


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).

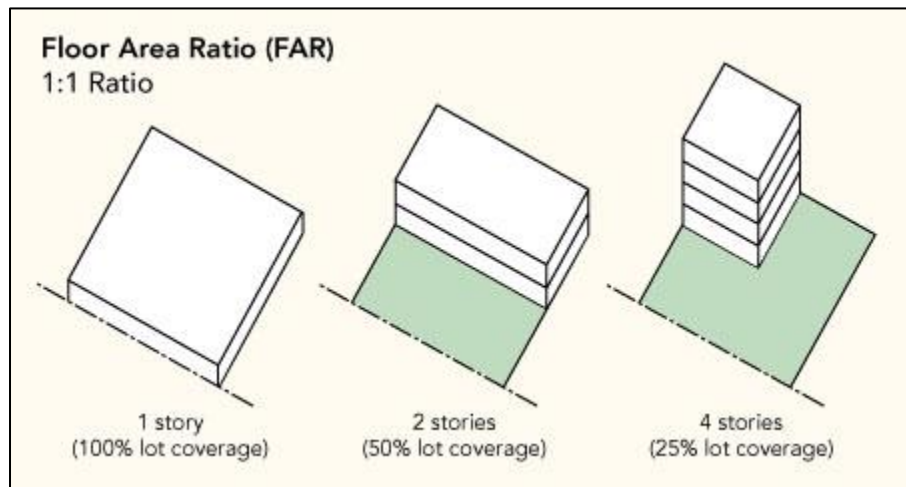
Conditional Use Permit

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
<i>Automotive repair and service</i>	-	-	<i>P</i>
<i>Automotive sales, service, and repair</i>	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)

RESOLUTION NUMBER: -2021

CITY OF SEBASTOPOL

A RESOLUTION OF THE CITY COUNCIL OF THE CITY OF SEBASTOPOL DENYING
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, 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 for Automotive Sales, Service, and Repair uses in the 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 mixed use 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, Policy LU 1-3: and Policy N 1-1; 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

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.

WHEREAS, on December 15, 2020, the City Council opened a duly-noticed public hearing on the application, considered the written submittals, including but not limited to the Mitigated Negative Declaration, staff report, Planning Commission recommendation, 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

NOW, THEREFORE, BE IT RESOLVED that the City of Sebastopol City Council hereby denies the applications for a conditional use permit, variance, and tentative parcel map for the Benedetti Car Wash project for the following reasons:

1. The City Council finds that the approval of the conditional use permit would be detrimental to the health, safety, comfort and general welfare for the following reasons:
 - (A) The project is inconsistent with the General Plan because the future vision for the downtown includes higher density mixed residential and commercial land uses; and.
 - (B) The project would expand an automotive use in an area that may eventually be developed with residential land uses and the expanded automotive use could create a land use conflict with any future residential development; and.
 - (C) The project is inconsistent with the development standards in the Downtown Core Zoning District since the project does not provide the minimum floor area ratio required

in Table 17.25-2.

- 2. The City Council finds that there is no justification for the approval of a variance for the following reasons:
 - (A) There are no extraordinary circumstances relating to the site that would require the approval of a variance since the site has a regular shape and is level; and
 - (B) Granting the variance is not necessary for the preservation and enjoyment of a substantial property right since compliance with the requirements of the Zoning Code does not require the approval of a variance; and
 - (C) Granting the application could adversely affect the health or safety of persons residing or working in the vicinity of the property.
- 3. The City Council finds that there is no justification for the approval of a tentative parcel map since the subdivision as proposed is intended to support the conditional use permit.

