow" (1 sec.) time constant.<sup>2</sup> Noise limits apply to total noise emitted from equipment and associated components operating at full power while engaged in its intended operation.<sup>3</sup> Portable Air Compressor rated at 75 cfm or greater and that operates at greater than 50 psi.

Source: Mitigation of Nighttime Construction Noise, Vibrations and Other Nuisances, National Cooperative Highway Research Program, 1999.

**TABLE 6 Typical Ranges of Construction Noise Levels at 50 Feet,  $L_{eq}$  (dBA)**

|  | Domestic Housing |    | Office Building, Hotel, Hospital, School, Public Works |    | Industrial Parking Garage, Religious Amusement & Recreations, Store, Service Station |    | Public Works Roads & Highways, Sewers, and Trenches |    |
|--|------------------|----|--|----|--|----|---|----|
|  | I                | II | I  | II | I  | II | I   | II |
| Ground Clearing  | 83               | 83 | 84   | 84 | 84   | 83 | 84  | 84 |
| Excavation   | 88               | 75 | 89   | 79 | 89   | 71 | 88  | 78 |
| Foundations  | 81               | 81 | 78   | 78 | 77   | 77 | 88  | 88 |
| Erection   | 81               | 65 | 87   | 75 | 84   | 72 | 79  | 78 |
| Finishing  | 88               | 72 | 89   | 75 | 89   | 74 | 84  | 84 |
| <b>I</b> - All pertinent equipment present at site.<br><b>II</b> - Minimum required equipment present at site. |                  |    |  |    |  |    |   |    |

Source: U.S.E.P.A., Legal Compilation on Noise, Vol. 1, p. 2-104, 1973.

Construction noise modeling was conducted using the list of construction equipment provided. The Federal Highway Administration’s (FHWA) Roadway Construction Noise Model (RCNM) was used to calculate a credible ‘worst-case’ scenario of hourly average noise levels, assuming every piece of equipment would operate simultaneously. Based on noise modeling, construction noise levels would reach 83 dBA  $L_{eq}$  and 84 dBA  $L_{max}$  at a distance of 50 feet.

Land uses surrounding the site include commercial uses just northeast of the project site, the Sebastopol Inn to the east, commercial uses to the north across Sebastopol Avenue, the existing Benedetti Tire Center and Express Lube just north of the project site, segments of the Joe Rodota Trail to the southeast, and additional commercial uses to the west and southwest. Hourly average and maximum construction noise levels assuming all equipment operating simultaneously are shown in Table 7 for each of the nearby noise sensitive land uses relative to the center of the active construction site. Construction-generated noise levels drop off at a rate of about 6 dBA per doubling of the distance between the source and receptor. Noise levels in shielded areas would be anticipated to be 5 to 20 dBA lower.

**TABLE 7     Calculated Construction Noise Levels at Nearby Land Uses**

| Location   | Distance from Center of Construction (feet) | Calculated Noise Levels (dBA)           |                                   |
|--|---|---|-----------------------------------|
|  |   | Hourly Average Noise Level ( $L_{eq}$ ) | Maximum Noise Level ( $L_{max}$ ) |
| Attico Furniture Store, Chimera Arts and Maker Space | 80  | 79                                      | 80                                |
| Benedetti Tire Center                                | 115   | 76                                      | 77                                |
| Benedetti Express Lube                               | 125   | 75                                      | 76                                |
| The Feed Store                                       | 245   | 69                                      | 70                                |
| Sebastopol Inn                                       | 300   | 68                                      | 68                                |
| Goodwill – Redwood Empire                            | 315   | 67                                      | 68                                |
| Peet’s Coffee  | 330   | 67                                      | 68                                |
| Joe Rodota Trail                                     | 470   | 64                                      | 65                                |
| Nearest Residence                                    | 700   | 60                                      | 61                                |

Project construction would result in a temporary increase in the ambient noise level at the nearest land uses. Based on General Plan Policies N 1-11 and N-15, construction-related noise impacts would be reduced to a less-than-significant level through implementation of construction best practices outlined in General Plan Action N 1f, as follows:

- Noise-generating construction activities, including truck traffic coming to and from the construction site for any purpose, shall be limited as specified in the Noise Ordinance.
- All equipment driven by internal combustion engines shall be equipped with mufflers, which are in good condition and appropriate for the equipment.
- The construction contractor shall utilize “quiet” models of air compressors and other stationary noise sources where technology exists.
- At all times during project grading and construction, stationary noise-generating equipment shall be located as far as practicable from sensitive receptors and placed so that emitted noise is directed away from residences.
- Unnecessary idling of internal combustion engines shall be prohibited.
- Construction staging areas shall be established at locations that will create the greatest distance between the construction-related noise sources and noise-sensitive receptors nearest the project site during all project construction activities, to the extent feasible.
- Neighbors located adjacent to the construction site shall be notified of the construction schedule in writing.
- The construction contractor shall designate a “noise disturbance coordinator” who will be responsible for responding to any local complaints about construction noise. The disturbance coordinator shall be responsible for determining the cause of the noise

complaint (e.g., starting too early, poor muffler, etc.) and instituting reasonable measures as warranted to correct the problem. A telephone number for the disturbance coordinator shall be conspicuously posted at the construction site.

With implementation of the above best practices, noise resulting from project construction would result in a **less-than-significant impact**.

**Mitigation Measure 1a: No additional measures required.**

**Impact 1b: Permanent Noise Level Increase.** The proposed project is not expected to cause a substantial permanent noise level increase at the existing residential or commercial land uses in the project vicinity. **This is a less-than-significant impact.**

General Plan Policy N 1-7 establishes that where existing traffic noise levels are less than 60 dBA  $L_{dn}$  at the outdoor activity areas of noise-sensitive uses, a 5 dBA  $L_{dn}$  increase in roadway noise levels will be considered significant. Where existing traffic noise levels are between 60 and 65 dBA  $L_{dn}$  at the outdoor activity areas of noise-sensitive uses, a 3 dBA  $L_{dn}$  increase in roadway noise level will be considered significant. Where existing traffic noise levels are greater than 65 dBA  $L_{dn}$  at the outdoor activity areas of noise-sensitive uses, a 1.5 dBA  $L_{dn}$  increase in roadway noise levels would be considered significant.

The traffic study prepared for the proposed project by W-Trans included peak hour turning movements for three intersections in the project vicinity. By comparing future cumulative traffic levels with and without the project, the project's contribution to the future noise level increase was determined to be 1 dBA  $L_{dn}$  or less along all studied roadway segments. Project-generated traffic would not result in a significant increase in noise levels at any noise-sensitive uses. This is a **less-than-significant impact**.

**Mitigation Measure 1b: None required.**

**Impact 1c: Noise Levels in Excess of Standards.** The proposed project would generate noise in excess of standards established in the City's General Plan at nearby sensitive receptors. Installation of a silencer system to the car wash blower dryer would reduce noise levels below limits. **This is a potentially significant impact.**

General Plan Policy N 1-7 states that a noise impact resulting from stationary and non-transportation sources would occur if noise levels resulting from the project would exceed General Plan standards or increase the ambient noise level by greater than 3 dB, whichever is greater. Table N-2 establishes a daytime limit of 55 dBA from stationary noise sources measured at residential uses. Although the project is not located in a 'commercial zone', this analysis also applies the daytime limit to noise sensitive commercial uses and the trail, based on Municipal Code 8.25.060.

The proposed project would construct an automated drive-through car wash and 17 self-service vacuum stations. The car wash and vacuums would be operational Monday through Saturday from 7:00 a.m. to 7:00 p.m. Vehicles would enter the car wash through a door along the southern façade of the building and exit through a door along the northern façade.

Existing noise sensitive land uses in the vicinity include the Sebastopol Inn, located approximately 300 feet to the east, Peet's Coffee outdoor patio, located 340 feet to the west, Joe Rodota Trail, located 360 feet to the southeast, and residences, located approximately 600 feet to the south. Other land uses in the vicinity, such as the Benedetti Tire Center, Benedetti Express Lube, Attico Furniture Store, Chimera Arts and Maker Space, Goodwill Redwood Empire, and CVS Drug Store do not include any noise sensitive outdoor use areas. Based on the noise monitoring survey, existing ambient noise levels are between 53 and 56 dBA  $L_{dn}$  at the nearest residences, with daytime hourly average noise levels of 44 to 58 dBA  $L_{eq}$ . Existing ambient noise levels at the outdoor pool area of the Sebastopol Inn are between 47 and 51 dBA  $L_{dn}$ , with daytime hourly average noise levels of 42 to 53 dBA  $L_{eq}$ . Existing ambient noise levels at the patio area of Peet's Coffee are between 66 and 70 dBA  $L_{dn}$ , with daytime hourly average noise levels of 61 to 72 dBA  $L_{eq}$ . Based on the project's traffic study, increased traffic volumes under future conditions would result in a traffic noise increase of about 1 dBA  $L_{dn}$  in these areas.

The primary noise source at the site would be the blower dryer used in the automated drive-through car wash. A Proto-Vest S130 drying system is proposed to be used. Noise data provided indicates the system produces noise levels of 91 dBA at a distance of 10 feet, and 77 dBA at a distance of 50 feet. An optional silencer would reduce noise levels by 14 dBA. Based on the relative difference in overall sound power level at the entrance and exit doors of other car wash studies, the entrance door is assumed to have 3 dB lower overall sound power level than at the exit door. Manufacturer data used for vacuum stations in other studies indicate that an individual vacuum station when in use generates a noise level of about 66 dBA at a distance of 3 feet. Minimal noise is generated when vacuum hoses are hooked.

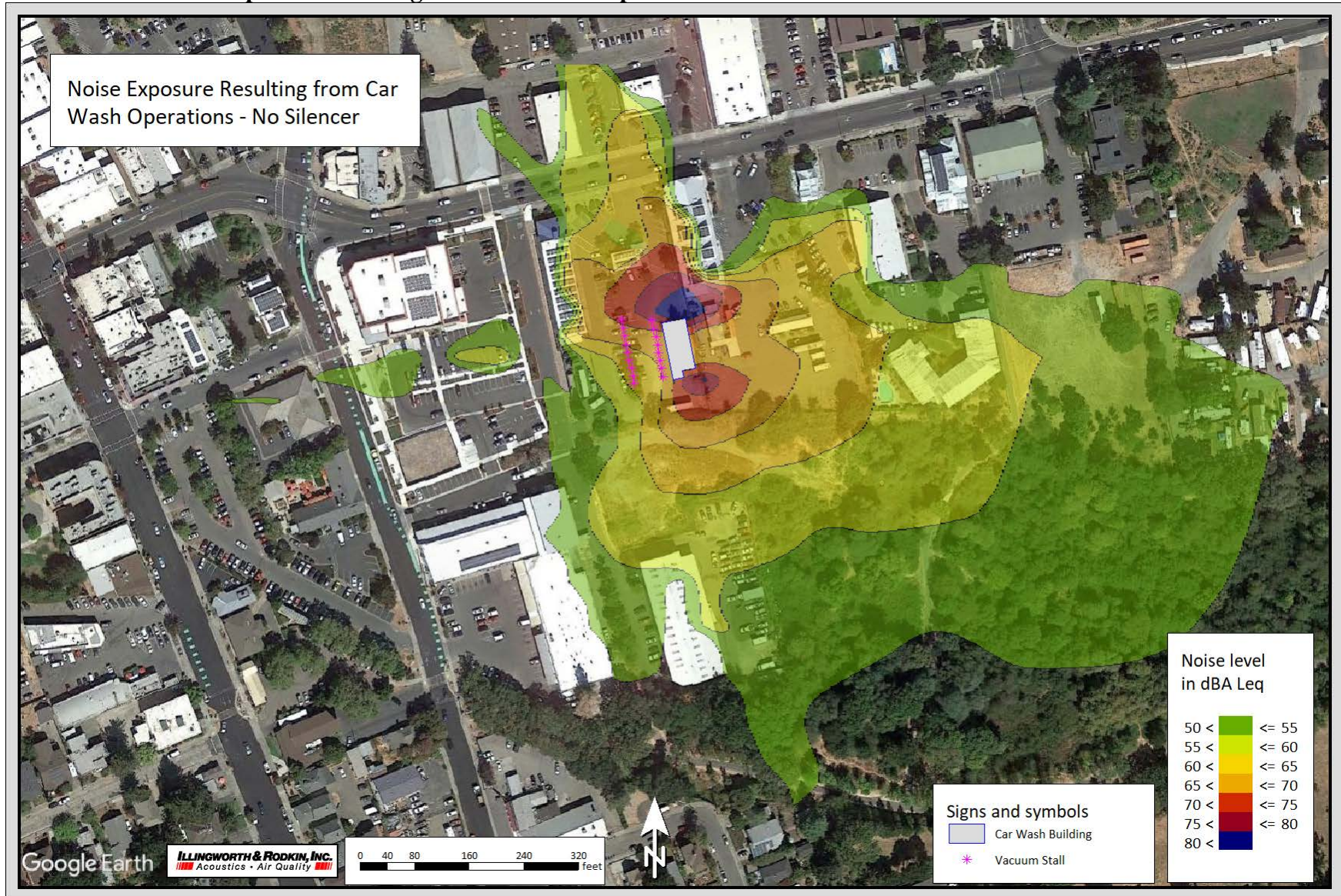
Noise resulting from the proposed car wash and vacuum station operations was evaluated using SoundPLAN 8.2, a 3-dimensional noise modeling software which considers characteristics of noise sources and project geometry. Noise levels were modeled under two scenarios, with and without the inclusion of the car wash silencer. Both scenarios assume a worst-case of continuous use of the car wash and all vacuum stalls for the full 12-hour period they are proposed to be operational. Realistically, levels of car wash use would vary throughout the day, and the blower dryer system would not be in continuous operation. Based on past car wash studies, peak hour use of the automated drive-through would see around 50 to 60 vehicles, with 250 to 350 total vehicles per day. Results of the noise model are summarized in Table 8. Maps of the noise exposure generated by the project on the surrounding area are shown in Figures 2 and 3.



**TABLE 8 Predicted Car Wash Noise Levels at Nearby Receivers**

| Receiving Location          | Calculated Noise Level (dBA) |                         |                 |                         |
|-----------------------------|------------------------------|-------------------------|-----------------|-------------------------|
|                             | Without Silencer             |                         | With Silencer   |                         |
|                             | Peak Hour (Leq)              | Day-night Average (Ldn) | Peak Hour (Leq) | Day-night Average (Ldn) |
| Sebastopol Inn Pool         | 60                           | 58                      | 46              | 44                      |
| Peet’s Coffee Outdoor Patio | 47                           | 45                      | 40              | 38                      |
| Joe Rodota Trail            | 47 – 54                      | 45 – 52                 | 36 – 42         | 34 – 40                 |
| Nearest Residence           | 43                           | 41                      | 31              | 29                      |

**FIGURE 2 Noise Exposure Resulting from Car Wash Operations – No Silencer**





**FIGURE 3 Noise Exposure Resulting from Car Wash Operations – With Silencer**



As indicated in Table 8, hourly average  $L_{eq}$  noise levels generated by the car wash and vacuum system operations would exceed projected future daytime ambient levels in the site vicinity and the 55 dBA  $L_{eq}$  daytime noise threshold at the Sebastopol Inn. Without installation of the silencer, noise levels at the pool area of the Sebastopol Inn would reach 60 dBA  $L_{eq}$ . Noise generated by the project would exceed existing ambient noise levels at the pool area by 12 to 16 dBA  $L_{eq}$ . Installation of the blower dryer silencer would result in project-generated noise levels at the pool area to 46 dBA  $L_{eq}$ , which would not exceed measured existing ambient levels by more than 3 dBA and would also meet the daytime 55 dBA  $L_{eq}$  noise limit. Noise levels at the nearest residences, the Joe Rodota Trail, and at other noise sensitive commercial land uses in the vicinity (Peet's Coffee) would meet the criteria with or without the use of the silencer. Installation of the blower dryer system silencer would also lower project-generated noise levels at adjoining non-noise sensitive commercial land uses to 64 to 65 dBA  $L_{eq}$  and would not result in an exceedance of the City of Sebastopol General Plan's "normally acceptable" limit of 70 dBA  $L_{dn}$  for commercial uses.

All other noise-generating equipment associated with the project would be stored within the second level of the proposed building and would not be anticipated to generate substantial noise outside of the building. This is a **potentially significant impact**.

**Mitigation Measure 1c:** To reduce noise generated by project operations to levels that would be in compliance with the City of Sebastopol General Plan and Municipal Code, the proposed Proto-Vest S130 Drying System shall be equipped with the silencer. The silencer should mitigate the dryer system noise as specified to result in noise levels of 77 dBA at 10 feet and 63 dBA at 50 feet. Installation of the silencer would reduce project-generated noise levels at sensitive uses in the surrounding vicinity to below General Plan limits and would result in a **less-than-significant impact**.

**Impact 2: Exposure to Excessive Groundborne Vibration due to Construction.** Construction-related vibration levels are expected to potentially exceed applicable vibration thresholds at a nearby structures. **This is a potentially significant impact.**

Demolition and construction activities required for construction often generate perceptible vibration levels and levels that could affect nearby structures when heavy equipment or impact tools (e.g. jackhammers, pile drivers, hoe rams) are used in the vicinity of nearby sensitive land uses. Building damage generally falls into three categories. Cosmetic damage (also known as threshold damage) is defined as hairline cracking in plaster, the opening of old cracks, the loosening of paint or the dislodging of loose objects. Minor damage is defined as hairline cracking in masonry or the loosening of plaster. Major structural damage is defined as wide cracking or the shifting of foundation or bearing walls.

Policy N 1-16 of the City of Sebastopol General Plan establishes a vibration limit of 0.08 in/sec PPV to minimize the potential for cosmetic damage to sensitive historic structures, and a vibration limit of 0.3 in/sec PPV to minimize damage at buildings of normal conventional construction. The vibration limits contained in this policy designed to provide the ultimate level of protection for existing buildings in Sebastopol and are more conservative than the California Department of



Transportation vibration criteria, as shown in Table 3 of the Setting section. One historic structure exists in the project vicinity, located approximately 330 feet west of the project site at 238 – 258 Petaluma Avenue.

Construction activities associated with the project would include minimal demolition such as tree and fence removal, site preparation, new building framing and finishing, and paving. Pile driving would not be used as a method of construction. Table 9 presents typical vibration levels from construction equipment at 25 feet. Vibration levels would vary depending on soil conditions, construction methods, and equipment used. Table 9 also presents construction vibration levels at representative distances from the construction equipment located at the closest property line to the nearest structures. Calculations were made to estimate vibration levels at distances of 18 feet from the site to represent the distance between the site and the commercial building at 6791 Sebastopol Avenue, at distances of 30 and 50 feet from the site to represent distances to the Benedetti Tire Center and Benedetti Express Lube buildings, and at 330 feet to represent the distance between the site and the historic building at 238 – 258 Petaluma Avenue. Vibration levels are highest close to the source, and then attenuate with increasing distance at the rate  $(D_{ref}/D)^{1.1}$ , where D is the distance from the source in feet and  $D_{ref}$  is the reference distance of 25 feet.

**TABLE 9      Vibration Levels for Construction Equipment at Various Distances**

| Equipment               |         | PPV at<br>18 ft.<br>(in/sec) | PPV at<br>25 ft.<br>(in/sec) | PPV at<br>30 ft.<br>(in/sec) | PPV at<br>50 ft.<br>(in/sec) | PPV at<br>330 ft.<br>(in/sec) |
|-------------------------|---------|------------------------------|------------------------------|------------------------------|------------------------------|-------------------------------|
| Clam shovel drop        |         | 0.290                        | 0.202                        | 0.165                        | 0.094                        | 0.012                         |
| Hydromill (slurry wall) | in soil | 0.011                        | 0.008                        | 0.007                        | 0.004                        | 0.000                         |
|                         | in rock | 0.024                        | 0.017                        | 0.014                        | 0.008                        | 0.001                         |
| Vibratory Roller        |         | <b>0.301</b>                 | 0.210                        | 0.172                        | 0.098                        | 0.012                         |
| Hoe Ram                 |         | 0.128                        | 0.089                        | 0.073                        | 0.042                        | 0.005                         |
| Large bulldozer         |         | 0.128                        | 0.089                        | 0.073                        | 0.042                        | 0.005                         |
| Caisson drilling        |         | 0.128                        | 0.089                        | 0.073                        | 0.042                        | 0.005                         |
| Loaded trucks           |         | 0.109                        | 0.076                        | 0.062                        | 0.035                        | 0.004                         |
| Jackhammer              |         | 0.050                        | 0.035                        | 0.029                        | 0.016                        | 0.002                         |
| Small bulldozer         |         | 0.004                        | 0.003                        | 0.002                        | 0.001                        | 0.000                         |

Source: Transit Noise and Vibration Impact Assessment, United States Department of Transportation, Office of Planning and Environment, Federal Transit Administration, May 2006 as modified by Illingworth & Rodkin, Inc., June 2020.

As indicated in Table 9, heavy vibration generating construction equipment, such as vibratory rollers, would have the potential to produce vibration levels greater than the General Plan threshold of 0.3 in/sec PPV within about 18 feet of construction. The commercial uses at 6791 Sebastopol Avenue are located within 18 feet of construction. Vibration levels would not exceed the historic building threshold of 0.08 in/sec PPV at any historic buildings in the vicinity.

The US Bureau of Mines has analyzed the effects of blast-induced vibration on buildings in USBM RI 8507<sup>2</sup>, and these findings have been applied to vibrations emanating from construction equipment on buildings<sup>3</sup>. Figure 4 presents the damage probability as reported in USBM RI 8507 and reproduced by Dowding assuming a maximum vibration level of 0.4 in/sec PPV. As shown on Figure 4, these studies indicate a less than 5% probability of “threshold damage” (referred to as cosmetic damage elsewhere in this report) at vibration levels of 0.4 in/sec PPV or less and no observations of “minor damage” or “major damage” at vibration levels of 0.4 in/sec PPV or less. Based on these data, cosmetic or threshold damage would be manifested in the form of hairline cracking in plaster, the opening of old cracks, the loosening of paint or the dislodging of loose objects. However, minor damage (e.g., hairline cracking in masonry or the loosening of plaster) or major structural damage (e.g., wide cracking or shifting of foundation or bearing walls) to the residential and commercial structures adjacent to the site would not be anticipated to occur assuming a maximum vibration level of 0.4 in/sec PPV.

Groundborne vibration levels from project construction would be anticipated to exceed 0.3 in/sec PPV when heavy construction, such as the use of vibratory rollers, is located within 18 feet existing structures. Vibration levels may still be perceptible in areas further from the site during periods of heavy construction but would not be expected to cause structural damage. This is a **potentially significant impact**.

**Mitigation Measure 2:** The following measures are recommended to reduce vibration impacts from construction activities to a less-than-significant impact:

- Avoid the use of vibratory rollers within 18 feet of existing structures.
- Place operating equipment on the construction site as far as possible from vibration-sensitive receptors.
- Use smaller equipment to minimize vibration levels below the limits.
- Select demolition methods not involving impact tools.
- Avoid dropping heavy objects or materials near vibration sensitive locations.
- A list of all heavy construction equipment to be used for this project known to produce high vibration levels (tracked vehicles, vibratory compaction, jackhammers, hoe rams, etc.) shall be submitted to the City by the contractor. This list shall be used to identify equipment and activities that would potentially generate substantial vibration and to define the level of effort required for continuous vibration monitoring.

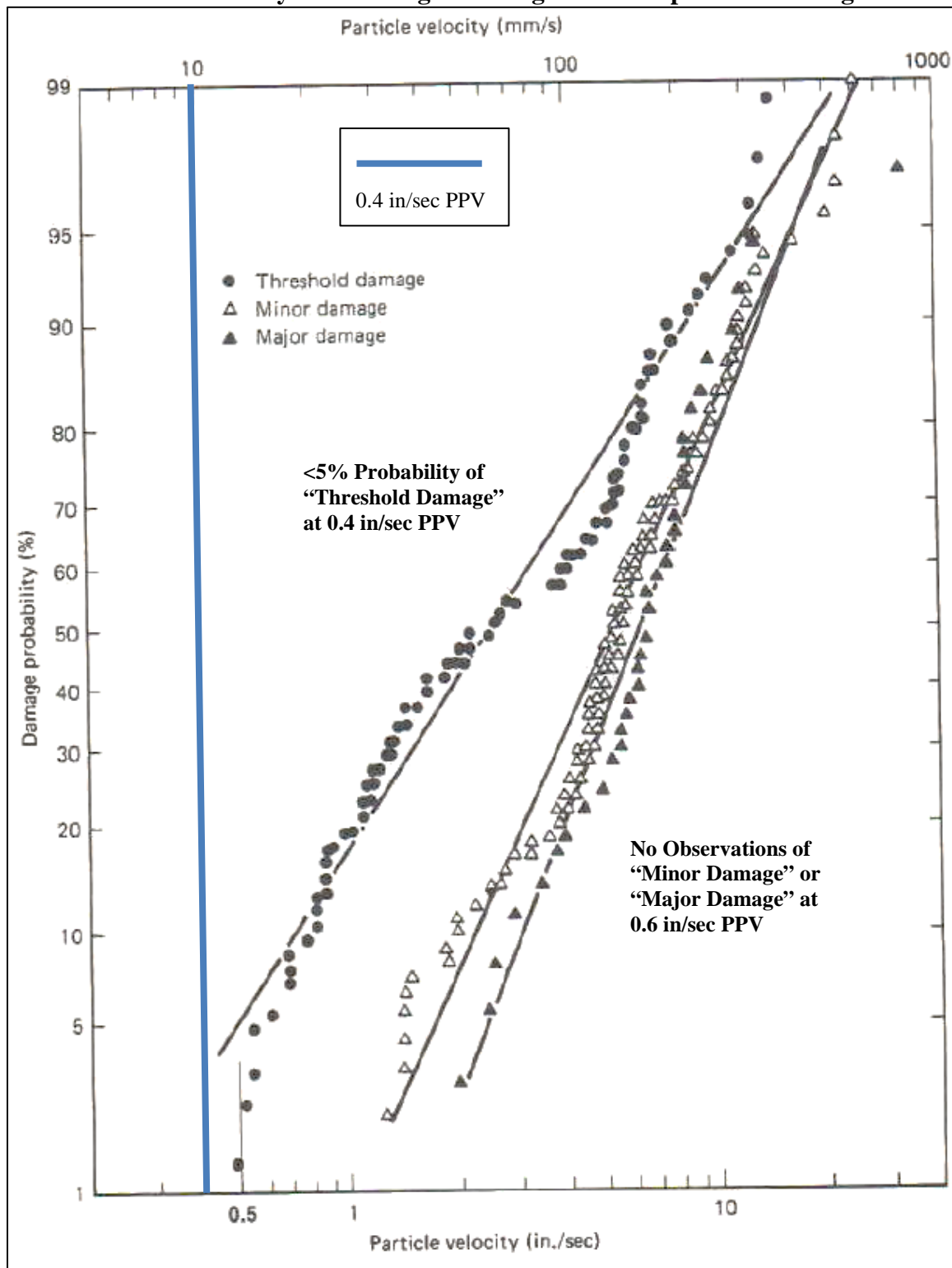
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<sup>2</sup> Siskind, D.E., M.S. Stagg, J.W. Kopp, and C.H. Dowding, Structure Response and Damage Produced by Ground Vibration from Surface Mine Blasting, RI 8507, Bureau of Mines Report of Investigations, U.S. Department of the Interior Bureau of Mines, Washington, D.C., 1980.

<sup>3</sup> Dowding, C.H., Construction Vibrations, Prentice Hall, Upper Saddle River, 1996.



**FIGURE 4 Probability of Cracking and Fatigue from Repetitive Loading**



Source: Dowding, C.H., Construction Vibrations, Prentice Hall, Upper Saddle River, 1996 as modified by Illingworth & Rodkin, Inc., June 2020.

Implementation of these measures would reduce the impact to a **less-than-significant** level.

**Impact 3: Excessive Aircraft Noise.** The project site is located approximately 7 miles from a public airport or public use airport and would not expose people residing or working in the project area to excessive aircraft noise levels. **This is a less-than-significant impact.**

Charles M. Schulz Sonoma County Airport is a public-use airport located approximately 7 miles north of the project site. The project site is not located within the established aircraft noise contours of the Sonoma County Airport or any other public or private airport. Future exterior noise levels due to aircraft would not be excessive. This would be a **less-than-significant** impact.

**Mitigation Measure 3: None required.**



429 E Cotati Avenue  
Cotati, California 94931

# Memo

Date: August 14, 2020

To: David Hogan, AICP  
M-Group

From: Steve J. Deines  
Staff Consultant  
Illingworth & Rodkin, Inc.

Dana M. Lodico, PE, INCE Bd. Cert  
Senior Consultant  
Illingworth & Rodkin, Inc.

**RE: Results of Noise Wall Analysis, Benedetti Car Wash, Sebastopol, CA**

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A detailed analysis was conducted to determine the potential noise reduction provided by a noise wall for the proposed Benedetti Car Wash project in Sebastopol, California. The analysis was completed using SoundPLAN 8.2, a three-dimensional noise modeling software that considers site geometry, the characteristics of the noise sources, and shielding from structures and barriers. Four heights were analyzed for a barrier located along the eastern property line of the project site, extending from the southwest corner of the 6791 Sebastopol Avenue building to the northern end of the car wash building.

### *Summary of Regulations and Previous Conclusions*

In June 2020, Illingworth & Rodkin, Inc. completed a noise and vibration assessment (ENA) of the project<sup>1</sup>. In the assessment, it was determined that equipping the car wash blower dryer system with the specified silencer would reduce noise levels at surrounding sensitive uses to a less-than-significant level. Further analysis was requested to determine the effectiveness of a noise wall along the eastern property line with the goal of preventing noise originating from the project site from reaching a level of 70 dBA  $L_{eq}$  or greater at the neighboring property to the east.

---

<sup>1</sup> Benedetti Car Wash Noise and Vibration Assessment, Illingworth & Rodkin, Inc., June 25, 2020

*Results of Detailed Barrier Analysis*

As seen in Figure 3 of the ENA shown below, the noise model shows that a small segment of the neighboring property to the east would experience noise levels exceeding 70 dBA  $L_{eq}$  during periods of heavy, sustained car wash operation, even with the use of the silencer. A sound wall was introduced into the model and calculations were made to determine its effectiveness in preventing operational noise from reaching or exceeding 70 dBA  $L_{eq}$  at the neighboring property. Figures 5, 6, 7, and 8 show the calculated noise exposure resulting from the project with introduction of a wall along a segment of the eastern property line with heights of four, six, eight, and ten feet, respectively. Table 10 summarizes the noise reduction at the southern façade of the 6791 Sebastopol Avenue building resulting from construction of a noise wall at the specified heights. Noise levels at this location are representative of the overall noise exposure of the neighboring property and demonstrate the effectiveness of construction of a noise wall.

**TABLE 10 Results of Noise Wall Modeling (dBA  $L_{eq}$ )**

| <b>Barrier Height</b> | <b>Noise Level at Southern Façade of 6791 Sebastopol Avenue (with Silencer)</b> | <b>Reduction in Noise Level Resulting from Noise Wall</b> |
|-----------------------|---|---|
| No Barrier            | 62 to 63  | --  |
| 4 feet                | 62 to 63  | 0   |
| 6 feet                | 61  | 1 to 2  |
| 8 feet                | 59  | 3 to 4  |
| 10 feet               | 57  | 5 to 6  |



**FIGURE 3 Noise Exposure Resulting from Car Wash Operations – With Silencer**





**FIGURE 5 Noise Exposure Resulting from Car Wash Operations – With Silencer and 4ft Noise Wall**





**FIGURE 6 Noise Exposure Resulting from Car Wash Operations – With Silencer and 6ft Noise Wall**





**FIGURE 7 Noise Exposure Resulting from Car Wash Operations – With Silencer and 8ft Noise Wall**





**FIGURE 8 Noise Exposure Resulting from Car Wash Operations – With Silencer and 10ft Noise Wall**



Results of the noise model show that use of the silencer and construction of a barrier with a minimum height of six feet would reduce noise exposure at the neighboring property to the east below 70 dBA  $L_{eq}$ . As seen in Table 10 and Figure 5, a four foot high noise wall is not anticipated to provide substantial noise reduction. As the noise wall height increases and approaches the height of the car wash exit, greater noise reduction is provided. As seen in Table 10 and Figures 6 and 7, a noise wall reaching six feet or eight feet in height would provide a measurable noise reduction and noise levels resulting from project operations would not reach or exceed 70 dBA  $L_{eq}$  at any location on the neighboring property to the east. Construction of a ten foot noise wall would provide for further noise reduction, as seen in Table 10 and Figure 8.

*Recommendations*

To reduce noise exposure on the neighboring property to the east resulting from project operations to a level not reaching or exceeding 70 dBA  $L_{eq}$ , the car wash blower dryer system should be equipped with the specified silencer and a noise wall with a minimum height of six feet should be constructed along the shared property line, extending from the southwest corner of the 6791 Sebastopol Avenue building to the northern façade of the proposed car wash building.



Please feel free to contact us with any questions on the analysis or if we can be of further assistance.

Sincerely,

Handwritten signature of Steve J. Deines, appearing as a stylized, cursive script.

Steve J. Deines  
*Illingworth & Rodkin, Inc.*

Handwritten signature of Dana M. Lodico, appearing as a stylized, cursive script.

Dana M. Lodico, PE, INCE Bd. Cert  
*Illingworth & Rodkin, Inc.*

I&R Job: 20-022





# Traffic Impact Study for the Benedetti Car Wash Project



Prepared for the City of Sebastopol

Submitted by  
**W-Trans**

July 15, 2020



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## Executive Summary

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The proposed Benedetti Car Wash project would be located on the southern half of the existing Benedetti Tire Center and Express Lube property at 6809 Sebastopol Avenue (SR 12) in the City of Sebastopol. As proposed, a new car wash facility of approximately 3,000 square feet and 16 vacuum parking stalls would be developed on-site; no changes are proposed to the existing tire center or express lube facilities. As part of the project, a new connection would be made to Abbott Avenue and Barnes Avenue at the southwest corner of the property.

The proposed project would be expected to generate an average of 400 trips per day, including 43 trips during each of the a.m. and p.m. peak hours. After pass-by trip deductions are taken into account, the project would be expected to result in 300 new daily trips to the surrounding roadway network, including 32 trips during each peak hour.

The project's characteristics are consistent with a local-serving retail use. The project would be expected to result in no increase to regional vehicle miles traveled, and therefore may be presumed to have a less than significant VMT impact.

The study area includes the intersections of Sebastopol Avenue (SR 12)/Morris Street, Sebastopol Avenue (SR 12)/Petaluma Avenue (SR 116), and Petaluma Avenue/Abbott Avenue. Analysis indicates that under Existing Conditions the study intersections are all operating acceptably at LOS D or better during both peak periods and would continue to operate acceptably upon the addition of project-related traffic.

Existing pedestrian, bicycle, and transit facilities are generally adequate to serve the project site so employees could reach the site without a vehicle, though all customer trips would be expected to be made by vehicles since the project is a car wash.

Site access would be expected to operate acceptably as proposed and the provision of a new connection to Abbott Avenue-Barnes Avenue would be a benefit as it would allow motorists to make a right turn onto Petaluma Avenue when exiting the site as opposed to a left turn onto Sebastopol Avenue, which is typically a less challenging maneuver during peak periods.

Adequate stopping sight distance is available at both of the project driveways to accommodate all turns into and out of the site and the circulation layout shown in the site plan would be expected to function acceptably. It is recommended that any new project signage be installed outside of the vision triangles at the project driveways to preserve existing sight lines.

# Introduction

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This report presents an analysis of the potential traffic impacts that would be associated with development of a car wash facility at the existing Benedetti Tire Center and Express Lube property at 6809 Sebastopol Avenue (SR 12) in the City of Sebastopol. The traffic study was completed in accordance with the criteria established by the City of Sebastopol, reflects a scope of work approved by City staff, and is consistent with standard traffic engineering techniques.

## Prelude

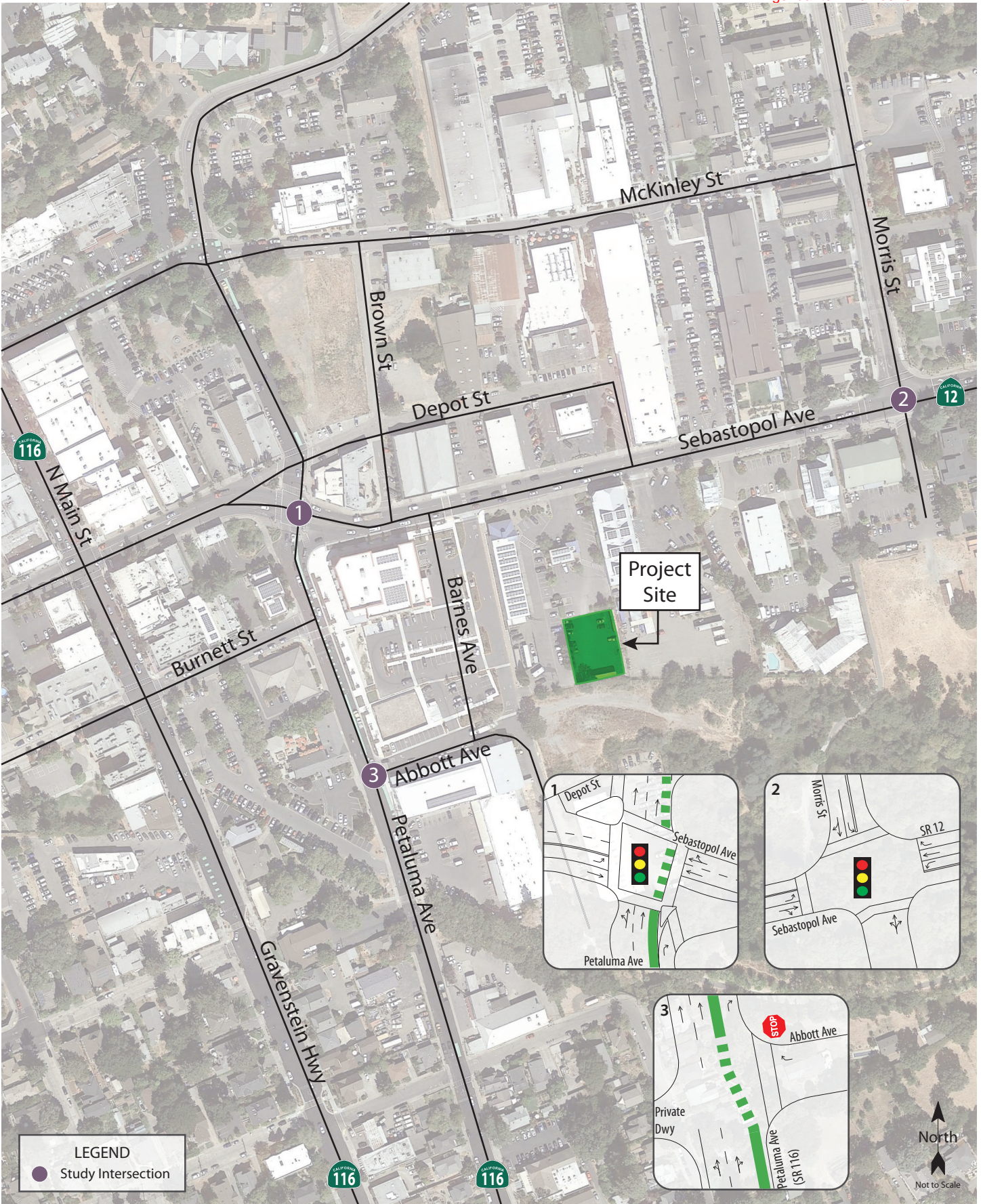
The purpose of a traffic impact study is to provide City staff and policy makers with data that they can use to make an informed decision regarding the potential traffic impacts of a proposed project, and any associated improvements that would be required in order to mitigate these impacts to a level of insignificance as defined by the City's General Plan or other policies. Vehicular traffic impacts are typically evaluated by determining the number of new trips that the proposed use would be expected to generate, distributing these trips to the surrounding street system based on existing travel patterns or anticipated travel patterns specific to the proposed project, then analyzing the impact the new traffic would be expected to have on critical intersections or roadway segments. Impacts relative to access for pedestrians, bicyclists, and to transit are also addressed.

## Project Profile

The proposed project includes a new car wash facility of approximately 3,000 square feet and 16 vacuum parking stalls on the southern half of the existing Benedetti Tire Center Express Lube property at 6809 Sebastopol Avenue (SR 12) in the City of Sebastopol. No changes are proposed to the existing tire center or lube facilities, which would continue operating in the same capacity. As part of the project, a new access connection would be made to Abbott Avenue and Barnes Avenue at the southwest corner of the property. The project site is shown in Figure 1.







Traffic Impact Study for the Benedetti Car Wash Project  
Figure 1 – Study Area and Existing Lane Configurations



# Transportation Setting

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## Operational Analysis

### Study Area and Periods

The study area consists of the section of Sebastopol Avenue fronting the project site and the following intersections:

1. Sebastopol Avenue (SR 12)/Petaluma Avenue (SR 116)
2. Sebastopol Avenue (SR 12)/Morris Street
3. Petaluma Avenue (SR 116)/Abbott Avenue

Operating conditions during the weekday a.m. and p.m. peak periods were evaluated to capture the highest potential impacts for the proposed project as well as the highest volumes on the local transportation network. The morning peak hour occurs between 7:00 and 9:00 a.m. and reflects conditions during the home to work or school commute, while the p.m. peak hour occurs between 4:00 and 6:00 p.m. and typically reflects the highest level of congestion during the homeward bound commute.

### Study Intersections

**Sebastopol Avenue/Petaluma Avenue** is a signalized four-legged intersection with the north and south legs composed of SR 116 and the east and west legs SR 12. Protected left-turn phasing is provided on the eastbound approach and the northbound approach has a channelized right-turn lane. Marked crosswalks are provided on all four legs and across the channelized right-turn lane; curb ramps are lacking truncated domes, except for the ramp on the recently improved CVS property frontage. It should be noted that Caltrans is in the process of reconstructing the intersection to eliminate the northbound free right-turn and the pedestrian crosswalk across the channelized right-turn lane.

**Sebastopol Avenue/Morris Street** is a signalized intersection with protected left-turn phasing on the eastbound and westbound Sebastopol Avenue approaches and split phasing on the northbound and southbound Morris Street approaches. There are marked crosswalks on the north, south, and west legs of the intersection.

**Petaluma Avenue/Abbott Avenue** is a two-way stop-controlled tee-intersection with Abbott Avenue terminating. Petaluma Avenue is a one-way northbound street and Abbott Avenue is an east-west street that becomes Barnes Avenue approximately 250 feet east of Petaluma Avenue. A crosswalk is marked on the east leg.

The locations of the study intersections and the existing lane configurations and controls are shown in Figure 1.

### Study Roadway

**Sebastopol Avenue** is SR 12 and runs in a generally east-west alignment within the City of Sebastopol. The section along the project frontage has one travel lane in each direction along with a center two-way left-turn lane (TWLTL). The roadway has a total paved width of approximately 40 feet and a posted speed limit of 25 miles per hour (mph). Based on count data posted on the Caltrans website, the roadway has an average daily traffic (ADT) volume of about 23,000 vehicles near the eastern City portion of the City.

## Collision History

The collision history for the study area was reviewed to determine any trends or patterns that may indicate a safety issue. Collision rates were calculated based on records available from the California Highway Patrol as published in their Statewide Integrated Traffic Records System (SWITRS) reports. The most current five-year period available is September 1, 2014 through August 31, 2019.

As presented in Table 1, the calculated collision rates for the study intersections were compared to average collision rates for similar facilities statewide, as indicated in *2016 Collision Data on California State Highways*, California Department of Transportation (Caltrans). All three study intersections had collision rates higher than the Statewide average for similar intersections, which warranted further review. The collision rate calculations are provided in Appendix A.

**Table 1 – Collision Rates at the Study Intersections**

| <b>Study Intersection</b>      | <b>Number of Collisions (2014-2019)</b> | <b>Calculated Collision Rate (c/mve)</b> | <b>Statewide Average Collision Rate (c/mve)</b> |
|--------------------------------|---|--|---|
| 1. Sebastopol Ave/Petaluma Ave | 24                                      | <b>0.53</b>                              | 0.24  |
| 2. Sebastopol Ave/Morris St    | 10                                      | <b>0.41</b>                              | 0.24  |
| 3. Petaluma Ave/Abbott Ave     | 5                                       | <b>0.26</b>                              | 0.08  |

Note: c/mve = collisions per million vehicles entering; **bold** text denotes collision rate above statewide average

The predominant crash types at Sebastopol Avenue/Petaluma Avenue were broadsides and sideswipe collisions, with the primary causes being right-of-way violations, traffic signals and signs violations, and improper turning. The remaining crashes were four rear-end collisions, three vehicle-pedestrian collisions and two hit object collisions. It should be noted that the majority of the data analysis period occurred prior to the reconfiguration of Petaluma Avenue with bike lanes so the results of the collision analysis do not fully reflect current conditions. Also, the City previously studied the intersections on Sebastopol Avenue to improve the signal timing and possible coordination within the downtown core. Those modifications have yet to be installed. The reported vehicle-pedestrian collisions had a primary collision factor of pedestrian right-of-way violation. With the planned signal timing improvements, an emphasis should be placed on considering pedestrian safety. It should also be noted that Caltrans is in the process of reconstructing the Petaluma Avenue intersection to eliminate the northbound free right-turn and the pedestrian crosswalk across the channelized right-turn lane which will help to address pedestrian safety concerns.

Further review of the collisions recorded at Sebastopol Avenue/Morris Street indicates that nine of the 14 collisions were rear-end collisions, all which occurred on the east and west legs of the intersection. This type of crash is common at signalized intersections where there is congestion during peak periods, and especially at transition points from a rural high-speed setting into an urban environment. The Sebastopol Avenue/Morris Street intersection acts as a gateway between the higher-speed section of SR 12 and the urban section within the City. Three hit object crashes occurred due to unsafe speed and a vehicle-pedestrian collision and broadside collision were a result of right-of-way violations. The planned signal timing improvements would help to reduce congestion and ultimately the frequency of rear-end collisions and increased enforcement may help to reduce the number of collisions attributed to unsafe speeds.

All five of the collisions recorded at Petaluma Avenue/Abbott Avenue were sideswipe collisions. These incidents occurred when vehicles were changing lanes or making a left turn into the Hopmonk Tavern driveway. Sideswipe collisions are common at locations with multiple lanes such as the subject intersection, though it should be noted that all five of the collisions occurred prior to completion of the SR 116 bike lane project. As part of the project, the northbound right-turn lane at the adjacent Sebastopol Avenue/Petaluma Avenue intersection was extended

further south to the Abbott Avenue intersection, which has reduced the potential for lane changes in the vicinity as motorists wishing to turn right at Sebastopol Avenue/Petaluma Avenue now maneuver into the correct position prior to entering the Petaluma Avenue/Abbott Avenue intersection.

## Alternative Modes

### Pedestrian Facilities

Pedestrian facilities generally include sidewalks, crosswalks, pedestrian signal phases, curb ramps, curb extensions, and various streetscape amenities such as lighting, benches, etc. In general, a network of sidewalks, crosswalks, traffic signals, and curb ramps provide access for pedestrians in the vicinity of the project site.

- **Petaluma Avenue** – Along the project frontage there is sidewalk coverage on both sides of Petaluma Avenue between Fannen Avenue and Sebastopol Avenue. Pedestrians can cross the street using the enhanced crosswalk with pedestrian-activated warning lights at Burnett Street or at the Joe Rodota Trail crossing.
- **Sebastopol Avenue** – Sebastopol Avenue is the main connector between the City's eastern edge and the Barlow area and the Downtown core with nearby neighborhoods and schools. Along the northern project frontage there is sidewalk coverage on both sides of Sebastopol Avenue between Petaluma Avenue and approximately 900 feet east of Morris Street.
- **Morris Street** – Complete sidewalk coverage is provided on the eastern side of Morris Street between Sebastopol Avenue and Eddie Lane. Partial sidewalk coverage is provided on the western side of Morris Street, with gaps in sidewalk coverage between Laguna Park Way and Eddie Lane.

### Bicycle Facilities

The *Highway Design Manual*, Caltrans, 2017, classifies bikeways into four categories:

- **Class I Multi-Use Path** – a completely separated right-of-way for the exclusive use of bicycles and pedestrians with cross flows of motorized traffic minimized.
- **Class II Bike Lane** – a striped and signed lane for one-way bike travel on a street or highway.
- **Class III Bike Route** – signing only for shared use with motor vehicles within the same travel lane on a street or highway.
- **Class IV Bikeway** – also known as a separated bikeway, a Class IV Bikeway is for the exclusive use of bicycles and includes a separation between the bikeway and the motor vehicle traffic lane. The separation may include, but is not limited to, grade separation, flexible posts, inflexible physical barriers, or on-street parking.