The above and foregoing Resolution was duly passed, approved and adopted at a meeting by the City Council on the 5th day of January 2021, by the following vote:

VOTE:

Ayes:
 Noes:
 Abstain:
 Absent:

APPROVED: _____
 Mayor Una Glass

ATTEST: _____
 Mary Gourley, Assistant City Manager/City Clerk, MMC

APPROVED AS TO FORM: _____
 Larry McLaughlin, City Attorney

**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



 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

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

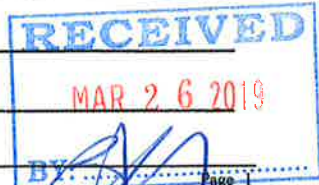
IF OTHER THAN APPLICANT:

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

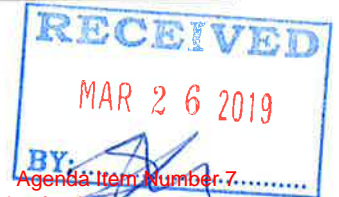
Please describe existing uses (businesses, residences, etc.) and other structures on the property:

Commercial/Business : Automotive

Benedetti Tire Service & Benedetti Xpress Lube

DEVELOPMENT DATA:

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



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

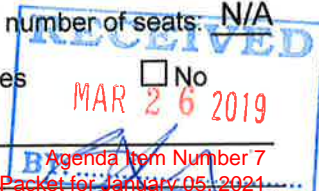
If yes, what type of State alcohol license is proposed? N/A

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

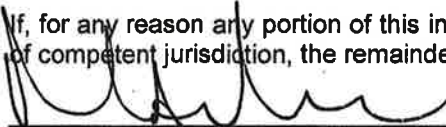
If yes, please describe: _____



INDEMNIFICATION AGREEMENT

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

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


Applicant's Signature

2019-27
Date Signed

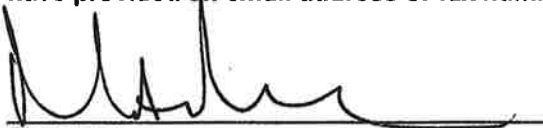
Planning File Number

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

NOTICE OF MAILING:

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

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


Signature

Mark Reece
Printed Name

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



NEIGHBOR NOTIFICATION

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

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

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

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

I have informed site neighbors of my proposed project:

Yes

No

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

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

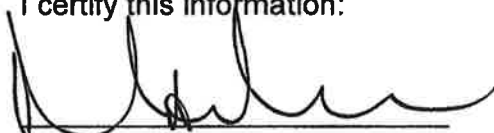
TYPE OF APPLICATION

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

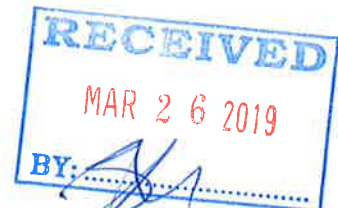
The project is exempt from the 'Storm Water Low Impact Development Determination Worksheet' submittal requirement as determined by City Staff.

I certify this information:


APPLICANT SIGNATURE

Mark Reece
PRINTED NAME

DATE

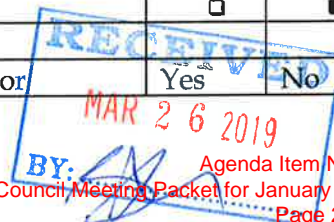


PROJECT DESCRIPTION:

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



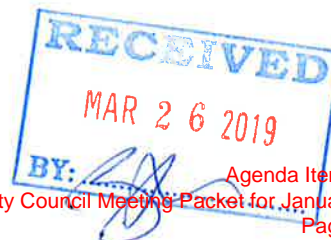
	quantity, or alteration of existing drainage patterns.	<input type="checkbox"/>	<input checked="" type="checkbox"/>
27.	Substantial change in existing noise or vibration levels in the vicinity.	Yes <input type="checkbox"/>	No <input checked="" type="checkbox"/>
28.	Site on filled land or on slope of 10 percent or more.	Yes <input type="checkbox"/>	No <input checked="" type="checkbox"/>
30.	Substantial change in demand for municipal services (police, fire, water, sewage, etc).	Yes <input type="checkbox"/>	No <input checked="" type="checkbox"/>
31.	Substantially increase fossil fuel consumption (electricity, oil, natural gas, etc).	Yes <input type="checkbox"/>	No <input checked="" type="checkbox"/>
32.	Relationship to a larger project or series of projects.	Yes <input type="checkbox"/>	No <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
A. Does the Project involve any of the following?		
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. Does the Project involve the replacement or reconstruction of existing structures or facilities at the site which:		
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
C. Does the Project involve new construction of:		
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
D. Does the Project involve division of property into more than four parcels or consolidation of more than four parcels?		<input type="checkbox"/>
	YES	NO
E. Will the Project require issuance of a Variance, Use Permit, Zoning Ordinance Amendment, Zoning Map Amendment, or General Plan Amendment?	<input type="checkbox"/>	
	YES	NO
F. Will the Project result in a change in use at the site (for example: from residential to commercial or from office to restaurant?)		<input type="checkbox"/>
	YES	NO
G. Is this Project:		
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
H. Does the Project involve changes to an official City landmark?		<input type="checkbox"/>
	YES	NO
I. Does the Project involve use of disposal of potentially hazardous materials, such as toxic substances, flammables, or explosives?		<input type="checkbox"/>
	YES	NO
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?		Not Applicable
	YES	NO
K. Does the Project involve the construction, substantial remodel, or 50% or more addition to the following types of uses?		
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.

Pat SLE

Applicant Signature

March 25, 2019

Date



Certification:

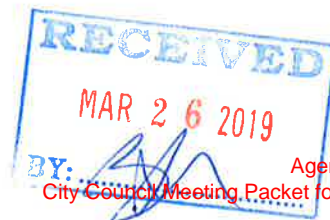
I hereby certify that the statements furnished above and in the attached exhibits present the data and information required for this initial evaluation to the best of my ability, and that the facts, statements, and information represented are true and correct to the best of my knowledge and belief.

Date: March 25, 2019

Signature: PSL SLE

Printed Name: Patrick Slayer, 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 7



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.

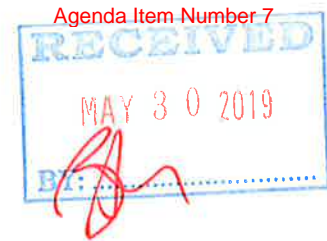
The provided building elevations and plans are preliminary and indicate the general architecture and massing of the proposed structures. Building forms, colors and architectural features of the proposed building will be similar to the existing structures on the site and compatible with structures on 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

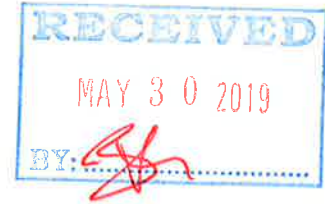
PER THE ZONING ORDINANCE, REQUIRED PARKING FOR THE DOWNTOWN CORE ZONE (CS): ONE (1) SPACE PER 500 SQUARE FEET OF NET BUILDING AREA. NET FLOOR AREA SHALL BE THE EXTERIOR GROSS FLOOR AREA OF THE BUILDING MINUS 15 PERCENT OF THE TOTAL AREA.	
EXISTING BUILDING GROSS AREA:	6,700 SQUARE FEET
EXISTING BUILDING 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): ONE (1) SPACE PER 500 SQUARE FEET OF NET BUILDING AREA. 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

Agenda Item Number 7



PARKING CALCULATION - LOT 3 - PROPOSED CAR WASH

05/18/19

PER THE ZONING ORDINANCE, REQUIRED PARKING FOR AN AUTOMATIC CAR WASH FACILITY: SPACES EQUAL TO (6) TIMES THE CAPACITY OF THE WASHING FACILITY ARRANGED TO PROVIDE BOTH WAITING AND DRYOFF/CLEANUP AREAS:	
PROPOSED AUTOMATIC CAR WASH CAPACITY:	2 CARS
REQUIRED SPACES DEDICATED TO THE CAR WASH, ARRANGED TO 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