In the project area there are several Class I multi-use paths, including the Joe Rodota Trail, which connects Sebastopol with Santa Rosa; the Railroad Forest Path, which connects the intersection of Sebastopol Avenue/Morris Street with the Joe Rodota Trail; and the West County Trail, which runs between Eddie Lane and Occidental Road to the north. There are existing bicycle lanes along Morris Street between Sebastopol Avenue and Eddie Lane and along the entirety of SR 116 within City Limits between Mill Station Road and Cooper Road. According to the *City of Sebastopol Bicycle and Pedestrian Master Plan* (2011), a bike route is planned along Sebastopol Avenue-Bodega Avenue between Petaluma Avenue and Dutton Avenue and bike lanes are planned on Bodega Avenue between Dutton Avenue and Ragle Road. Table 2 summarizes the existing and planned bicycle facilities in the project vicinity.

**Table 2 – Bicycle Facility Summary**

| <b>Status Facility</b>    | <b>Class</b> | <b>Length (miles)</b> | <b>Begin Point</b> | <b>End Point</b> |
|---------------------------|--------------|-----------------------|--------------------|------------------|
| <b>Existing</b>           |              |                       |                    |                  |
| Railroad Forest Bike path | I            | 0.20                  | Sebastopol Ave     | Joe Rodota Trail |
| Joe Rodota Trail*         | I            | 6.30                  | Petaluma Ave       | Santa Rosa Trail |
| West County Trail*        | I            | 0.34                  | N Main St          | Dufranc Ave      |
| Morris St                 | II           | 0.42                  | Sebastopol Ave     | Eddie Ln         |
| SR 116                    | II           | 2.43                  | Mill Station Rd    | Cooper Rd        |
| Sebastopol Ave            | III          | 0.19                  | Morris St          | Petaluma Ave     |
| <b>Planned</b>            |              |                       |                    |                  |
| Bodega Ave                | II           | 0.87                  | Dutton Ave         | Ragle Rd         |
| Sebastopol Ave-Bodega Ave | III          | 0.32                  | Petaluma Ave       | Dutton Ave       |

Notes: \* Portions of these bikeways are located within adjacent jurisdictions

Source: *City of Sebastopol Bicycle and Pedestrian Master Plan*, Sonoma County Transportation Authority, 2011

## Transit Facilities

Sonoma County Transit (SCT) provides fixed route bus service in Sonoma County. Routes 20 and 24 provide regional service between Sebastopol and surrounding communities. Each route stops at the Petaluma Avenue/Abbott Avenue intersection about 500 feet southwest of the project site.

**Route 20** runs between the Russian River area and Santa Rosa and operates Monday through Friday, serving regional commuters to Santa Rosa with one-and-one-half to two-hour headways between 6:00 a.m. and 9:30 p.m. On the weekends, Route 20 runs from 8:00 a.m. to 8:15 p.m. with approximately three-hour headways.

**Route 24** provides service within Sebastopol, operating on weekdays with headways of about 45 minutes between 9:00 a.m. and 3:30 p.m., and on Saturdays with headways of about 45 minutes between 9:00 a.m. and 3:00 p.m.

Two bicycles can be carried on most SCT buses. Bike rack space is on a first-come, first-served basis. Additional bicycles are allowed on SCT buses at the discretion of the driver.

Dial-a-ride, also known as paratransit, or door-to-door service, is available for those who are unable to independently use the transit system due to a physical or mental disability. Volunteer Wheels, the Americans with Disabilities Act (ADA) paratransit operator for Sonoma County Transit, is designed to serve the needs of individuals with disabilities within the incorporated areas of Sonoma County and between the County's nine incorporated cities.

# Capacity Analysis

## Intersection Level of Service Methodologies

Level of Service (LOS) is used to rank traffic operation on various types of facilities based on traffic volumes and roadway capacity using a series of letter designations ranging from A to F. Generally, Level of Service A represents free flow conditions and Level of Service F represents forced flow or breakdown conditions. A unit of measure that indicates a level of delay generally accompanies the LOS designation.

The study intersections of Sebastopol Avenue/Petaluma Avenue and Sebastopol Avenue/Morris Street were analyzed using the “Signalized” methodology published in the *Highway Capacity Manual* (HCM), Transportation Research Board, 2010. This source contains methodologies for various types of intersection control, all of which are related to a measurement of delay in average number of seconds per vehicle. The signalized methodology uses factors including traffic volumes, green time for each movement, phasing, whether the signals are coordinated or not, truck traffic, and pedestrian activity. Average stopped delay per vehicle in seconds is used as the basis for evaluation in this LOS methodology.

The study intersection of Sebastopol Avenue/Abbott Avenue was analyzed using the “Two-Way Stop-Controlled” intersection capacity method from the HCM. This methodology determines a level of service for each minor turning movement by estimating the level of average delay in seconds per vehicle. Results are presented for individual movements together with the weighted overall average delay for the intersection.

The ranges of delay associated with the various levels of service are indicated in Table 3.

**Table 3 – Intersection Level of Service Criteria**

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

Reference: *Highway Capacity Manual*, Transportation Research Board, 2010





## Traffic Operation Standards

All study intersections are located within the City of Sebastopol's City Limits and are therefore subject to the City's LOS standards. The *City of Sebastopol General Plan*, last updated in 2016, adopted Level of Service standards in Program 16.1 and as implemented by the City as follows:

- **At signalized intersections:** At signalized intersections, levels of service shall be determined for the overall intersection.
- Intersection queuing shall be evaluated in tandem with LOS. Projected queues at signalized intersections shall not extend through upstream signalized intersections.
- In evaluating circulation improvement needs at downtown intersections, mitigations should be avoided which increase capacity by widening that causes impacts to right-of-way and/or historical structures.
- Allow a minimum operation of LOS D for signalized intersections within the Downtown; a LOS C for all signalized intersections outside of the Downtown; and LOS D for all side street movements at unsignalized intersections.

The following significance criteria which the City has used in other traffic studies was also considered in this analysis:

*A project would normally have a significant adverse impact on the environment if it would cause an increase in traffic which is substantial in relation to the existing traffic load and capacity of the street system (i.e., results in a substantial increase in either the number of vehicle trips, the volume to capacity ratio on roads or delays at intersections), or change the condition of an existing street (i.e., street closures, changing direction of travel) in a manner that would substantially affect access or traffic load and capacity of the street system. The specific City of Sebastopol criteria utilized for this analysis are as follows:*

*A project-related or cumulative traffic impact is considered to be significant if the proposed project would do any of the following:*

- *Cause the existing baseline LOS to degrade to worse than LOS D at any signalized intersection within the Downtown; or,*
- *Cause the existing baseline LOS to degrade to worse than LOS C at any signalized intersection outside of the Downtown.*

*The City of Sebastopol does not have an adopted threshold of significance for project-related impacts at intersections that are already operating, or projected to operate, at unacceptable LOS under Existing or Cumulative Conditions without the addition of any project-related traffic.*

*Therefore, for the purpose of such studies to determine whether a project-related impact would be significant, the following criteria have been utilized in other studies in the City of Sebastopol. Similar criteria are utilized within other jurisdictions such as the City of Napa, City of Santa Rosa, City of San Francisco, and the City of Oakland:*

- *A project impact is considered significant if the proposed project would cause the average control delay at any signalized intersections to increase by five (5.0) seconds or more for intersections already operating at unacceptable LOS E or LOS F under the no project conditions.*

## Existing Conditions

The Existing Conditions scenario provides an evaluation of current operation based on existing traffic volumes during the weekday a.m. and p.m. peak periods. This condition does not include project-generated traffic volumes. Traffic counts collected in December 2018 were used for the Sebastopol Ave/Petaluma Avenue and Sebastopol Avenue/Morris Street intersections. Volume data for Petaluma Avenue/Abbott Avenue was collected in February 2020 while local schools were in session and during typical traffic conditions prior to the shelter-in-place directives associated with the COVID-19 pandemic. Peak hour factors (PHF's) were calculated based on the counts obtained at each intersection and used in the analysis.

## Intersection Levels of Service

Under Existing Conditions, all study intersections are operating acceptably at LOS C or better during each peak hour. A summary of the intersection level of service calculations is contained in Table 4, and copies for all evaluated scenarios are provided in Appendix B. The Existing traffic volumes are shown in Figure 2.

**Table 4 – Existing Peak Hour Intersection Levels of Service**

| Study Intersection<br><i>Approach</i>  | AM Peak     |          | PM Peak     |          |
|--|-------------|----------|-------------|----------|
|  | Delay       | LOS      | Delay       | LOS      |
| 1. Sebastopol Ave/Petaluma Ave         | 16.0        | B        | 20.5        | C        |
| 2. Sebastopol Ave/Morris St            | 19.1        | B        | 23.7        | C        |
| 3. Petaluma Ave/Abbott Ave             | 0.4         | A        | 0.6         | A        |
| <i>Westbound (Abbott Ave) Approach</i> | <i>13.6</i> | <i>B</i> | <i>12.9</i> | <i>B</i> |

Notes: Delay is measured in average seconds per vehicle; LOS = Level of Service; Results for minor approaches to two-way stop-controlled intersections are indicated in *italics*

## Future Conditions

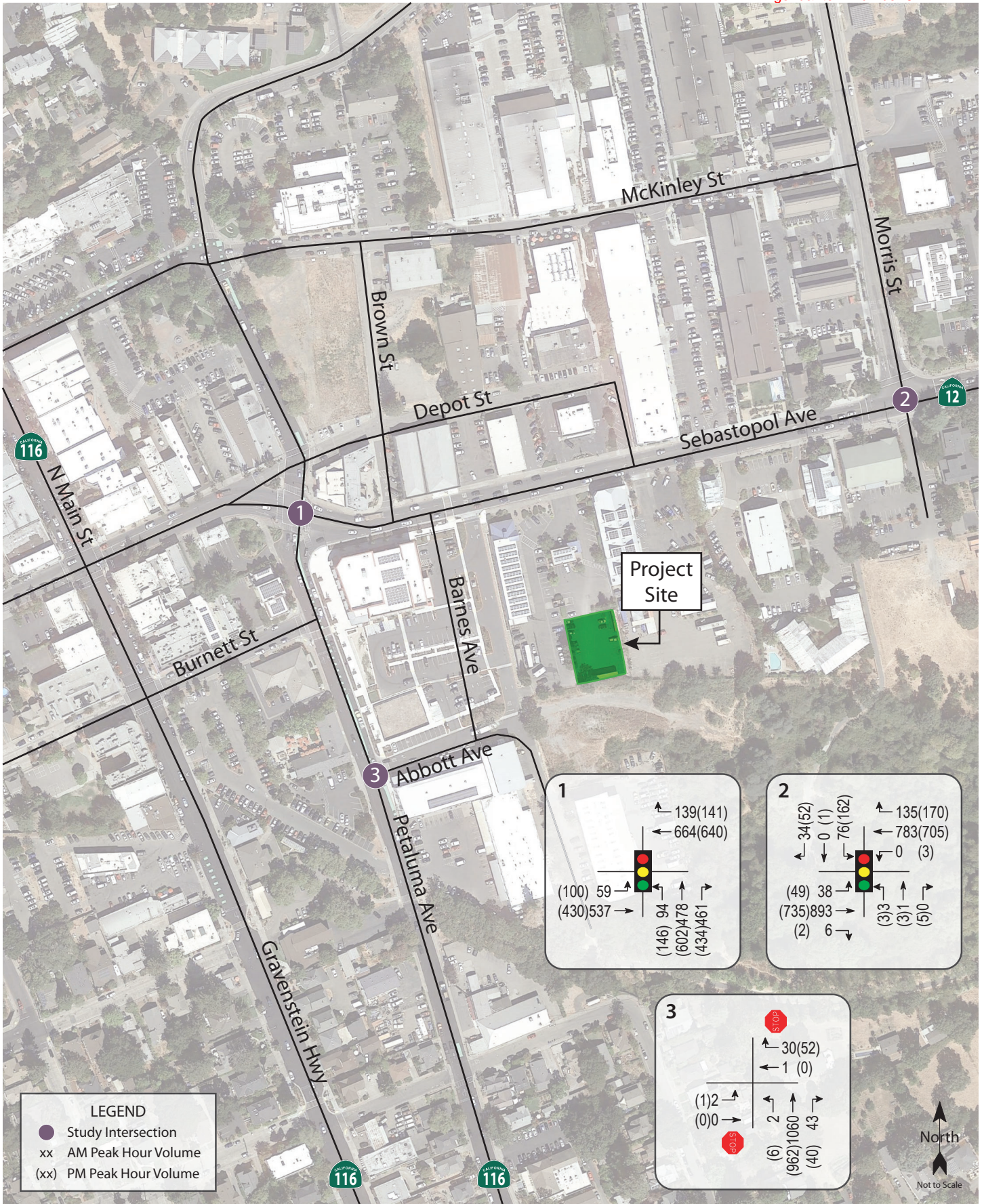
The City of Sebastopol is working with Caltrans to improve signal timing at multiple intersections along SR 12 and SR 116 within the downtown core. Signal coordination at several of the studied intersections was previously recommended and is now being considered by Caltrans, along with re-evaluating the existing cycle lengths. Two of the intersections included in this analysis are part of the signal improvement study, Sebastopol Avenue/Petaluma Avenue and Sebastopol Avenue/Morris Street. In addition, Caltrans is in the process of modifying the Petaluma Avenue intersection to improve pedestrian safety. These future modifications along with the current COVID-19 situation will result in changes to Future traffic conditions. Because the project traffic generation is small in comparison with existing traffic and since the planned improvements have yet to be installed, a future conditions scenario was not analyzed.

## Project Description

The proposed project would be located on the southern half of the existing Benedetti Tire Center and Express Lube property at 6809 Sebastopol Avenue (SR 12) in the City of Sebastopol. As proposed, a new car wash facility of approximately 3,000 square feet and 16 vacuum parking stalls would be developed on-site; no changes are proposed to the existing tire center or express lube facilities. The primary access would be located on Sebastopol Avenue at the current facility driveway. As part of the project, a new access connection would be made to Abbott Avenue and Barnes Avenue at the southwest corner of the property. The car wash facility would require two to three employees and would operate between the hours of 7:00 a.m. and 7:00 p.m. Monday through Saturday.

The project site plan is shown in Figure 3.

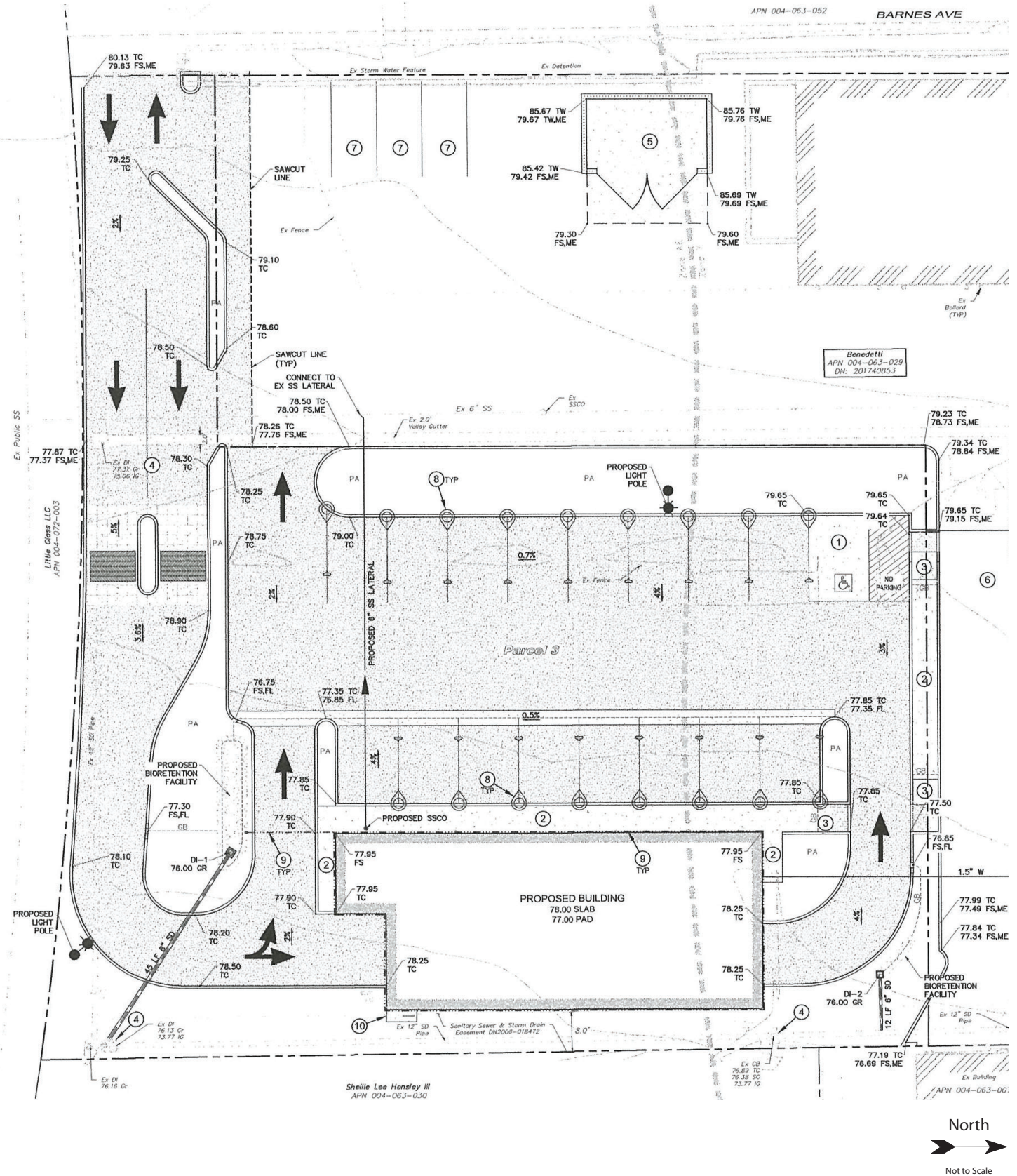




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Traffic Impact Study for the Benedetti Car Wash Project  
**Figure 2 – Existing Traffic Volumes**





North  
 Not to Scale

Source: Adobe Associates, Inc. 02/2019

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Traffic Impact Study for the Benedetti Car Wash Project  
 Figure 3 – Site Plan

## Trip Generation

The anticipated trip generation for the proposed project was estimated using standard rates published by the Institute of Transportation Engineers (ITE) in Trip Generation Manual, 10th Edition, 2017 for Automated Car Wash (Land Use #948), as this description most closely matches the proposed project. The Trip Generation Manual does not include daily or a.m. peak hour rates so the daily rate was calculated based on customer projections provided by the applicant and the a.m. peak hour rate was assumed to be the same as the p.m. peak hour rate to provide a conservative analysis, even though car wash facilities are typically busier in the evening than in the morning. The applicant anticipates serving an average of 125 to 150 customers per day, with 200 customers on a peak day. In order to provide conservative results, the trip generation numbers were based on the anticipated peak demand. Also, since some customers to the carwash may also utilize the services of the tire and lube center, there may be a sharing of trips. However, to be conservative, this sharing of trips was not included in the calculations.

### Pass-by Trips

A portion of the project trips associated with the car wash would be drawn from existing traffic on nearby streets. These vehicle trips, known as pass-by trips, are not considered new trips since they consist of drivers who are already driving on the adjacent street and choose to make an interim stop. The percentage of these pass-by trips was based on information provided in the Trip Generation Handbook, 3rd Edition, Institute of Transportation Engineers, 2017. Since the Handbook does not provide a pass-by trip percentage for the Automated Car Wash land use, the pass-by trip percentages for Gasoline Service Station (Land Use #944) were used as a reference. However, because a car wash is not a necessity, the pass-by trip percentage would likely be lower than that of a gasoline service station, which is about 60 percent during each peak hour. It is estimated that approximately 25 percent of the car wash trips would be pass-by trips.

### Total Project Trip Generation

Based on application of these rates and assumptions, the proposed project would be expected to generate an average of 400 trips per day, including 43 trips during each of the a.m. and p.m. peak hours. After pass-by trip deductions are taken into account, the project would be expected to result in 300 new trips to the surrounding roadway network, including 32 trips during each peak hour. These results are summarized in Table 5.

| Land Use             | Units | Daily       |             | AM Peak Hour |            |           |           | PM Peak Hour |            |           |           |
|----------------------|-------|-------------|-------------|--------------|------------|-----------|-----------|--------------|------------|-----------|-----------|
|                      |       | Rate        | Trips       | Rate         | Trips      | In        | Out       | Rate         | Trips      | In        | Out       |
| Automated Car Wash   | 3 ksf | 133.33      | 400         | 14.20        | 43         | 21        | 22        | 14.20        | 43         | 21        | 22        |
| <i>Pass-by</i>       |       | <i>-25%</i> | <i>-100</i> | <i>-25%</i>  | <i>-11</i> | <i>-5</i> | <i>-6</i> | <i>-25%</i>  | <i>-11</i> | <i>-5</i> | <i>-6</i> |
| <b>Net New Trips</b> |       |             | <b>300</b>  |              | <b>32</b>  | <b>16</b> | <b>16</b> |              | <b>32</b>  | <b>16</b> | <b>16</b> |

Note: ksf = 1,000 square feet

## Trip Distribution

The pattern used to allocate new project trips to the street network was determined by reviewing existing turning movements at the study intersections as well as anticipated travel patterns for patrons of the car wash. Because Petaluma Avenue is one-way northbound, it was assumed that trips leaving the site to destinations to the south would utilize the new access to Abbott Avenue, turning right onto Petaluma Avenue, then left onto Burnett Street to gain access to southbound South Main Street. The applied distribution assumptions approved by City staff are shown in Table 6.



| Table 6 – Trip Distribution Assumptions              |             |
|--|-------------|
| Route  | Percent     |
| Sebastopol Ave (East of Morris St)                   | 25%         |
| Sebastopol Ave (West of Petaluma Ave)                | 45%         |
| Morris St (North of Sebastopol Ave)                  | 5%          |
| Petaluma Ave/Gravenstein Hwy S (South of Abbott Ave) | 25%         |
| <b>TOTAL</b>   | <b>100%</b> |

## Vehicle Miles Traveled

Senate Bill (SB) 743 established a change in the metric to be applied for determining traffic impacts associated with development projects. Rather than the delay-based criteria associated with a Level of Service analysis, the increase in Vehicle Miles Traveled (VMT) as a result of a project is now the basis for determining impacts. Because the City of Sebastopol has not yet adopted a standard of significance for evaluating VMT, guidance provided by the California Governor’s Office of Planning and Research (OPR) in the publication *Transportation Impacts (SB 743) CEQA Guidelines Update and Technical Advisory*, 2018, was used (referred to herein as the Technical Advisory). OPR’s guidance for retail land uses, which is the classification under which the proposed project would fall, were applied.

The OPR Technical Advisory indicates that retail projects should generally be analyzed by examining total VMT, with an increase in total regional VMT being considered a potentially significant impact. In the Technical Advisory, OPR indicates that *local-serving* retail may generally be presumed by lead agencies to have a less-than-significant VMT impact (see Technical Advisory pages 16-17). OPR bases this presumption on substantial evidence and research demonstrating that adding local-serving retail uses typically improves destination accessibility to customers, often reducing trip distances (i.e., the, “miles” in vehicle miles traveled) since customers need to travel shorter distances than they previously did. The total demand for retail in a region, or in this case for car wash facilities, also tends to hold steady; adding new local-serving retail typically shifts trips away from another provider rather than adding entirely new trips to the region. OPR cites a size of 50,000 square feet or greater as being a potential indicator of regional-serving retail (versus local-serving) that would typically require a quantitative VMT analysis. At 3,000 square feet, the proposed project would be well below the 50,000 square foot size referenced by OPR.

Further consideration was given to the project type and its potential to draw traffic that is regional, versus local, in nature. Car wash facilities tend to be convenience-based uses; customers are generally unwilling to travel substantially out of their way to visit such outlets and tend to visit the closest location to their home or along their route. The proposed project would be expected to attract some of its customers from drivers already traveling on Sebastopol Avenue; these customers would result in no new vehicle miles traveled as this would be an interim stop on a trip that was already being made. In addition to drivers already passing by the site, customers would likely be drawn from the surrounding area. Based on a review of online mapping tools it appears that there are currently two car wash facilities in Sebastopol, one located at a gas station approximately 0.5 miles north of the proposed project on Healdsburg Avenue and one self-service location approximately 0.7 miles to the south on Gravenstein Highway South. By adding another car wash facility to the urban fabric, the average trip length driven by Sebastopol residents to such facilities would be expected to decrease, leading to a modest reduction in regional VMT.

Based on this assessment, the proposed project would function as a local-serving retail use, and based on guidance provided by OPR, may be presumed to result in a less-than-significant VMT impact.

**Finding** – The project is anticipated to result in a less-than-significant impact on vehicle miles traveled.

## Intersection Operation

### Existing plus Project Conditions

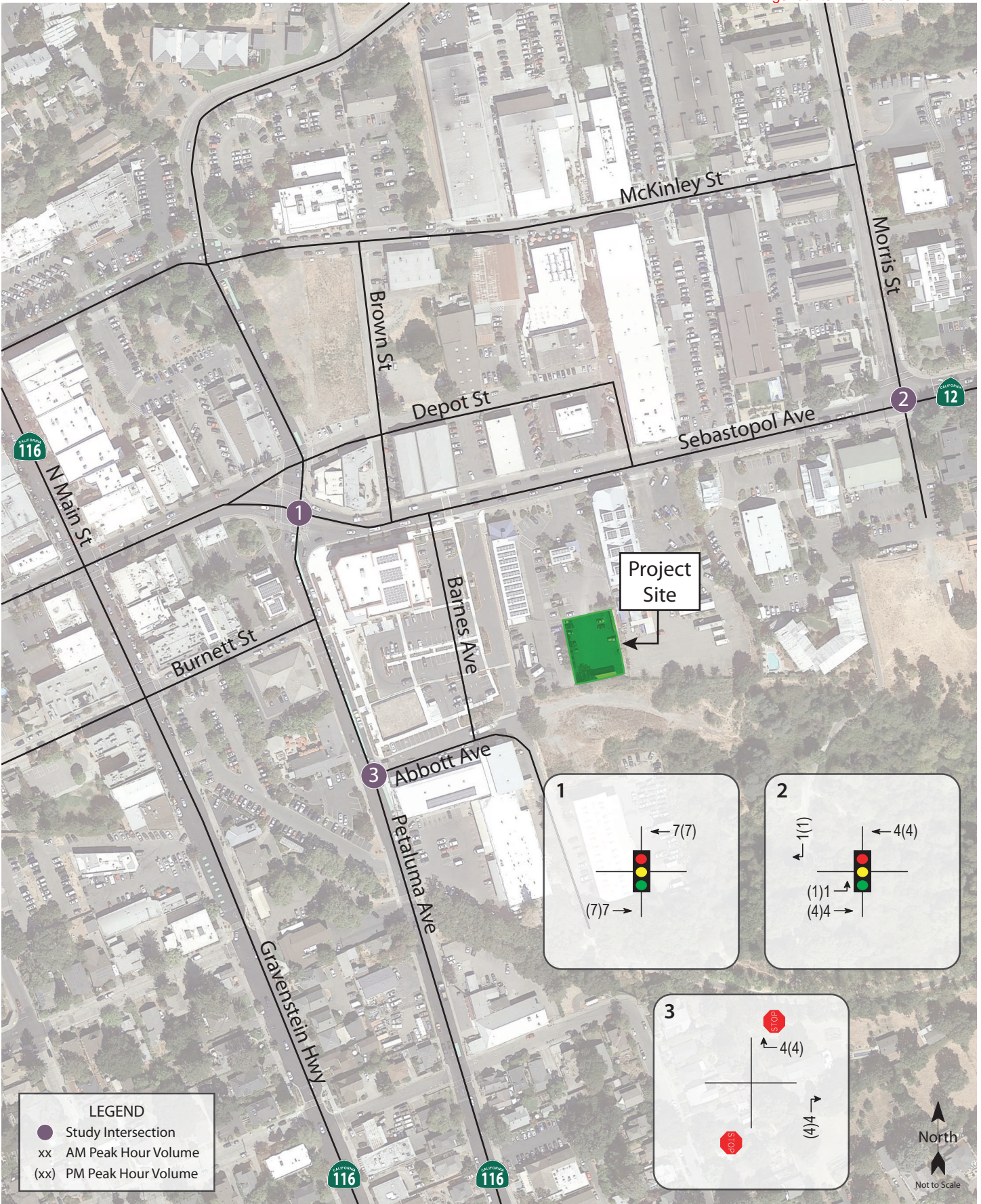
Upon the addition of project-related traffic to the Existing volumes, the study intersections are expected to operate at the same service levels as without project-related traffic. These results are summarized in Table 7. Project only traffic volumes are shown in Figure 4.

| Study Intersection<br><i>Approach</i>  | Existing Conditions |          |             |          | Existing plus Project |          |             |          |
|--|---------------------|----------|-------------|----------|-----------------------|----------|-------------|----------|
|  | AM Peak             |          | PM Peak     |          | AM Peak               |          | PM Peak     |          |
|  | Delay               | LOS      | Delay       | LOS      | Delay                 | LOS      | Delay       | LOS      |
| 1. Sebastopol Ave/Petaluma Ave         | 16.0                | B        | 20.5        | C        | 16.1                  | B        | 20.5        | C        |
| 2. Sebastopol Ave/Morris St            | 19.1                | B        | 23.7        | C        | 20.3                  | C        | 25.1        | C        |
| 3. Petaluma Ave/Abbott Ave             | 0.4                 | A        | 0.6         | A        | 0.4                   | A        | 0.7         | A        |
| <i>Westbound (Abbott Ave) Approach</i> | <i>13.6</i>         | <i>B</i> | <i>12.9</i> | <i>B</i> | <i>13.8</i>           | <i>B</i> | <i>13.0</i> | <i>B</i> |

Notes: Delay is measured in average seconds per vehicle; LOS = Level of Service; Results for minor approaches to two-way stop-controlled intersections are indicated in *italics*

**Finding** – Upon the addition of project traffic volumes to Existing volumes, the study intersections are expected to continue operating acceptably and at the same Levels of Service as without project-generated traffic with a maximum of only 1.0 to 1.5 seconds increase in average delay.





Traffic Impact Study for the Benedetti Car Wash Project  
**Figure 4 – Project Traffic Volumes**



## Alternative Modes

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Given the proximity to Sebastopol's Downtown area, the Barlow district, the Laguna open space, and transit stops near the site, it is reasonable to assume that some employees would want to walk, bicycle, and/or use transit to travel to and from the project site, though because the project is a car wash customers would travel to the site in a vehicle.

### Pedestrian Facilities

Sebastopol Avenue connects to the Barlow District and the Downtown from the east entrance point into the City of Sebastopol. Morris Street and Petaluma Avenue connect neighborhoods to the Barlow District, Analy High School, the Community Center, and the Laguna Skate Park. These roads would serve as the primary path of travel for pedestrian activity. Sidewalk connectivity between the project site and destinations surrounding the project site is generally adequate.

Pedestrians would be able to use the existing sidewalk on Sebastopol Avenue to reach the site or would be able to reach the site from Petaluma Avenue using the sidewalk that was installed north of Abbott Avenue as part of the CVS project. As shown on the site plan, an ADA accessible path of travel would be provided through the site from Petaluma Avenue to the car wash facility.

**Finding** – Pedestrian facilities serving the project site would be adequate.

### Bicycle Facilities

Existing and planned bicycle facilities in the surrounding vicinity, per the *City of Sebastopol Bicycle and Pedestrian Master Plan*, would provide adequate access for bicyclists. The City of Sebastopol Ordinance 17.110.030 requires car washes to provide one bicycle parking space for every four employees. Based on three employees that would operate the car wash as proposed, the project is required to provide a minimum of one bicycle parking space. As shown on the site plan, a bicycle rack would be located on-site near the southeast corner of the car wash facility, which would be adequate to satisfy City requirements.

**Finding** – Bicycle facilities serving the project site are adequate.

### Transit

Existing transit routes are adequate to accommodate project-generated transit trips and existing stops are within acceptable walking distance of the site.

**Finding** – Transit facilities serving the project site are adequate.

# Access and Circulation

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## Site Access

The proposed carwash facility would have two access points, an existing driveway on Sebastopol Avenue and a new secondary connection to Barnes Avenue-Abbott Avenue near the southwest corner of the site. There is an existing two-way left-turn lane (TWLTL) on Sebastopol Avenue that facilitates left turns into the project site from destinations to the east. It can be challenging to make left turns out of the project driveway onto Sebastopol Avenue during peak hours so the provision of a new connection to Abbott Avenue-Barnes Avenue would be a benefit as it would allow motorists to make a right turn onto Petaluma Avenue as opposed to a left turn onto Sebastopol Avenue, which is typically a less challenging maneuver during peak periods.

**Finding** – Site access would be expected to operate acceptably and the provision of a new connection to Abbott Avenue-Barnes Avenue would allow motorists the ability to make a right-turn when exiting to reach destinations west of the site during peak periods.

## Sight Distance

Sight distances along Sebastopol Avenue at the existing driveway and along Barnes Avenue at the new driveway were evaluated based on sight distance criteria contained in the *Highway Design Manual* published by Caltrans. The recommended sight distance for driveway approaches is based on stopping sight distance and uses the approach travel speed as the basis for determining the recommended sight distance.

Sebastopol Avenue, which has a posted speed of 25 mph, requires a minimum stopping sight distance of 150 feet. The minimum stopping sight distance on Barnes Avenue, which has a posted speed limit of 20 mph, is 125 feet. Available sight lines were field measured and exceed 150 feet and 125 feet at the existing and proposed driveways, respectively so are adequate to meet the applicable Caltrans sight distance requirements.

**Finding** – Based on a review of filed conditions, sight distances along Sebastopol Avenue and Barnes Avenue are adequate to accommodate all turns into and out of the project driveways.

**Recommendation** – Any new signage for the carwash should be placed outside of the vision triangle at the project driveways to preserve existing sight lines.

## On-site Circulation

As shown on the site plan, the new drive aisle connection to Barnes Avenue would be 24 feet-wide which would be adequate width for two-way traffic. The one-way loop through the car wash facility would vary between 12 and 14 feet-wide, which is expected to be adequate for car wash circulation. No changes are proposed to the existing drive aisles and parking stalls serving the Benedetti Tire Center and Express Lube facilities, which have perpendicular and angled parking spaces. The drive aisles would connect internally, allowing access to the existing facilities and the proposed car wash.

**Finding** – On-site circulation is anticipated to function acceptably.



# Conclusions and Recommendations

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## Conclusions

- The proposed project is expected to generate an average of 300 new daily trips to the surrounding roadway network, including 32 trips during each peak hour. These estimates are conservatively high since they do not account for shared trips between the carwash and the existing tire and lube facilities.
- The project is anticipated to result in a less-than-significant impact on vehicle miles traveled.
- The study intersections are currently operating acceptably at LOS D or better overall during both peak hours. With anticipated project related traffic added, the intersections are expected to continue operating at the same service levels as without project trips with little change in delay.
- Existing pedestrian, bicycle, and transit facilities are generally adequate to serve the project site, though the vast majority of project trips would be made by passenger vehicles being a car wash.
- Sight distances are adequate along Sebastopol Avenue and Barnes Avenue at the project driveways.
- Site access and on-site circulation are anticipated to function acceptably.

## Recommendations

- Any new project signage should be installed outside of the vision triangles at the project driveways to preserve existing sight lines.

# Study Participants and References

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## Study Participants

|                            |                              |
|----------------------------|------------------------------|
| <b>Principal in Charge</b> | Steve Weinberger, PE, PTOE   |
| <b>Associate Engineer</b>  | Cameron Nye, EIT             |
| <b>Assistant Engineer</b>  | Kimberly Tellez              |
| <b>Graphics</b>            | Hannah Yung-Boxdell          |
| <b>Editing/Formatting</b>  | Alex Scrobonia               |
| <b>Quality Control</b>     | Dalene J. Whitlock, PE, PTOE |

## References

*2016 Collision Data on California State Highways*, California Department of Transportation, 2018  
*City of Sebastopol Bicycle and Pedestrian Master Plan*, Sonoma County Transportation Authority, 2011  
*City of Sebastopol General Plan*, City of Sebastopol, 2008  
*Highway Capacity Manual*, Transportation Research Board, 2010  
*Highway Design Manual*, 6<sup>th</sup> Edition, California Department of Transportation, 2017  
*Statewide Integrated Traffic Records System (SWITRS)*, California Highway Patrol, 2014-2019  
*Transportation Impacts (SB 743) CEQA Guidelines Update and Technical Advisory*, California Governor’s Office of Planning and Research (OPR), 2018  
*Trip Generation Manual*, 10<sup>th</sup> Edition, Institute of Transportation Engineers, 2017

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# Appendix A

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## Collision Rate Calculations



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| <b>Intersection Collision Rate Calculations</b>  |  |              |              |
|--|--|--------------|--------------|
| <b>SEB057 Benedetti Car Wash</b>   |  |              |              |
| <b>Intersection #</b>  | <b>1: Sebastopol Avenue &amp; Petaluma Avenue</b>  |              |              |
| <b>Date of Count:</b>  | Wednesday, December 5, 2018  |              |              |
| <b>Number of Collisions:</b>   | 24   |              |              |
| <b>Number of Injuries:</b>   | 10   |              |              |
| <b>Number of Fatalities:</b>   | 0  |              |              |
| <b>ADT:</b>  | 24900  |              |              |
| <b>Start Date:</b>   | September 1, 2014  |              |              |
| <b>End Date:</b>   | August 31, 2019  |              |              |
| <b>Number of Years:</b>  | 5  |              |              |
| <b>Intersection Type:</b>  | Four-Legged  |              |              |
| <b>Control Type:</b>   | Signals  |              |              |
| <b>Area:</b>   | Urban  |              |              |
| collision rate =   | $\frac{\text{Number of Collisions} \times 1 \text{ Million}}{\text{ADT} \times 365 \text{ Days per Year} \times \text{Number of Years}}$ |              |              |
| collision rate =   | 24   | x            | 1,000,000    |
|  | 24,900   | x            | 365 x 5      |
|  | -----  |              |              |
|  | 0.53   | c/mve        |              |
|  |  |              | 0.0%         |
|  |  |              | 41.7%        |
| <b>Study Intersection</b>  | <b>0.53</b>  | <b>c/mve</b> | <b>0.0%</b>  |
| <b>Statewide Average*</b>  | <b>0.24</b>  | <b>c/mve</b> | <b>0.5%</b>  |
|  |  |              | <b>44.6%</b> |
| <p>ADT = average daily total vehicles entering intersection<br/>                     c/mve = collisions per million vehicles entering intersection<br/>                     * 2013 Collision Data on California State Highways, Caltrans</p> |  |              |              |
| <hr/>  |  |              |              |
| <b>Intersection #</b>  | <b>2: Sebastopol Avenue &amp; Morris Street</b>  |              |              |
| <b>Date of Count:</b>  | Wednesday, December 5, 2018  |              |              |
| <b>Number of Collisions:</b>   | 14   |              |              |
| <b>Number of Injuries:</b>   | 10   |              |              |
| <b>Number of Fatalities:</b>   | 0  |              |              |
| <b>ADT:</b>  | 18900  |              |              |
| <b>Start Date:</b>   | September 1, 2014  |              |              |
| <b>End Date:</b>   | August 31, 2019  |              |              |
| <b>Number of Years:</b>  | 5  |              |              |
| <b>Intersection Type:</b>  | Four-Legged  |              |              |
| <b>Control Type:</b>   | Signals  |              |              |
| <b>Area:</b>   | Urban  |              |              |
| collision rate =   | $\frac{\text{Number of Collisions} \times 1 \text{ Million}}{\text{ADT} \times 365 \text{ Days per Year} \times \text{Number of Years}}$ |              |              |
| collision rate =   | 14   | x            | 1,000,000    |
|  | 18,900   | x            | 365 x 5      |
|  | -----  |              |              |
|  | 0.41   | c/mve        |              |
|  |  |              | 0.0%         |
|  |  |              | 71.4%        |
| <b>Study Intersection</b>  | <b>0.41</b>  | <b>c/mve</b> | <b>0.0%</b>  |
| <b>Statewide Average*</b>  | <b>0.24</b>  | <b>c/mve</b> | <b>0.5%</b>  |
|  |  |              | <b>44.6%</b> |
| <p>ADT = average daily total vehicles entering intersection<br/>                     c/mve = collisions per million vehicles entering intersection<br/>                     * 2013 Collision Data on California State Highways, Caltrans</p> |  |              |              |



| Intersection Collision Rate Calculaions  |  |                      |                    |
|--|--|----------------------|--------------------|
| <b>SEB057 Benedetti Car Wash</b>   |  |                      |                    |
| <b>Intersection #</b>  | <b>3: Petaluma Avenue &amp; Abbott Avenue</b>  |                      |                    |
| <b>Date of Count:</b>  | Thursday, February 27, 2020  |                      |                    |
| <b>Number of Collisions:</b>   | 5  |                      |                    |
| <b>Number of Injuries:</b>   | 4  |                      |                    |
| <b>Number of Fatalities:</b>   | 0  |                      |                    |
| <b>ADT:</b>  | 10600  |                      |                    |
| <b>Start Date:</b>   | September 1, 2014  |                      |                    |
| <b>End Date:</b>   | August 31, 2019  |                      |                    |
| <b>Number of Years:</b>  | 5  |                      |                    |
| <b>Intersection Type:</b>  | Tee  |                      |                    |
| <b>Control Type:</b>   | Stop & Yield Controls  |                      |                    |
| <b>Area:</b>   | Urban  |                      |                    |
| collision rate =   | $\frac{\text{Number of Collisions} \times 1 \text{ Million}}{\text{ADT} \times 365 \text{ Days per Year} \times \text{Number of Years}}$ |                      |                    |
| collision rate =   | $\frac{5}{10,600} \times \frac{1,000,000}{365 \times 5}$   |                      |                    |
|  | <b>Collision Rate</b>  | <b>Fatality Rate</b> | <b>Injury Rate</b> |
| <b>Study Intersection</b>  | <b>0.26 c/mve</b>  | <b>0.0%</b>          | <b>80.0%</b>       |
| <b>Statewide Average*</b>  | <b>0.08 c/mve</b>  | <b>1.0%</b>          | <b>45.1%</b>       |
| <p>ADT = average daily total vehicles entering intersection<br/>                     c/mve = collisions per million vehicles entering intersection<br/>                     * 2013 Collision Data on California State Highways, Caltrans</p> |  |                      |                    |
| <b>Intersection # 4: &amp;</b>   |  |                      |                    |
| <b>Date of Count:</b>  | Saturday, January 0, 1900  |                      |                    |
| <b>Number of Collisions:</b>   | 0  |                      |                    |
| <b>Number of Injuries:</b>   | 0  |                      |                    |
| <b>Number of Fatalities:</b>   | 0  |                      |                    |
| <b>ADT:</b>  | 0  |                      |                    |
| <b>Start Date:</b>   | January 0, 1900  |                      |                    |
| <b>End Date:</b>   | January 0, 1900  |                      |                    |
| <b>Number of Years:</b>  | 0  |                      |                    |
| <b>Intersection Type:</b>  | 0  |                      |                    |
| <b>Control Type:</b>   | No Controls  |                      |                    |
| <b>Area:</b>   | 0  |                      |                    |
| collision rate =   | $\frac{\text{Number of Collisions} \times 1 \text{ Million}}{\text{ADT} \times 365 \text{ Days per Year} \times \text{Number of Years}}$ |                      |                    |
| collision rate =   | $\frac{0}{0} \times \frac{1,000,000}{365 \times 0}$  |                      |                    |
|  | <b>Collision Rate</b>  | <b>Fatality Rate</b> | <b>Injury Rate</b> |
| <b>Study Intersection</b>  | <b>0.00 c/mve</b>  | <b>0.0%</b>          | <b>0.0%</b>        |
| <b>Statewide Average*</b>  | <b>0.22 c/mve</b>  | <b>1.0%</b>          | <b>34.6%</b>       |
| <p>ADT = average daily total vehicles entering intersection<br/>                     c/mve = collisions per million vehicles entering intersection<br/>                     * 2013 Collision Data on California State Highways, Caltrans</p> |  |                      |                    |

# Appendix B

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## Intersection Level of Service Calculations



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HCM 2010 Signalized Intersection Summary  
1: Petaluma Ave & Sebastopol Ave

04/01/2020

| Movement                     | EBL  | EBT  | EBR  | WBL  | WBT   | WBR  | NBL  | NBT  | NBR  | SBL | SBT | SBR |
|------------------------------|------|------|------|------|-------|------|------|------|------|-----|-----|-----|
| Lane Configurations          | ↖    | ↗    |      | ↖    | ↗     |      | ↖    | ↗    | ↖    |     |     |     |
| Traffic Volume (veh/h)       | 59   | 537  | 0    | 0    | 664   | 139  | 94   | 478  | 461  | 0   | 0   | 0   |
| Future Volume (veh/h)        | 59   | 537  | 0    | 0    | 664   | 139  | 94   | 478  | 461  | 0   | 0   | 0   |
| Number                       | 5    | 2    | 12   | 1    | 6     | 16   | 3    | 8    | 18   |     |     |     |
| Initial Q (Qb), veh          | 0    | 0    | 0    | 0    | 0     | 0    | 0    | 0    | 0    |     |     |     |
| Ped-Bike Adj(A_pbT)          | 1.00 |      | 1.00 | 1.00 |       | 1.00 | 1.00 |      | 1.00 |     |     |     |
| Parking Bus, Adj             | 1.00 | 1.00 | 1.00 | 1.00 | 1.00  | 1.00 | 1.00 | 1.00 | 1.00 |     |     |     |
| Adj Sat Flow, veh/h/ln       | 1700 | 1700 | 0    | 0    | 1700  | 1700 | 1700 | 1700 | 1700 |     |     |     |
| Adj Flow Rate, veh/h         | 61   | 554  | 0    | 0    | 685   | 143  | 97   | 493  | 0    |     |     |     |
| Adj No. of Lanes             | 1    | 1    | 0    | 0    | 2     | 0    | 0    | 2    | 1    |     |     |     |
| Peak Hour Factor             | 0.97 | 0.97 | 0.97 | 0.97 | 0.97  | 0.97 | 0.97 | 0.97 | 0.97 |     |     |     |
| Percent Heavy Veh, %         | 0    | 0    | 0    | 0    | 0     | 0    | 0    | 0    | 0    |     |     |     |
| Cap, veh/h                   | 138  | 941  | 0    | 0    | 1035  | 216  | 147  | 792  | 413  |     |     |     |
| Arrive On Green              | 0.09 | 0.55 | 0.00 | 0.00 | 0.39  | 0.39 | 0.29 | 0.29 | 0.00 |     |     |     |
| Sat Flow, veh/h              | 1619 | 1700 | 0    | 0    | 2746  | 555  | 516  | 2773 | 1445 |     |     |     |
| Grp Volume(v), veh/h         | 61   | 554  | 0    | 0    | 416   | 412  | 315  | 275  | 0    |     |     |     |
| Grp Sat Flow(s),veh/h/ln     | 1619 | 1700 | 0    | 0    | 1615  | 1601 | 1674 | 1615 | 1445 |     |     |     |
| Q Serve(g_s), s              | 2.1  | 12.9 | 0.0  | 0.0  | 12.6  | 12.6 | 9.8  | 8.8  | 0.0  |     |     |     |
| Cycle Q Clear(g_c), s        | 2.1  | 12.9 | 0.0  | 0.0  | 12.6  | 12.6 | 9.8  | 8.8  | 0.0  |     |     |     |
| Prop In Lane                 | 1.00 |      | 0.00 | 0.00 |       | 0.35 | 0.31 |      | 1.00 |     |     |     |
| Lane Grp Cap(c), veh/h       | 138  | 941  | 0    | 0    | 628   | 623  | 478  | 461  | 413  |     |     |     |
| V/C Ratio(X)                 | 0.44 | 0.59 | 0.00 | 0.00 | 0.66  | 0.66 | 0.66 | 0.60 | 0.00 |     |     |     |
| Avail Cap(c_a), veh/h        | 334  | 1141 | 0    | 0    | 1084  | 1075 | 1248 | 1204 | 1077 |     |     |     |
| HCM Platoon Ratio            | 1.00 | 1.00 | 1.00 | 1.00 | 1.00  | 1.00 | 1.00 | 1.00 | 1.00 |     |     |     |
| Upstream Filter(I)           | 1.00 | 1.00 | 0.00 | 0.00 | 1.00  | 1.00 | 1.00 | 1.00 | 0.00 |     |     |     |
| Uniform Delay (d), s/veh     | 25.9 | 8.8  | 0.0  | 0.0  | 15.0  | 15.0 | 18.7 | 18.3 | 0.0  |     |     |     |
| Incr Delay (d2), s/veh       | 0.8  | 0.6  | 0.0  | 0.0  | 1.7   | 1.7  | 1.9  | 1.5  | 0.0  |     |     |     |
| Initial Q Delay(d3),s/veh    | 0.0  | 0.0  | 0.0  | 0.0  | 0.0   | 0.0  | 0.0  | 0.0  | 0.0  |     |     |     |
| %ile BackOfQ(50%),veh/ln     | 1.0  | 6.2  | 0.0  | 0.0  | 5.8   | 5.8  | 4.8  | 4.1  | 0.0  |     |     |     |
| LnGrp Delay(d),s/veh         | 26.7 | 9.4  | 0.0  | 0.0  | 16.7  | 16.7 | 20.6 | 19.8 | 0.0  |     |     |     |
| LnGrp LOS                    | C    | A    |      |      | B     | B    | C    | B    |      |     |     |     |
| Approach Vol, veh/h          | 615  |      |      | 828  |       |      |      | 590  |      |     |     |     |
| Approach Delay, s/veh        | 11.1 |      |      | 16.7 |       |      |      | 20.2 |      |     |     |     |
| Approach LOS                 | B    |      |      | B    |       |      |      | C    |      |     |     |     |
| Timer                        | 1    | 2    | 3    | 4    | 5     | 6    | 7    | 8    |      |     |     |     |
| Assigned Phs                 | 2    |      |      |      | 5     |      | 6    |      | 8    |     |     |     |
| Phs Duration (G+Y+Rc), s     | 38.0 |      |      |      | 9.8   |      | 28.2 |      | 21.6 |     |     |     |
| Change Period (Y+Rc), s      | 5.0  |      |      |      | * 4.7 |      | 5.0  |      | 4.6  |     |     |     |
| Max Green Setting (Gmax), s  | 40.0 |      |      |      | * 12  |      | 40.0 |      | 44.4 |     |     |     |
| Max Q Clear Time (g_c+I1), s | 14.9 |      |      |      | 4.1   |      | 14.6 |      | 11.8 |     |     |     |
| Green Ext Time (p_c), s      | 4.1  |      |      |      | 0.0   |      | 8.5  |      | 5.1  |     |     |     |
| Intersection Summary         |      |      |      |      |       |      |      |      |      |     |     |     |
| HCM 2010 Ctrl Delay          |      |      |      | 16.0 |       |      |      |      |      |     |     |     |
| HCM 2010 LOS                 |      |      |      | B    |       |      |      |      |      |     |     |     |
| Notes                        |      |      |      |      |       |      |      |      |      |     |     |     |

AM Existing  
Benedetti Car Wash TIS

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HCM 2010 Signalized Intersection Summary  
2: Sebastopol Ave & Morris St

04/01/2020

| Movement                     | EBL  | EBT  | EBR  | WBL   | WBT   | WBR  | NBL  | NBT  | NBR  | SBL  | SBT  | SBR  |
|------------------------------|------|------|------|-------|-------|------|------|------|------|------|------|------|
| Lane Configurations          | ↖    | ↗    |      | ↖     | ↗     |      | ↖    | ↗    | ↖    | ↗    | ↖    | ↗    |
| Traffic Volume (veh/h)       | 38   | 893  | 6    | 0     | 783   | 135  | 3    | 1    | 0    | 76   | 0    | 34   |
| Future Volume (veh/h)        | 38   | 893  | 6    | 0     | 783   | 135  | 3    | 1    | 0    | 76   | 0    | 34   |
| Number                       | 5    | 2    | 12   | 1     | 6     | 16   | 3    | 8    | 18   | 7    | 4    | 14   |
| Initial Q (Qb), veh          | 0    | 0    | 0    | 0     | 0     | 0    | 0    | 0    | 0    | 0    | 0    | 0    |
| Ped-Bike Adj(A_pbT)          | 1.00 |      | 0.99 | 1.00  |       | 1.00 | 1.00 |      | 1.00 | 1.00 |      | 0.96 |
| Parking Bus, Adj             | 1.00 | 1.00 | 1.00 | 1.00  | 1.00  | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 |
| Adj Sat Flow, veh/h/ln       | 1700 | 1700 | 1700 | 1700  | 1700  | 1700 | 1700 | 1700 | 1700 | 1700 | 1700 | 1700 |
| Adj Flow Rate, veh/h         | 40   | 940  | 6    | 0     | 824   | 142  | 3    | 1    | 0    | 80   | 0    | 36   |
| Adj No. of Lanes             | 1    | 1    | 0    | 1     | 1     | 1    | 0    | 1    | 0    | 1    | 0    | 1    |
| Peak Hour Factor             | 0.95 | 0.95 | 0.95 | 0.95  | 0.95  | 0.95 | 0.95 | 0.95 | 0.95 | 0.95 | 0.95 | 0.95 |
| Percent Heavy Veh, %         | 0    | 0    | 0    | 0     | 0     | 0    | 0    | 0    | 0    | 0    | 0    | 0    |
| Cap, veh/h                   | 129  | 1171 | 7    | 2     | 948   | 804  | 13   | 4    | 0    | 196  | 0    | 168  |
| Arrive On Green              | 0.08 | 0.69 | 0.69 | 0.00  | 0.56  | 0.56 | 0.01 | 0.01 | 0.00 | 0.12 | 0.00 | 0.12 |
| Sat Flow, veh/h              | 1619 | 1687 | 11   | 1619  | 1700  | 1442 | 1229 | 410  | 0    | 1619 | 0    | 1385 |
| Grp Volume(v), veh/h         | 40   | 0    | 946  | 0     | 824   | 142  | 4    | 0    | 0    | 80   | 0    | 36   |
| Grp Sat Flow(s),veh/h/ln     | 1619 | 0    | 1698 | 1619  | 1700  | 1442 | 1639 | 0    | 0    | 1619 | 0    | 1385 |
| Q Serve(g_s), s              | 1.9  | 0.0  | 32.0 | 0.0   | 34.6  | 4.0  | 0.2  | 0.0  | 0.0  | 3.8  | 0.0  | 1.9  |
| Cycle Q Clear(g_c), s        | 1.9  | 0.0  | 32.0 | 0.0   | 34.6  | 4.0  | 0.2  | 0.0  | 0.0  | 3.8  | 0.0  | 1.9  |
| Prop In Lane                 | 1.00 |      | 0.01 | 1.00  |       | 1.00 | 0.75 |      | 0.00 | 1.00 |      | 1.00 |
| Lane Grp Cap(c), veh/h       | 129  | 0    | 1178 | 2     | 948   | 804  | 17   | 0    | 0    | 196  | 0    | 168  |
| V/C Ratio(X)                 | 0.31 | 0.00 | 0.80 | 0.00  | 0.87  | 0.18 | 0.23 | 0.00 | 0.00 | 0.41 | 0.00 | 0.21 |
| Avail Cap(c_a), veh/h        | 526  | 0    | 1178 | 429   | 1064  | 902  | 315  | 0    | 0    | 682  | 0    | 583  |
| HCM Platoon Ratio            | 1.00 | 1.00 | 1.00 | 1.00  | 1.00  | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 |
| Upstream Filter(I)           | 1.00 | 0.00 | 1.00 | 0.00  | 1.00  | 1.00 | 1.00 | 0.00 | 0.00 | 1.00 | 0.00 | 1.00 |
| Uniform Delay (d), s/veh     | 36.1 | 0.0  | 8.8  | 0.0   | 15.8  | 9.0  | 40.8 | 0.0  | 0.0  | 33.8 | 0.0  | 33.0 |
| Incr Delay (d2), s/veh       | 1.3  | 0.0  | 4.7  | 0.0   | 8.4   | 0.2  | 6.6  | 0.0  | 0.0  | 1.4  | 0.0  | 0.6  |
| Initial Q Delay(d3),s/veh    | 0.0  | 0.0  | 0.0  | 0.0   | 0.0   | 0.0  | 0.0  | 0.0  | 0.0  | 0.0  | 0.0  | 0.0  |
| %ile BackOfQ(50%),veh/ln     | 0.9  | 0.0  | 16.2 | 0.0   | 18.2  | 1.6  | 0.1  | 0.0  | 0.0  | 1.8  | 0.0  | 0.8  |
| LnGrp Delay(d),s/veh         | 37.4 | 0.0  | 13.4 | 0.0   | 24.2  | 9.2  | 47.3 | 0.0  | 0.0  | 35.1 | 0.0  | 33.6 |
| LnGrp LOS                    | D    |      | B    |       | C     | A    | D    |      |      | D    |      | C    |
| Approach Vol, veh/h          | 986  |      |      | 966   |       |      |      | 4    |      | 116  |      |      |
| Approach Delay, s/veh        | 14.4 |      |      | 22.0  |       |      |      | 47.3 |      | 34.7 |      |      |
| Approach LOS                 | B    |      |      | C     |       |      |      | D    |      | C    |      |      |
| Timer                        | 1    | 2    | 3    | 4     | 5     | 6    | 7    | 8    |      |      |      |      |
| Assigned Phs                 | 1    | 2    |      | 4     | 5     | 6    |      | 8    |      |      |      |      |
| Phs Duration (G+Y+Rc), s     | 62.8 |      |      | 14.8  | 11.3  | 51.4 |      | 5.6  |      |      |      |      |
| Change Period (Y+Rc), s      | 5.1  |      |      | * 4.7 | * 4.7 | 5.1  |      | 4.7  |      |      |      |      |
| Max Green Setting (Gmax), s  | 45.0 |      |      | * 35  | * 27  | 52.0 |      | 16.0 |      |      |      |      |
| Max Q Clear Time (g_c+I1), s | 34.0 |      |      | 5.8   | 3.9   | 36.6 |      | 2.2  |      |      |      |      |
| Green Ext Time (p_c), s      | 0.0  | 7.9  |      | 0.4   | 0.1   | 9.8  |      | 0.0  |      |      |      |      |
| Intersection Summary         |      |      |      |       |       |      |      |      |      |      |      |      |
| HCM 2010 Ctrl Delay          |      |      |      | 19.1  |       |      |      |      |      |      |      |      |
| HCM 2010 LOS                 |      |      |      | B     |       |      |      |      |      |      |      |      |
| Notes                        |      |      |      |       |       |      |      |      |      |      |      |      |

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HCM 2010 TWSC  
3: Petaluma Ave & Abbott Ave

04/01/2020

| Intersection             |        |       |      |        |      |      |      |      |      |      |      |      |
|--------------------------|--------|-------|------|--------|------|------|------|------|------|------|------|------|
| Int Delay, s/veh         | 0.4    |       |      |        |      |      |      |      |      |      |      |      |
| Movement                 | EBL    | EBT   | EBR  | WBL    | WBT  | WBR  | NBL  | NBT  | NBR  | SBL  | SBT  | SBR  |
| Lane Configurations      |        |       |      |        |      | ↗    |      | ↖    |      |      |      |      |
| Traffic Vol, veh/h       | 2      | 0     | 0    | 0      | 1    | 30   | 2    | 1060 | 43   | 0    | 0    | 0    |
| Future Vol, veh/h        | 2      | 0     | 0    | 0      | 1    | 30   | 2    | 1060 | 43   | 0    | 0    | 0    |
| Conflicting Peds, #/hr   | 0      | 0     | 0    | 0      | 0    | 0    | 0    | 0    | 0    | 0    | 0    | 0    |
| Sign Control             | Stop   | Stop  | Stop | Stop   | Stop | Free | Free | Free | Free | Free | Free | Free |
| RT Channelized           | -      | -     | None | -      | -    | None | -    | -    | None | -    | -    | None |
| Storage Length           | -      | -     | -    | -      | -    | 0    | -    | -    | -    | -    | -    | -    |
| Veh in Median Storage, # | -      | 65536 | -    | -      | 0    | -    | -    | 0    | -    | -    | -    | -    |
| Grade, %                 | -      | 0     | -    | -      | 0    | -    | -    | 0    | -    | -    | 0    | -    |
| Peak Hour Factor         | 93     | 93    | 93   | 93     | 93   | 93   | 93   | 93   | 93   | 93   | 93   | 93   |
| Heavy Vehicles, %        | 2      | 2     | 2    | 2      | 2    | 2    | 2    | 2    | 2    | 2    | 2    | 2    |
| Mvmt Flow                | 2      | 0     | 0    | 0      | 1    | 32   | 2    | 1140 | 46   | 0    | 0    | 0    |
| Major/Minor              | Minor1 |       |      | Major1 |      |      |      |      |      |      |      |      |
| Conflicting Flow All     | -      | 1167  | 593  | 0      | 0    | 0    | -    | -    | -    | -    | -    | -    |
| Stage 1                  | -      | 1167  | -    | -      | -    | -    | -    | -    | -    | -    | -    | -    |
| Stage 2                  | -      | 0     | -    | -      | -    | -    | -    | -    | -    | -    | -    | -    |
| Critical Hdwy            | -      | 6.54  | 6.94 | 4.14   | -    | -    | -    | -    | -    | -    | -    | -    |
| Critical Hdwy Stg 1      | -      | 5.54  | -    | -      | -    | -    | -    | -    | -    | -    | -    | -    |
| Critical Hdwy Stg 2      | -      | -     | -    | -      | -    | -    | -    | -    | -    | -    | -    | -    |
| Follow-up Hdwy           | -      | 4.02  | 3.32 | 2.22   | -    | -    | -    | -    | -    | -    | -    | -    |
| Pot Cap-1 Maneuver       | 0      | 192   | 449  | -      | -    | -    | -    | -    | -    | -    | -    | -    |
| Stage 1                  | 0      | 266   | -    | -      | -    | -    | -    | -    | -    | -    | -    | -    |
| Stage 2                  | 0      | -     | -    | -      | -    | -    | -    | -    | -    | -    | -    | -    |
| Platoon blocked, %       | -      | -     | -    | -      | -    | -    | -    | -    | -    | -    | -    | -    |
| Mov Cap-1 Maneuver       | -      | 0     | 449  | -      | -    | -    | -    | -    | -    | -    | -    | -    |
| Mov Cap-2 Maneuver       | -      | 0     | -    | -      | -    | -    | -    | -    | -    | -    | -    | -    |
| Stage 1                  | -      | 0     | -    | -      | -    | -    | -    | -    | -    | -    | -    | -    |
| Stage 2                  | -      | 0     | -    | -      | -    | -    | -    | -    | -    | -    | -    | -    |
| Approach                 | WB     |       |      | NB     |      |      |      |      |      |      |      |      |
| HCM Control Delay, s     | 13.6   |       |      |        |      |      |      |      |      |      |      |      |
| HCM LOS                  | B      |       |      |        |      |      |      |      |      |      |      |      |
| Minor Lane/Major Mvmt    | NBL    | NBT   | NBR  | WBLn1  |      |      |      |      |      |      |      |      |
| Capacity (veh/h)         | -      | -     | -    | 449    |      |      |      |      |      |      |      |      |
| HCM Lane V/C Ratio       | -      | -     | -    | 0.072  |      |      |      |      |      |      |      |      |
| HCM Control Delay (s)    | -      | -     | -    | 13.6   |      |      |      |      |      |      |      |      |
| HCM Lane LOS             | -      | -     | -    | B      |      |      |      |      |      |      |      |      |
| HCM 95th %tile Q(veh)    | -      | -     | -    | 0.2    |      |      |      |      |      |      |      |      |

AM Existing  
Benedetti Car Wash TIS

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HCM 2010 Signalized Intersection Summary  
1: Sebastopol Rd & Petaluma Ave

04/01/2020

|                              | ↖    | →    | ↗    | ↙    | ←     | ↘    | ↖    | ↗    | ↙    | ↘   | ↖   | ↗   | ↙ | ↘ |  |
|------------------------------|------|------|------|------|-------|------|------|------|------|-----|-----|-----|---|---|--|
| Movement                     | EBL  | EBT  | EBR  | WBL  | WBT   | WBR  | NBL  | NBT  | NBR  | SBL | SBT | SBR |   |   |  |
| Lane Configurations          | ↖    | ↖    |      |      | ↖↗    |      |      | ↖↗   | ↖    |     |     | ↖   |   |   |  |
| Traffic Volume (veh/h)       | 100  | 430  | 0    | 0    | 640   | 141  | 146  | 602  | 434  | 0   | 0   | 0   |   |   |  |
| Future Volume (veh/h)        | 100  | 430  | 0    | 0    | 640   | 141  | 146  | 602  | 434  | 0   | 0   | 0   |   |   |  |
| Number                       | 5    | 2    | 12   | 1    | 6     | 16   | 3    | 8    | 18   |     |     |     |   |   |  |
| Initial Q (Qb), veh          | 0    | 0    | 0    | 0    | 0     | 0    | 0    | 0    | 0    |     |     |     |   |   |  |
| Ped-Bike Adj(A_pbT)          | 1.00 |      | 1.00 | 1.00 |       | 0.99 | 1.00 |      | 1.00 |     |     |     |   |   |  |
| Parking Bus, Adj             | 1.00 | 1.00 | 1.00 | 1.00 | 1.00  | 1.00 | 1.00 | 1.00 | 1.00 |     |     |     |   |   |  |
| Adj Sat Flow, veh/h/ln       | 1667 | 1667 | 0    | 0    | 1667  | 1700 | 1700 | 1667 | 1667 |     |     |     |   |   |  |
| Adj Flow Rate, veh/h         | 103  | 443  | 0    | 0    | 660   | 145  | 151  | 621  | 0    |     |     |     |   |   |  |
| Adj No. of Lanes             | 1    | 1    | 0    | 0    | 2     | 0    | 0    | 2    | 1    |     |     |     |   |   |  |
| Peak Hour Factor             | 0.97 | 0.97 | 0.97 | 0.97 | 0.97  | 0.97 | 0.97 | 0.97 | 0.97 |     |     |     |   |   |  |
| Percent Heavy Veh, %         | 2    | 2    | 0    | 0    | 2     | 2    | 2    | 2    | 2    |     |     |     |   |   |  |
| Cap, veh/h                   | 155  | 871  | 0    | 0    | 925   | 203  | 206  | 898  | 486  |     |     |     |   |   |  |
| Arrive On Green              | 0.10 | 0.52 | 0.00 | 0.00 | 0.36  | 0.36 | 0.34 | 0.34 | 0.00 |     |     |     |   |   |  |
| Sat Flow, veh/h              | 1587 | 1667 | 0    | 0    | 2663  | 566  | 602  | 2618 | 1417 |     |     |     |   |   |  |
| Grp Volume(v), veh/h         | 103  | 443  | 0    | 0    | 405   | 400  | 411  | 361  | 0    |     |     |     |   |   |  |
| Grp Sat Flow(s),veh/h/ln     | 1587 | 1667 | 0    | 0    | 1583  | 1563 | 1637 | 1583 | 1417 |     |     |     |   |   |  |
| Q Serve(g_s), s              | 4.5  | 12.3 | 0.0  | 0.0  | 15.7  | 15.7 | 15.7 | 13.8 | 0.0  |     |     |     |   |   |  |
| Cycle Q Clear(g_c), s        | 4.5  | 12.3 | 0.0  | 0.0  | 15.7  | 15.7 | 15.7 | 13.8 | 0.0  |     |     |     |   |   |  |
| Prop In Lane                 | 1.00 |      | 0.00 | 0.00 |       | 0.36 | 0.37 |      | 1.00 |     |     |     |   |   |  |
| Lane Grp Cap(c), veh/h       | 155  | 871  | 0    | 0    | 568   | 561  | 561  | 543  | 486  |     |     |     |   |   |  |
| V/C Ratio(X)                 | 0.66 | 0.51 | 0.00 | 0.00 | 0.71  | 0.71 | 0.73 | 0.67 | 0.00 |     |     |     |   |   |  |
| Avail Cap(c_a), veh/h        | 274  | 936  | 0    | 0    | 889   | 878  | 1020 | 987  | 883  |     |     |     |   |   |  |
| HCM Platoon Ratio            | 1.00 | 1.00 | 1.00 | 1.00 | 1.00  | 1.00 | 1.00 | 1.00 | 1.00 |     |     |     |   |   |  |
| Upstream Filter(I)           | 1.00 | 1.00 | 0.00 | 0.00 | 1.00  | 1.00 | 1.00 | 1.00 | 0.00 |     |     |     |   |   |  |
| Uniform Delay (d), s/veh     | 31.0 | 11.1 | 0.0  | 0.0  | 19.7  | 19.7 | 20.5 | 19.9 | 0.0  |     |     |     |   |   |  |
| Incr Delay (d2), s/veh       | 1.8  | 0.5  | 0.0  | 0.0  | 2.4   | 2.4  | 2.2  | 1.7  | 0.0  |     |     |     |   |   |  |
| Initial Q Delay(d3),s/veh    | 0.0  | 0.0  | 0.0  | 0.0  | 0.0   | 0.0  | 0.0  | 0.0  | 0.0  |     |     |     |   |   |  |
| %ile BackOfQ(50%),veh/ln     | 2.0  | 5.8  | 0.0  | 0.0  | 7.2   | 7.2  | 7.4  | 6.3  | 0.0  |     |     |     |   |   |  |
| LnGrp Delay(d),s/veh         | 32.8 | 11.5 | 0.0  | 0.0  | 22.1  | 22.1 | 22.8 | 21.6 | 0.0  |     |     |     |   |   |  |
| LnGrp LOS                    | C    | B    |      |      | C     | C    | C    | C    |      |     |     |     |   |   |  |
| Approach Vol, veh/h          | 546  |      |      | 805  |       |      | 772  |      |      |     |     |     |   |   |  |
| Approach Delay, s/veh        | 15.5 |      |      | 22.1 |       |      | 22.2 |      |      |     |     |     |   |   |  |
| Approach LOS                 | B    |      |      | C    |       |      | C    |      |      |     |     |     |   |   |  |
| Timer                        | 1    | 2    | 3    | 4    | 5     | 6    | 7    | 8    |      |     |     |     |   |   |  |
| Assigned Phs                 | 2    |      |      |      | 5     |      | 6    |      | 8    |     |     |     |   |   |  |
| Phs Duration (G+Y+Rc), s     | 42.2 |      |      |      | 11.7  |      | 30.5 |      | 29.0 |     |     |     |   |   |  |
| Change Period (Y+Rc), s      | 5.0  |      |      |      | * 4.7 |      | 5.0  |      | 4.6  |     |     |     |   |   |  |
| Max Green Setting (Gmax), s  | 40.0 |      |      |      | * 12  |      | 40.0 |      | 44.4 |     |     |     |   |   |  |
| Max Q Clear Time (g_c+I1), s | 14.3 |      |      |      | 6.5   |      | 17.7 |      | 17.7 |     |     |     |   |   |  |
| Green Ext Time (p_c), s      | 3.1  |      |      |      | 0.1   |      | 7.8  |      | 6.7  |     |     |     |   |   |  |
| Intersection Summary         |      |      |      |      |       |      |      |      |      |     |     |     |   |   |  |
| HCM 2010 Ctrl Delay          |      |      |      |      | 20.5  |      |      |      |      |     |     |     |   |   |  |
| HCM 2010 LOS                 |      |      |      |      | C     |      |      |      |      |     |     |     |   |   |  |
| Notes                        |      |      |      |      |       |      |      |      |      |     |     |     |   |   |  |

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HCM 2010 Signalized Intersection Summary  
2: Sebastopol Ave & Morris St

04/01/2020

| Movement                     | EBL  | EBT  | EBR  | WBL   | WBT   | WBR  | NBL  | NBT  | NBR  | SBL  | SBT  | SBR  |
|------------------------------|------|------|------|-------|-------|------|------|------|------|------|------|------|
| Lane Configurations          | ↔    | ↔    |      | ↔     | ↔     | ↔    |      | ↔    | ↔    | ↔    | ↔    | ↔    |
| Traffic Volume (veh/h)       | 49   | 735  | 2    | 3     | 705   | 170  | 3    | 3    | 5    | 162  | 1    | 52   |
| Future Volume (veh/h)        | 49   | 735  | 2    | 3     | 705   | 170  | 3    | 3    | 5    | 162  | 1    | 52   |
| Number                       | 5    | 2    | 12   | 1     | 6     | 16   | 3    | 8    | 18   | 7    | 4    | 14   |
| Initial Q (Qb), veh          | 0    | 0    | 0    | 0     | 0     | 0    | 0    | 0    | 0    | 0    | 0    | 0    |
| Ped-Bike Adj(A_pbT)          | 1.00 |      | 0.99 | 1.00  |       | 1.00 | 1.00 |      | 0.96 | 1.00 |      | 0.96 |
| Parking Bus, Adj             | 1.00 | 1.00 | 1.00 | 1.00  | 1.00  | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 |
| Adj Sat Flow, veh/h/ln       | 1700 | 1700 | 1700 | 1700  | 1700  | 1700 | 1700 | 1700 | 1700 | 1700 | 1700 | 1700 |
| Adj Flow Rate, veh/h         | 53   | 799  | 2    | 3     | 766   | 185  | 3    | 3    | 5    | 176  | 1    | 57   |
| Adj No. of Lanes             | 1    | 1    | 0    | 1     | 1     | 1    | 0    | 1    | 0    | 1    | 1    | 0    |
| Peak Hour Factor             | 0.92 | 0.92 | 0.92 | 0.92  | 0.92  | 0.92 | 0.92 | 0.92 | 0.92 | 0.92 | 0.92 | 0.92 |
| Percent Heavy Veh, %         | 0    | 0    | 0    | 0     | 0     | 0    | 0    | 0    | 0    | 0    | 0    | 0    |
| Cap, veh/h                   | 147  | 1025 | 3    | 13    | 887   | 753  | 11   | 11   | 19   | 230  | 3    | 195  |
| Arrive On Green              | 0.09 | 0.60 | 0.60 | 0.01  | 0.52  | 0.52 | 0.03 | 0.03 | 0.03 | 0.14 | 0.14 | 0.14 |
| Sat Flow, veh/h              | 1619 | 1695 | 4    | 1619  | 1700  | 1442 | 416  | 416  | 694  | 1619 | 24   | 1374 |
| Grp Volume(v), veh/h         | 53   | 0    | 801  | 3     | 766   | 185  | 11   | 0    | 0    | 176  | 0    | 58   |
| Grp Sat Flow(s),veh/h/ln1619 | 0    | 1699 | 1619 | 1700  | 1442  | 1526 | 0    | 0    | 1619 | 0    | 1398 |      |
| Q Serve(g_s), s              | 2.7  | 0.0  | 31.0 | 0.2   | 34.5  | 6.2  | 0.6  | 0.0  | 0.0  | 9.2  | 0.0  | 3.3  |
| Cycle Q Clear(g_c), s        | 2.7  | 0.0  | 31.0 | 0.2   | 34.5  | 6.2  | 0.6  | 0.0  | 0.0  | 9.2  | 0.0  | 3.3  |
| Prop In Lane                 | 1.00 |      | 0.00 | 1.00  |       | 1.00 | 0.27 |      | 0.45 | 1.00 |      | 0.98 |
| Lane Grp Cap(c), veh/h       | 147  | 0    | 1027 | 13    | 887   | 753  | 41   | 0    | 0    | 230  | 0    | 199  |
| V/C Ratio(X)                 | 0.36 | 0.00 | 0.78 | 0.23  | 0.86  | 0.25 | 0.27 | 0.00 | 0.00 | 0.77 | 0.00 | 0.29 |
| Avail Cap(c_a), veh/h        | 497  | 0    | 1027 | 405   | 1006  | 853  | 278  | 0    | 0    | 645  | 0    | 557  |
| HCM Platoon Ratio            | 1.00 | 1.00 | 1.00 | 1.00  | 1.00  | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 |
| Upstream Filter(I)           | 1.00 | 0.00 | 1.00 | 1.00  | 1.00  | 1.00 | 0.00 | 0.00 | 0.00 | 1.00 | 0.00 | 1.00 |
| Uniform Delay (d), s/veh     | 37.5 | 0.0  | 13.0 | 43.3  | 18.3  | 11.5 | 41.9 | 0.0  | 0.0  | 36.3 | 0.0  | 33.7 |
| Incr Delay (d2), s/veh       | 1.5  | 0.0  | 4.5  | 8.7   | 8.4   | 0.4  | 3.5  | 0.0  | 0.0  | 5.3  | 0.0  | 0.8  |
| Initial Q Delay(d3),s/veh    | 0.0  | 0.0  | 0.0  | 0.0   | 0.0   | 0.0  | 0.0  | 0.0  | 0.0  | 0.0  | 0.0  | 0.0  |
| %ile BackOfQ(50%),veh/ln     | 3    | 0.0  | 15.5 | 0.1   | 18.0  | 2.5  | 0.3  | 0.0  | 0.0  | 4.4  | 0.0  | 1.3  |
| LnGrp Delay(d),s/veh         | 39.0 | 0.0  | 17.5 | 52.1  | 26.7  | 11.9 | 45.4 | 0.0  | 0.0  | 41.5 | 0.0  | 34.5 |
| LnGrp LOS                    | D    |      | B    | D     | C     | B    | D    |      |      | D    |      | C    |
| Approach Vol, veh/h          | 854  |      |      | 954   |       |      | 11   |      |      | 234  |      |      |
| Approach Delay, s/veh        | 18.9 |      |      | 23.9  |       |      | 45.4 |      |      | 39.8 |      |      |
| Approach LOS                 | B    |      |      | C     |       |      | D    |      |      | D    |      |      |
| Timer                        | 1    | 2    | 3    | 4     | 5     | 6    | 7    | 8    |      |      |      |      |
| Assigned Phs                 | 1    | 2    |      | 4     | 5     | 6    |      | 8    |      |      |      |      |
| Phs Duration (G+Y+Rc), s5.4  | 58.2 |      |      | 17.2  | 12.7  | 51.0 |      | 7.1  |      |      |      |      |
| Change Period (Y+Rc), s 4.7  | 5.1  |      |      | * 4.7 | * 4.7 | 5.1  |      | 4.7  |      |      |      |      |
| Max Green Setting (Gmax)23   | 45.0 |      |      | * 35  | * 27  | 52.0 |      | 16.0 |      |      |      |      |
| Max Q Clear Time (g_c+1)12,2 | 33.0 |      |      | 11.2  | 4.7   | 36.5 |      | 2.6  |      |      |      |      |
| Green Ext Time (p_c), s      | 0.0  | 7.3  |      | 0.9   | 0.1   | 9.4  |      | 0.0  |      |      |      |      |
| Intersection Summary         |      |      |      |       |       |      |      |      |      |      |      |      |
| HCM 2010 Ctrl Delay          |      |      |      | 23.7  |       |      |      |      |      |      |      |      |
| HCM 2010 LOS                 |      |      |      | C     |       |      |      |      |      |      |      |      |
| Notes                        |      |      |      |       |       |      |      |      |      |      |      |      |

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HCM 2010 TWSC  
3: Petaluma Ave & Abbott Ave

04/01/2020

| Movement                 | EBL     | EBT  | EBR      | WBL    | WBT  | WBR  | NBL  | NBT  | NBR  | SBL  | SBT  | SBR  |
|--------------------------|---------|------|----------|--------|------|------|------|------|------|------|------|------|
| Intersection             |         |      |          |        |      |      |      |      |      |      |      |      |
| Int Delay, s/veh         | 0.6     |      |          |        |      |      |      |      |      |      |      |      |
| Lane Configurations      |         |      |          |        |      | ↔    |      |      |      | ↔    | ↔    | ↔    |
| Traffic Vol, veh/h       | 1       | 0    | 0        | 0      | 0    | 52   | 6    | 962  | 40   | 0    | 0    | 0    |
| Future Vol, veh/h        | 1       | 0    | 0        | 0      | 0    | 52   | 6    | 962  | 40   | 0    | 0    | 0    |
| Conflicting Peds, #/hr   | 0       | 0    | 0        | 0      | 0    | 0    | 0    | 0    | 0    | 0    | 0    | 0    |
| Sign Control             | Stop    | Stop | Stop     | Stop   | Stop | Free | Free | Free | Free | Free | Free | Free |
| RT Channelized           | -       | -    | None     | -      | -    | None | -    | -    | None | -    | -    | None |
| Storage Length           | -       | -    | -        | -      | -    | 0    | -    | -    | -    | -    | -    | -    |
| Veh in Median Storage, # | 3407872 |      |          |        |      |      |      |      |      |      |      |      |
| Grade, %                 | -       | 0    | -        | -      | 0    | -    | -    | 0    | -    | -    | 0    | -    |
| Peak Hour Factor         | 98      | 98   | 98       | 98     | 98   | 98   | 98   | 98   | 98   | 98   | 98   | 98   |
| Heavy Vehicles, %        | 2       | 2    | 2        | 2      | 2    | 2    | 2    | 2    | 2    | 2    | 2    | 2    |
| Mvmt Flow                | 1       | 0    | 0        | 0      | 0    | 53   | 6    | 982  | 41   | 0    | 0    | 0    |
| Major/Minor              | Minor1  |      |          | Major1 |      |      |      |      |      |      |      |      |
| Conflicting Flow All     | -       | -    | 512      | 0      | 0    | 0    |      |      |      |      |      |      |
| Stage 1                  | -       | -    | -        | -      | -    | -    |      |      |      |      |      |      |
| Stage 2                  | -       | -    | -        | -      | -    | -    |      |      |      |      |      |      |
| Critical Hdwy            | -       | -    | 6.94     | 4.14   | -    | -    |      |      |      |      |      |      |
| Critical Hdwy Stg 1      | -       | -    | -        | -      | -    | -    |      |      |      |      |      |      |
| Critical Hdwy Stg 2      | -       | -    | -        | -      | -    | -    |      |      |      |      |      |      |
| Follow-up Hdwy           | -       | -    | 3.32     | 2.22   | -    | -    |      |      |      |      |      |      |
| Pot Cap-1 Maneuver       | 0       | 0    | 507      | -      | -    | -    |      |      |      |      |      |      |
| Stage 1                  | -       | 0    | -        | -      | -    | -    |      |      |      |      |      |      |
| Stage 2                  | -       | 0    | -        | -      | -    | -    |      |      |      |      |      |      |
| Platoon blocked, %       | -       | -    | -        | -      | -    | -    |      |      |      |      |      |      |
| Mov Cap-1 Maneuver       | -       | 0    | 507      | -      | -    | -    |      |      |      |      |      |      |
| Mov Cap-2 Maneuver       | -       | 0    | -        | -      | -    | -    |      |      |      |      |      |      |
| Stage 1                  | -       | 0    | -        | -      | -    | -    |      |      |      |      |      |      |
| Stage 2                  | -       | 0    | -        | -      | -    | -    |      |      |      |      |      |      |
| Approach                 | WB      |      |          | NB     |      |      |      |      |      |      |      |      |
| HCM Control Delay, s     | 12.9    |      |          |        |      |      |      |      |      |      |      |      |
| HCM LOS                  | B       |      |          |        |      |      |      |      |      |      |      |      |
| Minor Lane/Major Mvmt    | NBL     | NBT  | NBRWBLn1 |        |      |      |      |      |      |      |      |      |
| Capacity (veh/h)         | -       | -    | 507      |        |      |      |      |      |      |      |      |      |
| HCM Lane V/C Ratio       | -       | -    | 0.105    |        |      |      |      |      |      |      |      |      |
| HCM Control Delay (s)    | -       | -    | 12.9     |        |      |      |      |      |      |      |      |      |
| HCM Lane LOS             | -       | -    | B        |        |      |      |      |      |      |      |      |      |
| HCM 95th %tile Q(veh)    | -       | -    | 0.3      |        |      |      |      |      |      |      |      |      |

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Benedetti Car Wash TIS

W-Trans  
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HCM 2010 Signalized Intersection Summary  
1: Petaluma Ave & Sebastopol Ave

04/01/2020

| Movement                     | EBL  | EBT  | EBR  | WBL  | WBT   | WBR  | NBL  | NBT  | NBR  | SBL | SBT | SBR |
|------------------------------|------|------|------|------|-------|------|------|------|------|-----|-----|-----|
| Lane Configurations          | ↖    | ↗    |      | ↖    | ↗     |      | ↖    | ↗    | ↖    |     |     |     |
| Traffic Volume (veh/h)       | 59   | 544  | 0    | 0    | 671   | 139  | 94   | 478  | 461  | 0   | 0   | 0   |
| Future Volume (veh/h)        | 59   | 544  | 0    | 0    | 671   | 139  | 94   | 478  | 461  | 0   | 0   | 0   |
| Number                       | 5    | 2    | 12   | 1    | 6     | 16   | 3    | 8    | 18   |     |     |     |
| Initial Q (Qb), veh          | 0    | 0    | 0    | 0    | 0     | 0    | 0    | 0    | 0    |     |     |     |
| Ped-Bike Adj(A_pbT)          | 1.00 |      | 1.00 | 1.00 |       | 1.00 | 1.00 |      | 1.00 |     |     |     |
| Parking Bus, Adj             | 1.00 | 1.00 | 1.00 | 1.00 | 1.00  | 1.00 | 1.00 | 1.00 | 1.00 |     |     |     |
| Adj Sat Flow, veh/h/ln       | 1700 | 1700 | 0    | 0    | 1700  | 1700 | 1700 | 1700 | 1700 |     |     |     |
| Adj Flow Rate, veh/h         | 61   | 561  | 0    | 0    | 692   | 143  | 97   | 493  | 0    |     |     |     |
| Adj No. of Lanes             | 1    | 1    | 0    | 0    | 2     | 0    | 0    | 2    | 1    |     |     |     |
| Peak Hour Factor             | 0.97 | 0.97 | 0.97 | 0.97 | 0.97  | 0.97 | 0.97 | 0.97 | 0.97 |     |     |     |
| Percent Heavy Veh, %         | 0    | 0    | 0    | 0    | 0     | 0    | 0    | 0    | 0    |     |     |     |
| Cap, veh/h                   | 138  | 943  | 0    | 0    | 1042  | 215  | 147  | 790  | 412  |     |     |     |
| Arrive On Green              | 0.09 | 0.55 | 0.00 | 0.00 | 0.39  | 0.39 | 0.29 | 0.29 | 0.00 |     |     |     |
| Sat Flow, veh/h              | 1619 | 1700 | 0    | 0    | 2751  | 551  | 516  | 2773 | 1445 |     |     |     |
| Grp Volume(v), veh/h         | 61   | 561  | 0    | 0    | 419   | 416  | 315  | 275  | 0    |     |     |     |
| Grp Sat Flow(s),veh/h/ln     | 1619 | 1700 | 0    | 0    | 1615  | 1601 | 1674 | 1615 | 1445 |     |     |     |
| Q Serve(g_s), s              | 2.1  | 13.1 | 0.0  | 0.0  | 12.8  | 12.8 | 9.9  | 8.8  | 0.0  |     |     |     |
| Cycle Q Clear(g_c), s        | 2.1  | 13.1 | 0.0  | 0.0  | 12.8  | 12.8 | 9.9  | 8.8  | 0.0  |     |     |     |
| Prop In Lane                 | 1.00 |      | 0.00 | 0.00 |       | 0.34 | 0.31 |      | 1.00 |     |     |     |
| Lane Grp Cap(c), veh/h       | 138  | 943  | 0    | 0    | 631   | 626  | 477  | 460  | 412  |     |     |     |
| V/C Ratio(X)                 | 0.44 | 0.60 | 0.00 | 0.00 | 0.66  | 0.66 | 0.66 | 0.60 | 0.00 |     |     |     |
| Avail Cap(c_a), veh/h        | 333  | 1136 | 0    | 0    | 1079  | 1070 | 1242 | 1198 | 1072 |     |     |     |
| HCM Platoon Ratio            | 1.00 | 1.00 | 1.00 | 1.00 | 1.00  | 1.00 | 1.00 | 1.00 | 1.00 |     |     |     |
| Upstream Filter(I)           | 1.00 | 1.00 | 0.00 | 0.00 | 1.00  | 1.00 | 1.00 | 1.00 | 0.00 |     |     |     |
| Uniform Delay (d), s/veh     | 26.0 | 8.9  | 0.0  | 0.0  | 15.0  | 15.0 | 18.8 | 18.4 | 0.0  |     |     |     |
| Incr Delay (d2), s/veh       | 0.8  | 0.6  | 0.0  | 0.0  | 1.7   | 1.7  | 1.9  | 1.5  | 0.0  |     |     |     |
| Initial Q Delay(d3),s/veh    | 0.0  | 0.0  | 0.0  | 0.0  | 0.0   | 0.0  | 0.0  | 0.0  | 0.0  |     |     |     |
| %ile BackOfQ(50%),veh/ln     | 1.0  | 6.2  | 0.0  | 0.0  | 5.9   | 5.8  | 4.8  | 4.1  | 0.0  |     |     |     |
| LnGrp Delay(d),s/veh         | 26.9 | 9.5  | 0.0  | 0.0  | 16.7  | 16.7 | 20.7 | 20.0 | 0.0  |     |     |     |
| LnGrp LOS                    | C    | A    |      |      | B     | B    | C    | B    |      |     |     |     |
| Approach Vol, veh/h          | 622  |      |      | 835  |       |      | 590  |      |      |     |     |     |
| Approach Delay, s/veh        | 11.2 |      |      | 16.7 |       |      | 20.4 |      |      |     |     |     |
| Approach LOS                 | B    |      |      | B    |       |      | C    |      |      |     |     |     |
| Timer                        | 1    | 2    | 3    | 4    | 5     | 6    | 7    | 8    |      |     |     |     |
| Assigned Phs                 | 2    |      |      |      | 5     |      | 6    |      | 8    |     |     |     |
| Phs Duration (G+Y+Rc), s     | 38.2 |      |      |      | 9.8   |      | 28.4 |      | 21.7 |     |     |     |
| Change Period (Y+Rc), s      | 5.0  |      |      |      | * 4.7 |      | 5.0  |      | 4.6  |     |     |     |
| Max Green Setting (Gmax), s  | 40.0 |      |      |      | * 12  |      | 40.0 |      | 44.4 |     |     |     |
| Max Q Clear Time (g_c+I1), s | 15.1 |      |      |      | 4.1   |      | 14.8 |      | 11.9 |     |     |     |
| Green Ext Time (p_c), s      | 4.1  |      |      |      | 0.0   |      | 8.6  |      | 5.1  |     |     |     |
| <b>Intersection Summary</b>  |      |      |      |      |       |      |      |      |      |     |     |     |
| HCM 2010 Ctrl Delay          |      |      |      | 16.1 |       |      |      |      |      |     |     |     |
| HCM 2010 LOS                 |      |      |      | B    |       |      |      |      |      |     |     |     |
| <b>Notes</b>                 |      |      |      |      |       |      |      |      |      |     |     |     |

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Benedetti Car Wash TIS

W-Trans  
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HCM 2010 Signalized Intersection Summary  
2: Sebastopol Ave & Morris St

04/01/2020

| Movement                     | EBL  | EBT  | EBR  | WBL   | WBT   | WBR  | NBL  | NBT  | NBR  | SBL  | SBT  | SBR  |
|------------------------------|------|------|------|-------|-------|------|------|------|------|------|------|------|
| Lane Configurations          | ↖    | ↗    |      | ↖     | ↗     |      | ↖    | ↗    | ↖    | ↗    | ↖    | ↗    |
| Traffic Volume (veh/h)       | 39   | 897  | 6    | 0     | 787   | 135  | 3    | 1    | 0    | 76   | 0    | 34   |
| Future Volume (veh/h)        | 39   | 897  | 6    | 0     | 787   | 135  | 3    | 1    | 0    | 76   | 0    | 34   |
| Number                       | 5    | 2    | 12   | 1     | 6     | 16   | 3    | 8    | 18   | 7    | 4    | 14   |
| Initial Q (Qb), veh          | 0    | 0    | 0    | 0     | 0     | 0    | 0    | 0    | 0    | 0    | 0    | 0    |
| Ped-Bike Adj(A_pbT)          | 1.00 |      | 0.99 | 1.00  |       | 1.00 | 1.00 |      | 1.00 | 1.00 |      | 0.96 |
| Parking Bus, Adj             | 1.00 | 1.00 | 1.00 | 1.00  | 1.00  | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 |
| Adj Sat Flow, veh/h/ln       | 1700 | 1667 | 1700 | 1667  | 1667  | 1667 | 1700 | 1700 | 1700 | 1667 | 1700 | 1700 |
| Adj Flow Rate, veh/h         | 41   | 944  | 6    | 0     | 828   | 142  | 3    | 1    | 0    | 80   | 0    | 36   |
| Adj No. of Lanes             | 1    | 1    | 0    | 1     | 1     | 1    | 0    | 1    | 0    | 1    | 0    | 1    |
| Peak Hour Factor             | 0.95 | 0.95 | 0.95 | 0.95  | 0.95  | 0.95 | 0.95 | 0.95 | 0.95 | 0.95 | 0.95 | 0.95 |
| Percent Heavy Veh, %         | 0    | 2    | 2    | 0     | 2     | 2    | 0    | 0    | 0    | 2    | 0    | 0    |
| Cap, veh/h                   | 130  | 1154 | 7    | 2     | 935   | 794  | 13   | 4    | 0    | 190  | 0    | 166  |
| Arrive On Green              | 0.08 | 0.70 | 0.70 | 0.00  | 0.56  | 0.56 | 0.01 | 0.01 | 0.00 | 0.12 | 0.00 | 0.12 |
| Sat Flow, veh/h              | 1619 | 1654 | 11   | 1587  | 1667  | 1417 | 1229 | 410  | 0    | 1587 | 0    | 1385 |
| Grp Volume(v), veh/h         | 41   | 0    | 950  | 0     | 828   | 142  | 4    | 0    | 0    | 80   | 0    | 36   |
| Grp Sat Flow(s),veh/h/ln     | 1619 | 0    | 1665 | 1587  | 1667  | 1417 | 1639 | 0    | 0    | 1587 | 0    | 1385 |
| Q Serve(g_s), s              | 2.0  | 0.0  | 33.9 | 0.0   | 36.5  | 4.1  | 0.2  | 0.0  | 0.0  | 3.9  | 0.0  | 2.0  |
| Cycle Q Clear(g_c), s        | 2.0  | 0.0  | 33.9 | 0.0   | 36.5  | 4.1  | 0.2  | 0.0  | 0.0  | 3.9  | 0.0  | 2.0  |
| Prop In Lane                 | 1.00 |      | 0.01 | 1.00  |       | 1.00 | 0.75 |      | 0.00 | 1.00 |      | 1.00 |
| Lane Grp Cap(c), veh/h       | 130  | 0    | 1161 | 2     | 935   | 794  | 17   | 0    | 0    | 190  | 0    | 166  |
| V/C Ratio(X)                 | 0.31 | 0.00 | 0.82 | 0.00  | 0.89  | 0.18 | 0.23 | 0.00 | 0.00 | 0.42 | 0.00 | 0.22 |
| Avail Cap(c_a), veh/h        | 519  | 0    | 1161 | 415   | 1030  | 875  | 312  | 0    | 0    | 660  | 0    | 576  |
| HCM Platoon Ratio            | 1.00 | 1.00 | 1.00 | 1.00  | 1.00  | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 |
| Upstream Filter(I)           | 1.00 | 0.00 | 1.00 | 0.00  | 1.00  | 1.00 | 1.00 | 0.00 | 0.00 | 1.00 | 0.00 | 1.00 |
| Uniform Delay (d), s/veh     | 36.5 | 0.0  | 9.0  | 0.0   | 16.1  | 9.0  | 41.3 | 0.0  | 0.0  | 34.3 | 0.0  | 33.5 |
| Incr Delay (d2), s/veh       | 1.4  | 0.0  | 5.3  | 0.0   | 9.9   | 0.2  | 6.6  | 0.0  | 0.0  | 1.5  | 0.0  | 0.6  |
| Initial Q Delay(d3),s/veh    | 0.0  | 0.0  | 0.0  | 0.0   | 0.0   | 0.0  | 0.0  | 0.0  | 0.0  | 0.0  | 0.0  | 0.0  |
| %ile BackOfQ(50%),veh/ln     | 0.9  | 0.0  | 17.0 | 0.0   | 19.1  | 1.7  | 0.1  | 0.0  | 0.0  | 1.8  | 0.0  | 0.8  |
| LnGrp Delay(d),s/veh         | 37.9 | 0.0  | 14.3 | 0.0   | 26.0  | 9.2  | 47.9 | 0.0  | 0.0  | 35.8 | 0.0  | 34.1 |
| LnGrp LOS                    | D    |      | B    |       | C     | A    | D    |      |      | D    |      | C    |
| Approach Vol, veh/h          | 991  |      |      | 970   |       |      | 4    |      |      | 116  |      |      |
| Approach Delay, s/veh        | 15.2 |      |      | 23.6  |       |      | 47.9 |      |      | 35.3 |      |      |
| Approach LOS                 | B    |      |      | C     |       |      | D    |      |      | D    |      |      |
| Timer                        | 1    | 2    | 3    | 4     | 5     | 6    | 7    | 8    |      |      |      |      |
| Assigned Phs                 | 1    | 2    |      | 4     | 5     | 6    |      | 8    |      |      |      |      |
| Phs Duration (G+Y+Rc), s     | 63.8 |      |      | 14.8  | 11.5  | 52.3 |      | 5.6  |      |      |      |      |
| Change Period (Y+Rc), s      | 5.1  |      |      | * 4.7 | * 4.7 | 5.1  |      | 4.7  |      |      |      |      |
| Max Green Setting (Gmax), s  | 45.0 |      |      | * 35  | * 27  | 52.0 |      | 16.0 |      |      |      |      |
| Max Q Clear Time (g_c+I1), s | 35.9 |      |      | 5.9   | 4.0   | 38.5 |      | 2.2  |      |      |      |      |
| Green Ext Time (p_c), s      | 0.0  | 6.8  |      | 0.4   | 0.1   | 8.7  |      | 0.0  |      |      |      |      |
| <b>Intersection Summary</b>  |      |      |      |       |       |      |      |      |      |      |      |      |
| HCM 2010 Ctrl Delay          |      |      |      | 20.3  |       |      |      |      |      |      |      |      |
| HCM 2010 LOS                 |      |      |      | C     |       |      |      |      |      |      |      |      |
| <b>Notes</b>                 |      |      |      |       |       |      |      |      |      |      |      |      |