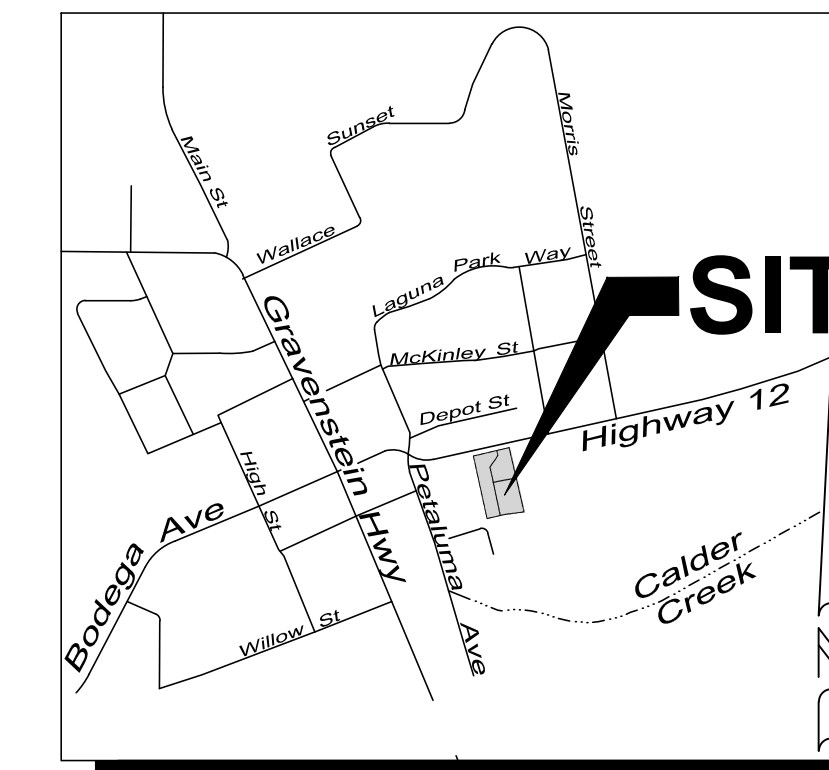
P A T R I C K S L A Y T E R A R C H I T E C T