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HCM 2010 TWSC  
3: Petaluma Ave & Abbott Ave

04/01/2020

| Intersection             |        |       |      |        |      |      |      |      |      |      |      |      |
|--------------------------|--------|-------|------|--------|------|------|------|------|------|------|------|------|
| Int Delay, s/veh         | 0.4    |       |      |        |      |      |      |      |      |      |      |      |
| Movement                 | EBL    | EBT   | EBR  | WBL    | WBT  | WBR  | NBL  | NBT  | NBR  | SBL  | SBT  | SBR  |
| Lane Configurations      |        |       |      |        |      | ↕    |      | ↕↔   |      |      |      |      |
| Traffic Vol, veh/h       | 2      | 0     | 0    | 0      | 1    | 34   | 2    | 1060 | 47   | 0    | 0    | 0    |
| Future Vol, veh/h        | 2      | 0     | 0    | 0      | 1    | 34   | 2    | 1060 | 47   | 0    | 0    | 0    |
| Conflicting Peds, #/hr   | 0      | 0     | 0    | 0      | 0    | 0    | 0    | 0    | 0    | 0    | 0    | 0    |
| Sign Control             | Stop   | Stop  | Stop | Stop   | Stop | Stop | Free | Free | Free | Free | Free | Free |
| RT Channelized           | -      | -     | None | -      | -    | None | -    | -    | None | -    | -    | None |
| Storage Length           | -      | -     | -    | -      | -    | 0    | -    | -    | -    | -    | -    | -    |
| Veh in Median Storage, # | -      | 65536 | -    | -      | 0    | -    | -    | 0    | -    | -    | -    | -    |
| Grade, %                 | -      | 0     | -    | -      | 0    | -    | -    | 0    | -    | -    | 0    | -    |
| Peak Hour Factor         | 93     | 93    | 93   | 93     | 93   | 93   | 93   | 93   | 93   | 93   | 93   | 93   |
| Heavy Vehicles, %        | 2      | 2     | 2    | 2      | 2    | 2    | 2    | 2    | 2    | 2    | 2    | 2    |
| Mvmt Flow                | 2      | 0     | 0    | 0      | 1    | 37   | 2    | 1140 | 51   | 0    | 0    | 0    |
| Major/Minor              |        |       |      |        |      |      |      |      |      |      |      |      |
|                          | Minor1 |       |      | Major1 |      |      |      |      |      |      |      |      |
| Conflicting Flow All     | -      | 1170  | 596  | 0      | 0    | 0    |      |      |      |      |      |      |
| Stage 1                  | -      | 1170  | -    | -      | -    | -    |      |      |      |      |      |      |
| Stage 2                  | -      | 0     | -    | -      | -    | -    |      |      |      |      |      |      |
| Critical Hdwy            | -      | 6.54  | 6.94 | 4.14   | -    | -    |      |      |      |      |      |      |
| Critical Hdwy Stg 1      | -      | 5.54  | -    | -      | -    | -    |      |      |      |      |      |      |
| Critical Hdwy Stg 2      | -      | -     | -    | -      | -    | -    |      |      |      |      |      |      |
| Follow-up Hdwy           | -      | 4.02  | 3.32 | 2.22   | -    | -    |      |      |      |      |      |      |
| Pot Cap-1 Maneuver       | 0      | 192   | 447  | -      | -    | -    |      |      |      |      |      |      |
| Stage 1                  | 0      | 265   | -    | -      | -    | -    |      |      |      |      |      |      |
| Stage 2                  | 0      | -     | -    | -      | -    | -    |      |      |      |      |      |      |
| Platoon blocked, %       | -      | -     | -    | -      | -    | -    |      |      |      |      |      |      |
| Mov Cap-1 Maneuver       | -      | 0     | 447  | -      | -    | -    |      |      |      |      |      |      |
| Mov Cap-2 Maneuver       | -      | 0     | -    | -      | -    | -    |      |      |      |      |      |      |
| Stage 1                  | -      | 0     | -    | -      | -    | -    |      |      |      |      |      |      |
| Stage 2                  | -      | 0     | -    | -      | -    | -    |      |      |      |      |      |      |
| Approach                 |        |       |      |        |      |      |      |      |      |      |      |      |
|                          | WB     |       |      | NB     |      |      |      |      |      |      |      |      |
| HCM Control Delay, s     | 13.8   |       |      |        |      |      |      |      |      |      |      |      |
| HCM LOS                  | B      |       |      |        |      |      |      |      |      |      |      |      |
| Minor Lane/Major Mvmt    |        |       |      |        |      |      |      |      |      |      |      |      |
|                          | NBL    | NBT   | NBR  | WBLn1  |      |      |      |      |      |      |      |      |
| Capacity (veh/h)         | -      | -     | -    | 447    |      |      |      |      |      |      |      |      |
| HCM Lane V/C Ratio       | -      | -     | -    | 0.082  |      |      |      |      |      |      |      |      |
| HCM Control Delay (s)    | -      | -     | -    | 13.8   |      |      |      |      |      |      |      |      |
| HCM Lane LOS             | -      | -     | -    | B      |      |      |      |      |      |      |      |      |
| HCM 95th %tile Q(veh)    | -      | -     | -    | 0.3    |      |      |      |      |      |      |      |      |

HCM 2010 Signalized Intersection Summary  
1: Sebastopol Rd & Petaluma Ave

04/01/2020

|                              | ↖    | →    | ↗    | ↙    | ←     | ↖    | ↗    | ↘    | ↙    | ↘   | ↙   | ↘   |
|------------------------------|------|------|------|------|-------|------|------|------|------|-----|-----|-----|
| Movement                     | EBL  | EBT  | EBR  | WBL  | WBT   | WBR  | NBL  | NBT  | NBR  | SBL | SBT | SBR |
| Lane Configurations          | ↕    | ↕    |      |      | ↕↔    |      |      | ↕↔   | ↕    |     |     |     |
| Traffic Volume (veh/h)       | 100  | 437  | 0    | 0    | 647   | 141  | 146  | 602  | 434  | 0   | 0   | 0   |
| Future Volume (veh/h)        | 100  | 437  | 0    | 0    | 647   | 141  | 146  | 602  | 434  | 0   | 0   | 0   |
| Number                       | 5    | 2    | 12   | 1    | 6     | 16   | 3    | 8    | 18   |     |     |     |
| Initial Q (Qb), veh          | 0    | 0    | 0    | 0    | 0     | 0    | 0    | 0    | 0    |     |     |     |
| Ped-Bike Adj(A_pbT)          | 1.00 |      | 1.00 | 1.00 |       | 0.99 | 1.00 |      | 1.00 |     |     |     |
| Parking Bus, Adj             | 1.00 | 1.00 | 1.00 | 1.00 | 1.00  | 1.00 | 1.00 | 1.00 | 1.00 |     |     |     |
| Adj Sat Flow, veh/h/ln       | 1667 | 1667 | 0    | 0    | 1667  | 1700 | 1700 | 1667 | 1667 |     |     |     |
| Adj Flow Rate, veh/h         | 103  | 451  | 0    | 0    | 667   | 145  | 151  | 621  | 0    |     |     |     |
| Adj No. of Lanes             | 1    | 1    | 0    | 0    | 2     | 0    | 0    | 2    | 1    |     |     |     |
| Peak Hour Factor             | 0.97 | 0.97 | 0.97 | 0.97 | 0.97  | 0.97 | 0.97 | 0.97 | 0.97 |     |     |     |
| Percent Heavy Veh, %         | 2    | 2    | 0    | 0    | 2     | 2    | 2    | 2    | 2    |     |     |     |
| Cap, veh/h                   | 155  | 873  | 0    | 0    | 932   | 202  | 206  | 896  | 485  |     |     |     |
| Arrive On Green              | 0.10 | 0.52 | 0.00 | 0.00 | 0.36  | 0.36 | 0.34 | 0.34 | 0.00 |     |     |     |
| Sat Flow, veh/h              | 1587 | 1667 | 0    | 0    | 2669  | 561  | 602  | 2618 | 1417 |     |     |     |
| Grp Volume(v), veh/h         | 103  | 451  | 0    | 0    | 408   | 404  | 411  | 361  | 0    |     |     |     |
| Grp Sat Flow(s),veh/h/ln     | 1587 | 1667 | 0    | 0    | 1583  | 1564 | 1637 | 1583 | 1417 |     |     |     |
| Q Serve(g_s), s              | 4.5  | 12.7 | 0.0  | 0.0  | 15.9  | 15.9 | 15.8 | 13.9 | 0.0  |     |     |     |
| Cycle Q Clear(g_c), s        | 4.5  | 12.7 | 0.0  | 0.0  | 15.9  | 15.9 | 15.8 | 13.9 | 0.0  |     |     |     |
| Prop In Lane                 | 1.00 |      | 0.00 | 0.00 |       | 0.36 |      | 0.37 | 1.00 |     |     |     |
| Lane Grp Cap(c), veh/h       | 155  | 873  | 0    | 0    | 571   | 564  | 560  | 542  | 485  |     |     |     |
| V/C Ratio(X)                 | 0.67 | 0.52 | 0.00 | 0.00 | 0.72  | 0.72 | 0.73 | 0.67 | 0.00 |     |     |     |
| Avail Cap(c_a), veh/h        | 273  | 932  | 0    | 0    | 885   | 874  | 1015 | 982  | 879  |     |     |     |
| HCM Platoon Ratio            | 1.00 | 1.00 | 1.00 | 1.00 | 1.00  | 1.00 | 1.00 | 1.00 | 1.00 |     |     |     |
| Upstream Filter(I)           | 1.00 | 1.00 | 0.00 | 0.00 | 1.00  | 1.00 | 1.00 | 1.00 | 0.00 |     |     |     |
| Uniform Delay (d), s/veh     | 31.2 | 11.1 | 0.0  | 0.0  | 19.7  | 19.7 | 20.7 | 20.1 | 0.0  |     |     |     |
| Incr Delay (d2), s/veh       | 1.8  | 0.5  | 0.0  | 0.0  | 2.4   | 2.4  | 2.3  | 1.7  | 0.0  |     |     |     |
| Initial Q Delay(d3),s/veh    | 0.0  | 0.0  | 0.0  | 0.0  | 0.0   | 0.0  | 0.0  | 0.0  | 0.0  |     |     |     |
| %ile BackOfQ(50%),veh/ln     | 2.1  | 5.9  | 0.0  | 0.0  | 7.3   | 7.2  | 7.4  | 6.3  | 0.0  |     |     |     |
| LnGrp Delay(d),s/veh         | 33.0 | 11.6 | 0.0  | 0.0  | 22.1  | 22.2 | 22.9 | 21.8 | 0.0  |     |     |     |
| LnGrp LOS                    | C    | B    |      |      | C     | C    | C    | C    |      |     |     |     |
| Approach Vol, veh/h          | 554  |      |      | 812  |       |      | 772  |      |      |     |     |     |
| Approach Delay, s/veh        | 15.6 |      |      | 22.1 |       |      | 22.4 |      |      |     |     |     |
| Approach LOS                 | B    |      |      | C    |       |      | C    |      |      |     |     |     |
| Timer                        |      |      |      |      |       |      |      |      |      |     |     |     |
|                              | 1    | 2    | 3    | 4    | 5     | 6    | 7    | 8    |      |     |     |     |
| Assigned Phs                 | 2    |      |      |      | 5     |      | 6    |      | 8    |     |     |     |
| Phs Duration (G+Y+Rc), s     | 42.5 |      |      |      | 11.7  |      | 30.8 |      | 29.1 |     |     |     |
| Change Period (Y+Rc), s      | 5.0  |      |      |      | * 4.7 |      | 5.0  |      | 4.6  |     |     |     |
| Max Green Setting (Gmax), s  | 40.0 |      |      |      | * 12  |      | 40.0 |      | 44.4 |     |     |     |
| Max Q Clear Time (g_c+I1), s | 14.7 |      |      |      | 6.5   |      | 17.9 |      | 17.8 |     |     |     |
| Green Ext Time (p_c), s      | 3.1  |      |      |      | 0.1   |      | 7.9  |      | 6.7  |     |     |     |
| Intersection Summary         |      |      |      |      |       |      |      |      |      |     |     |     |
| HCM 2010 Ctrl Delay          |      |      |      | 20.5 |       |      |      |      |      |     |     |     |
| HCM 2010 LOS                 |      |      |      | C    |       |      |      |      |      |     |     |     |
| Notes                        |      |      |      |      |       |      |      |      |      |     |     |     |

HCM 2010 Signalized Intersection Summary  
2: Sebastopol Ave & Morris St

04/01/2020

| Movement                    | EBL  | EBT  | EBR  | WBL   | WBT   | WBR  | NBL  | NBT  | NBR  | SBL  | SBT  | SBR  |
|-----------------------------|------|------|------|-------|-------|------|------|------|------|------|------|------|
| Lane Configurations         | ↔    | ↔    |      | ↔     | ↔     | ↔    |      | ↔    | ↔    | ↔    | ↔    | ↔    |
| Traffic Volume (veh/h)      | 50   | 739  | 2    | 3     | 709   | 170  | 3    | 3    | 5    | 162  | 1    | 52   |
| Future Volume (veh/h)       | 50   | 739  | 2    | 3     | 709   | 170  | 3    | 3    | 5    | 162  | 1    | 52   |
| Number                      | 5    | 2    | 12   | 1     | 6     | 16   | 3    | 8    | 18   | 7    | 4    | 14   |
| Initial Q (Qb), veh         | 0    | 0    | 0    | 0     | 0     | 0    | 0    | 0    | 0    | 0    | 0    | 0    |
| Ped-Bike Adj(A_pbT)         | 1.00 |      | 0.99 | 1.00  |       | 1.00 | 1.00 |      | 1.00 | 1.00 |      | 0.97 |
| Parking Bus, Adj            | 1.00 | 1.00 | 1.00 | 1.00  | 1.00  | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 |
| Adj Sat Flow, veh/h/ln      | 1700 | 1667 | 1700 | 1667  | 1667  | 1667 | 1700 | 1685 | 1700 | 1667 | 1700 | 1700 |
| Adj Flow Rate, veh/h        | 54   | 803  | 2    | 3     | 771   | 185  | 3    | 3    | 5    | 176  | 1    | 57   |
| Adj No. of Lanes            | 1    | 1    | 0    | 1     | 1     | 1    | 0    | 1    | 0    | 1    | 1    | 0    |
| Peak Hour Factor            | 0.92 | 0.92 | 0.92 | 0.92  | 0.92  | 0.92 | 0.92 | 0.92 | 0.92 | 0.92 | 0.92 | 0.92 |
| Percent Heavy Veh, %        | 0    | 2    | 2    | 2     | 2     | 2    | 0    | 0    | 0    | 2    | 0    | 0    |
| Cap, veh/h                  | 147  | 1009 | 3    | 13    | 874   | 743  | 11   | 11   | 19   | 227  | 3    | 197  |
| Arrive On Green             | 0.09 | 0.61 | 0.61 | 0.01  | 0.52  | 0.52 | 0.03 | 0.03 | 0.03 | 0.14 | 0.14 | 0.14 |
| Sat Flow, veh/h             | 1619 | 1662 | 4    | 1587  | 1667  | 1417 | 420  | 420  | 700  | 1587 | 24   | 1375 |
| Grp Volume(v), veh/h        | 54   | 0    | 805  | 3     | 771   | 185  | 11   | 0    | 0    | 176  | 0    | 58   |
| Grp Sat Flow(s), veh/h/ln   | 1619 | 0    | 1666 | 1587  | 1667  | 1417 | 1540 | 0    | 0    | 1587 | 0    | 1399 |
| Q Serve(g_s), s             | 2.8  | 0.0  | 32.8 | 0.2   | 36.6  | 6.4  | 0.6  | 0.0  | 0.0  | 9.6  | 0.0  | 3.3  |
| Cycle Q Clear(g_c), s       | 2.8  | 0.0  | 32.8 | 0.2   | 36.6  | 6.4  | 0.6  | 0.0  | 0.0  | 9.6  | 0.0  | 3.3  |
| Prop In Lane                | 1.00 |      | 0.00 | 1.00  |       | 1.00 | 0.27 |      | 0.45 | 1.00 |      | 0.98 |
| Lane Grp Cap(c), veh/h      | 147  | 0    | 1012 | 13    | 874   | 743  | 41   | 0    | 0    | 227  | 0    | 200  |
| V/C Ratio(X)                | 0.37 | 0.00 | 0.80 | 0.24  | 0.88  | 0.25 | 0.27 | 0.00 | 0.00 | 0.77 | 0.00 | 0.29 |
| Avail Cap(c_a), veh/h       | 489  | 0    | 1012 | 390   | 969   | 824  | 276  | 0    | 0    | 621  | 0    | 547  |
| HCM Platoon Ratio           | 1.00 | 1.00 | 1.00 | 1.00  | 1.00  | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 |
| Upstream Filter(I)          | 1.00 | 0.00 | 1.00 | 1.00  | 1.00  | 1.00 | 1.00 | 0.00 | 0.00 | 1.00 | 0.00 | 1.00 |
| Uniform Delay (d), s/veh    | 38.2 | 0.0  | 13.3 | 44.1  | 18.8  | 11.6 | 42.7 | 0.0  | 0.0  | 36.9 | 0.0  | 34.2 |
| Incr Delay (d2), s/veh      | 1.5  | 0.0  | 5.1  | 9.1   | 10.1  | 0.4  | 3.4  | 0.0  | 0.0  | 5.6  | 0.0  | 0.8  |
| Initial Q Delay(d3),s/veh   | 0.0  | 0.0  | 0.0  | 0.0   | 0.0   | 0.0  | 0.0  | 0.0  | 0.0  | 0.0  | 0.0  | 0.0  |
| %ile BackOfQ(50%),veh/ln    | 3    | 0.0  | 16.4 | 0.1   | 19.2  | 2.5  | 0.3  | 0.0  | 0.0  | 4.6  | 0.0  | 1.3  |
| LnGrp Delay(d),s/veh        | 39.8 | 0.0  | 18.5 | 53.2  | 28.9  | 12.0 | 46.1 | 0.0  | 0.0  | 42.5 | 0.0  | 35.0 |
| LnGrp LOS                   | D    |      | B    | D     | C     | B    | D    |      |      | D    |      | D    |
| Approach Vol, veh/h         | 859  |      |      | 959   |       |      | 11   |      |      | 234  |      |      |
| Approach Delay, s/veh       | 19.8 |      |      | 25.7  |       |      | 46.1 |      |      | 40.6 |      |      |
| Approach LOS                | B    |      |      | C     |       |      | D    |      |      | D    |      |      |
| Timer                       | 1    | 2    | 3    | 4     | 5     | 6    | 7    | 8    |      |      |      |      |
| Assigned Phs                | 1    | 2    |      | 4     | 5     | 6    |      | 8    |      |      |      |      |
| Phs Duration (G+Y+Rc), s    | 59.4 |      |      | 17.5  | 12.8  | 52.0 |      | 7.1  |      |      |      |      |
| Change Period (Y+Rc), s     | 4.7  |      |      | * 4.7 | * 4.7 | 5.1  |      | 4.7  |      |      |      |      |
| Max Green Setting (Gmax), s | 45.0 |      |      | * 35  | * 27  | 52.0 |      | 16.0 |      |      |      |      |
| Max Q Clear Time (g_c+1), s | 34.8 |      |      | 11.6  | 4.8   | 38.6 |      | 2.6  |      |      |      |      |
| Green Ext Time (p_c), s     | 0.0  | 6.4  |      | 0.9   | 0.1   | 8.3  |      | 0.0  |      |      |      |      |
| <b>Intersection Summary</b> |      |      |      |       |       |      |      |      |      |      |      |      |
| HCM 2010 Ctrl Delay         |      |      |      | 25.1  |       |      |      |      |      |      |      |      |
| HCM 2010 LOS                |      |      |      | C     |       |      |      |      |      |      |      |      |
| <b>Notes</b>                |      |      |      |       |       |      |      |      |      |      |      |      |

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HCM 2010 TWSC  
3: Petaluma Ave & Abbott Ave

04/01/2020

| <b>Intersection</b>          |        |      |          |      |        |      |      |      |      |      |      |      |
|------------------------------|--------|------|----------|------|--------|------|------|------|------|------|------|------|
| Int Delay, s/veh             | 0.7    |      |          |      |        |      |      |      |      |      |      |      |
| Movement                     | EBL    | EBT  | EBR      | WBL  | WBT    | WBR  | NBL  | NBT  | NBR  | SBL  | SBT  | SBR  |
| Lane Configurations          |        |      |          |      |        |      |      |      |      |      |      |      |
| Traffic Vol, veh/h           | 1      | 0    | 0        | 0    | 0      | 56   | 6    | 962  | 44   | 0    | 0    | 0    |
| Future Vol, veh/h            | 1      | 0    | 0        | 0    | 0      | 56   | 6    | 962  | 44   | 0    | 0    | 0    |
| Conflicting Peds, #/hr       | 0      | 0    | 0        | 0    | 0      | 0    | 0    | 0    | 0    | 0    | 0    | 0    |
| Sign Control                 | Stop   | Stop | Stop     | Stop | Stop   | Free | Free | Free | Free | Free | Free | Free |
| RT Channelized               | -      | -    | None     | -    | -      | None | -    | -    | None | -    | -    | None |
| Storage Length               | -      | -    | -        | -    | -      | 0    | -    | -    | -    | -    | -    | -    |
| Veh in Median Storage, #     | -      | -    | -        | -    | -      | 0    | -    | -    | 0    | -    | -    | -    |
| Grade, %                     | -      | 0    | -        | -    | 0      | -    | -    | 0    | -    | -    | 0    | -    |
| Peak Hour Factor             | 98     | 98   | 98       | 98   | 98     | 98   | 98   | 98   | 98   | 98   | 98   | 98   |
| Heavy Vehicles, %            | 2      | 2    | 2        | 2    | 2      | 2    | 2    | 2    | 2    | 2    | 2    | 2    |
| Mvmt Flow                    | 1      | 0    | 0        | 0    | 0      | 57   | 6    | 982  | 45   | 0    | 0    | 0    |
| <b>Major/Minor</b>           |        |      |          |      |        |      |      |      |      |      |      |      |
|                              | Minor1 |      |          |      | Major1 |      |      |      |      |      |      |      |
| Conflicting Flow All         | -      | -    | 514      | 0    | 0      | 0    |      |      |      |      |      |      |
| Stage 1                      | -      | -    | -        | -    | -      | -    |      |      |      |      |      |      |
| Stage 2                      | -      | -    | -        | -    | -      | -    |      |      |      |      |      |      |
| Critical Hdwy                | -      | -    | 6.94     | 4.14 | -      | -    |      |      |      |      |      |      |
| Critical Hdwy Stg 1          | -      | -    | -        | -    | -      | -    |      |      |      |      |      |      |
| Critical Hdwy Stg 2          | -      | -    | -        | -    | -      | -    |      |      |      |      |      |      |
| Follow-up Hdwy               | -      | -    | 3.32     | 2.22 | -      | -    |      |      |      |      |      |      |
| Pot Cap-1 Maneuver           | 0      | 0    | 505      | -    | -      | -    |      |      |      |      |      |      |
| Stage 1                      | -      | 0    | -        | -    | -      | -    |      |      |      |      |      |      |
| Stage 2                      | 0      | 0    | -        | -    | -      | -    |      |      |      |      |      |      |
| Platoon blocked, %           |        |      |          |      |        |      |      |      |      |      |      |      |
| Mov Cap-1 Maneuver           | -      | 0    | 505      | -    | -      | -    |      |      |      |      |      |      |
| Mov Cap-2 Maneuver           | -      | 0    | -        | -    | -      | -    |      |      |      |      |      |      |
| Stage 1                      | -      | 0    | -        | -    | -      | -    |      |      |      |      |      |      |
| Stage 2                      | -      | 0    | -        | -    | -      | -    |      |      |      |      |      |      |
| <b>Approach</b>              |        |      |          |      |        |      |      |      |      |      |      |      |
|                              | WB     |      |          |      | NB     |      |      |      |      |      |      |      |
| HCM Control Delay, s         | 13     |      |          |      |        |      |      |      |      |      |      |      |
| HCM LOS                      | B      |      |          |      |        |      |      |      |      |      |      |      |
| <b>Minor Lane/Major Mvmt</b> |        |      |          |      |        |      |      |      |      |      |      |      |
|                              | NBL    | NBT  | NBRWBLn1 |      |        |      |      |      |      |      |      |      |
| Capacity (veh/h)             | -      | -    | 505      |      |        |      |      |      |      |      |      |      |
| HCM Lane V/C Ratio           | -      | -    | 0.113    |      |        |      |      |      |      |      |      |      |
| HCM Control Delay (s)        | -      | -    | 13       |      |        |      |      |      |      |      |      |      |
| HCM Lane LOS                 | -      | -    | B        |      |        |      |      |      |      |      |      |      |
| HCM 95th %tile Q(veh)        | -      | -    | 0.4      |      |        |      |      |      |      |      |      |      |

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HCM 2010 Signalized Intersection Summary  
1: Petaluma Ave & Sebastopol Ave

04/08/2020

| Movement                     | EBL  | EBT  | EBR  | WBL  | WBT   | WBR  | NBL  | NBT  | NBR  | SBL | SBT | SBR |
|------------------------------|------|------|------|------|-------|------|------|------|------|-----|-----|-----|
| Lane Configurations          | ↔    | ↕    |      | ↔    | ↕     |      | ↔    | ↕    | ↕    |     |     |     |
| Traffic Volume (veh/h)       | 143  | 656  | 0    | 0    | 895   | 196  | 152  | 586  | 580  | 0   | 0   | 0   |
| Future Volume (veh/h)        | 143  | 656  | 0    | 0    | 895   | 196  | 152  | 586  | 580  | 0   | 0   | 0   |
| Number                       | 5    | 2    | 12   | 1    | 6     | 16   | 3    | 8    | 18   |     |     |     |
| Initial Q (Qb), veh          | 0    | 0    | 0    | 0    | 0     | 0    | 0    | 0    | 0    |     |     |     |
| Ped-Bike Adj(A_pbT)          | 1.00 |      | 1.00 | 1.00 |       | 1.00 | 1.00 |      | 1.00 |     |     |     |
| Parking Bus, Adj             | 1.00 | 1.00 | 1.00 | 1.00 | 1.00  | 1.00 | 1.00 | 1.00 | 1.00 |     |     |     |
| Adj Sat Flow, veh/h/ln       | 1700 | 1700 | 0    | 0    | 1700  | 1700 | 1700 | 1700 | 1700 |     |     |     |
| Adj Flow Rate, veh/h         | 143  | 656  | 0    | 0    | 895   | 196  | 152  | 586  | 0    |     |     |     |
| Adj No. of Lanes             | 1    | 1    | 0    | 0    | 2     | 0    | 0    | 2    | 1    |     |     |     |
| Peak Hour Factor             | 1.00 | 1.00 | 1.00 | 1.00 | 1.00  | 1.00 | 1.00 | 1.00 | 1.00 |     |     |     |
| Percent Heavy Veh, %         | 0    | 0    | 0    | 0    | 0     | 0    | 0    | 0    | 0    |     |     |     |
| Cap, veh/h                   | 173  | 981  | 0    | 0    | 1093  | 239  | 200  | 816  | 447  |     |     |     |
| Arrive On Green              | 0.11 | 0.58 | 0.00 | 0.00 | 0.41  | 0.41 | 0.31 | 0.31 | 0.00 |     |     |     |
| Sat Flow, veh/h              | 1619 | 1700 | 0    | 0    | 2720  | 577  | 646  | 2637 | 1445 |     |     |     |
| Grp Volume(v), veh/h         | 143  | 656  | 0    | 0    | 548   | 543  | 392  | 346  | 0    |     |     |     |
| Grp Sat Flow(s),veh/h/ln     | 1619 | 1700 | 0    | 0    | 1615  | 1597 | 1668 | 1615 | 1445 |     |     |     |
| Q Serve(g_s), s              | 7.3  | 22.5 | 0.0  | 0.0  | 25.4  | 25.5 | 18.0 | 15.9 | 0.0  |     |     |     |
| Cycle Q Clear(g_c), s        | 7.3  | 22.5 | 0.0  | 0.0  | 25.4  | 25.5 | 18.0 | 15.9 | 0.0  |     |     |     |
| Prop In Lane                 | 1.00 |      | 0.00 | 0.00 |       | 0.36 | 0.39 |      | 1.00 |     |     |     |
| Lane Grp Cap(c), veh/h       | 173  | 981  | 0    | 0    | 670   | 662  | 516  | 500  | 447  |     |     |     |
| V/C Ratio(X)                 | 0.83 | 0.67 | 0.00 | 0.00 | 0.82  | 0.82 | 0.76 | 0.69 | 0.00 |     |     |     |
| Avail Cap(c_a), veh/h        | 235  | 981  | 0    | 0    | 764   | 755  | 876  | 848  | 759  |     |     |     |
| HCM Platoon Ratio            | 1.00 | 1.00 | 1.00 | 1.00 | 1.00  | 1.00 | 1.00 | 1.00 | 1.00 |     |     |     |
| Upstream Filter(I)           | 1.00 | 1.00 | 0.00 | 0.00 | 1.00  | 1.00 | 1.00 | 1.00 | 0.00 |     |     |     |
| Uniform Delay (d), s/veh     | 37.0 | 12.3 | 0.0  | 0.0  | 21.9  | 21.9 | 26.4 | 25.7 | 0.0  |     |     |     |
| Incr Delay (d2), s/veh       | 11.9 | 1.8  | 0.0  | 0.0  | 6.8   | 6.9  | 2.8  | 2.1  | 0.0  |     |     |     |
| Initial Q Delay(d3),s/veh    | 0.0  | 0.0  | 0.0  | 0.0  | 0.0   | 0.0  | 0.0  | 0.0  | 0.0  |     |     |     |
| %ile BackOfQ(50%),veh/ln     | 3.8  | 10.9 | 0.0  | 0.0  | 12.5  | 12.4 | 8.7  | 7.4  | 0.0  |     |     |     |
| LnGrp Delay(d),s/veh         | 48.9 | 14.1 | 0.0  | 0.0  | 28.8  | 28.9 | 29.2 | 27.7 | 0.0  |     |     |     |
| LnGrp LOS                    | D    | B    |      |      | C     | C    | C    | C    |      |     |     |     |
| Approach Vol, veh/h          | 799  |      |      | 1091 |       |      |      | 738  |      |     |     |     |
| Approach Delay, s/veh        | 20.3 |      |      | 28.8 |       |      |      | 28.5 |      |     |     |     |
| Approach LOS                 | C    |      |      | C    |       |      |      | C    |      |     |     |     |
| Timer                        | 1    | 2    | 3    | 4    | 5     | 6    | 7    | 8    |      |     |     |     |
| Assigned Phs                 | 2    |      |      |      | 5     |      | 6    |      | 8    |     |     |     |
| Phs Duration (G+Y+Rc), s     | 53.8 |      |      |      | 13.7  |      | 40.1 |      | 30.8 |     |     |     |
| Change Period (Y+Rc), s      | 5.0  |      |      |      | * 4.7 |      | 5.0  |      | 4.6  |     |     |     |
| Max Green Setting (Gmax), s  | 40.0 |      |      |      | * 12  |      | 40.0 |      | 44.4 |     |     |     |
| Max Q Clear Time (g_c+I1), s | 24.5 |      |      |      | 9.3   |      | 27.5 |      | 20.0 |     |     |     |
| Green Ext Time (p_c), s      | 4.3  |      |      |      | 0.1   |      | 7.6  |      | 6.2  |     |     |     |
| Intersection Summary         |      |      |      |      |       |      |      |      |      |     |     |     |
| HCM 2010 Ctrl Delay          |      |      |      | 26.1 |       |      |      |      |      |     |     |     |
| HCM 2010 LOS                 |      |      |      | C    |       |      |      |      |      |     |     |     |
| Notes                        |      |      |      |      |       |      |      |      |      |     |     |     |

AM Future  
Benedetti Car Wash TIS

W-Trans  
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HCM 2010 Signalized Intersection Summary  
2: Sebastopol Ave & Morris St

04/08/2020

| Movement                     | EBL  | EBT  | EBR  | WBL   | WBT   | WBR  | NBL  | NBT  | NBR  | SBL  | SBT  | SBR  |
|------------------------------|------|------|------|-------|-------|------|------|------|------|------|------|------|
| Lane Configurations          | ↔    | ↕    |      | ↔     | ↕     |      | ↔    | ↕    | ↕    | ↕    | ↕    | ↕    |
| Traffic Volume (veh/h)       | 44   | 1092 | 7    | 1     | 1071  | 185  | 3    | 1    | 3    | 85   | 0    | 38   |
| Future Volume (veh/h)        | 44   | 1092 | 7    | 1     | 1071  | 185  | 3    | 1    | 3    | 85   | 0    | 38   |
| Number                       | 5    | 2    | 12   | 1     | 6     | 16   | 3    | 8    | 18   | 7    | 4    | 14   |
| Initial Q (Qb), veh          | 0    | 0    | 0    | 0     | 0     | 0    | 0    | 0    | 0    | 0    | 0    | 0    |
| Ped-Bike Adj(A_pbT)          | 1.00 |      | 0.99 | 1.00  |       | 1.00 | 1.00 |      | 1.00 | 1.00 |      | 0.96 |
| Parking Bus, Adj             | 1.00 | 1.00 | 1.00 | 1.00  | 1.00  | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 |
| Adj Sat Flow, veh/h/ln       | 1700 | 1667 | 1700 | 1667  | 1667  | 1667 | 1700 | 1686 | 1700 | 1667 | 1700 | 1700 |
| Adj Flow Rate, veh/h         | 44   | 1092 | 7    | 1     | 1071  | 185  | 3    | 1    | 3    | 85   | 0    | 38   |
| Adj No. of Lanes             | 1    | 1    | 0    | 1     | 1     | 1    | 0    | 1    | 0    | 1    | 1    | 1    |
| Peak Hour Factor             | 1.00 | 1.00 | 1.00 | 1.00  | 1.00  | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 |
| Percent Heavy Veh, %         | 0    | 2    | 2    | 2     | 2     | 2    | 0    | 0    | 0    | 2    | 0    | 0    |
| Cap, veh/h                   | 132  | 1081 | 7    | 4     | 958   | 814  | 12   | 4    | 12   | 181  | 0    | 158  |
| Arrive On Green              | 0.08 | 0.65 | 0.65 | 0.00  | 0.57  | 0.57 | 0.02 | 0.02 | 0.02 | 0.11 | 0.00 | 0.11 |
| Sat Flow, veh/h              | 1619 | 1654 | 11   | 1587  | 1667  | 1417 | 658  | 220  | 658  | 1587 | 0    | 1382 |
| Grp Volume(v), veh/h         | 44   | 0    | 1099 | 1     | 1071  | 185  | 7    | 0    | 0    | 85   | 0    | 38   |
| Grp Sat Flow(s),veh/h/ln     | 1619 | 0    | 1665 | 1587  | 1667  | 1417 | 1536 | 0    | 0    | 1587 | 0    | 1382 |
| Q Serve(g_s), s              | 2.3  | 0.0  | 59.1 | 0.1   | 52.0  | 5.8  | 0.4  | 0.0  | 0.0  | 4.5  | 0.0  | 2.3  |
| Cycle Q Clear(g_c), s        | 2.3  | 0.0  | 59.1 | 0.1   | 52.0  | 5.8  | 0.4  | 0.0  | 0.0  | 4.5  | 0.0  | 2.3  |
| Prop In Lane                 | 1.00 |      | 0.01 | 1.00  |       | 1.00 | 0.43 |      |      | 1.00 |      | 1.00 |
| Lane Grp Cap(c), veh/h       | 132  | 0    | 1088 | 4     | 958   | 814  | 27   | 0    | 0    | 181  | 0    | 158  |
| V/C Ratio(X)                 | 0.33 | 0.00 | 1.01 | 0.23  | 1.12  | 0.23 | 0.26 | 0.00 | 0.00 | 0.47 | 0.00 | 0.24 |
| Avail Cap(c_a), veh/h        | 483  | 0    | 1088 | 386   | 958   | 814  | 272  | 0    | 0    | 614  | 0    | 534  |
| HCM Platoon Ratio            | 1.00 | 1.00 | 1.00 | 1.00  | 1.00  | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 |
| Upstream Filter(I)           | 1.00 | 0.00 | 1.00 | 1.00  | 1.00  | 1.00 | 1.00 | 0.00 | 0.00 | 1.00 | 0.00 | 1.00 |
| Uniform Delay (d), s/veh     | 39.3 | 0.0  | 15.7 | 45.0  | 19.2  | 9.4  | 43.8 | 0.0  | 0.0  | 37.5 | 0.0  | 36.5 |
| Incr Delay (d2), s/veh       | 1.5  | 0.0  | 29.9 | 24.8  | 67.3  | 0.3  | 4.8  | 0.0  | 0.0  | 1.9  | 0.0  | 0.8  |
| Initial Q Delay(d3),s/veh    | 0.0  | 0.0  | 0.0  | 0.0   | 0.0   | 0.0  | 0.0  | 0.0  | 0.0  | 0.0  | 0.0  | 0.0  |
| %ile BackOfQ(50%),veh/ln     | 1.1  | 0.0  | 35.6 | 0.1   | 41.6  | 2.3  | 0.2  | 0.0  | 0.0  | 2.1  | 0.0  | 0.9  |
| LnGrp Delay(d),s/veh         | 40.7 | 0.0  | 45.6 | 69.9  | 86.6  | 9.7  | 48.7 | 0.0  | 0.0  | 39.4 | 0.0  | 37.3 |
| LnGrp LOS                    | D    |      | F    | E     | F     | A    | D    |      |      | D    |      | D    |
| Approach Vol, veh/h          | 1143 |      |      | 1257  |       |      |      | 7    |      | 123  |      |      |
| Approach Delay, s/veh        | 45.4 |      |      | 75.2  |       |      |      | 48.7 |      | 38.8 |      |      |
| Approach LOS                 | D    |      |      | E     |       |      |      | D    |      | D    |      |      |
| Timer                        | 1    | 2    | 3    | 4     | 5     | 6    | 7    | 8    |      |      |      |      |
| Assigned Phs                 | 1    | 2    |      | 4     | 5     | 6    |      | 8    |      |      |      |      |
| Phs Duration (G+Y+Rc), s     | 4.9  | 64.2 |      | 15.0  | 12.1  | 57.1 |      | 6.3  |      |      |      |      |
| Change Period (Y+Rc), s      | 4.7  | 5.1  |      | * 4.7 | * 4.7 | 5.1  |      | 4.7  |      |      |      |      |
| Max Green Setting (Gmax), s  | 45.0 |      |      | * 35  | * 27  | 52.0 |      | 16.0 |      |      |      |      |
| Max Q Clear Time (g_c+I1), s | 61.1 |      |      | 6.5   | 4.3   | 54.0 |      | 2.4  |      |      |      |      |
| Green Ext Time (p_c), s      | 0.0  | 0.0  |      | 0.5   | 0.1   | 0.0  |      | 0.0  |      |      |      |      |
| Intersection Summary         |      |      |      |       |       |      |      |      |      |      |      |      |
| HCM 2010 Ctrl Delay          |      |      |      | 59.9  |       |      |      |      |      |      |      |      |
| HCM 2010 LOS                 |      |      |      | E     |       |      |      |      |      |      |      |      |
| Notes                        |      |      |      |       |       |      |      |      |      |      |      |      |

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HCM 2010 TWSC  
3: Petaluma Ave & Abbott Ave

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| Intersection             |        |       |      |        |      |      |      |      |      |      |      |      |
|--------------------------|--------|-------|------|--------|------|------|------|------|------|------|------|------|
| Int Delay, s/veh         | 0.4    |       |      |        |      |      |      |      |      |      |      |      |
| Movement                 | EBL    | EBT   | EBR  | WBL    | WBT  | WBR  | NBL  | NBT  | NBR  | SBL  | SBT  | SBR  |
| Lane Configurations      |        |       |      |        |      | ↖    |      | ↗    |      |      |      |      |
| Traffic Vol, veh/h       | 2      | 0     | 0    | 0      | 1    | 34   | 2    | 1203 | 48   | 0    | 0    | 0    |
| Future Vol, veh/h        | 2      | 0     | 0    | 0      | 1    | 34   | 2    | 1203 | 48   | 0    | 0    | 0    |
| Conflicting Peds, #/hr   | 0      | 0     | 0    | 0      | 0    | 0    | 0    | 0    | 0    | 0    | 0    | 0    |
| Sign Control             | Stop   | Stop  | Stop | Stop   | Stop | Free | Free | Free | Free | Free | Free | Free |
| RT Channelized           | -      | -     | None | -      | -    | None | -    | -    | None | -    | -    | None |
| Storage Length           | -      | -     | -    | -      | -    | 0    | -    | -    | -    | -    | -    | -    |
| Veh in Median Storage, # | -      | 65536 | -    | -      | 0    | -    | -    | 0    | -    | -    | -    | -    |
| Grade, %                 | -      | 0     | -    | -      | 0    | -    | -    | 0    | -    | -    | 0    | -    |
| Peak Hour Factor         | 100    | 100   | 100  | 100    | 100  | 100  | 100  | 100  | 100  | 100  | 100  | 100  |
| Heavy Vehicles, %        | 2      | 2     | 2    | 2      | 2    | 2    | 2    | 2    | 2    | 2    | 2    | 2    |
| Mvmt Flow                | 2      | 0     | 0    | 0      | 1    | 34   | 2    | 1203 | 48   | 0    | 0    | 0    |
| Major/Minor              |        |       |      |        |      |      |      |      |      |      |      |      |
|                          | Minor1 |       |      | Major1 |      |      |      |      |      |      |      |      |
| Conflicting Flow All     | -      | 1231  | 626  | 0      | 0    | 0    |      |      |      |      |      |      |
| Stage 1                  | -      | 1231  | -    | -      | -    | -    |      |      |      |      |      |      |
| Stage 2                  | -      | 0     | -    | -      | -    | -    |      |      |      |      |      |      |
| Critical Hdwy            | -      | 6.54  | 6.94 | 4.14   | -    | -    |      |      |      |      |      |      |
| Critical Hdwy Stg 1      | -      | 5.54  | -    | -      | -    | -    |      |      |      |      |      |      |
| Critical Hdwy Stg 2      | -      | -     | -    | -      | -    | -    |      |      |      |      |      |      |
| Follow-up Hdwy           | -      | 4.02  | 3.32 | 2.22   | -    | -    |      |      |      |      |      |      |
| Pot Cap-1 Maneuver       | 0      | 176   | 427  | -      | -    | -    |      |      |      |      |      |      |
| Stage 1                  | 0      | 248   | -    | -      | -    | -    |      |      |      |      |      |      |
| Stage 2                  | 0      | -     | -    | -      | -    | -    |      |      |      |      |      |      |
| Platoon blocked, %       | -      | -     | -    | -      | -    | -    |      |      |      |      |      |      |
| Mov Cap-1 Maneuver       | -      | 0     | 427  | -      | -    | -    |      |      |      |      |      |      |
| Mov Cap-2 Maneuver       | -      | 0     | -    | -      | -    | -    |      |      |      |      |      |      |
| Stage 1                  | -      | 0     | -    | -      | -    | -    |      |      |      |      |      |      |
| Stage 2                  | -      | 0     | -    | -      | -    | -    |      |      |      |      |      |      |
| Approach                 |        |       |      |        |      |      |      |      |      |      |      |      |
|                          | WB     |       |      | NB     |      |      |      |      |      |      |      |      |
| HCM Control Delay, s     | 14.2   |       |      |        |      |      |      |      |      |      |      |      |
| HCM LOS                  | B      |       |      |        |      |      |      |      |      |      |      |      |
| Minor Lane/Major Mvmt    |        |       |      |        |      |      |      |      |      |      |      |      |
|                          | NBL    | NBT   | NBR  | WBLn1  |      |      |      |      |      |      |      |      |
| Capacity (veh/h)         | -      | -     | -    | 427    |      |      |      |      |      |      |      |      |
| HCM Lane V/C Ratio       | -      | -     | -    | 0.08   |      |      |      |      |      |      |      |      |
| HCM Control Delay (s)    | -      | -     | -    | 14.2   |      |      |      |      |      |      |      |      |
| HCM Lane LOS             | -      | -     | -    | B      |      |      |      |      |      |      |      |      |
| HCM 95th %tile Q(veh)    | -      | -     | -    | 0.3    |      |      |      |      |      |      |      |      |

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HCM 2010 Signalized Intersection Summary  
1: Sebastopol Rd & Petaluma Ave

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|                              | ↖     | →    | ↗    | ↖     | ←     | ↗     | ↖    | ↗    | ↖    | ↗   | ↖   | ↗   |
|------------------------------|-------|------|------|-------|-------|-------|------|------|------|-----|-----|-----|
| Movement                     | EBL   | EBT  | EBR  | WBL   | WBT   | WBR   | NBL  | NBT  | NBR  | SBL | SBT | SBR |
| Lane Configurations          | ↖     | ↗    |      |       | ↖↗    |       |      | ↖↗   | ↖    |     |     |     |
| Traffic Volume (veh/h)       | 178   | 637  | 0    | 0     | 947   | 292   | 239  | 896  | 604  | 0   | 0   | 0   |
| Future Volume (veh/h)        | 178   | 637  | 0    | 0     | 947   | 292   | 239  | 896  | 604  | 0   | 0   | 0   |
| Number                       | 5     | 2    | 12   | 1     | 6     | 16    | 3    | 8    | 18   |     |     |     |
| Initial Q (Qb), veh          | 0     | 0    | 0    | 0     | 0     | 0     | 0    | 0    | 0    |     |     |     |
| Ped-Bike Adj(A_pbT)          | 1.00  |      | 1.00 | 1.00  |       | 0.99  | 1.00 |      | 1.00 |     |     |     |
| Parking Bus, Adj             | 1.00  | 1.00 | 1.00 | 1.00  | 1.00  | 1.00  | 1.00 | 1.00 | 1.00 |     |     |     |
| Adj Sat Flow, veh/h/ln       | 1667  | 1667 | 0    | 0     | 1667  | 1700  | 1700 | 1667 | 1667 |     |     |     |
| Adj Flow Rate, veh/h         | 178   | 637  | 0    | 0     | 947   | 292   | 239  | 896  | 0    |     |     |     |
| Adj No. of Lanes             | 1     | 1    | 0    | 0     | 2     | 0     | 0    | 2    | 1    |     |     |     |
| Peak Hour Factor             | 1.00  | 1.00 | 1.00 | 1.00  | 1.00  | 1.00  | 1.00 | 1.00 | 1.00 |     |     |     |
| Percent Heavy Veh, %         | 2     | 2    | 0    | 0     | 2     | 2     | 2    | 2    | 2    |     |     |     |
| Cap, veh/h                   | 177   | 864  | 0    | 0     | 867   | 266   | 255  | 1014 | 559  |     |     |     |
| Arrive On Green              | 0.11  | 0.52 | 0.00 | 0.00  | 0.36  | 0.36  | 0.39 | 0.39 | 0.00 |     |     |     |
| Sat Flow, veh/h              | 1587  | 1667 | 0    | 0     | 2467  | 732   | 647  | 2570 | 1417 |     |     |     |
| Grp Volume(v), veh/h         | 178   | 637  | 0    | 0     | 628   | 611   | 603  | 532  | 0    |     |     |     |
| Grp Sat Flow(s),veh/h/ln     | 1587  | 1667 | 0    | 0     | 1583  | 1532  | 1634 | 1583 | 1417 |     |     |     |
| Q Serve(g_s), s              | 12.3  | 32.8 | 0.0  | 0.0   | 40.0  | 40.0  | 39.0 | 33.7 | 0.0  |     |     |     |
| Cycle Q Clear(g_c), s        | 12.3  | 32.8 | 0.0  | 0.0   | 40.0  | 40.0  | 39.0 | 33.7 | 0.0  |     |     |     |
| Prop In Lane                 | 1.00  |      | 0.00 | 0.00  |       | 0.48  | 0.40 |      | 1.00 |     |     |     |
| Lane Grp Cap(c), veh/h       | 177   | 864  | 0    | 0     | 576   | 557   | 645  | 625  | 559  |     |     |     |
| V/C Ratio(X)                 | 1.00  | 0.74 | 0.00 | 0.00  | 1.09  | 1.10  | 0.94 | 0.85 | 0.00 |     |     |     |
| Avail Cap(c_a), veh/h        | 177   | 864  | 0    | 0     | 576   | 557   | 660  | 639  | 572  |     |     |     |
| HCM Platoon Ratio            | 1.00  | 1.00 | 1.00 | 1.00  | 1.00  | 1.00  | 1.00 | 1.00 | 1.00 |     |     |     |
| Upstream Filter(I)           | 1.00  | 1.00 | 0.00 | 0.00  | 1.00  | 1.00  | 1.00 | 1.00 | 0.00 |     |     |     |
| Uniform Delay (d), s/veh     | 48.9  | 20.7 | 0.0  | 0.0   | 35.0  | 35.0  | 32.0 | 30.4 | 0.0  |     |     |     |
| Incr Delay (d2), s/veh       | 68.3  | 3.4  | 0.0  | 0.0   | 64.5  | 67.3  | 20.7 | 10.7 | 0.0  |     |     |     |
| Initial Q Delay(d3),s/veh    | 0.0   | 0.0  | 0.0  | 0.0   | 0.0   | 0.0   | 0.0  | 0.0  | 0.0  |     |     |     |
| %ile BackOfQ(50%),veh/ln     | 8.7   | 15.8 | 0.0  | 0.0   | 27.7  | 27.3  | 21.1 | 16.5 | 0.0  |     |     |     |
| LnGrp Delay(d),s/veh         | 117.2 | 24.0 | 0.0  | 0.0   | 99.5  | 102.3 | 52.6 | 41.0 | 0.0  |     |     |     |
| LnGrp LOS                    | F     | C    |      |       | F     | F     | D    | D    |      |     |     |     |
| Approach Vol, veh/h          | 815   |      |      | 1239  |       |       | 1135 |      |      |     |     |     |
| Approach Delay, s/veh        | 44.4  |      |      | 100.9 |       |       | 47.2 |      |      |     |     |     |
| Approach LOS                 | D     |      |      | F     |       |       | D    |      |      |     |     |     |
| Timer                        |       |      |      |       |       |       |      |      |      |     |     |     |
|                              | 1     | 2    | 3    | 4     | 5     | 6     | 7    | 8    |      |     |     |     |
| Assigned Phs                 | 2     |      |      |       | 5     |       | 6    |      | 8    |     |     |     |
| Phs Duration (G+Y+Rc), s     | 62.0  |      |      |       | 17.0  |       | 45.0 |      | 48.0 |     |     |     |
| Change Period (Y+Rc), s      | 5.0   |      |      |       | * 4.7 |       | 5.0  |      | 4.6  |     |     |     |
| Max Green Setting (Gmax), s  | 40.0  |      |      |       | * 12  |       | 40.0 |      | 44.4 |     |     |     |
| Max Q Clear Time (g_c+1t), s | 34.8  |      |      |       | 14.3  |       | 42.0 |      | 41.0 |     |     |     |
| Green Ext Time (p_c), s      | 2.0   |      |      |       | 0.0   |       | 0.0  |      | 2.4  |     |     |     |
| Intersection Summary         |       |      |      |       |       |       |      |      |      |     |     |     |
| HCM 2010 Ctrl Delay          |       |      |      | 67.3  |       |       |      |      |      |     |     |     |
| HCM 2010 LOS                 |       |      |      | E     |       |       |      |      |      |     |     |     |
| Notes                        |       |      |      |       |       |       |      |      |      |     |     |     |

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HCM 2010 Signalized Intersection Summary  
2: Sebastopol Ave & Morris St

04/08/2020

| Movement                    | EBL  | EBT  | EBR  | WBL   | WBT   | WBR  | NBL  | NBT  | NBR  | SBL  | SBT  | SBR  |
|-----------------------------|------|------|------|-------|-------|------|------|------|------|------|------|------|
| Lane Configurations         | ↔    | ↔    |      | ↔     | ↔     | ↔    | ↔    | ↔    | ↔    | ↔    | ↔    | ↔    |
| Traffic Volume (veh/h)      | 55   | 1144 | 5    | 3     | 1031  | 190  | 4    | 5    | 6    | 181  | 3    | 65   |
| Future Volume (veh/h)       | 55   | 1144 | 5    | 3     | 1031  | 190  | 4    | 5    | 6    | 181  | 3    | 65   |
| Number                      | 5    | 2    | 12   | 1     | 6     | 16   | 3    | 8    | 18   | 7    | 4    | 14   |
| Initial Q (Qb), veh         | 0    | 0    | 0    | 0     | 0     | 0    | 0    | 0    | 0    | 0    | 0    | 0    |
| Ped-Bike Adj(A_pbT)         | 1.00 |      | 0.99 | 1.00  |       | 1.00 | 1.00 |      | 1.00 | 1.00 |      | 0.97 |
| Parking Bus, Adj            | 1.00 | 1.00 | 1.00 | 1.00  | 1.00  | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 |
| Adj Sat Flow, veh/h/ln      | 1700 | 1667 | 1700 | 1667  | 1667  | 1667 | 1700 | 1687 | 1700 | 1667 | 1700 | 1700 |
| Adj Flow Rate, veh/h        | 55   | 1144 | 5    | 3     | 1031  | 190  | 4    | 5    | 6    | 181  | 3    | 65   |
| Adj No. of Lanes            | 1    | 1    | 0    | 1     | 1     | 1    | 0    | 1    | 0    | 1    | 1    | 0    |
| Peak Hour Factor            | 1.00 | 1.00 | 1.00 | 1.00  | 1.00  | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 |
| Percent Heavy Veh, %        | 0    | 2    | 2    | 2     | 2     | 2    | 0    | 0    | 0    | 2    | 0    | 0    |
| Cap, veh/h                  | 142  | 1022 | 4    | 13    | 894   | 760  | 14   | 18   | 21   | 228  | 9    | 193  |
| Arrive On Green             | 0.09 | 0.62 | 0.62 | 0.01  | 0.54  | 0.54 | 0.03 | 0.03 | 0.03 | 0.14 | 0.14 | 0.14 |
| Sat Flow, veh/h             | 1619 | 1658 | 7    | 1587  | 1667  | 1417 | 415  | 519  | 622  | 1587 | 62   | 1344 |
| Grp Volume(v), veh/h        | 55   | 0    | 1149 | 3     | 1031  | 190  | 15   | 0    | 0    | 181  | 0    | 68   |
| Grp Sat Flow(s), veh/h/ln   | 1619 | 0    | 1665 | 1587  | 1667  | 1417 | 1556 | 0    | 0    | 1587 | 0    | 1406 |
| Q Serve(g_s), s             | 3.1  | 0.0  | 59.7 | 0.2   | 52.0  | 7.0  | 0.9  | 0.0  | 0.0  | 10.7 | 0.0  | 4.2  |
| Cycle Q Clear(g_c), s       | 3.1  | 0.0  | 59.7 | 0.2   | 52.0  | 7.0  | 0.9  | 0.0  | 0.0  | 10.7 | 0.0  | 4.2  |
| Prop In Lane                | 1.00 |      | 0.00 | 1.00  |       | 1.00 | 0.27 |      | 0.40 | 1.00 |      | 0.96 |
| Lane Grp Cap(c), veh/h      | 142  | 0    | 1026 | 13    | 894   | 760  | 53   | 0    | 0    | 228  | 0    | 202  |
| V/C Ratio(X)                | 0.39 | 0.00 | 1.12 | 0.24  | 1.15  | 0.25 | 0.28 | 0.00 | 0.00 | 0.79 | 0.00 | 0.34 |
| Avail Cap(c_a), veh/h       | 451  | 0    | 1026 | 360   | 894   | 760  | 257  | 0    | 0    | 573  | 0    | 508  |
| HCM Platoon Ratio           | 1.00 | 1.00 | 1.00 | 1.00  | 1.00  | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 |
| Upstream Filter(I)          | 1.00 | 0.00 | 1.00 | 1.00  | 1.00  | 1.00 | 1.00 | 0.00 | 0.00 | 1.00 | 0.00 | 1.00 |
| Uniform Delay (d), s/veh    | 41.8 | 0.0  | 18.6 | 47.8  | 22.5  | 12.0 | 45.6 | 0.0  | 0.0  | 40.1 | 0.0  | 37.4 |
| Incr Delay (d2), s/veh      | 1.7  | 0.0  | 67.0 | 9.2   | 81.7  | 0.4  | 2.8  | 0.0  | 0.0  | 6.2  | 0.0  | 1.0  |
| Initial Q Delay(d3),s/veh   | 0.0  | 0.0  | 0.0  | 0.0   | 0.0   | 0.0  | 0.0  | 0.0  | 0.0  | 0.0  | 0.0  | 0.0  |
| %ile BackOfQ(50%),veh/ln    | 5    | 0.0  | 46.2 | 0.1   | 43.9  | 2.8  | 0.4  | 0.0  | 0.0  | 5.1  | 0.0  | 1.7  |
| LnGrp Delay(d),s/veh        | 43.5 | 0.0  | 85.6 | 57.0  | 104.1 | 12.4 | 48.5 | 0.0  | 0.0  | 46.3 | 0.0  | 38.3 |
| LnGrp LOS                   | D    |      | F    | E     | F     | B    | D    |      |      | D    |      | D    |
| Approach Vol, veh/h         | 1204 |      |      | 1224  |       |      | 15   |      |      | 249  |      |      |
| Approach Delay, s/veh       | 83.7 |      |      | 89.8  |       |      | 48.5 |      |      | 44.1 |      |      |
| Approach LOS                | F    |      |      | F     |       |      | D    |      |      | D    |      |      |
| Timer                       | 1    | 2    | 3    | 4     | 5     | 6    | 7    | 8    |      |      |      |      |
| Assigned Phs                | 1    | 2    |      | 4     | 5     | 6    |      | 8    |      |      |      |      |
| Phs Duration (G+Y+Rc), s    | 5.5  | 64.8 |      | 18.6  | 13.2  | 57.1 |      | 8.0  |      |      |      |      |
| Change Period (Y+Rc), s     | 4.7  | 5.1  |      | * 4.7 | * 4.7 | 5.1  |      | 4.7  |      |      |      |      |
| Max Green Setting (Gmax), s | 45.0 |      |      | * 35  | * 27  | 52.0 |      | 16.0 |      |      |      |      |
| Max Q Clear Time (g_c+1), s | 61.7 |      |      | 12.7  | 5.1   | 54.0 |      | 2.9  |      |      |      |      |
| Green Ext Time (p_c), s     | 0.0  | 0.0  |      | 0.9   | 0.1   | 0.0  |      | 0.0  |      |      |      |      |
| <b>Intersection Summary</b> |      |      |      |       |       |      |      |      |      |      |      |      |
| HCM 2010 Ctrl Delay         | 82.6 |      |      |       |       |      |      |      |      |      |      |      |
| HCM 2010 LOS                | F    |      |      |       |       |      |      |      |      |      |      |      |
| <b>Notes</b>                |      |      |      |       |       |      |      |      |      |      |      |      |

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HCM 2010 TWSC  
3: Petaluma Ave & Abbott Ave

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| <b>Intersection</b>          |         |      |      |        |      |      |      |      |      |      |      |      |
|------------------------------|---------|------|------|--------|------|------|------|------|------|------|------|------|
| Int Delay, s/veh             | 0.6     |      |      |        |      |      |      |      |      |      |      |      |
| Movement                     | EBL     | EBT  | EBR  | WBL    | WBT  | WBR  | NBL  | NBT  | NBR  | SBL  | SBT  | SBR  |
| Lane Configurations          |         |      |      |        |      |      |      |      |      |      |      |      |
| Traffic Vol, veh/h           | 1       | 0    | 0    | 0      | 0    | 58   | 7    | 1241 | 45   | 0    | 0    | 0    |
| Future Vol, veh/h            | 1       | 0    | 0    | 0      | 0    | 58   | 7    | 1241 | 45   | 0    | 0    | 0    |
| Conflicting Peds, #/hr       | 0       | 0    | 0    | 0      | 0    | 0    | 0    | 0    | 0    | 0    | 0    | 0    |
| Sign Control                 | Stop    | Stop | Stop | Stop   | Stop | Stop | Free | Free | Free | Free | Free | Free |
| RT Channelized               | -       | -    | None | -      | -    | None | -    | -    | None | -    | -    | None |
| Storage Length               | -       | -    | -    | -      | -    | 0    | -    | -    | -    | -    | -    | -    |
| Veh in Median Storage, #     | 3801088 |      |      |        |      |      |      |      |      |      |      |      |
| Grade, %                     | -       | 0    | -    | -      | 0    | -    | -    | 0    | -    | -    | 0    | -    |
| Peak Hour Factor             | 100     | 100  | 100  | 100    | 100  | 100  | 100  | 100  | 100  | 100  | 100  | 100  |
| Heavy Vehicles, %            | 2       | 2    | 2    | 2      | 2    | 2    | 2    | 2    | 2    | 2    | 2    | 2    |
| Mvmt Flow                    | 1       | 0    | 0    | 0      | 0    | 58   | 7    | 1241 | 45   | 0    | 0    | 0    |
| <b>Major/Minor</b>           |         |      |      |        |      |      |      |      |      |      |      |      |
| Conflicting Flow All         | Minor1  |      |      | Major1 |      |      |      |      |      |      |      |      |
| Stage 1                      | -       | -    | 643  | 0      | 0    | 0    |      |      |      |      |      |      |
| Stage 2                      | -       | -    | -    | -      | -    | -    |      |      |      |      |      |      |
| Critical Hdwy                | -       | -    | 6.94 | 4.14   | -    | -    |      |      |      |      |      |      |
| Critical Hdwy Stg 1          | -       | -    | -    | -      | -    | -    |      |      |      |      |      |      |
| Critical Hdwy Stg 2          | -       | -    | -    | -      | -    | -    |      |      |      |      |      |      |
| Follow-up Hdwy               | -       | -    | 3.32 | 2.22   | -    | -    |      |      |      |      |      |      |
| Pot Cap-1 Maneuver           | 0       | 0    | 416  | -      | -    | -    |      |      |      |      |      |      |
| Stage 1                      | -       | 0    | -    | -      | -    | -    |      |      |      |      |      |      |
| Stage 2                      | -       | 0    | -    | -      | -    | -    |      |      |      |      |      |      |
| Platoon blocked, %           |         |      |      |        |      |      |      |      |      |      |      |      |
| Mov Cap-1 Maneuver           | -       | 0    | 416  | -      | -    | -    |      |      |      |      |      |      |
| Mov Cap-2 Maneuver           | -       | 0    | -    | -      | -    | -    |      |      |      |      |      |      |
| Stage 1                      | -       | 0    | -    | -      | -    | -    |      |      |      |      |      |      |
| Stage 2                      | -       | 0    | -    | -      | -    | -    |      |      |      |      |      |      |
| <b>Approach</b>              |         |      |      |        |      |      |      |      |      |      |      |      |
| HCM Control Delay, s         | WB      |      |      | NB     |      |      |      |      |      |      |      |      |
| HCM LOS                      | C       |      |      |        |      |      |      |      |      |      |      |      |
| <b>Minor Lane/Major Mvmt</b> |         |      |      |        |      |      |      |      |      |      |      |      |
| Capacity (veh/h)             | -       | -    | -    | 416    |      |      |      |      |      |      |      |      |
| HCM Lane V/C Ratio           | -       | -    | -    | 0.139  |      |      |      |      |      |      |      |      |
| HCM Control Delay (s)        | -       | -    | -    | 15.1   |      |      |      |      |      |      |      |      |
| HCM Lane LOS                 | -       | -    | -    | C      |      |      |      |      |      |      |      |      |
| HCM 95th %tile Q(veh)        | -       | -    | -    | 0.5    |      |      |      |      |      |      |      |      |

PM Future  
Benedetti Car Wash TIS

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HCM 2010 Signalized Intersection Summary  
1: Petaluma Ave & Sebastopol Ave

04/08/2020

| Movement                     | EBL  | EBT  | EBR  | WBL  | WBT   | WBR  | NBL  | NBT  | NBR  | SBL | SBT | SBR |
|------------------------------|------|------|------|------|-------|------|------|------|------|-----|-----|-----|
| Lane Configurations          | ↖    | ↗    |      | ↖    | ↗     |      | ↖    | ↗    | ↖    | ↗   |     |     |
| Traffic Volume (veh/h)       | 143  | 663  | 0    | 0    | 902   | 196  | 152  | 586  | 580  | 0   | 0   | 0   |
| Future Volume (veh/h)        | 143  | 663  | 0    | 0    | 902   | 196  | 152  | 586  | 580  | 0   | 0   | 0   |
| Number                       | 5    | 2    | 12   | 1    | 6     | 16   | 3    | 8    | 18   |     |     |     |
| Initial Q (Qb), veh          | 0    | 0    | 0    | 0    | 0     | 0    | 0    | 0    | 0    |     |     |     |
| Ped-Bike Adj(A_pbT)          | 1.00 |      | 1.00 | 1.00 |       | 1.00 | 1.00 |      | 1.00 |     |     |     |
| Parking Bus, Adj             | 1.00 | 1.00 | 1.00 | 1.00 | 1.00  | 1.00 | 1.00 | 1.00 | 1.00 |     |     |     |
| Adj Sat Flow, veh/h/ln       | 1700 | 1700 | 0    | 0    | 1700  | 1700 | 1700 | 1700 | 1700 |     |     |     |
| Adj Flow Rate, veh/h         | 143  | 663  | 0    | 0    | 902   | 196  | 152  | 586  | 0    |     |     |     |
| Adj No. of Lanes             | 1    | 1    | 0    | 0    | 2     | 0    | 0    | 2    | 1    |     |     |     |
| Peak Hour Factor             | 1.00 | 1.00 | 1.00 | 1.00 | 1.00  | 1.00 | 1.00 | 1.00 | 1.00 |     |     |     |
| Percent Heavy Veh, %         | 0    | 0    | 0    | 0    | 0     | 0    | 0    | 0    | 0    |     |     |     |
| Cap, veh/h                   | 173  | 982  | 0    | 0    | 1097  | 238  | 200  | 815  | 446  |     |     |     |
| Arrive On Green              | 0.11 | 0.58 | 0.00 | 0.00 | 0.42  | 0.42 | 0.31 | 0.31 | 0.00 |     |     |     |
| Sat Flow, veh/h              | 1619 | 1700 | 0    | 0    | 2724  | 573  | 646  | 2637 | 1445 |     |     |     |
| Grp Volume(v), veh/h         | 143  | 663  | 0    | 0    | 552   | 546  | 392  | 346  | 0    |     |     |     |
| Grp Sat Flow(s), veh/h/ln    | 1619 | 1700 | 0    | 0    | 1615  | 1597 | 1668 | 1615 | 1445 |     |     |     |
| Q Serve(g_s), s              | 7.3  | 22.9 | 0.0  | 0.0  | 25.7  | 25.8 | 18.0 | 16.0 | 0.0  |     |     |     |
| Cycle Q Clear(g_c), s        | 7.3  | 22.9 | 0.0  | 0.0  | 25.7  | 25.8 | 18.0 | 16.0 | 0.0  |     |     |     |
| Prop In Lane                 | 1.00 |      | 0.00 | 0.00 |       | 0.36 | 0.39 |      | 1.00 |     |     |     |
| Lane Grp Cap(c), veh/h       | 173  | 982  | 0    | 0    | 671   | 664  | 515  | 499  | 446  |     |     |     |
| V/C Ratio(X)                 | 0.83 | 0.67 | 0.00 | 0.00 | 0.82  | 0.82 | 0.76 | 0.69 | 0.00 |     |     |     |
| Avail Cap(c_a), veh/h        | 235  | 982  | 0    | 0    | 761   | 753  | 873  | 845  | 756  |     |     |     |
| HCM Platoon Ratio            | 1.00 | 1.00 | 1.00 | 1.00 | 1.00  | 1.00 | 1.00 | 1.00 | 1.00 |     |     |     |
| Upstream Filter(I)           | 1.00 | 1.00 | 0.00 | 0.00 | 1.00  | 1.00 | 1.00 | 1.00 | 0.00 |     |     |     |
| Uniform Delay (d), s/veh     | 37.1 | 12.4 | 0.0  | 0.0  | 22.0  | 22.0 | 26.5 | 25.8 | 0.0  |     |     |     |
| Incr Delay (d2), s/veh       | 12.1 | 1.8  | 0.0  | 0.0  | 7.0   | 7.2  | 2.8  | 2.1  | 0.0  |     |     |     |
| Initial Q Delay(d3),s/veh    | 0.0  | 0.0  | 0.0  | 0.0  | 0.0   | 0.0  | 0.0  | 0.0  | 0.0  |     |     |     |
| %ile BackOfQ(50%),veh/ln     | 3.9  | 11.2 | 0.0  | 0.0  | 12.7  | 12.5 | 8.7  | 7.4  | 0.0  |     |     |     |
| LnGrp Delay(d),s/veh         | 49.2 | 14.2 | 0.0  | 0.0  | 29.1  | 29.2 | 29.3 | 27.9 | 0.0  |     |     |     |
| LnGrp LOS                    | D    | B    |      |      | C     | C    | C    | C    |      |     |     |     |
| Approach Vol, veh/h          | 806  |      |      | 1098 |       |      | 738  |      |      |     |     |     |
| Approach Delay, s/veh        | 20.4 |      |      | 29.1 |       |      | 28.6 |      |      |     |     |     |
| Approach LOS                 | C    |      |      | C    |       |      | C    |      |      |     |     |     |
| Timer                        | 1    | 2    | 3    | 4    | 5     | 6    | 7    | 8    |      |     |     |     |
| Assigned Phs                 | 2    |      |      |      | 5     |      | 6    |      | 8    |     |     |     |
| Phs Duration (G+Y+Rc), s     | 54.0 |      |      |      | 13.8  |      | 40.3 |      | 30.8 |     |     |     |
| Change Period (Y+Rc), s      | 5.0  |      |      |      | * 4.7 |      | 5.0  |      | 4.6  |     |     |     |
| Max Green Setting (Gmax), s  | 40.0 |      |      |      | * 12  |      | 40.0 |      | 44.4 |     |     |     |
| Max Q Clear Time (g_c+I1), s | 24.9 |      |      |      | 9.3   |      | 27.8 |      | 20.0 |     |     |     |
| Green Ext Time (p_c), s      | 4.3  |      |      |      | 0.1   |      | 7.5  |      | 6.2  |     |     |     |
| Intersection Summary         |      |      |      |      |       |      |      |      |      |     |     |     |
| HCM 2010 Ctrl Delay          |      |      |      | 26.3 |       |      |      |      |      |     |     |     |
| HCM 2010 LOS                 |      |      |      | C    |       |      |      |      |      |     |     |     |
| Notes                        |      |      |      |      |       |      |      |      |      |     |     |     |

AM Future Plus Project  
Benedetti Car Wash TIS

W-Trans  
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HCM 2010 Signalized Intersection Summary  
2: Sebastopol Ave & Morris St

04/08/2020

| Movement                     | EBL  | EBT  | EBR   | WBL  | WBT   | WBR  | NBL  | NBT  | NBR  | SBL  | SBT  | SBR  |
|------------------------------|------|------|-------|------|-------|------|------|------|------|------|------|------|
| Lane Configurations          | ↖    | ↗    |       | ↖    | ↗     |      | ↖    | ↗    | ↖    | ↗    |      |      |
| Traffic Volume (veh/h)       | 45   | 1096 | 7     | 1    | 1075  | 185  | 3    | 1    | 3    | 85   | 0    | 38   |
| Future Volume (veh/h)        | 45   | 1096 | 7     | 1    | 1075  | 185  | 3    | 1    | 3    | 85   | 0    | 38   |
| Number                       | 5    | 2    | 12    | 1    | 6     | 16   | 3    | 8    | 18   | 7    | 4    | 14   |
| Initial Q (Qb), veh          | 0    | 0    | 0     | 0    | 0     | 0    | 0    | 0    | 0    | 0    | 0    | 0    |
| Ped-Bike Adj(A_pbT)          | 1.00 |      | 0.99  | 1.00 |       | 1.00 | 1.00 |      | 1.00 | 1.00 |      | 0.96 |
| Parking Bus, Adj             | 1.00 | 1.00 | 1.00  | 1.00 | 1.00  | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 |
| Adj Sat Flow, veh/h/ln       | 1700 | 1667 | 1700  | 1667 | 1667  | 1667 | 1700 | 1686 | 1700 | 1667 | 1700 | 1700 |
| Adj Flow Rate, veh/h         | 45   | 1096 | 7     | 1    | 1075  | 185  | 3    | 1    | 3    | 85   | 0    | 38   |
| Adj No. of Lanes             | 1    | 1    | 0     | 1    | 1     | 1    | 0    | 1    | 0    | 1    | 0    | 1    |
| Peak Hour Factor             | 1.00 | 1.00 | 1.00  | 1.00 | 1.00  | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 |
| Percent Heavy Veh, %         | 0    | 2    | 2     | 2    | 2     | 2    | 0    | 0    | 0    | 2    | 0    | 0    |
| Cap, veh/h                   | 133  | 1081 | 7     | 4    | 957   | 813  | 12   | 4    | 12   | 181  | 0    | 157  |
| Arrive On Green              | 0.08 | 0.65 | 0.65  | 0.00 | 0.57  | 0.57 | 0.02 | 0.02 | 0.02 | 0.11 | 0.00 | 0.11 |
| Sat Flow, veh/h              | 1619 | 1654 | 11    | 1587 | 1667  | 1417 | 658  | 220  | 658  | 1587 | 0    | 1382 |
| Grp Volume(v), veh/h         | 45   | 0    | 1103  | 1    | 1075  | 185  | 7    | 0    | 0    | 85   | 0    | 38   |
| Grp Sat Flow(s), veh/h/ln    | 1619 | 0    | 1665  | 1587 | 1667  | 1417 | 1536 | 0    | 0    | 1587 | 0    | 1382 |
| Q Serve(g_s), s              | 2.4  | 0.0  | 59.2  | 0.1  | 52.0  | 5.8  | 0.4  | 0.0  | 0.0  | 4.5  | 0.0  | 2.3  |
| Cycle Q Clear(g_c), s        | 2.4  | 0.0  | 59.2  | 0.1  | 52.0  | 5.8  | 0.4  | 0.0  | 0.0  | 4.5  | 0.0  | 2.3  |
| Prop In Lane                 | 1.00 |      | 0.01  | 1.00 |       | 1.00 | 0.43 |      | 0.43 | 1.00 |      | 1.00 |
| Lane Grp Cap(c), veh/h       | 133  | 0    | 1088  | 4    | 957   | 813  | 27   | 0    | 0    | 181  | 0    | 157  |
| V/C Ratio(X)                 | 0.34 | 0.00 | 1.01  | 0.23 | 1.12  | 0.23 | 0.26 | 0.00 | 0.00 | 0.47 | 0.00 | 0.24 |
| Avail Cap(c_a), veh/h        | 483  | 0    | 1088  | 385  | 957   | 813  | 271  | 0    | 0    | 613  | 0    | 534  |
| HCM Platoon Ratio            | 1.00 | 1.00 | 1.00  | 1.00 | 1.00  | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 |
| Upstream Filter(I)           | 1.00 | 0.00 | 1.00  | 1.00 | 1.00  | 1.00 | 1.00 | 0.00 | 0.00 | 1.00 | 0.00 | 1.00 |
| Uniform Delay (d), s/veh     | 39.2 | 0.0  | 15.7  | 45.1 | 19.3  | 9.5  | 43.9 | 0.0  | 0.0  | 37.6 | 0.0  | 36.6 |
| Incr Delay (d2), s/veh       | 1.5  | 0.0  | 30.7  | 24.8 | 69.4  | 0.3  | 4.8  | 0.0  | 0.0  | 1.9  | 0.0  | 0.8  |
| Initial Q Delay(d3),s/veh    | 0.0  | 0.0  | 0.0   | 0.0  | 0.0   | 0.0  | 0.0  | 0.0  | 0.0  | 0.0  | 0.0  | 0.0  |
| %ile BackOfQ(50%),veh/ln     | 1.1  | 0.0  | 35.9  | 0.1  | 42.1  | 2.3  | 0.2  | 0.0  | 0.0  | 2.1  | 0.0  | 0.9  |
| LnGrp Delay(d),s/veh         | 40.7 | 0.0  | 46.4  | 69.9 | 88.7  | 9.8  | 48.7 | 0.0  | 0.0  | 39.5 | 0.0  | 37.4 |
| LnGrp LOS                    | D    |      | F     | E    | F     | A    | D    |      |      | D    |      | D    |
| Approach Vol, veh/h          | 1148 |      |       | 1261 |       |      | 7    |      |      | 123  |      |      |
| Approach Delay, s/veh        | 46.2 |      |       | 77.1 |       |      | 48.7 |      |      | 38.8 |      |      |
| Approach LOS                 | D    |      |       | E    |       |      | D    |      |      | D    |      |      |
| Timer                        | 1    | 2    | 3     | 4    | 5     | 6    | 7    | 8    |      |      |      |      |
| Assigned Phs                 | 1    |      | 2     |      | 4     |      | 5    |      | 6    |      | 8    |      |
| Phs Duration (G+Y+Rc), s     | 64.3 |      | 15.0  |      | 12.2  |      | 57.1 |      | 6.3  |      |      |      |
| Change Period (Y+Rc), s      | 5.1  |      | * 4.7 |      | * 4.7 |      | 5.1  |      | 4.7  |      |      |      |
| Max Green Setting (Gmax), s  | 45.0 |      | * 35  |      | * 27  |      | 52.0 |      | 16.0 |      |      |      |
| Max Q Clear Time (g_c+I1), s | 61.2 |      | 6.5   |      | 4.4   |      | 54.0 |      | 2.4  |      |      |      |
| Green Ext Time (p_c), s      | 0.0  |      | 0.0   |      | 0.5   |      | 0.1  |      | 0.0  |      | 0.0  |      |
| Intersection Summary         |      |      |       |      |       |      |      |      |      |      |      |      |
| HCM 2010 Ctrl Delay          |      |      |       | 61.2 |       |      |      |      |      |      |      |      |
| HCM 2010 LOS                 |      |      |       | E    |       |      |      |      |      |      |      |      |
| Notes                        |      |      |       |      |       |      |      |      |      |      |      |      |

AM Future Plus Project  
Benedetti Car Wash TIS

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HCM 2010 TWSC  
3: Petaluma Ave & Abbott Ave

04/08/2020

| Intersection             |        |       |      |        |      |      |      |      |      |      |      |      |
|--------------------------|--------|-------|------|--------|------|------|------|------|------|------|------|------|
| Int Delay, s/veh         | 0.4    |       |      |        |      |      |      |      |      |      |      |      |
| Movement                 | EBL    | EBT   | EBR  | WBL    | WBT  | WBR  | NBL  | NBT  | NBR  | SBL  | SBT  | SBR  |
| Lane Configurations      |        |       |      |        |      | ↕    |      | ↕↔   |      |      |      |      |
| Traffic Vol, veh/h       | 2      | 0     | 0    | 0      | 1    | 38   | 2    | 1203 | 52   | 0    | 0    | 0    |
| Future Vol, veh/h        | 2      | 0     | 0    | 0      | 1    | 38   | 2    | 1203 | 52   | 0    | 0    | 0    |
| Conflicting Peds, #/hr   | 0      | 0     | 0    | 0      | 0    | 0    | 0    | 0    | 0    | 0    | 0    | 0    |
| Sign Control             | Stop   | Stop  | Stop | Stop   | Stop | Free | Free | Free | Free | Free | Free | Free |
| RT Channelized           | -      | -     | None | -      | -    | None | -    | -    | None | -    | -    | None |
| Storage Length           | -      | -     | -    | -      | -    | 0    | -    | -    | -    | -    | -    | -    |
| Veh in Median Storage, # | -      | 65536 | -    | -      | 0    | -    | -    | 0    | -    | -    | -    | -    |
| Grade, %                 | -      | 0     | -    | -      | 0    | -    | -    | 0    | -    | -    | 0    | -    |
| Peak Hour Factor         | 100    | 100   | 100  | 100    | 100  | 100  | 100  | 100  | 100  | 100  | 100  | 100  |
| Heavy Vehicles, %        | 2      | 2     | 2    | 2      | 2    | 2    | 2    | 2    | 2    | 2    | 2    | 2    |
| Mvmt Flow                | 2      | 0     | 0    | 0      | 1    | 38   | 2    | 1203 | 52   | 0    | 0    | 0    |
| Major/Minor              |        |       |      |        |      |      |      |      |      |      |      |      |
|                          | Minor1 |       |      | Major1 |      |      |      |      |      |      |      |      |
| Conflicting Flow All     | -      | 1233  | 628  | 0      | 0    | 0    |      |      |      |      |      |      |
| Stage 1                  | -      | 1233  | -    | -      | -    | -    |      |      |      |      |      |      |
| Stage 2                  | -      | 0     | -    | -      | -    | -    |      |      |      |      |      |      |
| Critical Hdwy            | -      | 6.54  | 6.94 | 4.14   | -    | -    |      |      |      |      |      |      |
| Critical Hdwy Stg 1      | -      | 5.54  | -    | -      | -    | -    |      |      |      |      |      |      |
| Critical Hdwy Stg 2      | -      | -     | -    | -      | -    | -    |      |      |      |      |      |      |
| Follow-up Hdwy           | -      | 4.02  | 3.32 | 2.22   | -    | -    |      |      |      |      |      |      |
| Pot Cap-1 Maneuver       | 0      | 176   | 426  | -      | -    | -    |      |      |      |      |      |      |
| Stage 1                  | 0      | 247   | -    | -      | -    | -    |      |      |      |      |      |      |
| Stage 2                  | 0      | -     | -    | -      | -    | -    |      |      |      |      |      |      |
| Platoon blocked, %       | -      | -     | -    | -      | -    | -    |      |      |      |      |      |      |
| Mov Cap-1 Maneuver       | -      | 0     | 426  | -      | -    | -    |      |      |      |      |      |      |
| Mov Cap-2 Maneuver       | -      | 0     | -    | -      | -    | -    |      |      |      |      |      |      |
| Stage 1                  | -      | 0     | -    | -      | -    | -    |      |      |      |      |      |      |
| Stage 2                  | -      | 0     | -    | -      | -    | -    |      |      |      |      |      |      |
| Approach                 |        |       |      |        |      |      |      |      |      |      |      |      |
|                          | WB     |       |      | NB     |      |      |      |      |      |      |      |      |
| HCM Control Delay, s     | 14.3   |       |      |        |      |      |      |      |      |      |      |      |
| HCM LOS                  | B      |       |      |        |      |      |      |      |      |      |      |      |
| Minor Lane/Major Mvmt    |        |       |      |        |      |      |      |      |      |      |      |      |
|                          | NBL    | NBT   | NBR  | WBLn1  |      |      |      |      |      |      |      |      |
| Capacity (veh/h)         | -      | -     | -    | 426    |      |      |      |      |      |      |      |      |
| HCM Lane V/C Ratio       | -      | -     | -    | 0.089  |      |      |      |      |      |      |      |      |
| HCM Control Delay (s)    | -      | -     | -    | 14.3   |      |      |      |      |      |      |      |      |
| HCM Lane LOS             | -      | -     | -    | B      |      |      |      |      |      |      |      |      |
| HCM 95th %tile Q(veh)    | -      | -     | -    | 0.3    |      |      |      |      |      |      |      |      |

HCM 2010 Signalized Intersection Summary  
1: Sebastopol Rd & Petaluma Ave

04/08/2020

|                              | ↖     | →    | ↗    | ↙     | ←     | ↖     | ↗    | ↙    | ↘    | ↖   | ↗   | ↙   | ↘ |
|------------------------------|-------|------|------|-------|-------|-------|------|------|------|-----|-----|-----|---|
| Movement                     | EBL   | EBT  | EBR  | WBL   | WBT   | WBR   | NBL  | NBT  | NBR  | SBL | SBT | SBR |   |
| Lane Configurations          | ↕     | ↕    |      |       | ↕↔    |       |      | ↕↔   | ↕    |     |     |     |   |
| Traffic Volume (veh/h)       | 178   | 644  | 0    | 0     | 954   | 292   | 239  | 896  | 604  | 0   | 0   | 0   |   |
| Future Volume (veh/h)        | 178   | 644  | 0    | 0     | 954   | 292   | 239  | 896  | 604  | 0   | 0   | 0   |   |
| Number                       | 5     | 2    | 12   | 1     | 6     | 16    | 3    | 8    | 18   |     |     |     |   |
| Initial Q (Qb), veh          | 0     | 0    | 0    | 0     | 0     | 0     | 0    | 0    | 0    |     |     |     |   |
| Ped-Bike Adj(A_pbT)          | 1.00  |      | 1.00 | 1.00  |       | 0.99  | 1.00 |      | 1.00 |     |     |     |   |
| Parking Bus, Adj             | 1.00  | 1.00 | 1.00 | 1.00  | 1.00  | 1.00  | 1.00 | 1.00 | 1.00 |     |     |     |   |
| Adj Sat Flow, veh/h/ln       | 1667  | 1667 | 0    | 0     | 1667  | 1700  | 1700 | 1667 | 1667 |     |     |     |   |
| Adj Flow Rate, veh/h         | 178   | 644  | 0    | 0     | 954   | 292   | 239  | 896  | 0    |     |     |     |   |
| Adj No. of Lanes             | 1     | 1    | 0    | 0     | 2     | 0     | 0    | 2    | 1    |     |     |     |   |
| Peak Hour Factor             | 1.00  | 1.00 | 1.00 | 1.00  | 1.00  | 1.00  | 1.00 | 1.00 | 1.00 |     |     |     |   |
| Percent Heavy Veh, %         | 2     | 2    | 0    | 0     | 2     | 2     | 2    | 2    | 2    |     |     |     |   |
| Cap, veh/h                   | 177   | 864  | 0    | 0     | 869   | 265   | 255  | 1014 | 559  |     |     |     |   |
| Arrive On Green              | 0.11  | 0.52 | 0.00 | 0.00  | 0.36  | 0.36  | 0.39 | 0.39 | 0.00 |     |     |     |   |
| Sat Flow, veh/h              | 1587  | 1667 | 0    | 0     | 2472  | 728   | 647  | 2570 | 1417 |     |     |     |   |
| Grp Volume(v), veh/h         | 178   | 644  | 0    | 0     | 631   | 615   | 603  | 532  | 0    |     |     |     |   |
| Grp Sat Flow(s),veh/h/ln     | 1587  | 1667 | 0    | 0     | 1583  | 1533  | 1634 | 1583 | 1417 |     |     |     |   |
| Q Serve(g_s), s              | 12.3  | 33.4 | 0.0  | 0.0   | 40.0  | 40.0  | 39.0 | 33.7 | 0.0  |     |     |     |   |
| Cycle Q Clear(g_c), s        | 12.3  | 33.4 | 0.0  | 0.0   | 40.0  | 40.0  | 39.0 | 33.7 | 0.0  |     |     |     |   |
| Prop In Lane                 | 1.00  |      | 0.00 | 0.00  |       | 0.47  | 0.40 |      | 1.00 |     |     |     |   |
| Lane Grp Cap(c), veh/h       | 177   | 864  | 0    | 0     | 576   | 558   | 645  | 625  | 559  |     |     |     |   |
| V/C Ratio(X)                 | 1.00  | 0.75 | 0.00 | 0.00  | 1.10  | 1.10  | 0.94 | 0.85 | 0.00 |     |     |     |   |
| Avail Cap(c_a), veh/h        | 177   | 864  | 0    | 0     | 576   | 558   | 660  | 639  | 572  |     |     |     |   |
| HCM Platoon Ratio            | 1.00  | 1.00 | 1.00 | 1.00  | 1.00  | 1.00  | 1.00 | 1.00 | 1.00 |     |     |     |   |
| Upstream Filter(I)           | 1.00  | 1.00 | 0.00 | 0.00  | 1.00  | 1.00  | 1.00 | 1.00 | 0.00 |     |     |     |   |
| Uniform Delay (d), s/veh     | 48.9  | 20.8 | 0.0  | 0.0   | 35.0  | 35.0  | 32.0 | 30.4 | 0.0  |     |     |     |   |
| Incr Delay (d2), s/veh       | 68.3  | 3.6  | 0.0  | 0.0   | 66.4  | 69.4  | 20.7 | 10.7 | 0.0  |     |     |     |   |
| Initial Q Delay(d3),s/veh    | 0.0   | 0.0  | 0.0  | 0.0   | 0.0   | 0.0   | 0.0  | 0.0  | 0.0  |     |     |     |   |
| %ile BackOfQ(50%),veh/ln     | 8.7   | 16.1 | 0.0  | 0.0   | 28.1  | 27.6  | 21.1 | 16.5 | 0.0  |     |     |     |   |
| LnGrp Delay(d),s/veh         | 117.2 | 24.4 | 0.0  | 0.0   | 101.4 | 104.4 | 52.6 | 41.0 | 0.0  |     |     |     |   |
| LnGrp LOS                    | F     | C    |      |       | F     | F     | D    | D    |      |     |     |     |   |
| Approach Vol, veh/h          | 822   |      |      | 1246  |       |       | 1135 |      |      |     |     |     |   |
| Approach Delay, s/veh        | 44.5  |      |      | 102.9 |       |       | 47.2 |      |      |     |     |     |   |
| Approach LOS                 | D     |      |      | F     |       |       | D    |      |      |     |     |     |   |
| Timer                        |       |      |      |       |       |       |      |      |      |     |     |     |   |
|                              | 1     | 2    | 3    | 4     | 5     | 6     | 7    | 8    |      |     |     |     |   |
| Assigned Phs                 | 2     |      |      |       | 5     |       | 6    |      | 8    |     |     |     |   |
| Phs Duration (G+Y+Rc), s     | 62.0  |      |      |       | 17.0  |       | 45.0 |      | 48.0 |     |     |     |   |
| Change Period (Y+Rc), s      | 5.0   |      |      |       | * 4.7 |       | 5.0  |      | 4.6  |     |     |     |   |
| Max Green Setting (Gmax), s  | 40.0  |      |      |       | * 12  |       | 40.0 |      | 44.4 |     |     |     |   |
| Max Q Clear Time (g_c+1t), s | 35.4  |      |      |       | 14.3  |       | 42.0 |      | 41.0 |     |     |     |   |
| Green Ext Time (p_c), s      | 1.8   |      |      |       | 0.0   |       | 0.0  |      | 2.4  |     |     |     |   |
| Intersection Summary         |       |      |      |       |       |       |      |      |      |     |     |     |   |
| HCM 2010 Ctrl Delay          |       |      |      | 68.2  |       |       |      |      |      |     |     |     |   |
| HCM 2010 LOS                 |       |      |      | E     |       |       |      |      |      |     |     |     |   |
| Notes                        |       |      |      |       |       |       |      |      |      |     |     |     |   |

HCM 2010 Signalized Intersection Summary  
2: Sebastopol Ave & Morris St

04/08/2020

| Movement                    | EBL  | EBT  | EBR  | WBL   | WBT   | WBR  | NBL  | NBT  | NBR  | SBL  | SBT  | SBR  |
|-----------------------------|------|------|------|-------|-------|------|------|------|------|------|------|------|
| Lane Configurations         | ↔    | ↔    |      | ↔     | ↔     | ↔    | ↔    | ↔    | ↔    | ↔    | ↔    | ↔    |
| Traffic Volume (veh/h)      | 56   | 1148 | 5    | 3     | 1035  | 190  | 4    | 5    | 6    | 181  | 3    | 65   |
| Future Volume (veh/h)       | 56   | 1148 | 5    | 3     | 1035  | 190  | 4    | 5    | 6    | 181  | 3    | 65   |
| Number                      | 5    | 2    | 12   | 1     | 6     | 16   | 3    | 8    | 18   | 7    | 4    | 14   |
| Initial Q (Qb), veh         | 0    | 0    | 0    | 0     | 0     | 0    | 0    | 0    | 0    | 0    | 0    | 0    |
| Ped-Bike Adj(A_pbT)         | 1.00 |      | 0.99 | 1.00  |       | 1.00 | 1.00 |      | 1.00 | 1.00 |      | 0.97 |
| Parking Bus, Adj            | 1.00 | 1.00 | 1.00 | 1.00  | 1.00  | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 |
| Adj Sat Flow, veh/h/ln      | 1700 | 1667 | 1700 | 1667  | 1667  | 1667 | 1700 | 1687 | 1700 | 1667 | 1700 | 1700 |
| Adj Flow Rate, veh/h        | 56   | 1148 | 5    | 3     | 1035  | 190  | 4    | 5    | 6    | 181  | 3    | 65   |
| Adj No. of Lanes            | 1    | 1    | 0    | 1     | 1     | 1    | 0    | 1    | 0    | 1    | 1    | 0    |
| Peak Hour Factor            | 1.00 | 1.00 | 1.00 | 1.00  | 1.00  | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 |
| Percent Heavy Veh, %        | 0    | 2    | 2    | 2     | 2     | 2    | 0    | 0    | 0    | 2    | 0    | 0    |
| Cap, veh/h                  | 143  | 1022 | 4    | 13    | 893   | 759  | 14   | 18   | 21   | 228  | 9    | 193  |
| Arrive On Green             | 0.09 | 0.62 | 0.62 | 0.01  | 0.54  | 0.54 | 0.03 | 0.03 | 0.03 | 0.14 | 0.14 | 0.14 |
| Sat Flow, veh/h             | 1619 | 1658 | 7    | 1587  | 1667  | 1417 | 415  | 519  | 622  | 1587 | 62   | 1344 |
| Grp Volume(v), veh/h        | 56   | 0    | 1153 | 3     | 1035  | 190  | 15   | 0    | 0    | 181  | 0    | 68   |
| Grp Sat Flow(s), veh/h/ln   | 1619 | 0    | 1665 | 1587  | 1667  | 1417 | 1556 | 0    | 0    | 1587 | 0    | 1406 |
| Q Serve(g_s), s             | 3.2  | 0.0  | 59.8 | 0.2   | 52.0  | 7.0  | 0.9  | 0.0  | 0.0  | 10.7 | 0.0  | 4.2  |
| Cycle Q Clear(g_c), s       | 3.2  | 0.0  | 59.8 | 0.2   | 52.0  | 7.0  | 0.9  | 0.0  | 0.0  | 10.7 | 0.0  | 4.2  |
| Prop In Lane                | 1.00 |      | 0.00 | 1.00  |       | 1.00 | 0.27 |      | 0.40 | 1.00 |      | 0.96 |
| Lane Grp Cap(c), veh/h      | 143  | 0    | 1027 | 13    | 893   | 759  | 53   | 0    | 0    | 228  | 0    | 202  |
| V/C Ratio(X)                | 0.39 | 0.00 | 1.12 | 0.24  | 1.16  | 0.25 | 0.28 | 0.00 | 0.00 | 0.79 | 0.00 | 0.34 |
| Avail Cap(c_a), veh/h       | 451  | 0    | 1027 | 360   | 893   | 759  | 257  | 0    | 0    | 573  | 0    | 507  |
| HCM Platoon Ratio           | 1.00 | 1.00 | 1.00 | 1.00  | 1.00  | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 |
| Upstream Filter(I)          | 1.00 | 0.00 | 1.00 | 1.00  | 1.00  | 1.00 | 0.00 | 0.00 | 0.00 | 1.00 | 0.00 | 1.00 |
| Uniform Delay (d), s/veh    | 41.8 | 0.0  | 18.6 | 47.8  | 22.5  | 12.1 | 45.7 | 0.0  | 0.0  | 40.2 | 0.0  | 37.4 |
| Incr Delay (d2), s/veh      | 1.7  | 0.0  | 68.4 | 9.2   | 83.9  | 0.4  | 2.8  | 0.0  | 0.0  | 6.2  | 0.0  | 1.0  |
| Initial Q Delay(d3),s/veh   | 0.0  | 0.0  | 0.0  | 0.0   | 0.0   | 0.0  | 0.0  | 0.0  | 0.0  | 0.0  | 0.0  | 0.0  |
| %ile BackOfQ(50%),veh/ln    | 5    | 0.0  | 46.6 | 0.1   | 44.6  | 2.8  | 0.4  | 0.0  | 0.0  | 5.1  | 0.0  | 1.7  |
| LnGrp Delay(d),s/veh        | 43.5 | 0.0  | 87.0 | 57.0  | 106.4 | 12.4 | 48.5 | 0.0  | 0.0  | 46.4 | 0.0  | 38.4 |
| LnGrp LOS                   | D    |      | F    | E     | F     | B    | D    |      |      | D    |      | D    |
| Approach Vol, veh/h         | 1209 |      |      | 1228  |       |      | 15   |      |      | 249  |      |      |
| Approach Delay, s/veh       | 85.0 |      |      | 91.7  |       |      | 48.5 |      |      | 44.2 |      |      |
| Approach LOS                | F    |      |      | F     |       |      | D    |      |      | D    |      |      |
| Timer                       | 1    | 2    | 3    | 4     | 5     | 6    | 7    | 8    |      |      |      |      |
| Assigned Phs                | 1    | 2    |      | 4     | 5     | 6    |      | 8    |      |      |      |      |
| Phs Duration (G+Y+Rc), s    | 5.5  | 64.9 |      | 18.6  | 13.3  | 57.1 |      | 8.0  |      |      |      |      |
| Change Period (Y+Rc), s     | 4.7  | 5.1  |      | * 4.7 | * 4.7 | 5.1  |      | 4.7  |      |      |      |      |
| Max Green Setting (Gmax), s | 45.0 |      |      | * 35  | * 27  | 52.0 |      | 16.0 |      |      |      |      |
| Max Q Clear Time (g_c+1), s | 61.8 |      |      | 12.7  | 5.2   | 54.0 |      | 2.9  |      |      |      |      |
| Green Ext Time (p_c), s     | 0.0  | 0.0  |      | 0.9   | 0.1   | 0.0  |      | 0.0  |      |      |      |      |
| <b>Intersection Summary</b> |      |      |      |       |       |      |      |      |      |      |      |      |
| HCM 2010 Ctrl Delay         | 84.1 |      |      |       |       |      |      |      |      |      |      |      |
| HCM 2010 LOS                | F    |      |      |       |       |      |      |      |      |      |      |      |
| <b>Notes</b>                |      |      |      |       |       |      |      |      |      |      |      |      |