POST OFFICE BOX 941 SEBASTOPOL CALIFORNIA 95473 707.829.9090

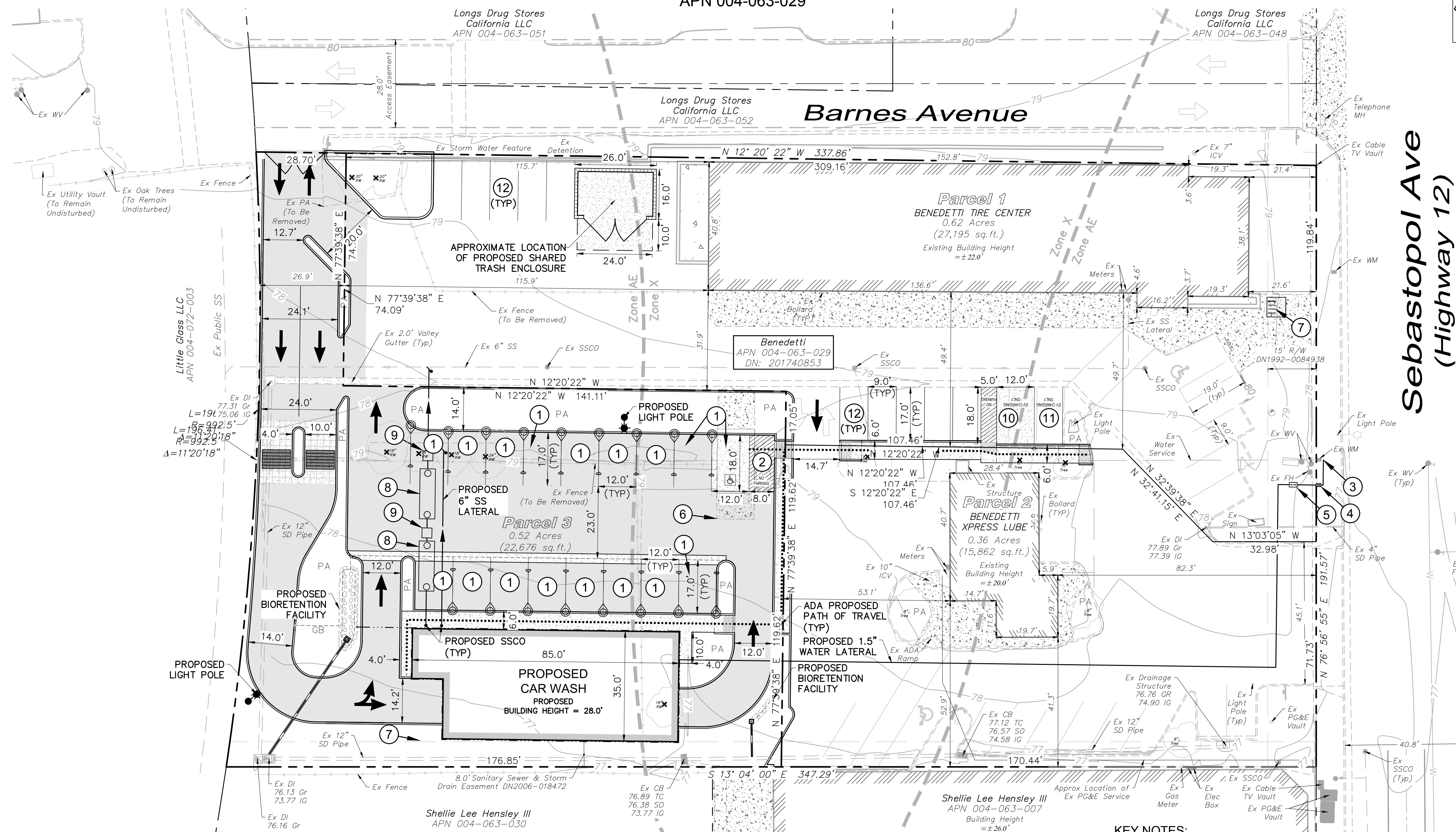
USE PERMIT FOR PARCEL 3 OF THE BENEDETTI MINOR SUBDIVISION

6809 Sebastopol Avenue
Sebastopol, California

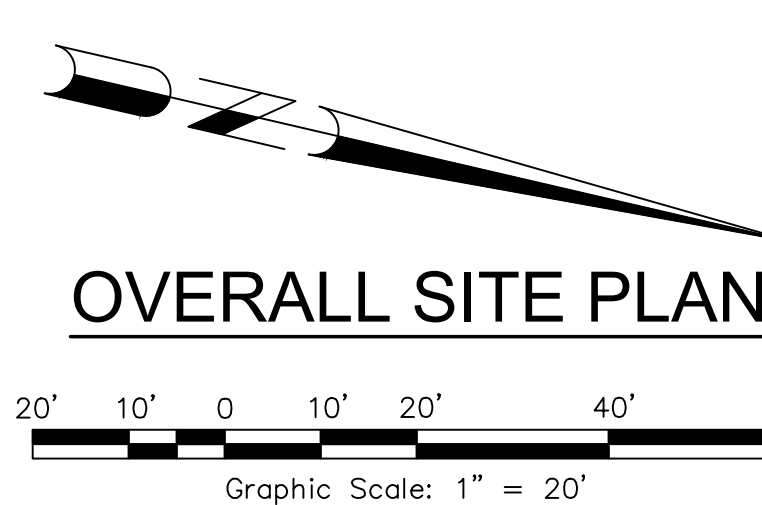
APN 004-063-029



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).

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

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