HCM 2010 TWSC  
3: Petaluma Ave & Abbott Ave

04/08/2020

| <b>Intersection</b>          |         |      |      |        |      |      |      |      |      |      |      |      |
|------------------------------|---------|------|------|--------|------|------|------|------|------|------|------|------|
| Int Delay, s/veh             | 0.7     |      |      |        |      |      |      |      |      |      |      |      |
| Movement                     | EBL     | EBT  | EBR  | WBL    | WBT  | WBR  | NBL  | NBT  | NBR  | SBL  | SBT  | SBR  |
| Lane Configurations          |         |      |      |        |      | ↔    |      |      |      | ↔    | ↔    | ↔    |
| Traffic Vol, veh/h           | 1       | 0    | 0    | 0      | 0    | 62   | 7    | 1241 | 49   | 0    | 0    | 0    |
| Future Vol, veh/h            | 1       | 0    | 0    | 0      | 0    | 62   | 7    | 1241 | 49   | 0    | 0    | 0    |
| Conflicting Peds, #/hr       | 0       | 0    | 0    | 0      | 0    | 0    | 0    | 0    | 0    | 0    | 0    | 0    |
| Sign Control                 | Stop    | Stop | Stop | Stop   | Stop | Free | Free | Free | Free | Free | Free | Free |
| RT Channelized               | -       | -    | None | -      | -    | None | -    | -    | None | -    | -    | None |
| Storage Length               | -       | -    | -    | -      | -    | 0    | -    | -    | -    | -    | -    | -    |
| Veh in Median Storage, #     | 4063232 |      |      |        |      |      |      |      |      |      |      |      |
| Grade, %                     | -       | 0    | -    | -      | 0    | -    | -    | 0    | -    | -    | 0    | -    |
| Peak Hour Factor             | 100     | 100  | 100  | 100    | 100  | 100  | 100  | 100  | 100  | 100  | 100  | 100  |
| Heavy Vehicles, %            | 2       | 2    | 2    | 2      | 2    | 2    | 2    | 2    | 2    | 2    | 2    | 2    |
| Mvmt Flow                    | 1       | 0    | 0    | 0      | 0    | 62   | 7    | 1241 | 49   | 0    | 0    | 0    |
| <b>Major/Minor</b>           |         |      |      |        |      |      |      |      |      |      |      |      |
| Conflicting Flow All         | Minor1  |      |      | Major1 |      |      |      |      |      |      |      |      |
| Stage 1                      | -       | -    | 645  | 0      | 0    | 0    |      |      |      |      |      |      |
| Stage 2                      | -       | -    | -    | -      | -    | -    |      |      |      |      |      |      |
| Critical Hdwy                | -       | -    | 6.94 | 4.14   | -    | -    |      |      |      |      |      |      |
| Critical Hdwy Stg 1          | -       | -    | -    | -      | -    | -    |      |      |      |      |      |      |
| Critical Hdwy Stg 2          | -       | -    | -    | -      | -    | -    |      |      |      |      |      |      |
| Follow-up Hdwy               | -       | -    | 3.32 | 2.22   | -    | -    |      |      |      |      |      |      |
| Pot Cap-1 Maneuver           | 0       | 0    | 415  | -      | -    | -    |      |      |      |      |      |      |
| Stage 1                      | -       | 0    | -    | -      | -    | -    |      |      |      |      |      |      |
| Stage 2                      | -       | 0    | -    | -      | -    | -    |      |      |      |      |      |      |
| Platoon blocked, %           | -       | -    | -    | -      | -    | -    |      |      |      |      |      |      |
| Mov Cap-1 Maneuver           | -       | 0    | 415  | -      | -    | -    |      |      |      |      |      |      |
| Mov Cap-2 Maneuver           | -       | 0    | -    | -      | -    | -    |      |      |      |      |      |      |
| Stage 1                      | -       | 0    | -    | -      | -    | -    |      |      |      |      |      |      |
| Stage 2                      | -       | 0    | -    | -      | -    | -    |      |      |      |      |      |      |
| <b>Approach</b>              |         |      |      |        |      |      |      |      |      |      |      |      |
| HCM Control Delay, s         | WB      |      |      | NB     |      |      |      |      |      |      |      |      |
| HCM LOS                      | C       |      |      | C      |      |      |      |      |      |      |      |      |
| <b>Minor Lane/Major Mvmt</b> |         |      |      |        |      |      |      |      |      |      |      |      |
| Capacity (veh/h)             | -       | -    | -    | 415    |      |      |      |      |      |      |      |      |
| HCM Lane V/C Ratio           | -       | -    | -    | 0.149  |      |      |      |      |      |      |      |      |
| HCM Control Delay (s)        | -       | -    | -    | 15.2   |      |      |      |      |      |      |      |      |
| HCM Lane LOS                 | -       | -    | -    | C      |      |      |      |      |      |      |      |      |
| HCM 95th %tile Q(veh)        | -       | -    | -    | 0.5    |      |      |      |      |      |      |      |      |



# Curian

September 10, 2020

Dear Commissioners,

After reviewing the initial study for the proposed automatic car wash, I am writing to express my concern that this project will negatively affect the downtown area.

I am the CEO of Curian, a tech services company, with offices on the adjacent parcel at 6791 Sebastopol Avenue, the former Ford garage. Our second-story office has large windows overlooking the Benedetti property. Currently, it is a very noisy neighbor, and the addition of a two-story car wash would be incredibly disruptive.

We are right next to the Joe Rodota Trail and the Laguna habitat and such intensive usage will adversely impact all users walking or biking by on the trail. Currently, the noise levels can be high due to: a) a loudspeaker they use for communication, b) cars/trucks honking, c) beeping from trucks backing up, d) power tools used for oil and tire changes.

In addition to increasing an already noisy parcel, this project will consume large amounts of water and power, and may contribute to downtown flooding by adding thousands of square feet of impervious paving.

Page 13, Table 8 fails to include our building in the noise monitoring survey. We use our office for meetings, video calls, and computer work. An increase in noise levels will likely prove uncondusive to a working environment.

Sebastopol Municipal Code 8.25.060 prohibits noise emitted beyond a premise's boundary above 55 dB. Even with a ten-foot wall, this project will emit noise between 65-70 dB onto our offices. This unlawful amount of noise should immediately disqualify this project from further consideration.

In order to retain the charm of Sebastopol, I urge the Commission to expand the ordinance against drive-through uses to include car washes.

Thank you for your kind consideration.

Best regards,

Martin Reed

## Car wash

Perry <2sparky@comcast.net>

Mon 9/14/2020 7:48 PM

To: David Hogan <DHogan@m-group.us>

Cc: ksvanstrom@cityofsebastopol.org <ksvanstrom@cityofsebastopol.org>

To whom it may concern.

I am writing to all regarding the proposed car wash within the Benedetti tire complex.

As a long time resident of Sebastopol, I am loyal to all the business owners here in town. I would prefer to include my car washing needs too.

The Benedetti tire and oil stop has had the local residents best interest for as long as I have been going there. It is my belief that once again this car wash will be in the best interest of our community.

Mark Reece and his management team will work to provide a service that will reduce water use, improve customer convenience while showing concern about our environment and it's effects on our community.

Please support our local folks in welcoming a new business to Sebastopol. Thank you.

Perry Sparkman, Sebastopol resident and classic car owner.

Sent from my iPhone

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**From:** Michael McGlothlin <michael.mcglathlin@gmail.com>  
**Sent:** Tuesday, September 15, 2020 7:23 AM  
**To:** Kari Svanstrom <ksvanstrom@cityofsebastopol.org>  
**Subject:** Benedetti Tire car wash expansion

I am writing in support of granting the permits needed for Benedetti Tire to construct a state of the art car wash.

The city is in need of a decent car wash that is environmentally sensitive and efficient. The existing car wash in town is not adequate for the volume of use, often creating long lines and congestion.

Additionally, the quality of the current car wash is not very good. We often go to a wash on Piner in Santa Rosa rather than use the one here in town.

I think that the proposed location at the back of the Benedetti complex will provide easy access to the car wash without disrupting traffic flows. In short, I think the new proposed car wash is a win-win for the city and clean cars and urge you to approve the permits.

Michael & Jean McGlothlin  
707-829-3529  
707-217-3595

## Car Wash

Elaine Schneemann <elaines@sonic.net>

Tue 9/15/2020 8:55 AM

To: ksvanstrom@cityofsebastopol.org <ksvanstrom@cityofsebastopol.org>; David Hogan <DHogan@m-group.us>

Sirs,

This letter is in response to the Car Wash project at 6809 Sebastopol Ave. Sebastopol.

This heard about this project a few years ago and have been waiting for it to move forward. I am very excited that this is something we can bring to our town. I have lived here for 21 plus years, raised 4 kids and working on 7 grandkids. The car wash is something that I would use on a weekly basis and I have 4 cars, RV and addition movable trailers etc. that I need to wash. Living in the country on well water and a gravel driveway, it is not always easy to wash and do a good job cleaning vehicles at home. Plus water spots due to the well water. This will also make it much easier, then going into Santa Rosa and spending my money there. I am all for getting this project moving forward.

Thank you,

*Elaine  
Schneemann  
707 483-7696*

## Approval of car wash

Jebb Trione <jtrione@mancuso-hd.com>

Tue 9/15/2020 9:48 AM

To: ksvanstrom@cityofsebastopol.org <ksvanstrom@cityofsebastopol.org>; David Hogan <DHogan@m-group.us>

This email is in support of the approval of the proposed car wash at Benedetti Tire , this business has been needed in this town for many years, hopefully your approval process will go quickly as the need is growing .

Thank you  
Jebb Trione





## Proposed car wash

kensil@sonic.net <kensil@sonic.net>

Tue 9/15/2020 11:37 AM

To: ksvanstrom@cityofsebastopol.org <ksvanstrom@cityofsebastopol.org>

Cc: David Hogan <DHogan@m-group.us>

As a long time business owner and resident of Sebastopol I would to extend my support for the proposed full service car wash at the Bennetti auto service location.

As a long term patron of Mark and Brad I know that the project has been well thought through and will be implemented with a high degree of care for all concerns associated with the project.

Bennetti's Tire Service has always had a high level of professional integrity in their business practices In our community.

I believe there is a definite need for the project in our community. I for one have my cars washed in Santa Rosa on a regular basis. Keeping that money in Sebastopol would be a definite benefit and convenience.

Lastly the design seems to be in keeping with our community aesthetics.

Hopefully the City of Sebastopol will quickly approve the project

Regards

Ken Silveria

Former and long time owner of Pacific Market as well as a long time resident of Sebastopol

Sent from I my iPhone



# BARDELLA & ASSOCIATES

Taxes - Bookkeeping - Consultation

September 15, 2020

To Whom It May Concern:

We are writing to confirm our support of the potential new car wash in Sebastopol. We have been long time business owners in Sebastopol and support our community. We like the prospect of having a full-service car wash in Sebastopol. It also sounds like the car wash would be more environmentally friendly than city residents washing their vehicles at their own residence. We currently take our business out of Sebastopol to get a quality car wash.

Respectfully,

Barbara Bardella

Matt Bardella

702 Litchfield Avenue • Sebastopol, California 95472 • (707) 829-4800 • FAX (707) 823-2865  
Web Site: <http://www.bardella.com> • Email: [bardella@bardella.com](mailto:bardella@bardella.com)

## Proposed automatic car wash

Huck Hensley <hucksociety@yahoo.com>

Tue 9/15/2020 8:52 PM

To: ksvanstrom@cityofsebastopol.org <ksvanstrom@cityofsebastopol.org>; David Hogan <DHogan@m-group.us>

September 15, 2020

Dear Commissioners,

I have reviewed the initial studies for the proposed automatic car wash.

I am the property owner of the adjacent parcel at 6791 Sebastopol Avenue, the former Ford garage, which I renovated for offices, retail uses and Chimera Arts and Makerspace. I plan to propose infill housing on the open portion of the former Ford lot.

I believe the proposed car wash would negatively affect building tenants due to noise. It would also discourage future housing on the property, or anywhere nearby.

Generally, I think the proposed automatic car wash would be a step backward for Sebastopol; it would increase noise pollution downtown, generate more traffic and air pollution, contribute to flooding, and discourage downtown housing. I do not believe the strident nature of this use is appropriate in proximity to the Laguna habitat and Joe Rodota Trail.

The noise monitoring survey fails to include the Ford Building in its survey where it claims that the Sebastopol Inn is "...the closest noise sensitive use to the project site..." (page 13). The nearest offices are less than a hundred feet from the noisiest facet of the proposed car wash. The second-story offices in the Ford building are normally quiet, with people having meetings and doing computer work. Chimera Makerspace conducts indoor and outdoor classroom instruction just ten feet from the car wash exit.

The Sebastopol Municipal Code (8.25.060) prohibits noise emitted beyond a premises boundary above 55dBA.

Per Figure 8 of the noise wall analysis, the car wash operation, even with a ten-foot wall, would emit noise between 65-70 dBA onto the adjacent Ford property. I do not understand how a project generating an unlawful noise level can be approved.

The traffic study uses vehicle-per-day assumptions that do not match those of the noise assessment. The noise study estimates 250 to 350 vehicles per day through the car wash (page 23). The traffic study states: "The applicant anticipates serving an average of 125 to 150 customers per day, with 200 customers on a peak day" (page 17). This discrepancy casts grave doubts on the traffic study.

Finally, I believe the ordinance against drive-through uses should be amended to include car washes.

Thank you for your thoughtful consideration.

Respectfully,  
Huck Hensley

## Benedetti car wash

key250@aol.com <key250@aol.com>

Wed 9/16/2020 10:15 AM

To: David Hogan <DHogan@m-group.us>; ksvanstrom@cityofsebastopol.org <ksvanstrom@cityofsebastopol.org>

I am David Key from Key Auto Body 250 Morris St. I believe the car wash project will be a good fit for the area and Sebastopol. The car wash on Healdsburg Ave is hard to enter and only compact vehicles can access it. Car washes save water and waste going down our storm drains. It also gives customers the choice of complete service at Benedetti Tire  
Thank you very much, David Key



## Benedetti Car Wash

Judy Reynolds <jreyseb@sbcglobal.net>

Wed 9/16/2020 11:15 AM

To: David Hogan <DHogan@m-group.us>

I would like to offer my support for the car wash plan at the back of Benedetti's Tire Service. I feel it would be nice instead of driving to Santa Rosa for a car wash of this caliber. I live in Sebastopol and hope Mark will get the cities support on this project. Thank you Judy Reynolds  
Sent from my iPhone

## Car wash

pete henderson <pete95403@yahoo.com>

Wed 9/16/2020 11:30 AM

To: David Hogan <DHogan@m-group.us>

Good day David, I am a longtime customer of Benedetti tire. I appreciate the professional handling of all my Ford 150 truck needs at this facility. I am excited to hear about the possibility of a state of the art car wash at this location. This will save me time and money trying to locate a good car wash. This will also save the environment of unnecessary water and waste runoff into the storm drains. I will be able to get service and a quality wash at the same place. I feel this project will be a great asset to the local community. Thanks for your time.

Peter G Henderson

## Benedetti Car Wash

Richard Johnson <rmj52@sonic.net>

Wed 9/16/2020 12:09 PM

To: ksvanstrom@cityofsebastopol.org <ksvanstrom@cityofsebastopol.org>

Cc: David Hogan <DHogan@m-group.us>

Dear Planning Director Svanstrom and members of the Planning Commission,

This letter is in support of the application to install an automated car wash at the existing auto service center located at 6809 Sebastopol Avenue.

The project is consistent with the General Plan and compliments the existing tire/repair shop and oil changes facility currently located at the site. The project is in keeping with the surrounding commercial uses along Sebastopol Avenue. The proposed mitigation measures will enable the project to operate within all parameters established in the City.

In my view, this project has a number of positive features, including:

- 1) Installation of a car wash will enhance the range of automotive services offered at this location. In essence, being able to have a car washed concurrent with an oil change or repair eliminates the need for an additional trip. This adds a notable measure of convenience to the community and is consistent policies encouraging reduction in car trips.
- 2) The car wash is designed to use a minimal amount of water and to reclaim and reuse wash water. The system is designed with water conservation in mind.
- 3) Access and traffic circulation will function smoothly with the connection to Abbott and Barnes Avenues.
- 4) A car wash at this location will be an additional amenity to the business services located in our downtown and will contribute to the economic and employment vitality in our community.

I urge the Planning Commission to support this application.

Thank you for your courtesies.

Yours truly,

Richard Johnson

499 Hansen Lane

Sebastopol. ca. 95472

707-823-1355

Dear neighbors,

I am writing to express my support of the proposed Benedetti Car Wash site in Sebastopol. As a 44 year resident of Sonoma County I have been a long time customer of Benedetti Tire and trust they will provide the community with the same valuable service and quality they have delivered during their tenure in Sebastopol. An environmentally friendly carwash will provide me with an alternative option to washing my vehicle in my driveway which I am sure will benefit the environment. The location fits perfectly with the existing established automotive service facilities that have been there for several decades.

Thank you

Adam Burgess

## Proposed Car Wash

Deb Hedge <mshawaii1960@me.com>

Wed 9/16/2020 11:53 PM

To: David Hogan <DHogan@m-group.us>

To whom it may concern,

I am delighted with the prospect and proposal set in front of you of a car wash in Sebastopol.

No longer will I have to drive to get my car washed. I can stay local in my community and get my car's oil changed and washed at the same place saving me time, wear and tear on my car and continue to help support my community.

Benedetti's Tire and oil has become the family go to for service on our cars... we trust Mark and the team he has put together to ensure our cars run efficiently and now with this new endeavor my car will be cared for from head to toe from a trusted business.

I hope you would approve this proposal and continue to allow this business to thrive and flourish as Benedetti's continues to be consistent in a world that is in flux

Thank you for your consideration in this matter

Deb Hedge

A loyal Benedetti client

Sent from my iPhone



## Sebastopol Car Wash Proposal

Laura Jame <ljame@jamecpa.com>

Thu 9/17/2020 10:17 AM

To: ksvanstrom@cityofsebastopol.org <ksvanstrom@cityofsebastopol.org>; David Hogan <DHogan@m-group.us>

To Planning Commissioner Svanstrom and project contact David Hogan;

I'm writing to convey my support for the car wash proposed to be located in town at Benedetti Tire Service. As a long time resident of Sebastopol and regular customer of Benedetti Tire Service, I can see many benefits personally, economically and environmentally of having a full service, eco friendly car wash here in town. As there are no good modern options for residents to get their cars washed, we are forced to either wash our own cars or drive out of town. Not only has the cost of water service sky rocketed, but also for conservation purposes, I do not like to wash my car at my residence. This option will cost me 30-50 gallons per wash, per car and that becomes a cost prohibitive exercise for my household budget. As a result, I have to drive to Santa Rosa or Rohnert Park which is costly in terms of my time and fuel.

Given the eco friendly, state of the art technology of the new car wash proposal, the Sebastopol community will see improvements from both a cost and environmental perspective. Fewer people will be forced to wash their cars at home or have to get into their cars and drive long distances to other cities to have their cars washed. Please support the new car wash planned for Sebastopol with as much enthusiasm as do many of us in the community.

Sincerely,  
Laura Jame, CPA

September 17, 2020

David Hogan  
M- Group City Planner – City of Sebastopol  
[dhogan@m-group.us](mailto:dhogan@m-group.us)

Dear Mr. Hogan,

As owner of Cary & Associates Builders, Inc., I am writing to express my support for the proposed Benedetti Car Wash facility. I believe adding a state of the art, modern high-tech vehicle washing facility in Sebastopol, would be a great asset to our community.

This new facility will allow local community members to support a local business, instead of going to out of town to Santa Rosa or Rohnert park for their car washing needs.

The car wash will implement water conservation efforts that will use less water than if we washed our vehicles at home, since the facility uses reclaimed water to prewash the vehicle prior to entering the automated facility.

I urge you to approve the Benedetti Car Wash project to move ahead allowing local community members to support local businesses. Keep our hard earned dollars local and reward long time community businesses with the ability to grow!!!

Best Regards,



Corey Cleland, CEO  
Cary & Associates Builders, Inc.

## Benedetti Car Wash

KEN FOLEY <kwf334@comcast.net>

Thu 9/17/2020 11:27 AM

To: ksvanstrom@cityofsebastopol.org <ksvanstrom@cityofsebastopol.org>; David Hogan <DHogan@m-group.us>

Dear Planning Director Svanstrom and Planning Commission Members,

I write in support of the application to build and install a state of the art automated car wash at the Benedetti Service Center in Sebastopol.

The project is appropriate for the existing industrial and commercial nature of the surrounding area. It is consistent with the General Plan. Planned mitigation measures are adequate to meet or exceed current City requirements.

Additionally, I like that the new car wash will use less water than standard car washes and also reclaim water for pre-washing vehicles. The addition of an Abbott Avenue exit is also a benefit to customers patronizing the service center. I look forward to getting a quality car wash in town rather than driving to Santa Rosa.

I urge the Planning Commission to support this application.

Thank you for attention to this matter.

Sincerely,

Ken Foley

334 Springdale Street

Sebastopol, CA 95472

707-829-5420

## Proposed car wash in Sebastopol

Pauline Pellini <paulinepellini@gmail.com>

Thu 9/17/2020 11:32 AM

To: ksvanstrom@cityofsebastopol.org <ksvanstrom@cityofsebastopol.org>; David Hogan <DHogan@m-group.us>

Dear Kari and Dave,

I am writing to let you know that I am very supportive of a new and better car wash in Sebastopol. The two currently available are not friendly to use and not good to our environment.

I drive to Santa Rosa several times a month to have my car washed. It would be wonderful to save the time and gas to get there. It would also generate additional tax for our town.

Benedetti has been a long standing business in our community. They provide great service and also do much to support nonprofits and organizations in the community.

This project is a win, win for all the community.

Thank you for supporting this new business,

Pauline Pellini

Sebastopol resident for 63 years

Pauline Pellini

Vanguard Properties

6790 McKinley Street Suite 120

Sebastopol, CA 95472

(707) 695-5516

BRE#01249628

September 17, 2020

City of Sebastopol Planning Commission

Re: Proposed Benedetti Car Wash

Hello, My name is Isabella Yardley, I am a longtime satisfied customer of Benedetti Tire Services and Express Lube.

I was excited to hear of the proposed plan to open a car wash in Sebastopol. It is currently very inconvenient to have to go to Santa Rosa or Rohnert Park to get a good car wash.

Having the car wash in town and right next to all of my other automotive needs will be very convenient and keep more money in the city.

Your approval of this car wash would be a definite positive addition to Sebastopol.

Sincerely,

Isabel Yardley



**(No subject)**

Beverly Hansen <missbevie2002@aol.com>

Fri 9/18/2020 12:10 PM

To: David Hogan <DHogan@m-group.us>

Hi Mr. Hogan, I'm writing this in reference to Mark Reece going before the planning commission to submit plans for a car wash in Sebastopol. We've known Mark for many years as he's always done car maintenance and tires for all our vehicles besides he's been our customer for our janitorial service for many years. Mark will develop a high class building which Sebastopol can be proud of.

This is a service we'd like to have here in town instead of going to Santa Rosa. Now that we're getting older, it will be so convenient to have a drive thru car wash for our work van and my big Suburban car.

We consider this a plus for our city and I'm sure you know Mark will make sure this will work well for traffic flow and the new building works well with existing buildings.

Thank you,  
Bill and Beverly Hansen  
Hansen's Building Maintenance

## Proposed Benedetti Car Wash

Russ Taylor <Russ@carybuilders.com>

Fri 9/18/2020 4:47 PM

To: David Hogan <DHogan@m-group.us>; ksvanstrom@cityofsebastopol.org <ksvanstrom@cityofsebastopol.org>

When I first heard about the possibility of Sebastopol getting a new state of the art car wash, it was great news. I have lived in Sebastopol for over 50 years and have always been a customer of Benedetti tire since I started driving. I have watched them grow and expand adding the Express Lube to there already great service department. With the addition of a car wash, the convenience of being able to have a one stop vehicle service facility is ideal. I know there have been many times where I planned a day of shopping out of town because I planned on having my vehicle washed and it was more convenient. A nice car wash in Sebastopol would allow more people the ability to continue shopping local.

I have kept up on the progress of the proposed car wash and believe that Benedetti Tire is doing a great job of planning this new facility. The proposed building design is consistent with the surrounding buildings and doesn't have that look of your typical car wash. The state of the art water recycle and noise reduction design and placement of equipment is showing good concern for the environment and neighbors. Along with that, the building allows for added solar panels, overall great design.

The approval of this project would be a great asset to the community. The addition of the car wash to the Benedetti Tire and Express Lube, would make for a one of a kind facility in Sonoma County.

Thank you,

Russ Taylor  
Superintendent  
Cary and Associates Builders, Inc.  
License # 738609  
O: 707-829-8589  
C: 707-484-4540

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## Car Wash at Benedetti Tire Service

Theresa Dutton <theresadutton50@gmail.com>

Sat 9/19/2020 1:29 PM

To: David Hogan <DHogan@m-group.us>

> Benedetti Tire Service has been in my life since I came to live in Sebastopol almost 30 years ago. Brad, and now Mark have given me excellent automotive service and always go above and beyond when it comes to customer service. I'm so thankful that I haven't had to go to Santa Rosa all these years for my automotive needs.

> It just seems fitting that Mark is now expanding his business to include a local car wash! I'm extremely happy to have this new addition to his business as well as for the benefit of our town of Sebastopol. I live on a very long dirt road and my car is always dusty. In the past, I have had to take time to drive to Santa Rosa for a car wash and now with Mark's new venture, I can stay in my own neighborhood and support Mark and Benedetti Tire Service locally.

> I completely support the addition of the car wash at the Benedetti Tire Service location and cannot wait for opening day sometime in the very near future.

> In my opinion, it's been needed in our small, special community for a very long time and thanks to Mark Reece, his vision and forethought, it will hopefully be our reality very soon. Theresa Dutton

Hello

9/18/2020

I understand there is a car wash project under consideration. I 'm a 30+ year resident of Sebastopol and I believe this is a service that is over due. With high water rates i dislike washing my cars in the driveway, it is a terrible waste, and I dislike taking my money out of town to get this service! The Benedetti team has shown in past projects quality, professionalism and environmental consideration and a need for services for our community. The proposed location would be ideal to provide a one stop shop for all our automotive services. Please consider this project for approval . Thank you.

Regards: Scott Brown

City of Sebastopol Planning Department  
7120 Bodega Ave.  
Sebastopol, CA 95472  
ATTN: Kari Svanstrom, Director

September 16, 2020

Dear Ms. Svanstrom,

My wife and I have been active supporters of the Sebastopol community for 40 years. I spent 30 of those years as a member of the Sebastopol Rotary Club, was club president in 2002-03 and honored by the Senior Center as "Aged to Perfection" in 2014. My wife Rae was on the Chamber Board, worked at National Bank of the Redwoods and West America. She was well liked by many residents and was even selected as Citizen of the Year. Together we helped organize and produce numerous Apple Blossom Festivals and parades; enjoyed many After-Hours Chamber Mixers and have attended and supported numerous other community sponsored functions. I am proud to call Sebastopol my home.

That said, I would like to express my support for the proposed Benedetti Car Wash facility. Being retired for the last 4 years, I find myself driving to Santa Rosa to get my vehicles washed. It would sure be nice to have that service here in town. Even nicer to know "Benedetti Tire" is the developer. I've known Brad Benedetti, original owner, through business and Rotary and now Mark Reece. Both gentlemen have been wonderful supports of Sebastopol youth organizations and are always willing to donate to a good local cause.

A modern high-tech vehicle washing facility in Sebastopol, is needed and would be a wonderful community asset.

I ask that you urge Planning approval of the Benedetti Car Wash and allow locals to source vehicle wash services locally.

Sincerely,



Bob Cary  
112 Pine Breeze Lane  
Sebastopol, CA 95472

**Kari Svanstrom**

---

**Subject:** FW: New Car Wash proposal

**From:** Naomi Lasley <[naomaze@gmail.com](mailto:naomaze@gmail.com)>  
**Sent:** Tuesday, September 22, 2020 1:16 PM  
**To:** Lawrence McLaughlin <[lmclaughlin@cityofsebastopol.org](mailto:lmclaughlin@cityofsebastopol.org)>  
**Subject:** New Car Wash proposal

Dear Larry McLaughlin and City Council members:

My name is Naomi Lasley, and I understand that you will be discussing the proposal for a new car wash on Hwy 12 at tonight's meeting. As a resident of Cleveland Avenue, who has lived next to the Rotten Robbie car wash for 23 years, I am in favor of this new car wash proposal.

Having another car wash, in my view, is a way to draw car wash patrons away from the traffic congestion created by Rotten Robbie facility.

Having another car wash that is not in a residential/commercial neighborhood will ease the constant use and noise and pollution that we get from the Rotten Robbie car wash. Even with the rather ineffectual noise mitigating door the car wash is still an audible presence that cannot be ignored, because the door opens up for the next customer while the dryers are still going.

So, yes, by all means, thumbs up for a new car wash that is located in an appropriate space that does not create a nuisance and impact its neighbors.

Thank you

Naomi Lasley



## Kari Svanstrom

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**From:** Mary Gourley  
**Sent:** Tuesday, September 22, 2020 4:31 PM  
**To:** Kari Svanstrom; Alan Montes  
**Subject:** FW: Rotten Robbie Violation and Benedetti Car Wash Support  
**Attachments:** RottenRobbie.jpg

Good evening  
Please see email below.

Thank you  
Mary Gourley  
Assistant City Manager/City Clerk, MMC

-----Original Message-----

**From:** JACK FISHER <ajfisher@pacbell.net>  
**Sent:** Tuesday, September 22, 2020 4:29 PM  
**To:** neysacouncil@gmail.com; ps.sebcc@gmail.com; Michael Carnacchi <mcarnacchi@cityofsebastopol.org>; sarahgurney.seb@gmail.com; una.glass.seb@sonic.net; Mary Gourley <mgourley@cityofsebastopol.org>  
**Subject:** Rotten Robbie Violation and Benedetti Car Wash Support

Dear Mayor, Mary Gourley and City Council Members:

It has come to our attention that even though Rotten Robbie was finally able to fix the broken car wash entrance door, they have replaced it with an uninsulated, clear panel alternative with less noise mitigation ability. Additionally, the door is not staying closed during the entire dryer cycle, and opens early to allow the next car to enter before the entire wash/dry is complete. Both of these were requirements of the original use permit and are critical to the continuing mitigation of the noise generated.

Attached is a photo taken yesterday from the fence line of the adjacent property. The fence is being replaced, so there was a unique opportunity to show just how close their operation is to the nearest residential property.

Since the city is currently in the process of evaluating the Benedetti Car Wash proposal, we thought it would be a good time to express our full support. With proper sound mitigation, it is an appropriate use in an appropriate location. It is roughly 25 times further away from the nearest residence than what was approved for our neighborhood. Hopefully the project will be approved and serve to shift some of the burden to a more suitable location where the impacts are not so severe.

Thank you.

Donna and Jack Fisher

# Curian

September 10, 2020

Dear Commissioners,

After reviewing the initial study for the proposed automatic car wash, I am writing to express my concern that this project will negatively affect the downtown area.

I am the CEO of Curian, a tech services company, with offices on the adjacent parcel at 6791 Sebastopol Avenue, the former Ford garage. Our second-story office has large windows overlooking the Benedetti property. Currently, it is a very noisy neighbor, and the addition of a two-story car wash would be incredibly disruptive.

We are right next to the Joe Rodota Trail and the Laguna habitat and such intensive usage will adversely impact all users walking or biking by on the trail. Currently, the noise levels can be high due to: a) a loudspeaker they use for communication, b) cars/trucks honking, c) beeping from trucks backing up, d) power tools used for oil and tire changes.

In addition to increasing an already noisy parcel, this project will consume large amounts of water and power, and may contribute to downtown flooding by adding thousands of square feet of impervious paving.

Page 13, Table 8 fails to include our building in the noise monitoring survey. We use our office for meetings, video calls, and computer work. An increase in noise levels will likely prove uncondusive to a working environment.

Sebastopol Municipal Code 8.25.060 prohibits noise emitted beyond a premise's boundary above 55 dB. Even with a ten-foot wall, this project will emit noise between 65-70 dB onto our offices. This unlawful amount of noise should immediately disqualify this project from further consideration.

In order to retain the charm of Sebastopol, I urge the Commission to expand the ordinance against drive-through uses to include car washes.

Thank you for your kind consideration.

Best regards,

Martin Reed

## Benedetti Car Wash project

Laura Goldman <laura@solarworksca.com>

Tue 10/13/2020 9:38 AM

To: Kari Svanstrom <ksvanstrom@cityofsebastopol.org>; David Hogan <DHogan@m-group.us>

Cc: John Parry <jp@solarworksca.com>

To: City of Sebastopol Planning Department, Kari Svanstrom, Director

From: Laura Goldman and John Parry, Solar Works, Sebastopol

Re: Proposed Benedetti car wash project

October 13, 2020

As long-time customers of Benedetti Tire Service and Express Lube, we support the proposed car wash and look forward to its success.

Mark Reece is an ethical and trustworthy business owner, and Benedetti is our choice for excellent quality and service for our business and personal vehicles. Based on years of experience, we recommend Benedetti without hesitation.

We also appreciate Benedetti as a Solar Works customer. A solar electric system we designed and installed powers the business and demonstrates a commitment to a healthy environment and strong local economy.

We believe the proposed car wash project deserves approval and hope you will agree that it is an excellent fit for Sebastopol.

As appropriate, please share our endorsement of the car wash project with the City of Sebastopol Planning Commission.

Thanks for your consideration,

Laura Goldman and John Parry, owners  
Solar Works, Sebastopol

From: Jim Wheaton <jim@harmonicsystems.net>  
Sent: Wednesday, December 09, 2020 5:48 PM  
To: info <info@cityofsebastopol.org>; rmansouri@cityofsebastopol.org  
Subject: Agenda Item 9 on City Council Agenda for 12/15/20

Please let me know if this reaches you in time to be included in the staff report. If not, I will probably read it at the public comment time on this item. Thanks!

Jim Wheaton

7072920676

My name is Jim Wheaton. I live on Jesse St. I help to run the Chimera Arts & Makerspace next to the proposed car wash.

I am standing in opposition to the request for variance to the zoning that would allow this project to go through.

While on the General Plan Update Committee a few years ago, I came away struck by how little power the City really has over private development in the town. If we as citizens want to describe how future developments in our town look, we have only a few regulatory tools to use, including the General Plan and Zoning ordinances. Most of the power lies in the property owners and lending institutions. We all know that it is actually hard to write laws that accomplish what we really want in a generic way. But we have gone through a lot of work to write the rules that we currently have.

It is very clear from our work in the past, and by community supported reports like the SDAT, that our community wants to encourage higher density, pro-housing, and anti-industrial uses of our common downtown areas.

This car wash requires a zoning variance, by my understanding, primarily because it cannot conform to the density requirements for the requested lot-split. A car wash is inherently a low-density use of the land.

It is my opinion that our Zoning laws, and the decisions of our expert bodies like the Planning Commission and Design Review Board should only be overruled by the City Council when the value to the town greatly outweighs the benefits to a few property or business owners.

In this case, what do we get if you approve this variance? We add to the traffic and noise in this area of town. We signal an encouragement of industrial uses for this area. We detract from the ability to use adjacent parcels for housing. We get no new sales tax revenue. A few of us will use and benefit from more convenient ways to wash our cars, and of course, Benedetti's will presumably make more money, but probably won't be creating very many new jobs, if any.

Perhaps the strongest reason to reject the variance is that the main justification the applicant gives is that they just want to build something there that doesn't fit with our regulations. If you approve the variance without a strong benefit to the community, then you open yourselves up for other developers to ask for similar variances. If you don't grant these new requests, you will be open to charges of favoritism or lack of enforcement of the zoning regulations. And then, what do our community-vetted zoning laws really mean?

As a general rule, we are all pro-small-business in town, and Benedetti's Tire and Brake provides a good service in a convenient location. But when we look to the future, we need to make decisions that truly reflect our values and encourage a better Sebastopol for us all - one where there is a more pedestrian friendly downtown, with more housing available on the few remaining parcels that can be developed in that way. If you stand with those values, then you will find it easy to reject this request.

Thank you.

--

## David Hogan

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**From:** Huck Hensley <hucksociety@yahoo.com>  
**Sent:** Wednesday, December 9, 2020 12:26 PM  
**To:** ksvanstrom@cityofsebastopol.org; David Hogan  
**Subject:** Benedetti automatic car wash

**[EXTERNAL EMAIL]** DO NOT CLICK links or attachments unless you know the content is safe. Be aware that the sending address can be faked or manipulated.

Dear council members,

I fear the city of Sebastopol is being bamboozled again by developers, just as it was misled by CVS and their fictional second story.

I am Huck Hensley, owner of the adjacent Ford Building, which I deep-green renovated five years ago.

This mechanical car wash would create conflict with Ford Building tenants due to intrusive noise. It would also discourage downtown housing on my property and elsewhere within earshot.

Please do not locate conflicting uses next to each other. This is a basic tenet of urban planning.

When I was renovating the Ford Building I relied on the direction of the Sustainable Design Assessment Team Report, the professional product of thousands of hours of work. It states "...economic activity that consumes our environment and the very things we embrace is not sustainable."

This development would take huge volumes of water and power, sacrifice the downtown ambience, and add to traffic and the city's carbon footprint, all to make cars a little shinier.

Please note car washes pay no sales tax.

Approving this car wash would have a domino effect on "downtown core" properties; any new noise-generating use can claim their noise will be drowned out by the car wash, and more car washes will be proposed on similar properties. The horse would be out of the barn...

This car wash would end the possibility of nearby infill housing for decades to come.

As I see it, you have a choice between another car wash and downtown housing; between congestion and a quieter, calmer, pedestrian-friendly downtown; between serving cars and serving people.

No one really needs another car wash. Everyone needs housing.

Please have the courage to envision Sebastopol as it ought to be and build that vision. Sebastopol deserves that vision.

Thank you.

Respectfully,  
Huck Hensley



## Rebecca Mansour

---

**From:** Kari Svanstrom  
**Sent:** Wednesday, February 24, 2021 10:01 AM  
**To:** Rebecca Mansour  
**Cc:** David Hogan  
**Subject:** Fw: Benedetti Carwash

**Follow Up Flag:** Flag for follow up  
**Flag Status:** Flagged

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**From:** Paul Fritz <paul@fritzarchitecture.com>  
**Sent:** Wednesday, February 24, 2021 9:59 AM  
**To:** Patrick Slayter <ps.sebcc@gmail.com>; 'Una Glass' <una.glass.seb@sonic.net>; 'Sarah Gurney' <sarahgurney.seb@gmail.com>; Neysa Hinton <NHinton@cityofsebastopol.org>; 'Diana Rich' <dianagrigh@gmail.com>  
**Cc:** Mary Gourley <mgourley@cityofsebastopol.org>; Kari Svanstrom <ksvanstrom@cityofsebastopol.org>; evertf@aol.com <evertf@aol.com>  
**Subject:** Benedetti Carwash

Honorable Council Members,

I am writing to express my concern that the City Council is considering approval of the Benedetti carwash proposal, overturning the decision of the Planning Commission. I have been working for years to promote an active, pedestrian-oriented downtown through my tenure on the Planning Commission, as part of the Core Project and my own activism and this project goes completely against those efforts. An auto-oriented use such as a carwash is simply not appropriate in our downtown core if we are really serious about making a vibrant walkable downtown environment. I recognize that the existing property currently has two auto-oriented businesses, but this is no reason to allow a third. I also recognize that the local family-run business is an asset to the community, but again, this is not a reason to allow the expansion of an existing auto-oriented property in our downtown core.

The recent General Plan and Zoning Code updates require a minimum floor area ratio (FAR) of 1.0 in the Central Core district. This requirement was implemented to prevent low-density suburban type development from occurring in the downtown core. The proposed project is requesting a variance from this requirement. The only reason they seem to have for the variance request is that the proposed use of a car wash does not lend itself to a FAR of 1.0. This was **exactly** the point of the requirement; to keep this type of use out of the downtown core. I was on the General Plan Advisory Committee and proposed this FAR requirement in order to prohibit future auto-oriented low-density uses downtown. Downtown has suffered through decades of low-density development and it is time to heal those scars, not make them larger.

There are three things that a request for a variance must demonstrate.

1. That there are exceptional or extraordinary circumstances or conditions applying to the land, building or use referred to in the application, which circumstances or conditions do not apply generally to land, buildings and/or uses in the same district.

Nothing in the application for the car wash demonstrates that there are any exceptional or extraordinary conditions unique to this property. The new lot created through the lot split proposed in the application is in the Central Core zoning district and has to comply with the requirements of that district, just like any other property in the downtown core. There is nothing unique about the proposed new lot that would not allow it to be developed with a minimum FAR of 1.0, it is simply that the proposed use runs counter to the FAR requirement. This does not justify a variance.

2. That the granting of the application is necessary for the preservation and enjoyment of substantial property rights of the petitioner.

The applicant is currently operating 2 businesses on the property. Denying this application does not impact the operation of the existing businesses and therefore is not 'necessary for the preservation and enjoyment of substantial rights of the petitioner.'

3. That the granting of such application will not, under the circumstances of the particular case, materially affect adversely the health or safety of persons residing or working in the neighborhood of the property of the applicant and will not, under the circumstances of the particular case, be materially detrimental to the public welfare or injurious to the property or improvements in said neighborhood.

The applicant is proposing mitigation measures to reduce the impact of the carwash on the neighbors. It remains to be seen if these mitigation measures would be adequate. But even if there were to be no adverse impacts on the neighborhood, the proposed project clearly does not meet the first two required variance findings.

There is also some discrepancy in the Zoning Code as to whether the proposed carwash is even an allowed use in the Central Core zoning district. Per Zoning Code Table 17.25-2, Automotive repair and service is not an allowed use in the district, while Automotive sales, service and repair is an allowed use with the approval of a conditional use permit. Some would interpret a carwash as an 'Automotive repair and service' use in which case the use should not be allowed in the Central Core district. I do not agree with the planning director's interpretation of the allowed use table as it is clear that auto-oriented uses are not compatible with a well-functioning urban core.

Approval of this application would set a precedent for granting a variance to other uses which do not lend themselves to a FAR of 1.0, including several other auto-oriented properties in the downtown that are great redevelopment opportunities (the smog testing business at the corner of Main and Wilton and Golden Gear Automotive located on the property with Hippizzazz and the El Favorito Tacqueria are but two examples). Skirting this requirement does not support the creation of a walkable, mixed-use pedestrian-oriented downtown which we have been discussing as a goal for Sebastopol for many years. This is exactly the type of project that the FAR requirement was meant to prohibit. So why is the council poised to approve it?

I request that the City Council reject this appeal to the nearly unanimous (6-1) decision of the Planning Commission to deny the project. The proposed project does not contribute to good urbanism and is in direct opposition to the creation of a vibrant people-oriented urban core.

Best Regards,  
Paul Fritz




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Agenda Report Reviewed by:  
City Manager: 

CITY OF SEBASTOPOL  
CITY COUNCIL  
AGEND ITEM

**Meeting Date:** January 05, 2021  
**To:** Honorable Mayor and City Councilmembers  
**From:** Kari Svanstrom, Planning Director  
David Hogan, Contract Planner  
**Subject:** Benedetti Car Wash - Conditional Use Permit, Variance, Tentative Parcel Map, Mitigated Negative Declaration (CEQA)  
**Recommendation:** The Planning Commission recommends that the City Council deny the applications for the Conditional Use Permit, Variance, and Tentative Parcel Map  
**Funding:** Currently Budgeted: \_\_\_\_\_ Yes \_\_\_\_\_ No X N/A  
Net General Fund Cost: N/A  
Amount: \$0

Account Code/Costs authorized in City Approved Budget (if applicable) AK (verified by Administrative Services Department)

**INTRODUCTION/PURPOSE:**

The item tonight is a public hearing to Consider an Application from Mark Reece, requesting approval of a Conditional Use Permit, to operate an automated car wash at 6809 Sebastopol Avenue, a Tentative Parcel Map to subdivide an existing 1.51 acre lot into three commercial parcels, and a Variance to allow a reduction in the minimum floor area ratio below the requirement of the municipal code. The project includes the construction of an automated car wash with upstairs office space and the installation of a driveway to Barnes Avenue. The existing tire shop and oil change operation will continue onsite and are not affected by this application. File Number 2019-027. The project was considered by the Planning Commission on September 22, 2020, October 13, 2020, and November 10, 2020; and voted to recommend that the City Council deny the project.

**BACKGROUND:**

In March 2019, the City received an application from Mark Reece proposing the construction of a car wash with an office on an undeveloped area at the rear of the commercial property located at 6809 Sebastopol Avenue. The project applications considered by the Planning Commission included a Conditional Use Permit, Variance, and Tentative Parcel Map; along with a Mitigated Negative Declaration to address California Environmental Quality Act requirements (CEQA).

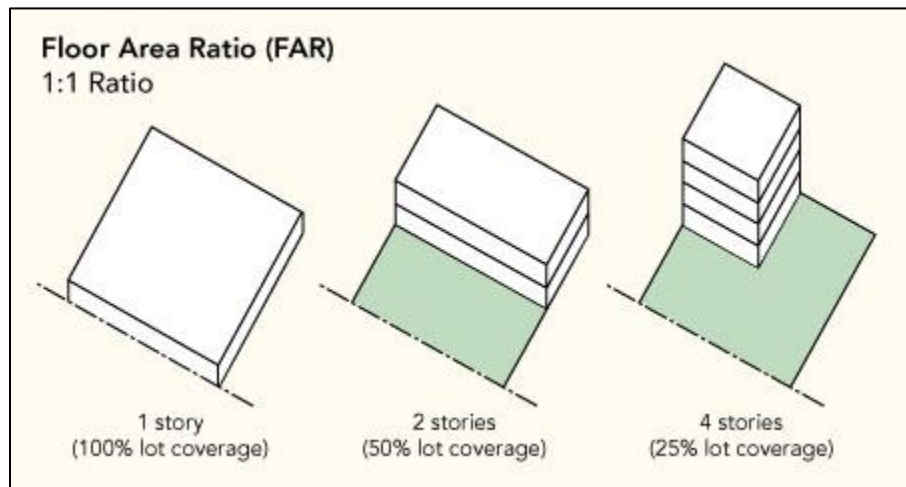
**Conditional Use Permit**

The Project involves the construction of a new building to contain an automated car wash and office. Table 17.25-1 (Permitted and Conditionally Permitted Uses in the Commercial, Office and Industrial Zones) of the Zoning Ordinance allows “Automotive sales, service and repair uses” in the CD Zoning

District with the approval of a Conditional Use Permit (CUP), which is discussed later in this report. The proposed accessory office use is permitted in the CD Zoning District.

**Variance**

Table 17.25-2 (Development Standards in the Commercial, Office and Industrial Zones) indicates that the minimum floor area ratio in the CD Zone for a new site/building is 1.0. Floor area ratio, or FAR, is a measurement of how much development can (or needs to be) constructed on a piece of property. It is calculated by dividing the gross floor area of the building into the lot area. The following are several examples of what an FAR of 1.0 could look like.



The FAR for downtown was adopted to ensure there is an appropriate level of intensity of development in the Downtown Core areas to support local businesses, transit, etc. The FAR requirement does not apply to existing sites that are intensifying developed sites (adding to existing structures/developed sites), but is required for redeveloped or new/vacant parcels. The proposed variance is required because the tentative parcel map creates an undeveloped parcel which would normally be required to achieve the 1.0 minimum floor area ratio (the same amount of square footage as the site size, in this case 22,676 square feet). The FAR for the proposed car wash office building (4,430 SF of building) on its own newly created lot will only be 0.20. The applicant’s justification for a variance is in the supporting documents that are part of Attachment 2.

**Tentative Parcel Map**

The applicant proposed subdivision is intended to facilitate project financing. The subdivision would divide the existing 1.51-acre lot into three new parcels. Each new parcel would accommodate one of the three buildings, each of which could be sold individually in the future, even though that is not the applicant’s initial intent. The size and proposed use of each parcel is summarized below.

| <u>Proposed Parcel</u> | <u>Parcel Area</u>  | <u>Land/Building Use</u> |
|------------------------|---------------------|--------------------------|
| 1                      | 0.62 ac (27,195 SF) | Existing Tire Shop       |
| 2                      | 0.36 ac (15,862 SF) | Existing Oil Change/Lube |
| 3                      | 0.52 ac (22,676 SF) | Proposed Car Wash/Office |

The layout for the proposed tentative parcel map is included supporting documents that are included in Attachment 2.

### **Mitigated Negative Declaration - CEQA**

After the project was determined to be complete for processing, an Initial Study was prepared for the Project to assess potential environmental impacts as required by the California Environmental Quality Act (CEQA), and determine if these impacts can be 'mitigated' through changes to the project. The results of the Initial Study indicated that the proposed project could have potentially significant noise and vibration impacts on adjacent properties. In response, the Initial Study identified mitigation measures that will mitigate or reduce the project impacts to a less than significant level. No other potentially significant impacts were identified. The Final Initial Study/Mitigated Negative Declaration (IS/MND), including updated information from the Planning Commission's review, is included in Attachment 7.

### **DISCUSSION:**

The Planning Commission held a public hearing and considered the project at its September 22, 2020 meeting. The staff report and project plans from this meeting are included in Attachment 2. At the public hearing the Commission received testimony from fourteen individuals, eight in support of the project and six in opposition. The primary concerns appeared to be noise and traffic conflicts. Following the public hearing the Commission requested additional information on the car wash's operations and noise, turning motions onto Sebastopol Avenue, and polluted water vapor from the car wash drying machinery. The applications were continued to the October 13, 2020 Commission meeting to have access to the technical consultants who prepared the noise and traffic studies. The minutes for the September 22, 2020 meeting are included in Attachment 3.

The Planning Commission's second meeting on this project occurred on October 13, 2020. The staff report is included in Attachment 4. At the reopened public hearing, the Commission asked questions of the technical experts (Illingworth and Rodkin for noise and W-Trans for traffic) which had provided the technical reports used to assess the impacts of the project. The Commission discussed potential additional mitigation for inclusion into the proposed MND to further address noise and cultural resources impacts. These have been integrated into the Final MND included as Attachment 7.

At the end of the meeting, the Commission voted 6-1 (Commissioner Douch voted against the motion) to recommend that the City Council deny the project applications. The primary reasons for the Commission's recommendation were, that while they were supportive of the expansion of a local business and liked the additional access onto Barnes Avenue/Abbott Avenue, these positives did not outweigh their concerns with what they saw as an inconsistency with the General Plan goal of encouraging mixed use and adding more housing in and around the downtown; that expanding the auto service center would create a future land use conflict if residential were built nearby; and, that the City would not be able to deny other automotive businesses that might want to expand or be established in the downtown, which would be further detrimental to the goals of the General Plan. Three Commissioners also expressed concerns over the findings for the approval of the variance. Specifically, that there is no reason that the car wash lot couldn't be constructed with a floor area ratio of 1.0 and a concern that there was no hardship to the property owner that would justify a variance.

Staff was directed to bring a resolution recommending denial back to the Commission at a future meeting. The minutes from the October 13, 2020 meeting are contained in Attachment 5.



At the November 11, 2020 meeting, the Commission acted on the resolution recommending denial of the project, but also affirmed that the revised MND accurately describes the environmental impacts of the project and that the identified mitigation measures mitigate any significant impacts to a less than significant level. The Commission staff report is included in Attachment 6. The Commission's resolution is included in Attachment 1.

**GENERAL PLAN CONSISTENCY:**

The Planning Commission felt that the project was only partially consistent with the General Plan. Though consistent with the policies in the General Plan, the Commission felt that the proposed reduction in the required floor area ratio made project inconsistent with the General Plan since higher intensity development in the downtown area was a key feature of the City's General Plan. The Commission also felt that the project had the potential to discourage additional development in the downtown core given its automotive use and potential impacts. A more detailed discussion of this subject is included in Attachment 2.

**ZONING CODE COMPLIANCE:**

The project is located in the Central Core (CD) Zoning District which is intended to create, preserve, and enhance the downtown area as the historic retail core of Sebastopol. This district provides for a range of uses, including office, retail, restaurant, service, and other commercial uses, while allowing for residential growth. The Planning Director determined that the proposed auto-related service use is allowed with the approval of a conditional use permit in the zone. Therefore, If a conditional use permit is approved, the project will comply with the use provisions of Table 17.25 1.

Table 17.25-2 contains the development standards for the CD Zoning District. The Project complies with all of the development standards in Table 17.25-2, except for the minimum floor area ratio. The need to comply with the minimum floor area ratio requirement was created by the request to subdivide the property. This requirement would not be applicable to sites with existing buildings that are being maintained or added to. The approval of the variance would make the project consistent with the Zoning Ordinance.

In addition to the general development standards, Municipal Code Section 17.345.020 contains additional requirements relating to car washes. The project complies with these use-specific requirements:

- A. The site layout and design shall ensure that there is adequate room for the queuing and drying areas and vehicles will not queue in the adjoining walkways and streets.
- B. All washing and automatic drying facilities shall be completely within an enclosed building.
- C. Vacuuming facilities shall not be located along public or private streets and shall be screened from adjacent residential properties. Mechanical equipment for powering vacuuming shall be located within an enclosed structure.
- D. Any noise from car washing activities, loud speakers, and vacuuming shall meet the noise standards in the SMC and General Plan.
- E. Car washes shall use recycled water whenever feasible.

Zoning Code Interpretation

Zoning Codes are living documents and often contain minor discrepancies or items that require interpretation. The Zoning Code authorizes the Planning Director to make Interpretations in these cases (Municipal Code Section 17.400.020(F)).

The current Zoning Code contains overlapping land use categories relating to automotive uses in Table 17.25-1. These overlapping categories create an inconsistency in the zoning code that affects three use categories in three zoning districts; the General Commercial (CG), Central Core (CD), and Industrial (M) Zoning Districts. The inconsistency is created because the definition of Automotive Sales, Service and Repair which includes the other two automotive-related land use categories. For example, the overlap means that an automotive repair garage is simultaneously prohibited and conditionally permitted in the CG and CD Zoning Districts; and is both permitted and prohibited use in the M Zoning District. The current requirements from Table 17.25-1 are provided below:

| Use   | CG | CD | M               |
|---|----|----|-----------------|
| Automotive gas or fueling station                   | C  | -  | C               |
| <b><i>Automotive repair and service</i></b>         | -  | -  | <b><i>P</i></b> |
| <b><i>Automotive sales, service, and repair</i></b> | C  | C  | -               |

For reference, the Definitions for: Automotive sales, repair, and service uses include the following:

1. New and/or used auto sales.
2. New and/or used trailer/recreational sales.
3. Automotive rental service.
4. Automotive service stations.
5. Automotive repair garages.
6. Automotive or truck wash.
7. Tire sales and service.
8. Fast service oil change.

Considering this Zoning Code definition and the excerpt from Table 17.25-1 above, the situation results: an automotive repair garage are both a prohibited and conditionally permitted use in the CG and CD Zoning Districts, while being both a permitted and prohibited use in the M Zoning District.

To clarify the intent of the zoning code, the Planning Director reviewed the intent of the zoning districts and General Plan and made an interpretation that “*Automotive repair and service*” uses are permitted (no conditional use permit needed) in the Industrial (M) zone, but require a Conditional Use Permit in the General Commercial (CG) and Central Core (CD) zones, and that “*Automotive sales*” uses are allowed with a conditional use permit in the CG and CD zones, but are not allowed in the Industrial (M) zones.

The Planning Director believes this to be the logical decision framework, given that auto repair is appropriate for industrial zones, but sales are not, and that all of the uses are potentially appropriate, subject to review through the Conditional Use Permit process and criteria, in the CG, CD zones. There was some discussion of this during the Planning Commission’s deliberations, with most Commissioners concurring with the above interpretation. (two members of the Planning Commission ).

Staff is requesting that the City Council provide direction/concurrence on whether it agrees with the Director's Interpretation (staff will work to modify the Zoning Ordinance to adjust the chart to read more clearly as a separate process). Note, if the City Council determines that the car wash use is only allowed if it is included with automotive sales, the car wash use would not be a permitted use in the CD or CG zones unless it is part of an automobile sales use.

### **ENVIRONMENTAL REVIEW:**

An Initial Study (IS) was prepared to evaluate the environmental impacts of the Project as required by the California Environmental Quality Act (CEQA). This evaluation was supported by two independently prepared technical studies (noise and traffic). The IS concluded that the project would not have significant impacts on the environment with the implementation of the identified mitigation measures and recommended the approval of a Mitigated Negative Declaration (MND). The following mitigation measures are included in the Mitigated Negative Declaration.

- o CR-1: Inadvertent Discovery of Cultural Resources. In the event that any prehistoric or historic-period subsurface archaeological features or deposits, including darkened soil (midden), that could conceal cultural deposits, animal bone, obsidian and/or mortar are discovered during earth-moving activities, all ground-disturbing activity within 50 feet of the discovery shall be halted immediately and the Planning and Building Divisions notified within 12 hours. Impacts on any significant resources shall be mitigated to a less-than-significant level through data recovery or other methods determined adequate by the City and that are consistent with the Secretary of the Interior's Standards for Archaeological Documentation. If Native American archaeological, ethnographic, or spiritual resources are discovered, all identification and treatment of the resources shall be conducted by a qualified archaeologist and Native American representatives who are approved by the local Native American community as experts of their cultural traditions.
- o NOI-1: Reduce Offsite Noise Effects. Prior to the issuance of a building permit, the applicant shall submit evidence that the proposed car wash drying system incorporates a silencer to achieve operational noise levels no greater than 77 dBA at a distance of 10 feet and 63 dBA at a distance of 50 feet from the entrance and exit to the car wash. Installation of the approved silencer system shall be completed prior to final inspection.
- o NOI-2: Additional Noise Mitigation: Prior to the issuance of a building permit, the applicant shall submit evidence that a noise reducing barrier at least ten feet in height parallel to the exit drive of the car wash through the curving portion of the exit drive to comply with City noise criteria. Installation of the approved noise reducing barrier shall be completed prior to final inspection. *(Modified by Planning Commission - 10/13/2020)*
- o NOI-3: Reduce Vibration Impacts. Prior to the issuance of a building permit, the applicant shall identify all heavy construction equipment to be used for this project that have the potential to produce high vibration levels (tracked vehicles, vibratory compaction, jackhammers, hoe rams, etc.). This information shall be submitted to the City during the building permit process. If the applicant proposes the use of heavy construction equipment with the potential to generate excessive vibration, the applicant shall submit a plan documenting how the use of this equipment will not occur within 18 feet of existing structures.

- o TRC-1: Inadvertent Discovery of Tribal Cultural Resources. To protect tribal cultural resources that may be accidentally discovered during grading or excavation activities, the following requirements shall apply.
  - A. If requested by the Federated Indians of the Graton Rancheria (FIGR), the property owner shall enter in an Agreement with the Federated Indians of Graton Rancheria for the Treatment of Tribal Cultural Resources and Tribal Monitoring prior to the issuance of a grading permit.
  - B. Within fourteen (14) days prior to the start of any grading or excavation activities, the project applicant shall notify the FIGR Tribal Preservation Officer and the City of Sebastopol of the date and time of the proposed grading/excavation activities.
  - C. Tribal cultural resource monitors and qualified archeologist shall have the authority to stop grading or excavation activities in and around the accidentally discovered resources pending an evaluation of the resource and the determination of how the resource should be treated. Possible treatments include, but are not limited to: the removal of the resource from the site, the protection of the resource in place (when feasible), or reburying the resource on site in a location acceptable to the FIGR. The City of Sebastopol shall be promptly notified if tribal cultural resources are identified.
  - D. Tribal cultural resource monitors and archeologist will work cooperatively with the applicant to address the appropriate treatment of any discovered tribal cultural resources to minimize potential delays in construction. *(Added by Planning Commission - 10/13/2020)*

The IS/MND was circulated for public review and comment from August 20, 2020 to September 20, 2020. One comment was received. A copy of the comment letter on the Initial Study is included in Attachment 8. The comment letter expressed concern with existing noise levels impacts in the area and questioned why interior noise levels in their upstairs office were not included in the noise impact technical study. The commenter also suggested that the City should have stricter noise requirements for car washes and businesses with drive thru's. This issue discussed in more detail in the September 22, 2020 and October 13, 2020 Planning Commission staff reports.

The City also provided a project consultation notice to the tribal representatives identified by the Native American Heritage Commission. None of the tribal representatives contacted requested a consultation on the project during the 30-day response period ending on September 5, 2020. On September 30, 2020, representatives from the Federated Indians of Graton Rancheria (FIGR) contacted staff to discuss the project. A video conference with representatives from FIGR on October 12, 2020. At that meeting, Tribal representatives requested that the City conduct a database search at the Northwest Information Center (NWIC). Subsequently, the City had a local cultural and historic resource firm (Evans & De Shazo) conduct a records search at NWIC. This information was forwarded to the FIGR on November 16, 2020.

Based upon this contact with FIGR cultural resource representatives, staff recommended, and the Planning Commission agreed to incorporate an additional mitigation measure to address the inadvertent discovery of tribal cultural resources during project grading and excavation. This measure builds on Mitigation Measure CR-1 and is incorporated into the Final Initial Study included in Attachment 7. Text changes included in the Final Initial Study are shown bolded and italicized for new text or shown as strike-through text if the text is being deleted. The changes are located on pages 12, 21, 26 and 27.

**PUBLIC COMMENT:**

Written public comments are included in the Attachment 9. Public comments provided at the Planning Commission public hearings are included in Attachments 3 and 5. However, if additional written comments are received after the publication and distribution of this staff report, they will be provided to the City Council as supplemental materials before or at the meeting. Members of the public will also have the opportunity to provide public comment during the public hearing portion of this item.

**PUBLIC NOTICE:**

Public notices were mailed to all roperies within 500 feet of the property, and published in an adjudicated newspaper as required by the City of Sebastopol Municipal Code and noticed in accordance with the Ralph M. Brown Act, and was available for public viewing and review at least 72 hours prior to scheduled meeting date.

**FISCAL IMPACT:**

There is no direct fiscal impact associated with the recommended action.

**RECOMMENDATION:**

The Planning Commission considered the following items and recommended that the City Council:

- Deny the application for a Conditional Use Permit;
- Deny the request for a Variance; and
- Deny the application for a Tentative Parcel Map.

A draft Resolution denying the three applications is included in Exhibit A.

**ALTERNATIVES:**

1. Adopt the Resolution denying the conditional use permit, variance, and tentative parcel map (Planning Commission recommendation).
2. Continue the applications to allow the applicant to provide additional information to address any Council concerns.
3. Certify the Mitigated Negative Declaration and approve the Conditional Use Permit, Variance, and Tentative Parcel Map and direct staff to bring back a resolution of approval along with any needed conditions of approval.

**EXHIBIT**

Exhibit A      Draft Resolution Denying the Project Applications

**Attachments:**

- 1) Planning Commission Resolution Recommending Denial of the Project
- 2) September 22, 2020 Planning Commission Staff Report (with Attachments 1 - 4 only)
- 3) Minutes, September 22, 2020 Planning Commission meeting

- 4) October 13, 2020 Planning Commission Staff Report (with Attachment 2 only)
- 5) Minutes, October 13, 2020 Planning Commission meeting
- 6) November 11, 2020 Planning Commission Staff Report
- 7) Final Initial Study/Mitigated Negative Declaration and Appendices
- 8) Comments on Initial Study
- 9) Written Public Comments on Project (Cumulative)



Minute Order Number: 2021-007

INFORMATIONAL ITEMS/PRESENTATION: NONE

Councilmember Slayter recused himself from the meeting for Agenda Item Number 7.

**PUBLIC HEARING(s):**

7. Public Hearing – Public Hearing to Consider an Application from Mark Reece, requesting approval of a Conditional Use Permit, to operate an automated car wash at 6809 Sebastopol Avenue, a Tentative Parcel Map to subdivide an existing 1.51 acre lot into three commercial parcels, and a Variance to allow a reduction in the minimum floor area ratio below the requirement of the municipal code. (Responsible Department: Planning) *This item was continued to this date/time specific meeting (Jan 5<sup>th</sup> 2021, at or after 6:00 pm).*

Director Svansson presented the agenda item recommending the City Council conduct a public hearing to Consider an Application from Mark Reece, requesting approval of a Conditional Use Permit, to operate an automated car wash at 6809 Sebastopol Avenue, a Tentative Parcel Map to subdivide an existing 1.51 acre lot into three commercial parcels, and a Variance to allow a reduction in the minimum floor area ratio below the requirement of the municipal code.

Dave Hogan, Contract Planner, presented information to the City Council on the project.

Planning Commission Chair Evert Fernandez commented as follows:

- Mr. Hogan did a good job of summarizing the information.
- The only thing to reiterate is what is already in the minutes.
- What individuals might have said, I can't really project what some of their thoughts were behind it.
- Issues of the noise and traffic, and I think that at the time, from the information that we had, the decision was made by the Planning Commission. Since that time, there may have been more information, but I don't know if that would have changed anything with the Planning Commission.
- It was a difficult decision.
- On the one hand, you have a location that is ideal, and you are adding and supporting local businesses but people had concerns about the zoning, and if it would set up precedents for other businesses.
- Think it may be unique, but other than that the minutes outline the different comments and concerns about noise and traffic.

The applicant team made a presentation.

Mark Reece commented as follows:

- Owner of the tire service and express lube.
- Born and raised here in Sebastopol.
- Educated in the entire local school system - Parkside Elementary, Brook Haven Middle.
- Came to the tire service when it opened with one employee back in 1977.
- That was at the corner of Florence and Healdsburg Avenue.
- Became the third employee in 1979 while still in high school.
- Became a partner in the company early on.

- Believe that I am one of the few independent owner-operated businesses in Sebastopol that has a 42-year history under the same ownership.
- Brad retired in 2008.
- Have continued running our corporation with the same enthusiasm and passion for cars that I had back in 1979.
- We designed, built, and moved to our current location in 1994, and added the express lube in 1999.
- We've been here for slightly more than 27 years.
- We equipped both buildings with solar panels to offset our electrical energy consumption.
- In 2021, we're still trying to invest in our local economy and community by providing a needed business that Sebastopol has been missing.
- The new technology express wash facility will be in the remaining parcel behind our existing locations.
- This will not change the street front landscape of our existing location, it will be hardly noticed from the street.
- Sebastopol does not have a better location for this type of service.
- We currently have 22 full-time employees, of which 75% are from the immediate community of Sebastopol.
- Like myself, they were born and raised either here in Sebastopol or the surrounding areas.
- Currently, our three most tenured employees are of 30, 17, and 9 years.
- We, as an employer have continued to support our local schools, when auto shop classes were eliminated, we hired dozens of high school students.
- Have several graduates, now tenured technicians who started with little or no experience and have worked their way through the ranks to full-fledged diagnostic technicians.
- We sponsor little league, soccer, basketball, and football programs.
- We take part in fundraisers, Sebastopol Police Race the Cops, Sebastopol Fire Department, the Rotary Sunrise with their Youth exchange program.
- Was Rotarian of the Year for the rebuild of the soccer field, and numerous fundraisers and more as well.
- In 2017, we began this journey with a soft review at the Planning Commission department.
- With the majority of positive input, we moved forward with this project.
- Fast forward with fires and more fires, the lack of commercial construction loans, and now COVID concerns and shelter in place, we're still trying to invest in our local economy as well as providing more jobs and a needed quality express wash.
- We have been extremely lucky to be able to survive all these years as a small, independent business which has a tremendously loyal following.
- Without this loyal community, we would never have made it through some of these challenges.
- Even as the future dictates the elimination of petroleum based fuels, it still remains that even alternative power vehicles will need automotive services and a clean appearance.
- Automotive tire and service related repairs require a certain number of tools to perform their duties. These do make noise.
- We do our best to always take into consideration our surrounding area and neighbors.
- We are proud that we do not have any noise related complaints.
- The industrial area of Sebastopol has substantial traffic noise.
- In addition, the adjacent place is performing outdoor metal grinding which creates excessive noise.

- We recognize this as part of our location.
- We designed the car wash with new technologies to keep noise well below thresholds.
- We added the sound wall to take the noise level even lower than required as a good neighbor commitment.
- We believe the majority of our customers will already be here for related services.
- We've heard positive feedback from the surrounding neighborhoods adjacent to other car washes welcoming another option away from their neighbors.
- The car wash has been our highest request for additional services for several years.
- This will allow our city, the City of Sebastopol, to continue to do our best to always take into consideration our surrounding area and neighbors.
- We are proud that we do not have any noise related complaints.
- The industrial area of Sebastopol has traffic noise. This area has traffic noise.
- In addition, the adjacent makers place is performing fabrication with grinding and welding, that creates excessive noise.
- We picked this area as part of our location. New technologies in equipment and the dryer blowing system to keep the noise levels well below the allocated thresholds and to help lower the level, we added to take the noise level even lower than a good neighbor commitment.
- We believe the majority of the express wash customers will already be here for related service.
- We have heard positive feedback from surrounding neighborhoods in relation to other car washes, and they welcome another option away from their neighborhoods.
- A car wash is our highest request for additional services for several years.
- This will allow our City to move one step closer to being a full service small city.
- The new clientele will be driving by on Sebastopol Avenue, driving out of town to find a car wash, who are not currently our market.
- It will allow more visits into the downtown core to help keep people local and away from outlying areas so they can utilize what amenities we have here.
- Five gallons or less to wash the vehicle and recycle the water run off to prewash the next vehicle gives us very little unused water.
- Solar equipment is efficient. Solar dryer units will be well above the street level.
- Green certified fluids that are environmentally safe complete the Green certified business.
- Cement building construction gives you fire and flood resistance and better insulation in all areas.
- We have designed an aesthetically pleasing building that fits with the architecture of the businesses.
- We have assembled a team that is as passionate about the project as I am.
- Patrick Slayter was my primary architect. I picked Patrick because every project I have seen him do has the best interest of Sebastopol at hand and I continue to be happy with that selection.
- Jack is on board as assistant architect. He will be heading up the meeting and answering questions.
- James Jenson is here from Adobe Associates with the site development and we have Ed from Tunnel Vision, the car wash consultants.
- Want to be the best for our customers, the community, and ourselves.

Jack Paddon commented as follows:

- It's my honor to present to you a few key points that is well considered in the staff report.
- In terms of the location, you are all familiar with this part of downtown, and the downtown core.

- It's probably important, especially to provide some context in some of the comments that have been made over time relative to the distance from the Laguna, the Joe Rodota trail, and the distance from the nearest single family residence.
- It's really quite remote from those other components of downtown, especially the rural part of downtown.
- This is truly an ancillary use to the existing auto related service.
- It has great potential to reduce vehicle miles traveled because there will already be services provided on site.
- In our judgment and estimation, there is probably no more ideal location in town for a car wash facility, both in terms of the context of other potential parcels but especially because this will be a component of an existing use.
- It can't be seen from Sebastopol Avenue. It's tucked well behind the existing uses. It's consistent with the zoning ordinance as explained by staff.
- That was a key concern of the Planning Commission.
- It's also important to note that the car wash location does not prohibit the relationship with mixed use in the future.
- Keeping in mind that a general plan is a long-term vision, a document that will be implemented as the plan is realized and different points come to play, including houses and other services for this particular site.
- It's not precluded forever. It's absolutely compatible with housing and other uses for completing other neighborhoods.
- It's important to note that the denser this downtown core becomes, there will be more need for services nearby and not forcing occupants to travel to the edge of town for necessary services, this is important for a complete and self-reliant neighborhood.
- Services will follow residential development.
- The benefit in this case, in this proposal, is that services will be a first piece of the puzzle of a more dense and multi-use downtown core.
- Also important to note that the housing development proposals require a review process and it will be required to mitigate any particular issues.
- Every piece of the puzzle will also be appropriately scrutinized, the neighborhood, the downtown core, gentrification, and economic vitality.
- In the economic vitality section of the housing element of the general plan, it starts out by saying the economic vitality elements sustain and diversify the city's economy to move towards a more self-sufficient economy, and local businesses and broadening and expanding the implement base for the students in the city, and certainly this is a good fit in that regard.
- We are rapidly moving towards an electrified economy, electric non-combustion economy, including mobile vehicles, private vehicles and public, shared vehicles which will still need tires and other vehicle related services, battery charges, battery exchange.
- The current service provider says local dollars stay local. This will continue to be the case.
- This is another component of the vehicle service center and one of the things we found in the community, is that there will be more of a need perhaps for shared mobility options, scooters, e-bikes, rentals, early rentals and so certainly having the ability to transform the provision of services and the demands for the future are a very real possible for the location.
- Comes back to the same comment about not having the local citizens drive to Santa Rosa for related services as the general plan is realized.
- Discussed sustainability.

- This is a very low water use, about five gallons per wash. Significantly less than any other mode of washing your car. All of the agents used are nontoxic.
- 80% of the water will be .
- Also very important to point out that storm water will be treated on site.
- The water quality as well as retention in peak storm, a good car wash removes brake dust, rubber dust and treats it before it gets in the storm water system, versus having that be a wash set that perhaps in the rain from down the stream to a storm drain.
- It's been very clear in this analysis, including the Planning Commission's review, and conclusion that this project has no environmental impacts, especially related to noise and traffic.
- Request that the City Council approve the use of the land and variance as requested.

Mayor Glass asked for questions.

Vice Mayor Gurney commented as follows:

- Would like to start with my questions for staff.
- Slide one had the three parcels actually outlined one, two and three on it.
- There's a line that goes east-west between parcel number two and parcel number three, is that a fence line?
- Is there some way of keeping the traffic out that comes in the driveway from Sebastopol Avenue so it doesn't go down to the car wash queue?
- Is there a fence there?

Mr. Paddon commented as follows:

- There is landscaping in this area here.
- They wouldn't be able to drive straight in this way.
- The way the site's designed, they will come in this way.

Vice Mayor Gurney commented as follows:

- Cars can come in both ways.
- Does the tire business have street access?
- Is that an easement over parcel number two?
- Can't tell where the property line is related to a driveway.

Mr. Paddon commented as follows:

- The parcel line is in the middle of an existing driveway.
- Right now this is a single parcel.
- There are no parcel lines in between.
- The existing driveway comes in here (showed on the map), and then would access the entire business this way.

Vice Mayor Gurney commented if, for instance, everybody related to the tire business retired and it became something else, could that parcel still have street access?

Mr. Paddon commented as follows:

- As part of the parcel map, we have an access easement.
- Both will have access to the drive aisles.

Vice Mayor Gurney questioned if that is in addition to the street access they already have?

Mr. Patton showed the access on the map.

Vice Mayor Gurney questioned if even without that easement, each parcel would have a driveway.

Mr. Paddon stated yes.

Vice Mayor Gurney questioned if that was in addition to street access.

Mr. Hogan discussed additional street access.

Director Svanstrom commented as follows:

- Right now, the tire center and the oil change have the one entry, that would remain.
- They will still share it and the way that the project is structured, it is required to work for different property owners in the future, even though that is not the intent of this applicant.
- They are proposing that all the paved areas, all the parking and drive aisles, have a shared easement.
- They don't have to create a separate entrance.

Vice Mayor Gurney commented as follows:

- Want to make sure if the use changed for different business people who are not a cluster group, managed or owned by the same party, will still have street access.
- Discussed the access from Barnes Avenue to the project site.
- Would like to understand that access and how it relates to the Ford property which is at the bottom of this diagram where it says overall site plan.
- We have the Ford property with the southerly half that is undeveloped and we know he is interested in developing his property.
- How does he have access from Barnes Avenue?

Mr. Paddon commented as follows:

- I believe there's a paper street - a street that doesn't exist, along the southern boundary line extending from Abbott Avenue over towards that parcel.

Vice Mayor Gurney commented this project would not close access to part of the neighboring property?

Mr. Paddon commented as follows:

- I believe that's correct since there is a paper street that exist on the map but doesn't exist in reality.
- The Ford site does not currently have access from Barnes Avenue.

Vice Mayor Gurney asked about the paper street.

Director Svanstrom commented it is in the General Plan.

- It's actually undeveloped area that is owned by the City.
- Abbott Avenue was rebuilt past the Feed Store.
- If you develop this, a larger street, a little more right of way.



- If you look at the southern property line, between that and the next line over, that is city right of way (showed on map)
- That could be developed in some way if the Ford property were to develop, they would need some sort of turn around to the east as there's no access through.
- The turnaround option could connect to the trail.
- You have to have some way of turning around and getting back.

Vice Mayor Gurney questioned that this entrance on Barnes Avenue is not interfering or foreclosing on the property to the east.

Director Svanstrom commented as follows:

- Stated that is correct.
- It's all north of there and north of the property line.

Vice Mayor Gurney questioned what is the purpose or interest in a subdivision if it complicates the application by moving it in requiring a variance.

Director Svanstrom commented as follows:

- Believe the intent is just a mechanism for financing the project at this time.
- With the subdivision, we do look at it that as subdivided, it can be sold off separately.

Vice Mayor Gurney questioned if somebody had an easier way why not choose the easier way.

Director Svanstrom commented it was financial consideration to the applicants.

Councilmember Rich commented as follows:

- Discussed the packet of information received.
- As Councilmembers have an obligation to go through them.
- The 290 some odd pages really captured an incredible amount of work by the Planning Commission, the applicant and everyone involved.
- Want to recognize that because as I'm listening to all of the comments and the information that we have already and the additional information, not just from the documents, but from new information that we're hearing here, it strikes me a lot of the concerns that have been expressed by the public and have been processed by the Planning Commission and have been responded to by the applicant and consultants that have created a project, and it checks off a lot of amazing boxes for us as a community, and really tailors everything down to the General Plan, and the environmental check boxes are there.
- Can the precedent issue be checked off.
- This is a very unique sort of project. Don't see any other project where you have two existing auto related businesses on one piece of land and a third piece is being proposed.
- Want to give context in terms of the amazing work that has been done.
- How narrow the issue is for a decision tonight might be is reflected in all the 298 pages.
- As a specific question, I know there's been concern, and I think it's worth recognizing, regarding the use of the property along the eastern border which I refer to as the Ford building but it's been referred to in other ways too.
- It's the eastern boundary that is shared between the applicant's property and the Ford building property next to it.

- Think it's useful to note that the back of the new car wash actually extends along the eastern boundary, and from what I can tell from the drawings it really presents kind of a solid wall.
- You aren't looking at cars.
- Want to make sure I understand that that visual that would be viewed from the Ford building in fact would be a visual that is not a line of cars but the back of the enclosed solid wall structure of the car wash.
- Want to make sure we understand what would be viewed there and is there room there once we get to the Design Review Board is there room there in the design to allow some landscaping, sort of protection of masking, to the extent the Design Review Board feels it's appropriate?
- If you can focus on what the opportunity might be to create a visually appropriate border between the Ford building and the car wash property?

Director Svanstrom commented as follows:

- The East elevation, the smaller long elevation, is the elevation that is proposed to be facing the Ford building property.
- This is not going through the Design Review Board yet.
- We haven't done that analysis on the application yet.
- In general, this is the elevation, the east elevation, in terms of the buffer, we'll ask the applicant to address that.
- The area between the building and property lines is utilized for storm water catchment, and there is a utility easement on the backside of the building on the property line, but it can and be will landscaped.

Councilmember Rich questioned if it could be landscaped.

Mr. Paddon commented as follows:

- Stated yes.
- To the extent that the Design Review Board looks at the arrangement when it gets to them, it has landscaping in order to make that boundary more visually appealing and therefore we have to get into it to have greater potential usage for the adjoining property.
- There is room to do that. We would be very agreeable to that, that makes perfect sense.

Councilmember Rich commented as follows:

- Following up on a similar question, we see that building in the drawing, there are also going to be cars that are visible coming into the building and going out.
- Is that the case?

Mr. Paddon commented as follows:

- To the south side, on the far south end if you go back to the exhibit, you can see through to cars entering the car wash but exiting there is a sound wall but it's an opaque wall to control sound that will keep any visual access into the site on the north end of the building as you have people exiting.

Councilmember Rich questioned how high is the wall intended to be?

Mr. Paddon stated ten feet.

Councilmember Rich commented the south end where there is more area, would landscaping be possible.

Mr. Paddon stated yes.

Councilmember Hinton commented as follows:

- It was alluded to earlier that the lot split brought the project to us initially.
- If I'm understanding, it's one lot now. Is the lot split for three separate lots?
- Not just one lot for the car wash, correct?

Mr. Reece commented as follows:

- Stated that is correct.
- I went to a more complicated process for financial reasons, and to clean up where you could have three different businesses, three different owners, each having its own parcel makes it really clean for everybody involved.
- You are not dealing with three different businesses, three different owners potentially on one parcel.
- The primary reason for the difficult application for us, nobody wants to loan on a huge project and be in second position when it comes to property.

Mayor Glass commented as follows:

- This is a General Plan conceptual question.
- For the public's edification, if not here, where?

Director Svanstrom commented as follows:

- Think one of the things is that the site is automotive, and the old CVS building is in the location of the Chevy dealership.
- The Ford building is now offices with an industrial art space in the back. It's a mix of those types of things.
- The Chevy building is gone now and there is obviously retail there.
- This is certainly an area of transition.
- This zone is part of the central business district.
- That is a little bit different than the outer regions where we have general commercial.
- In terms of zoning intent, you wouldn't necessarily have a lot of auto uses that aren't in town or the potential to other uses in the downtown district.
- Think you do need to recognize this as an unusual site, and the site to the south across from where the paper street is actually industrial zoning.
- You also have a downtown business district to the west.
- It's quirky, and there is the other building that has other industrial uses in it.
- We had some interest in the vacant parcel to the south for manufacturing pre-COVID.
- That has probably evaporated at this point.
- That is manufacturing, a site zoned for industrial.
- From that perspective, a car wash adjacent to industrial is not really an issue.
- Sebastopol is unique where we have a mix of highways running through it.
- We have had questions and a car wash from someone else on the North side of town that backs up to residential in a much closer way, and I don't think staff would support that.

Mayor Glass commented as follows:

- Discussed the General Plan.
- Looked at the map and thought about how many locations would be zoned for something that is consistent with automotive use that are far enough away from a dense neighborhood and that are also accessible to the public.
- Those are the three criteria.
- Is this an existing automotive use and it's not smack in the middle of somebody's neighborhood?
- It's not in a dense residential neighborhood.

Director Svanstrom commented as follows:

- He is certainly local.
- It's intensifying the use but without the subdivision we wouldn't have an issue.
- Certainly the Planning Commission itself struggled with wanting to support local businesses, while not quite feeling it is the right site.
- We can't design the projects.
- Wished there was a way to work out to get the car wash further to the west on the site, that was discussed at the Planning Commission meeting by some of the Commissioners as well.
- That might have helped with some of those issues.
- Our understanding is there wasn't a good option that allowed appropriate queuing to get to the car wash.

Mayor Glass commented as follows:

- When you look at the entire map of the area, one of the things that strikes you is the kind of island of buildings this is.
- It's not very consistent with our notion that we're going to densify.
- As I look at the site plan, could some of the buildings be closer together and can some of the parking be shared between the three businesses?
- Get the issue of being able to find financing because banks are peculiar about how they want to loan money even though it's a good idea.
- It sounds like it's not really an option.
- Concerned about us not being consistent with the F.A.R.
- Is there any other solution to that?
- Is there something more that could be done to be more consistent?

Mr. Paddon commented as follows:

- I suppose you can cover the vacuums but it would be only for the purpose of creating mapping to the FAR.
- More importantly, it's not readily developable for many uses even over a long period of time.
- That is the nature of a small little postage stamp near the back of an existing use.
- Think it's very realistic that as the General Plan is realized over time, you may have applications that ask for 2.0 FAR., a taller residential structure, or other kinds of uses.
- In aggregate, it will be on average instead of a parcel needing that.
- Think that's an exception to that, the nature of the use, ancillary to the existing service use, and realizing, proposals over time that have.
- It wouldn't be unusual to expect the visual over time.

Mr. Hogan commented as follows:

- If the Council is looking for a reason as to why this project might be different or unusual enough to justify approval and it not creating a precedent in other areas, I think the fact it is an add-on to an existing automotive use that is providing additional services for the community.
- At some point in the future it may change.
- The business may go away and may be replaced by something else but this addition to the business doesn't really change.
- That might provide a little better insight for members of the Council if that helps.

Vice Mayor Gurney commented as follows:

- Here is what I'm wondering about the Planning Commission and thanked Commissioner Fernandez for the work that you did.
- We saw it in pages and pages of notes, and we viewed numerous really thoughtful analytical comments.
- Was really appreciative to see the work, and the people in the hot seats doing that work.
- Referred to additional information that Commissioner Fernandez believes is before us that the Planning Commission didn't get.
- Aside from the General Plan issues, is it your sense that the Planning Commission is comfortable with the project? Aside from the conflict between more intense, less intense, in terms of environmental issues, the negative, and overall, what is your sense of the comfort level with the proposal as it is?
- What else do we have that they didn't have on the project.

Commissioner Fernandez commented as follows:

- Want to concur as far as the level and people we have on the Commission.
- As long as I have been on there, we have been really fortunate and I'm always amazed at some of the outlooks that people have because of what they do, and how they bring their viewpoints.
- That's been terrific.
- I do believe based on comments, it was the majority of people saying the project, the individual involved with the project, and the business were all supportive. You can see that on the comments made. Including my own.
- Think the issue was the concern that the project being there, would it be a negative impact for the future of building additional structures there.
- Think some of the way it was presented and some of the information, for example, addressing the mix of the businesses was important, and we discussed the wall.
- It seemed a little more concrete from that stand point.
- On traffic, some of the people were already going by there or may already be there at the business.
- I'm not saying that any additional information would change or alter the Commissioner's thoughts. I don't know. It's up to them to say that. I would say confidently that the project was well supported. People say it's a great project.
- I'm not sure that's the right place for it. Where else would it go?
- Would you want cars going from the tire shop across town?
- One of the things I looked into more is comparison, it's not necessarily that we need another car wash.
- The idea of having more customers from that corporation, people are already in that part of town, going over to local business, they're going to be doing that any way.
- May as well be an efficient place that is environmentally friendly.

Vice Mayor Gurney questioned is there information we need to consider that the Planning Commission hasn't seen?

Director Svanstrom commented as follows:

- No, I don't think there is any additional information that the Commission did not hear.
- We probably have a little more bit more information on the water usage and the biodegradable chemicals in the presentation with Jack.
- I know there were questions about water which were more thoroughly addressed tonight.

Vice Mayor Gurney commented as follows:

- Thank you very much for your presentations.
- They were very helpful and detailed and very articulate.
- There is one confusion from the staff report in the elevations.
- They show the second story as equipment and mechanical and storage, and then I read it was going to be office space.
- Can you make sure I understand what the second story on the car wash building is for?

Mr. Paddon commented as follows:

- The second level is primarily mechanical.
- There will be very small component of an office space but not an office building.
- It's to house all of the equipment and part of the acoustical plan to put all the equipment in one room.

Vice Mayor Gurney questioned if this is going to produce noise or is it down on the street level where the water is splashing around?

Mr. Paddon commented it is fair to say it's both, and both are considered by the acoustical report and both have been mitigated by the acoustical mitigations and further project mitigations that have been in the staff report.

Councilmember Rich commented as follows:

- There's been mention of concerns about approval of the project setting a precedent.
- When I look at this property, it seems to be particularly unique because it has other auto related services right there on the same property.
- It seems to me, as a town, we can identify the elements of this property that make it unique and therefore don't create some greater precedent that might cause us concern.
- Does Planning have any concerns.

Director Svanstrom commented as follows:

- Can think of times where I have had concerns about setting a precedent.
- Those are generally more about policy. Every site is unique, and in particular, this site, I do not have the concerns about a precedent being set.

Councilmember Rich commented as follows:

- Does subdividing the property into three parcels benefit the City in any way?
- Does it give us control over the future uses? Is there any upside?



Director Svanstrom commented as follows:

- The first thing that comes to mind are parcel taxes.
- Don't think there are any significant benefits to the City.
- There are a lot of cross easements across the property.
- The code now requires electric car charging and bicycle parking. It doesn't make sense to have those at the car wash but they will be installing those up front at the tire location. Someone might drop off their car for service and bicycle home/around town.

Councilmember Rich commented as follows:

- Discussed the subdivision.
- Want to confirm it seems that the General Plan does envision other commercial uses, and that it does envision auto retail sales and service as a category.
- Put that out there to make sure number one I understand it, and also to connect back to what other Councilmembers have said, which is if not here, where?
- Am I understanding the General Plan that it does provide for other uses and auto services?

Director Svanstrom commented as follows:

- That is correct and I think the staff went over other uses.
- We did have one Commissioner say no, and the rest of the Commission, I believe they were comfortable with the Interpretation of the code.
- A conditional use permit is required, it isn't permitted outright. There are two main question/findings needed to approve a CUP. First, is it consistent with the vision in the General Plan?
- I think that is the issue they struggled with and didn't feel that it was appropriate because it's in the downtown area.
- The other question/finding is, is it in the best interest of the neighborhood and the broader community, and yes there are some concerns about noise from adjoining neighbors, but that is really a judgment at the discretion of decisionmakers.

Councilmember Rich commented as follows:

- My final question goes back to the member of the Planning Commission.
- Incredible work has been done by everyone on this project.
- Think Commissioner Fernandez has answered this question.
- We have a recommendation from the incredible Planning Commission that this project not be allowed to go forward.
- I want to make sure on a sensitivity level, if the City Council were to allow this project to go forward, give us a sense, will the Commission feel that we have disrespected or disregarded all the incredible work they have done?
- I don't want that impression.

Director Svanstrom stated the Chair and other Commissioners in the audience can speak to that.

Chair Fernandez commented as follows:

- I certainly didn't feel that way. I don't know, as far as the other commissioners.
- Think that we did the work. We brought some issues up.

- Think that the variance issues were something that we had a concern about, and we were happy to kick it up to the City Council.
- Really it was a concern about the building issues around there.
- There were also concerns about precedent.
- I mentioned that, as that is one thing that seems to be better clarified.
- It wouldn't necessarily set a precedent, and I would encourage you to hear from other commissioners that are here.
- As far as I'm concerned, my feeling is, we pass it on to you and give you things to consider.

Commissioner Oetinger commented as follows:

- To that point, in particular, think that the Planning Commission is looking at one set of issues.
- The Council can have different opinion on it because we're not in your seat.
- I'm looking at it as a member of the Planning Commission.

Commissioner Lindenbusch commented as follows:

- My impression that it was the will of the Commission that the project be denied because the project is not in line with the General Plan and the provisions of what the City should be expecting and building in the downtown core.
- That is the largest impression I came away with from the two meetings.

Councilmember Hinton commented on what we are looking at tonight - that maybe the Planning Commission did not have the information such as issues to the wall to address sound issues.

Director Svanstrom commented as follows:

- In between the first and the second Commission meetings, the first part of the hearing in September, and the second meeting in October, we worked closely with the applicant in relationship with the potential noise in the second story.
- Yes, the noise ordinance applies vertically on up. You can't just meet it on the ground level.
- The project needs to meet the noise ordinance at upper levels.
- We worked with the noise consultant, and in that process the sound wall shown in red on this diagram was revised a little bit.
- I believe it was a straight wall previously, and the height might have been increased a little bit to ensure the sound was captured, redirected, and wasn't affecting upper levels on the building site.
- The Planning Commission did see the revisions at their October meeting, so it was in their considerations.

Mayor Glass opened the public hearing.

Kyle commented as follows:

- The contract planner spoke of increased circulation, but this is increased traffic.
- It's my hope that Sebastopol stick to its General Plan.
- The Planning Commission states this project is inconsistent with the General Plan goal of adding more housing in and around the downtown area, expanding the auto service center would create a future land use conflict.
- The City would not be able to deny other automotive businesses, which would be further detrimental to the goals of the General Plan.

- Getting my tires changed requires my car not to be actively running. Getting my oil changed, similar level of use. The vehicle is off.
- This trip is required every 3,000 to 6,000 miles.
- A drive-through car wash, the frequency of this type would happen on a scale likely 5 to 10 more times more frequent.
- The time to be forward thinking for this Council is now.
- If you continue to support vehicular-centric operations, you will promote a vehicular-centric community.
- This continued push of residential outside of the core will promote additional vehicles in our city core.
- The property owner says there's no better location, but there are two other car wash locations within the city.

David commented as follows:

- I've been in Sebastopol for 34 years now.
- I've been going to Benedetti Tires for 34 years.
- I live in Santa Rosa, and I still go to Benedetti Tires for work, I go places, I spend money walking around town.
- This car wash would be a very pleasant addition to something I'm already going to come and get.
- I wouldn't drive from Santa Rosa to get a car wash in Sebastopol because that would be silly.
- I don't imagine people, if the car wash wasn't there, and people are driving to Santa Rosa to get a car wash, we can't be so narrow-minded to say, just in Sebastopol we have to worry about this.
- It's a global thing.
- If people are driving from Sebastopol for a quality car wash to Santa Rosa, they're burning way more fossil fuels.
- In the last Planning Commission, it was a hot day, I had a portable air conditioner.
- I said, I wonder how loud my little air conditioner is sitting in my house.
- I looked it up online, and my air conditioner is actually going to be louder than the car wash.
- That's just in my own house.
- It didn't bother me or anyone on the call.
- The other thing is, I don't understand where you would possibly put a house around Benedetti Tire, unless they bulldoze that whole area and put in houses, I don't see really where the last gentleman, Kyle's, comments were coming from.
- I don't see how they could affect housing.
- With that, I will bid you adieu.
- Good luck with your decision.

Kathy commented as follows:

- Is the extension of Abbott Avenue wide enough for both cars and pedestrians?
- You can answer that later.
- My concern is that the car wash downtown, it ticks so many boxes and could be a useful business for downtown.
- My feeling is that the building itself is not adequate to contain all the uses inside the car wash.
- My feeling is that the sound is very, very important for the neighbors and future neighbors.
- Existing neighbors and future neighbors.

- The sound wall, while it is ten feet high, could actually be an extension of the insulated concrete foam blocks that the building itself is constructed with, that is so good at preventing sound.
- The building to the north, where the cars exit, should continue the entire curbed area, it should have a cover to contain the sound and the aspirants that come out when the car is being dried with high-pressure air.
- The other issue, to the South of the building, the same situation exists.
- Landscaping could hide some of the activity, but cars are turning in and they get prewashed outside of the building.
- The aerosols will affect the building next door.
- In addition to that, the soap that gets dropped down on the cars as it goes in, I've seen exit the building outside of the doorway.
- I feel that that area also needs a wall, and it needs a booth to cover it, to protect the current and future residents of that neighborhood.
- That was the main reason why on the Planning Commission, I felt it was important to deny the project.
- It doesn't fit the downtown when the car wash uses are not contained within the building.
- I'm not concerned about the vacuums and other things, because it's inside the building.
- Those are my real concerns with this project in the downtown.
- If those issues can be addressed, I wouldn't have any problem with being a neighbor to the car wash.

Laura commented as follows:

- I would like to speak as a customer and fellow business owner.
- Mr. Reece talked about it at the beginning, his passion for cars and for mentoring youth.
- He has a passion for Sebastopol.
- I so respect that because not just energy efficiency but running an ethical business which is exactly what we want in our town.
- We have electric vehicles, they get dirty, and I would love to get our cars clean without having to go somewhere else.
- Think what Mr. Reece is running is a business that is ethical, it's needed, he's a good neighbor, there is so much work that has gone into this from all aspects, I think this project deserves to be approved.
- This is an industrial, automotive businesses, that whole area is, that's what it's made for.
- I believe that all the work that has gone into this to make it a good business really deserves your positive consideration.

John commented as follows:

- I echo what Laura says.
- When I first heard about this project, I got really excited because I think that a high-tech environmentally friendly car wash is long overdue and much needed.
- Not only just for the business community of which we're a part of, and not only for the local residents of Sebastopol, but also for the greater community, especially those of us who live in West county, where we live down dirt roads, our cars get very dirty, and rarely make it into Santa Rosa, it serves the greater community good, too.
- A trivial note, we're environmentally conscious.
- We have a private electric vehicle, they do get dirty.
- A clean car is an efficient car.

- Dirty cars bring down your mileage.
- It's a win for everyone, and I strongly encourage you to approve this project.

Terry commented as follows:

- I just wanted to speak a little bit about the applicants.
- I've known Mr. Reece since I've moved to Sebastopol and got active in the rotary club.
- Many of us have had kids, grandkids, neighbor kids, who played baseball, sports, different things.
- This is local youth activity.
- In 2004, when the rotary club took on the job of refurbishing those fields, Mr. Reece chaired those projects for us.
- He probably turned a tremendously complicated project into something that was fun to do, we had budgeted \$100,000 for it.
- We spent about \$10,000 because of Mr. Reece's connections.
- That means that we talk about long term business owners.
- You talk about long term businesses in the community, and here's one that between Mr. Reece and Brad have been here for 40 years.
- Benedetti has probably given back more than about any campaign consistently over time back into this community.
- They've addressed this project, they've taken a hard look at it.
- Think they've answered everything that was thrown at them.
- They're good people, trying to put forth an expansion of their business within our restrictive requirements.
- I applaud them, and I would encourage Council to please give this serious consideration, and I would like to see this go forward.

Lisa commented as follows:

- I was at the second Planning Commission meeting, and I was very much against this project at the time.
- Being at this meeting, I've learned a lot.
- I'm really impressed with what Mr. Reece has done with his business.
- I work in the Ford building, and I still have one really major concern about this project, and that is the traffic. It's a cat that you can't put back in the bag.
- It's really something that worries me.
- The traffic studies were done last June, which was a time when there really was very little traffic.
- It was better than doing it in March, which was what I was told at the Planning Commission meeting. There was still very little traffic in the area.
- I drive down Mendocino Avenue regularly, and Dutch Brothers Coffee is on the corner.
- The traffic in their little queue goes out of Dutch Brothers on to the street on Pacific, and on to Mendocino.
- There's a lot of room in the Benedetti area, but I would never have expected it after Starbucks was there to see the kind of traffic at Dutch Brothers.
- Likewise, even Chick-fil-A, which has an incredible driveway and parking area set up for their drive-through on Mendocino, sometimes falls out into the street with their traffic.
- I would just like to point out and raise the really serious concern that you really can't predict the traffic and I think especially on a traffic study done in June during some of the worst times of COVID.

- This is a serious concern.

Jean commented as follows:

- For anyone who is out there and doesn't know who I am, I'm Jean McLoughlin.
- Jean@sebastopolfilm.org if you need to contact me.
- I'm really puzzled by this conversation and the difficulty we're having.
- If not Mr. Reece, who?
- This is a person who has been part of our community forever, part of our rotary club.
- He participates in all kinds of Sebastopol-centric projects and programs.
- I do drive to Piner Road to get my car washed.
- I would very much rather have it washed in Sebastopol and have whatever movies that come from that to go to Sebastopol.
- If not Mr. Reece and this project, who?
- Who are we really supporting as a local, who are we really supporting to maintain our essence as a community?
- Think that should be part, a primary part of how we make our decision.

Brett commented as follows:

- I live in Sebastopol.
- I grew up with Mr. Reece, and I remember walking the streets of Sebastopol and the trains used to run through the town.
- I in coming tonight, I had heard what was going on, and I felt strongly that I just wanted to share my opinion.
- I've been hearing some great questions and some comments that are negative and positive.
- I'm not going to come at it from an environmentalist or an economic standpoint.
- I just wanted to share my relationship with Mr. Reece and the idea that I see him as a Sebastopol person.
- He's been involved in the community ever since we were young, young kids.
- He's supported sports, he's in the rotary club, he's done all kinds of stuff in terms of the business community.
- I am a coach and an educator, and he's always been supporting of my athletic teams and of the education system in Sebastopol.
- I want to just say, as a community member, I want someone like Mark Reece in my town, and to care about the community that he lives in.
- I want to support that person because I've been in Sebastopol for over 40 years, and I've known Mr. Reece for almost 50 years.
- I want to be able to live in my town and know the people around me and know that I can be safe in my town and trust people that own businesses and that are doing business in Sebastopol, that they're going to meet the needs of everybody, and they're going to hear the questions that are asked, and they're going to make the adjustments they need to make so their projects can go over.
- I'm not necessarily supporting the car wash, I'm supporting Mr. Reece with the belief that he's going to take care of me when I need help.
- That's what I think a community member does.
- Being in Sebastopol, I still consider it a small town, even though I get stuck in traffic and I don't know people.



- I want to believe that there are people out there like Mr. Reece that care about Sebastopol and that care about taking care of others, which he does.
- I just want to be a part of that, and I wanted to show that I appreciate the support that I've received from him and give it back to him.
- I hope that you guys will take into consideration what he's trying to do and what he's done for Sebastopol.

Martin commented as follows:

- My name is Martin, and I have office space right next door to the proposed car wash.
- I live in town as well.
- This will be my third time speaking, and I feel quite passionately about this project.
- I've read the reports that are associated with this.
- I've done my due diligence looking at other car washes that are similar.
- I stood outside the diner and listened to the noisy car wash, and what an unpleasant experience that made eating outside there.
- You hear the industrial fans turn on, you hear the hum of cars idling.
- You often smell the fumes of the cars and trucks idling waiting to get washed.
- I'm sure that Mr. Reece is a great guy, and great for the community.
- We're not debating his personality or character, we're talking about this project. I'll keep my comments focused on that.
- Also, I'll point out that the City doesn't make any tax revenue here, because car washes are considered a service business.
- As an automated car wash, it's unlikely to create any real jobs for the community.
- There's an increased risk of rear end collisions at the town's busiest intersections, Highway 12 and Petaluma.
- Many of the expected 400-plus daily visitors would be turning left.
- It requires cars to slow down to only a couple of miles per hour.
- This could greatly exacerbate traffic during peak times in an area that already sees some of the most traffic in Sebastopol.
- The proposal includes 16 vacuum stalls. This is a large project.
- They're expecting this to be a very busy, a very noisy car wash.
- What we've said in Sebastopol is that we want the downtown area to be full of housing, we want it to be more akin to what we see with people walking around, they want to spend time.
- I'm not opposed to a car wash.
- However, I don't think that's the right use for this area.
- Cars will be idling in the queue, and at the vacuum stations.
- This further increases the noise and will increase emission off gassing.
- There is also a risk of potentially dirty aerosols.
- It's something that neighbors at most car wash facilities have complained of.
- The spray that oftentimes has soap in it, leaves a sort of grimy film.
- I posted this on NextDoor and lots of people voiced their displeasure.
- Think there's actually a strong contingency of people in Sebastopol that don't see a problem with a car wash, but they do see a problem with this at this facility.
- Please vote against this project.

Dave commented as follows:

- Think this is an ideal location that is highly compliant.
- Two, I believe it's a consistent use when coupled with existing in-place businesses.
- Three, I think we've had expert opinions who have mitigated many of the opposite interests in this property.
- Four, I think it fits with the long term vision of Sebastopol.
- Five, it's a positive contributor towards a self-sufficient economy.
- Six, and this is an important one, it keeps a lot of dollars within our community.
- I urge approval.

Tony commented as follows:

- My name is Tony, I've been following this project for some time now.
- I do want to thank everybody, the Planning Commission and Councilmembers for all of the updated data.
- I found it very useful. A lot more detail this time. I did appreciate all of that.
- I do know Mr. Reece and Benedetti's, and I appreciate them as people as well as their business.
- I go there often.
- After listening to everything, a couple of things come to mind.
- They did present the plan previously.
- There were concerns raised, they came back with updated information.
- That shows they're committed to working with and within the requirements of Sebastopol.
- The only other thing, the question is if not there, where else?
- What else can you do within that area?
- It's already got a half-dozen other industrial type businesses going on.
- If you were planning on bringing in more residential, I'm sure if you held a meeting about that, there would be concerns about the industrial already going on there.
- It's not an ideal place to throw up new residential communities.
- The lot that it's on is already in that business type.
- You're going to have this conversation again down the road with somebody else, and you're going to come across the same problem, where else?
- The money that comes in stays in Sebastopol.
- The location it's at is already set for an industrial automotive style business.
- The lot is being split.
- There's a lot of benefits to it, with the one negative of the noise as well as any type of, I believe it was Susan or someone that said the aerosols.
- The noise and the aerosols, or any kind of contaminants.
- The noise in an area that's already got as much industrial and commercial going on, isn't going to be a huge factor.
- The next business that comes up in that area will probably be somewhat related to what is going on.
- If you want to change that style, you probably should look in a different area of downtown to start looking at a different style of downtown to rebuild.
- I appreciate you, and all the new data.
- Thank you for your time.
- I appreciate all of the hard work that's gone into it.

Michael commented as follows:

- I would like to really encourage the Council to approve this applicant.
- I've known Mr. Reece for 25 years at least.
- I've done business with him all of that period of time.
- I've always been a satisfied customer.
- It's highly consistent with the use of the existing property.
- Think the only people who will be really upset about this are the auto shops in town.
- I had a little fender bender and I was in an auto shop, and I was talking to them about the car wash.
- He was saying, this is not a good thing because a lot of my business comes from cars that crash into the wall trying to get in there.

Leslie commented as follows:

- My name is Leslie Winter, I live at 113 West Hills Circle in Sebastopol.
- I just want to say, this is my second meeting that I've attended regarding the car wash.
- I take my vehicle to get serviced there as well as my mother's, and we've had nothing but great experiences there.
- I also want to say as a Sebastopol resident, I think it would be beneficial for many different reasons.
- Obviously, not having to travel into Santa Rosa, which is where I end up going for things I can't find here in Sebastopol.
- Having something local is very convenient for me, because I'm a single mother in the community.
- So I try to keep my errands down to a minimum.
- Think Benedetti's has made a lot of adjustments to their plan to try to meet the needs in Sebastopol.
- Think it will help everybody in the community, not just them as a business owner.

Russ commented as follows:

- Longtime resident of Sebastopol up until about a year and a half ago.
- We could go on about how great Mark is, how wonderful this car wash would be for the community and the benefits all around it.
- The opposition mainly hearing is from next door.
- They talk about the things landing on their car, but you're right there with a shop doing grinding, metal dust everywhere. Not to include the noise that that grinding generates.
- I can get my oil changed in my vehicle, and the noise coming from next door outweighs any noise here at this facility.
- I don't see how the car wash noise is going to outweigh anything that is already coming from that side of the property.
- To the comment about if not here, where, well, here's the other side.
- If the car wash doesn't go here, what else would you put on this lot right here?
- Any type of housing would not fit right there.
- No one wants to live right next to a service center or express lube, or at least I wouldn't.
- Again, it fits this area, it fits the lot.
- It's a unique, one of a kind facility to add that car wash.
- Where else can you go and have all the amenities that you can get all in one spot, allowing you to drop your car off, get service done, and go support the town. Be it shopping, dining, drinking, whatever it may be.

- Just enjoying the beautiful downtown core that we already have and is growing.
- When I was in Sebastopol, yes, I went to Santa Rosa to get my car washed. I didn't like it.
- I ended up planning the whole day, running errands out of town to get the car washed.
- I'm supporting other communities versus here in Sebastopol.
- I believe that's what the rest of the community would do.
- Again, back in the day, that car wash was approved in a residential area, along with big "O" down the street is in a residential area.
- We're trying to make this better and fit a lot nicer.

Huck commented as follows:

- I'm sad because I fear the City is being misled by developers and being bamboozled by their paid consultants. Just like you were by CVS. It's sad to see.
- A teacher says argue with reality and you will lose.
- I'm the owner of that Ford building next door.
- I renovated it five years ago.
- My conclusion is, locating this creates a conflict with the Ford building tenants due to the intrusive noise, congestion.
- It's a basic tenet of urban planning not to locate conflicting uses next to each other.
- When I was renovating the Ford building, relied on the assessment team's report.
- Thousands of hours of time were devoted to that.
- Some of the best talent in town, they all spent a lot of time on that.
- Along with eight top-notch professionals from across the country.
- Here's a quote. Economic activity is not sustainable.
- This project would take volumes of water and power, sacrifice the downtown ambience, all to make material objects a little shinier.
- It's been 50 days since Earth Day. Have we learned anything? Was your proclamation about Earth Day just lip service?
- Any new noise generating use in the area can claim their noise will just be drowned out by the car wash.
- You'll have an ever noisier, unfriendlier downtown, leading to just plain blight.
- You have a choice between noise and congestion, and downtown housing, between a downtown which serves cars and which serves people.
- No one needs a car wash. Everybody needs housing.
- Please have the courage to envision Sebastopol as it ought to be. May wisdom guide you.

Tonya commented as follows:

- I'm Tonya, and I work in the Ford building next to the proposed car wash.
- I've said before in previous meetings, what makes Sebastopol unique is its small town charm.
- There's been so much discussion tonight around what is the best use of that area.
- And these are all the reasons why I believe that a car wash does not belong in this location let alone in Sebastopol.
- Number one, it will cause much more traffic in what is already a very heavily trafficked area.
- It's going to create far too much noise.
- Many of us value peace and quiet while we're working, not to mention it's right next to the trail, which is also supposed to be a peaceful area.
- A few have mentioned earlier that this makes the city zero tax revenue.

- It's not a valid argument. It's really just the wrong place.
- This is not an industrial area at all. It's next to an office, it's in the downtown corridor.
- Next to the Barlow, and next to this beautiful trail.
- I've heard many people say tonight that this town doesn't need more housing. That's really not true.
- We should be providing more housing and places for people to live rather than more places for people to get their car washed.
- It's disappointing to me that the Mayor's is the architect for this, and I know the information is on the City Council website in public documents. But those are in documents that are buried, and no one is really going to look through that information.
- Think for transparency's sake, it would have been nice to have been up front about this in the past.

Laura commented as follows:

- My name is Laura, I'm a longtime resident in Sebastopol.
- This project makes perfect sense for our community.
- It's ecofriendly, and I've gone to Benedetti for years and I would use it to wash my car.
- I'm proud of Sebastopol and right now they don't provide an ecofriendly option for a car wash.
- I see a lot of electric clean energy vehicles on roads, but we're incapable of washing the cars without doing it at home or driving several miles out of town.
- This car wash will use less than five gallons to wash the car, and that's a plus for our community.
- The facility will be extremely quiet.
- It will use solar power, just like Benedetti Tire does now.
- I don't see why Sebastopol wouldn't support this project, with how technologically advanced this will be.
- Sebastopol should welcome this addition.

Luke commented as follows:

- My name is Luke, I am a member of the Planning Commission, and I recommend denial.
- I've gone to Benedetti before, I've enjoyed their service.
- Think Mr. Reece is a tremendous asset to the community.
- That's not what my role on the Planning Commission is, and that's to advice on land use in Sebastopol.
- If you take an objective use about this project, it does not comply with the intent of the people who wrote the general plan.
- It does not comply with the intent of the Council that ratified the general plan.
- It has a floor area ratio dramatically lower than the one required under the city.
- I haven't seen a justification for this variance.
- Another consideration that didn't come up at the time of our two meetings on this, on which we voted 6-1 on the project, the Sebastopol Inn is not just going to be for people who will be visiting the town, but for long term, permanent residents of this town.
- I don't know if this was explored, but that's a consideration.
- Think the point about, do we want to build a downtown for people or for cars?
- It really comes into the fore when you think about the fact that within spitting distance, we have vulnerable members of our community, and they deserve to be shown the respect of, if in our

neighbors, there was a car wash coming in, the neighbors of others do not particularly like that site.

- This is an area that has been identified for future growth, it's an area where we want to center growth, to be in alignment with our climate goals.
- I've talked about this plenty.
- But I just want to really state again that I think that this comes down to the land use and the intent of the general plan.
- And I just want to state for the record, Commissioner Wilson was not the only person who said this land use is not suitable for downtown.
- I was there, and Commissioner Fritz was as well.
- This was really not an easy decision and it had us tugging at our hair.
- Here we, and I want you to consider, do you want to build a downtown for people or for cars?

Steve commented as follows:

- My name is Steve, and I've been waiting a long time for a good car wash.
- Unlike some of the other speakers, I do care that Mark is a local merchant who has put his heart into our community.
- I go over to Santa Rosa every week for a car wash.
- There aren't people sticking out in the road like at the coffee shop on the corner of Mendocino or any place else that I go to the car wash.
- I'm familiar with the surrounding area down there, and I think you can worry about what is next door, but you should worry about what is in front of you today.
- We have a businessman that wants to put in a business that I think will be used, a great car wash.
- I'm not worried about if somebody later has a project down the road, and they don't have access.
- I know that's planning.
- I'm just saying what is before you tonight appear to have put in a lot of thought and money by everybody. Both Mr. Reece and his group, and all of the City Planning people, and all the people that would rather not see it there.
- I just feel like it's a good project.
- I have been bugging Mark for 20 years to get a car wash.
- Think it's a needed thing in Sebastopol.
- As far as traffic centered or pedestrian centered, we need a mix of both.
- People can't walk everywhere.
- Think it's a good project and I would ask you to approve it.

Mr. Polley had technical issues with Zoom but was thumbs up for the project.

Hearing no further comments Mayor Glass closed the public hearing.

Council Deliberations:

Mayor Glass commented as follows:

- Thanked everyone for attending.
- There is a lot of public input and thoughtfulness about this project.
- Now we get down to deliberating and discussing it amongst ourselves.
- Think we need to frame this up, because there are several different kinds of technical issues here that we need to be looking at.



- In the staff report, it's discussed that there are three options or three things to be deliberated, to deny or approve the application for a conditional use permit.
- Deny or approve a request for a variance.
- Deny or approve the application for a tentative parcel map.
- Those are three separate things we're looking at in this application.
- Perhaps we should start off with discussing the overall concept, and our general feeling about any issues that we have.
- Our feeling about how this fits in our City and our general feeling of positivity or negativity about the project.

Vice Mayor Gurney commented as follows:

- I just want to get to this good neighbor point about the noise and the aerosol.
- Think it's important that the public know, this is a mixed neighborhood, we have the Sebastopol Inn, which is now residential housing, 275 feet away.
- We have what I call the Dan Davis project, which has a new and official name at 450 feet away.
- Park village, 700 feet away.
- We have the trail, 500 feet away.
- The Eleanor Avenue neighborhood, 620 feet away.
- It's a much more mixed neighborhood than we've acknowledged this evening.
- I'm going to suggest that we hold the concept that future mixing of this neighborhood is possible.
- Think it's important for the applicant to answer the questions that were raised, particularly by Planning Commissioner Oetinger about closing more of the activities, what that might mean.
- A roof over the vacuuming area, doors over the car wash entry or exit.
- The sound wall coming around the curve of the driveway.
- There were a number of points there that were really important as to the good neighborliness of the business.
- I want to see if any of the applicant's team would like to talk about the possibilities of increasing the noise and sound and aerosol protection for the neighborhood.

Mr. Paddon commented as follows:

- It's well addressed in the technical studies.
- It really fits within the noise thresholds. It's really not an issue.
- The additional ten-foot radius wall was added to address some specific, real concerns. But it's not an issue from you might say the technical acoustical report.
- The engineer is here tonight. So if necessary, that could be addressed.
- It's important to note, there's no vapor aerosol that is emitted.
- In addition to that, there's no toxic chemicals used. That's really a non-issue as well.

Vice Mayor Gurney commented as follows:

- I understand the defense available through the reports.
- But Think we have a subjective and objective concern with our experience with the neighborhoods surrounding other car washes, about these issues.
- I want to ask our Planning Director, if a project is approved and it turns out that the surrounding neighbors have documented concerns about noise levels being higher than the report says, or aerosols that drift their way even though there are supposedly no aerosols, what is the recourse of the neighbors if there are future complaints?

Director Svanstrom commented as follows:

- There are a couple of ways that we handle that.
- The project is designed to meet the noise ordinance as it stands.
- If the project is somehow not meeting the noise ordinance for some reason, that's a pretty tested and true way of measuring the equipment.

Vice Mayor Gurney questioned if the city gets a noise complaint if a project is approved and it turns out that the surrounding neighbors have documents concerns, let's say about noise levels being higher than the report says or aerosols that drift there way, even though there are no aerosols what is the resource of the neighbors if there are future complaints?

Director Svanstrom commented as follows:

- The project is designed to meet the noise ordinance. If the project is somehow not meeting the noise ordinance because the design is flawed or another issue or the equipment is louder than anticipated, , our police department goes out and does noise measurements with noise meters. If they are above the noise levels, they need to further mitigate it back down to what is allowed by the noise ordinance.
- I have certainly dealt with that complaint in other places I've worked and worked with them to make sure they take appropriate measures to correct things like that.
- For the water vapor portion of it, that is a little more difficult to control.
- Certainly, when we do a condition, we usually do have a condition of approval, regarding a good neighbor policy.
- If the water vapor is a concern, yes, we have a condition that no water vapor shall go behind from the car wash, beyond the property line. One of the things that the commission looked at specifically with the project, was that the elevations showed the doors, however the doors are not closed when the car wash is operating.
- The doors are closed at the beginning and end of the day when the car wash is closed.
- That is something we asked the applicant, is that something you can design a car wash where the door will close when the cars are coming through it. Because that is going to minimize some of the noise and potential water vapor issues.

Mr. Paddon commented as follows:

- The comparison to Robbie's is a very different approach to car wash.
- It's a touchless, high pressure wash and also doesn't have the sound control or the water reclamation approach.
- It's really difficult to compare except maybe where the antithesis of a lot of issues that might be associated with Robbie's car wash.

Vice Mayor Gurney commented as follows:

- I just mentioned it because of the Council is sensitized to the issues in that neighborhood.
- After there was approval and we weren't aware of the adjacency issues, and would it be an administrative action we ran into the future problem that the high-tech protections for the neighbors failed us and there was a documented failure, is it handled by the Planning Commission or administratively?

Director Svanstrom commented as follows:

- Generally, we start at a staff level and staff will work with the applicant to let them know about the issue and give them a certain amount of time to rectify the issue, such as replacing filters.
- Adding something major like a new sound wall is required, if that is the solution, or doors that close, that could require administrative design review of DRB. For Rotten Robbie's, for example, the addition of doors had an administrative design review because it's minor, not visible from the street.
- We try to handle it as a staff level.
- If there's continued noncompliance, a conditional use permit can be revoked for not complying with the approval and that means bringing it to the Planning Commission generally, but if the approval were the City Council level it would come to the City Council. The decision-making body is the o review.
- I have seen projects in my career where someone was not come complying with their approval, in the case I'm thinking of it was a mobile food truck, so an easy thing to have to go away if it needed to go away. But when you have a structure that someone has put a lot of time and effort into, it's a much more difficult situation.

Vice Mayor Gurney acknowledged City Manager McLaughlin and former Police Chief Jeff Weaver in mediating the problems with Rotten Robbie.

Director Svanstrom provided comments in response to public comments as follows:

- There was one comment during the hearing I'd like to clarify. I have confirmed the traffic counts were taken prior to COVID.
- They were actually done in December of 2018 and February of 2020 before COVID shutdowns.
- The readings that were taken in June were for noise. We didn't want to take them out in March when the week they were going to come out was the week of the shutdown.
- They were instead taken in June, and the reality is because there was less traffic at that time, the noise levels were actually lower at that time, which is a detriment to the applicant because of the adjustments that were done for that.
- I believe a Commissioner had a question about the width of the right of way, of Abbott Avenue were to be extended.
- If you were to do a two-lane street, but a smaller street, for local traffic, it would probably need about 30 feet.
- We would need about ten more feet.
- This would require five feet for the ROW from this property, which is probably doable.
- You may lose one parking space. We can look at as part of the design.

Vice Mayor Gurney questioned if there would be no parking.

Director Svanstrom stated yes, that assumes no street parking.

Councilmember Rich commented as follows:

- I noticed a number of comments and I'm hoping that we can clarify comments about traffic.
- We have heard the traffic studies were done pre-COVID in December and February.
- But one person mentioned 400 plus daily visitors a day.
- Someone else was concerned about the traffic being unpredictable on some level.

- Can we have someone tell us what the predicted traffic numbers needed to be viewed in light of the fact that some of the people stated were cars that would already be present on the site getting tire and lube service.
- Can you give us a sense, in the midst of all this, how much additional car traffic to the experts predict would be heading on to the property?

Mr. Weinberger, W-Trans, commented as follows:

- My staff performed the traffic setting.
- You're asking about the vehicle trip generation summary.
- That is on page 13 of the traffic study.
- The daily traffic estimate was 400 trips per day. That is 200 inbound. 200 outbound vehicles.
- When we get uses like this that attract traffic from the road that we are already on the road passing by, we call it pass by trips.
- The number of new trips to the Sebastopol corridor, we subtract off about 25% of the trips already on the road, and that comes from the trip generation manual, so about 300 new trips to the Sebastopol Avenue per day, and the operational analysis is based on peak hours.
- Generally like to focus on the peak hour trips and both A.M. and P.M. is about 32 trips in the peak hour.
- It's about 16 in, 16 out of the site.
- That's the net trips after subtracting off the trips that are already on the corridor.

Councilmember Rich commented as follows:

- The bottom line is the 16 cars during a peak hour.
- Did the traffic study conclude that given the additional entrance and modifications, traffic would not be a substantial problem?

Mr. Weinberger commented as follows:

- The operational analysis conducted, we looked at the Sebastopol interactions, and sort of the increased traffic, all those met city standards - did not have a significant increase in delay in the met city standards.
- From the outset, we sort of identify that connection to the Barnes/Abbott connection is really key so traffic would not have to turn left out on to Sebastopol Avenue but can use the back entrance and can turn right and make a left turn at the signal instead.
- We actually assumed that in our assignment, and so the number one concern was not adding left turn traffic uncontrolled at the driveway as is difficult.
- This made that left turn movements so much easier with that access to Abbott.

Councilmember Rich commented as follows:

- We talked about the adjacent property, the Ford building property a number of times, and there's continued interest that comes from the public and also from the City Council.
- From the General Plan in making sure that that currently open property, the South end of that lot, the Ford property lot that is adjacent to the one we are discussing tonight, the potential using, the mixed uses for housing, for office, for retail, for other purposes, we want to do what we can to allow that to continue.
- To not have the development on this property that we're discussing infringe the opportunity there to meet our General Plan goals.
- We heard about the noise issues.

- We heard about the traffic issues.
- We talked about the potential for landscape, visual masking of some kind for the wall.
- We also talked about the back access road to the property.
- Anything else to be considering making sure if the car wash project goes forward, we have done what we can to provide that remaining lot as much opportunity for mixed use including residential that we can?

Director Svanstrom commented as follows:

- Noise is probably the biggest concern.
- Yes, there is road noise but that can be louder or quieter at certain times, towards the back of the property.
- What is the perception of that?
- Asked the noise consultant to address the question.
- Noise was the biggest concern.

Steve Deines commented as follows:

- We considered a worst-case scenario of all operational noise sources at the site, and the vacuums operating concurrent with use of the car wash uninterrupted throughout the full operational hours of the project.
- That being said, there is definitely room for additional noise mitigation, increasing the wall height above ten feet.
- I did calculations for a height up to 16 feet and it looks like it could potentially provide four dba or so of noise reduction and that is definitely noticeable with the noise generated by the project, well below the municipal regulations.
- Some mentioned a partial roof along the side that would provide noise reduction.
- That's true, and some other car wash projects, it's feasible with the design of the building, constructing a door that would close during the drying cycle that would provide additional noise reduction.
- As it's currently designed, it would meet the noise ordinance.

Director Svanstrom commented as follows:

- I don't think a 16 foot wall is appropriate in most places - .
- it's not nice to look out at walls.
- I know we brought up the idea of the door, it sounds like operationally that is not ideal for the applicant.
- But life is a series of compromising as well.
- Certainly additional landscaping is something that should be fine with the applicant.
- Think there are the real issues but there is also the issue of if I'm in an apartment, do I want the one next to the car wash? No, I want the one on the other side of the site.
- But if you don't see it and there is a nice screen, that's helpful. There is a sewer line below this easement, so you're not going to get a nice big Evergreen ash tree, likely to be smaller trees.
- So there is realism you have to look at and say, it's an urban site in the downtown corridor.
- Any additional issues that might come up with landscaping, it sounds like those could be addressed through the DRB process.
- I will say the Commission spent most of their time looking at the condition of use and the various components, and they didn't spend a lot of time looking at the Tentative Map component of it. I

do know that the town homes, the Davis project, they did look at it much more closely with things like that.

- Steve Weinberger and I talked briefly about the extension of Abbott. I think, if the Council chooses the option of moving forward with an approval, we would like an opportunity to take the feedback from the Council, including any specific direction, and bring back the conditions of approval for review.
- We can require dedication of a strip of land on the South side for a potential Abbott extension.

Mayor Glass commented as follows:

- Do we have both vapor and noise standards in our municipal code?
- Do we have standards on vapor?

Director Svanstrom commented as follows:

- We do not have additional standards on vapor.
- We did ask as the project was proceeding, we did ask Steve Deines to review the water vapor concerns.
- I don't think he had any specific concerns about it.
- I would suggest if the Council wanted to move forward with approval, we can put it in a condition of approval.

Mayor Glass commented as follows:

- Had a question for Steve Weinberger.
- Basically it comes down to 16 trips.
- I wondered if he could give us a little context for me, and for the public, –what is the number of trips in the corridor.
- How many trips are there in the corridor, approximately?

Mr. Weinberger commented as follows:

- The project generates about 32 new trips to the corridor.
- That is 16 in, 16 out.
- That section of Sebastopol, as I'm looking here -- it's about 1600 to 1700 total two-way trips during the peak hour on Sebastopol on that frontage.

Mayor Glass commented as follows:

- Basically, if we were to do a conditional permit, we could come up with some standards on vapor,
- We already have standards on noise.
- We just talked about the traffic standards.
- Would it be possible for us use language that says something as this is approved based on the fact there is an existing automotive use on the property and should not set a precedent for further similar uses in the same corridor.
- Can we include in the findings?

Director Svanstrom commented as follows:

- We have findings for denial for the Council right now.
- We would have to prep for approval in case they want to approval.
- That is something we can add.



- We could do findings that say this is specifically because of these conditions but we're not setting a precedent to do this further.

Mayor Glass called for a break at 9:27 pm and reconvened the meeting at 9:40 pm.

Mayor Glass commented as follows:

- There was a request that we hear from the applicant again.
- That would be with response to some of the specific questions like how about the additional mitigation measures such as an additional roof outside the building or easement for the sidewalk.
- We tried to respond to some of the questions and content and as we move forward, it would be a great opportunity to see how he feels about everything that is going on, and what his responses might be to various questions a couple of them might be expanding the structure of increasing the wall.
- Height was mentioned.

Mr. Paddon commented as follows:

- A lot of emotion, maybe passion.
- One thing is really clear to us is that the General Plan actually envisions services of all kinds in a mixed-use neighborhood.
- It's not only that the General Plan envisions it as the neighborhood densifies, but services will also be absolutely necessary.
- Otherwise, you have a non-mixed-use neighborhood, and you have people driving more people in a denser location driving to further reaches to find the services.
- It's actually not compatible.
- You have services, and here is a great opportunity, there is an existing use, that is well used, well loved, well respected, and this a small ancillary component, additional component to that use.
- I always respect everyone's opinion.
- Think everyone's tries to be thoughtful but it's actually incorrect to say this is income partible with use for the general plan.
- Not to point it out as a negative but as an area densifies, there will be more vehicles.
- Hopefully as time goes on, there will be other mobility options and one of the things we are seeing from the denser housing projects, zip cars or hourly rental services, fewer cars but that is something you could condition as part of a housing project, certainly, in the future.
- All those things come together and the additional traffic that is commented on a lot, this project is a very minor component, if a project is totally built out, housing will be the biggest component to housing.
- Not saying it as a negative. It's part and parcel with a denser neighborhood.
- The other thing we would say is appreciate the concerns mentioned about noise.
- Think the City's consultant, the project consultant has stated very closely, additional things could be done.
- The last comment was that the project complies.
- If Council were to consider additional measures, that would be only implemented if there is noncompliance.
- Instead of saying we can do several more things just in case we think that's probably unnecessary, an unnecessary burden to the project for no measured gain.
- We probably would be agreeable to some condition to say that we would have to find a way to comply if we don't comply.

- We don't think it will be helpful or beneficial or factual to say do more things just in case.
- Just for the Council consideration, that is our particular point of view and it's not a small thing.
- There's other public comment about the fact there's not, for the small postage stamp piece of property, probably not much will happen for a long time in the future if a car wash doesn't go here.
- Not only is it a great location for a car wash, but it will also add tax base to newly developed property, it's a marginal thing. It's not really going to make the City coffers all of a sudden rich.
- It's a marginal kind of thing in a positive direction so it also is necessary and it's compliant with zoning and the General Plan.
- I don't want to disparage anything that was said but I think some of it is factually wrong.

Mr. Reece commented as follows:

- Jack was not in on that particular session.
- Remembering back tonight the beginning of the Planning Commission, we checked all the boxes with the sound study at that point.
- We met with the City, we saw the concerns.
- We understand the concerns.
- I put this team together, especially with Ed, Troy and Brayton from Tunnel Vision because they truly care about the neighbors, and they care about the neighbors first before they care about me.
- Because they don't want the backlash to come back on them to say they are building a product that is going to create issues with the neighbors.
- It's the last thing they want to put on their resume, and it's the last thing I want on my head too.
- We sat down in a second meeting and we went ahead with ease and we said, okay, let's get together with the sound people.
- What else can we do to help push it in the right direction, with a two decibel decrease to put it further under the threshold.
- Again, I respect you for what you guys have been through, with the Rotten Robbie issues and the neighbors and complaints, and let me tell you, I'm very confident that we are going to be just fine in that area.
- If we're not, I guarantee you we will make it happen.

Mayor Glass commented as follows:

- For the edification of perhaps some members of the public that have not read the General Plan and they don't understand what all of this is about.
- This business is in our downtown core.
- Our General Plan calls for densification and try to create a more urban downtown area.
- We're a small town and makes it sound like we're turning into New York City or something.
- The idea is that we have a dense downtown.
- The reason why you do that, it creates gravity, a place for people to come to.
- It creates walkable shopping areas, it creates entertainment.
- It creates a place for people to go, where they will congregate and do multiple things, usually using both cars, public transit and bicycles and walks.
- It creates a really vital area if you have a lot of densification.
- How do we say this view fits in that context?
- Think part of land use and doing this kind of planning, I think it's not the engineers of land use, it's the art of land use.

- How do we pull all the different existing uses together and gradually transition to something that is denser?
- Something that is going to dovetail to the Barlow project and with the downtown main street and also create this as everybody said quirky thing, quirky town where we can have some automotive uses that are accessible to people that are coming from Freestone or Bodega or also the people that are in town.
- How do we make it so it fits with the long-term plan while supporting an existing business in the now?
- Think that's really the question that we're dealing with here.
- How do we make sure that this use fits in with the long term plan?
- Part of the long-term plan of making this a vital area is to make more housing in the downtown area.
- That means mixed use, apartments that are over shops, all that kind of thing.
- Can we make the use work for the possibility that there may be apartments half a block away or a couple lots away?
- Then you ask questions such as are we mitigating the noise issues enough so that it will be possible for us to have new buildings that have apartments in them?
- Will it be possible for this to fit in with a neighborhood where people actually want to walk down to go get coffee at Coffee Catz and then walk over to The Barlow to drink some wine.
- Then are they going to go down to Main Street to buy books at Copperfield's?
- Are we making it work together?
- That is the issue at hand.
- What I'm hearing from the applicant is that they want to participate in figuring out how to make that work.
- What things would we need to do, what conditions would we need to make if we were making this fit in with that long-term plan, and also know that we're supporting a really important local business.
- Think those are the issues that we're dealing with.
- Just wanted to frame that up for everyone.

Vice Mayor Gurney commented as follows:

- Asked the Planning Director to tell us what she would recommend for how to proceed.
- We haven't seen a resolution of approval or a list of conditions or to address the comments tonight.
- Is that what you need and how long would it take?

Director Svanstrom commented as follows:

- Would suggest a straw poll or a vote of some sort from the Council so you know if there's a majority vote.
- Requested input on this as well from the city attorney, there's two ways to do it.
- One, if we know the Council is in favor of approving this and we hear your concerns for the things to address for approval, and you probably saw in the staff report there were Conditions of approval, and there is clearly additional input from the Council.
- We as staff can go back, develop an appropriate resolution with the appropriate findings and bring back for your review and any discussion, we can discuss it at that time and make adjustments that you see with the project. City Manager McLaughlin, I have seen that done both ways, when it's easy, you take the vote and bring the resolution back.

- In this case, what would you recommend?

City Manager McLaughlin commented as follows:

- I would recommend a straw poll in this situation.
- Think the process outlined by the Planning Director is appropriate based on what we heard this evening.
- The reason for the straw poll would be to make sure that we are crafting the correct resolution that will likely carry the support of a majority of the Council.
- I do concur with a straw poll, a straw vote, and then the Planning Director and I will work together to craft additional conditions.
- We do have some precedent in that regard from the work that was done in Rotten Robbie.
- Based on Rotten Robbie, as you recall, the issues were strictly decibel readings at the boundary.
- It's relatively easy to ascertain compliant on that, and question be specific about that.
- That is what I recommend as the Planning Director suggested.

Vice Mayor Gurney commented as follows:

- I would appreciate the opportunity to see conditions drafted off tonight's conversation.
- I don't know that we all agree on every condition and I don't think we have the energy to confirm each of those points,

Mayor Glass commented as follows:

- Before we take a straw poll, I would like to first of all tell people in the public, the public comment is closed so we cannot take any public comment.
- The other thing, I would like to say to staff, if they could draft the conditions that there be perhaps a stepped process so that as the consultant said, according to the consultant, this complies with the standards now.
- Although we don't have standards on paper so can you look at a set of things that would need to be done to comply and then what would happen if we're out of compliance like a couple steps that could be taken if I hear Mark is saying the applicant is saying he is really confident this is going to meet with our standards but we want to have steps laid out that he will know what they are if he's out of compliance.
- That way everybody's on the same page.
- I'm just saying that staff can look at it in those terms so this would be the standard and then we can move to secondary things if we don't meet standards?

Director Svanstrom commented as follows:

- We can work with that.
- we tried to work with him really closely to begin with the issue.
- Patching up something at the end is much, much more expensive.
- If that's what's needed to meet the standards, that's fine.
- Mr. Hogan had a great suggestion too in terms of the water vapor.
- Because that isn't snag is necessarily easy to pull a standard from.
- He is thinking about a condition related to monitoring what is going on and address any issues, it's very much aligned with what you are suggesting.

Councilmember Hinton commented as follows:

- I like the idea of the straw poll as well.

- I would like to see the list what we want to see them come back.
- Some of the things if they are taking notes.
- Think we talked about additional landscaping on the side of the building.
- We talked about a roof.
- We talked about the easement for sidewalk.
- I just would like to see that listed tonight so we can make sure to include it all so when it comes back.

Mayor Glass commented as follows:

- Good start on the list there.
- Then would be sound standards, vapor standards.
- Then other mitigations.
- Does anyone have any other list, things they have on their list, that are other mitigations?

Councilmember Rich commented as follows:

- Think is a DRB issue -- awareness of the visual impact of the property from the perspective of the car wash from the perspective of the Ford building property.
- Just to sensitivity to that in terms of preserving the multiple uses on of that property.

Vice Mayor Gurney commented as follows:

- Our noise consultant mentioned the possibility of a door that can close in a drying cycle.
- We have a number of suggestions.
- Think one of the suggestions was putting the drying area under a roof.
- Think the question about if they are meeting the noise standard - it's fine if those standards met.
- Discussing additional measures if standards aren't met.

Councilmember Hinton commented as follows:

- From what I heard also is that the roof would lower the sound and then the doors were one more thing but maybe they were a lot more expensive or didn't work with the project.
- Maybe just vetting those things out sounds like a good idea to me.

Vice Mayor Gurney commented as follows:

- Include them in the draft and see where they are best placed.
- If there are conditions, we want in play now or conditions in the event of a noise failure.
- Just a little too late to figure this out and I for one would like to review the video of this meeting so that I can see what we talked about.
- And compare it to what's in the draft, and what the applicant is interested in, and the studies that we have.
- Think we need to do a little bit more work than we have time for conversation now.

Councilmember Rich commented as follows:

- From my perspective, I think we are just talking about factors that our Planning Director can take into consideration in discussions with the applicant and it might be that the standard, the resolution is they met the standards and so long as now they met the standards, we're going to go with this.
- But if there are problems later on, then these are what we expect them to do.

- This allows staff to have a discussion with the applicant because there may be some of the things that are incredibly easy.
- Or they might be some that are burdensome and we're not going to have the expertise to figure it out.
- They need to give us a list of possibilities.

Vice Mayor Gurney commented as follows:

- Where we have values in the General Plan that express an installation will be a walkable, pedestrian community that is car centric and we want to be a lively community that serves the people in the greater Sebastopol area, and what is curious here in the circumstance that is creating a lot of tension.
- We have an outstanding local business that happens to be car centric.
- We have a clash of values, but I didn't think the business will make the community more car centric if it's put on the parcel.
- I don't think we are going to deepen our love for cars or increase the use of cars individually if we have a car wash here.
- It makes sense to me to add this business and make a cluster of the business's kind of tightly together.
- As long as we make sure we have taken care of all the conditions, I will say under the umbrella of being a good neighbor and we have to have a conversation if we go beyond that.
- In a straw poll, I would be in favor of approval at this time.

Mayor Glass conducted a voice roll call straw vote. The following voted by straw poll in support:

Councilmember Hinton

Councilmember Rich

Vice Mayor Gurney

Mayor Glass

Councilmember Hinton commented as follows:

- With that comment, I want to say, I like to keep track of the people that were generally loud voice was coming from the neighborhood neighbor, but we received so much mail in favor of the project and in favor of the local business,
- I also want to point out that this -- I'm a representative from Sebastopol for Russian River Watershed and these types of green car washes have been held up as amazing examples and better off than washing our own cars in our driveway.
- As far as environmentally, this is the right type of car wash if we allow a car wash.

Mayor Glass commented as follows:

- I want to make a couple comments and I think one of the problems here is the city, both city staff and residents, have had the experience of going through all of these, the series of problems with the Rotten Robbie car wash.
- Everybody is very tense that oh, no, this is another car wash. It's not another car wash.
- This is an extremely well designed, high-tech car wash and we are dealing with the kind of issues that are in old fashioned car washes, bad use of water, use of energy et cetera.
- The other thing I want to say, -- as the applicant has stated, there is still going to be electric cars.
- People are going to use other kinds of vehicles that will need -- that need the services that are offered by his other businesses.



- Just because we have a car wash doesn't mean we are becoming more car centric and even if we have self-driving cars that are electric in another 15 years, those are still going to exist and they still need to get cleaned.
- This is not making us a car centric community. It's actually dealing with what exists.
- I am in favor of getting information from staff about bringing us to the point where we can say, yes, brings us to the point where we can have the information to back up what will work for the General Plan and for the future.

Mr. Hogan commented as follows:

- We're really looking at coming up with conditions that will create good neighbor policies and good neighbor relations in terms of noise and air quality and water vapor, how the project will fit in with the future redevelopment on the Ford building that would probably benefit from having a second access point.
- Making sure that the findings and the resolution recognize this is kind of a unique situation.
- These were I think in a nutshell what I heard.

Mayor Glass commented as follows:

- I'm very interested in the findings being clear that we are continuing to move forward, our policies and general plan to densify our downtown and make it walkable and to make it mixed use and housing downtown, and that is really I think one of most critical things.
- That we ensure that we can still have downtown housing without this being so problematic that they can't do that.
- We want to ensure that we can build a mixed use development very close to this and it's not problematic.

Mr. Hogan commented as follows:

- Think I understand the direction of the Council has in terms of where you want to go with this and what you want us to bring back to you.
- We will need to spend some time talking with the applicant and his design team and I do want to talk with Steve Deines as well outside the meeting to get list thoughts in terms of ameliorating some of the vapor.

Councilmember Rich commented as follows:

- I just want to take a brief moment to thank all of the people who shared their comments with us, both positive and concerned - Both supporters and those with concerns.
- I hope they all recognize as we have come to the culmination of this even's process, that a lot of their comments have colored the result here, have affected the result here, and I think our discussion has benefited greatly from people willing to step up and express themselves and it's one of the things I love about this town.
- Thank you to everyone who came here and to stepped up and who told us how they felt.

Director Svanstrom commented as follows:

- We need to continue to date certain of February 16<sup>th</sup> 2021

**MOTION:**

Councilmember Rich moved and Councilmember Hinton seconded the motion to continue this item to February 16, 2021 City Council Meeting to be held at 6:00 pm by virtual ZOOM meeting format.

Mayor Glass called for a roll call vote. City staff conducted a roll call vote.

**VOTE:**

Ayes: Councilmembers Hinton, Rich, Vice Mayor Gurney and Mayor Glass  
Noes: None  
Absent: Councilmember Slayter  
Abstain: None

**City Council Action: Was supportive of the item and continued this item to February 16, 2021 City Council Meeting to be held at 6:00 pm by virtual ZOOM meeting format.**

**Minute Order Number: 2021-008**

Mayor Glass commented as follows:

- That wraps up this item but I have to say one thing for the public.
- I am the current Mayor and I am not an architect.
- Someone in the public said it was me. I'm a different number cruncher.
- I want to let the public know that it was the former Mayor who was working on the project and he has been scrupulous about refusing himself from any public meeting, any kind of influence over this particular project.
- So this is the issue of being a small town.
- We're a small town so we all wear multiple hats in many cases so we have to recuse ourselves from things sometimes.

Councilmember Slayter returned to the virtual Council meeting and resumed his seat on the Council.

**REGULAR CALENDAR AGENDA ITEMS (DISCUSSION AND/OR ACTION):**

8. Consideration of Approval of City Outside Water and Sewer Service Applications for 726 and 732 Robinson Road (Responsible Department: Engineering)

Engineering Manager Mikus presented the agenda item recommending the City Council consider approval of City Outside Water and Sewer Service Applications for 726 and 732 Robinson Road. He included information about previous service applications in recent years as requested by Councilmember Gurney, and about the Sonoma County position on such applications at the request of City Manager McLaughlin.

Mayor Glass asked for questions.

Vice Mayor Gurney questioned what precipitated the application.

Manager Mikus commented In both cases, very old septic and water systems and they want to get them fixed before they run into issues.

Mayor Glass opened for public comments.

Mr. Vogel commented as follows:

- I want to thank the Council for considering this.
- It's crazy for us to be drawing out of ground water when we are sitting close to the city services.
- Thank you for considering our application.

Kyle commented as follows: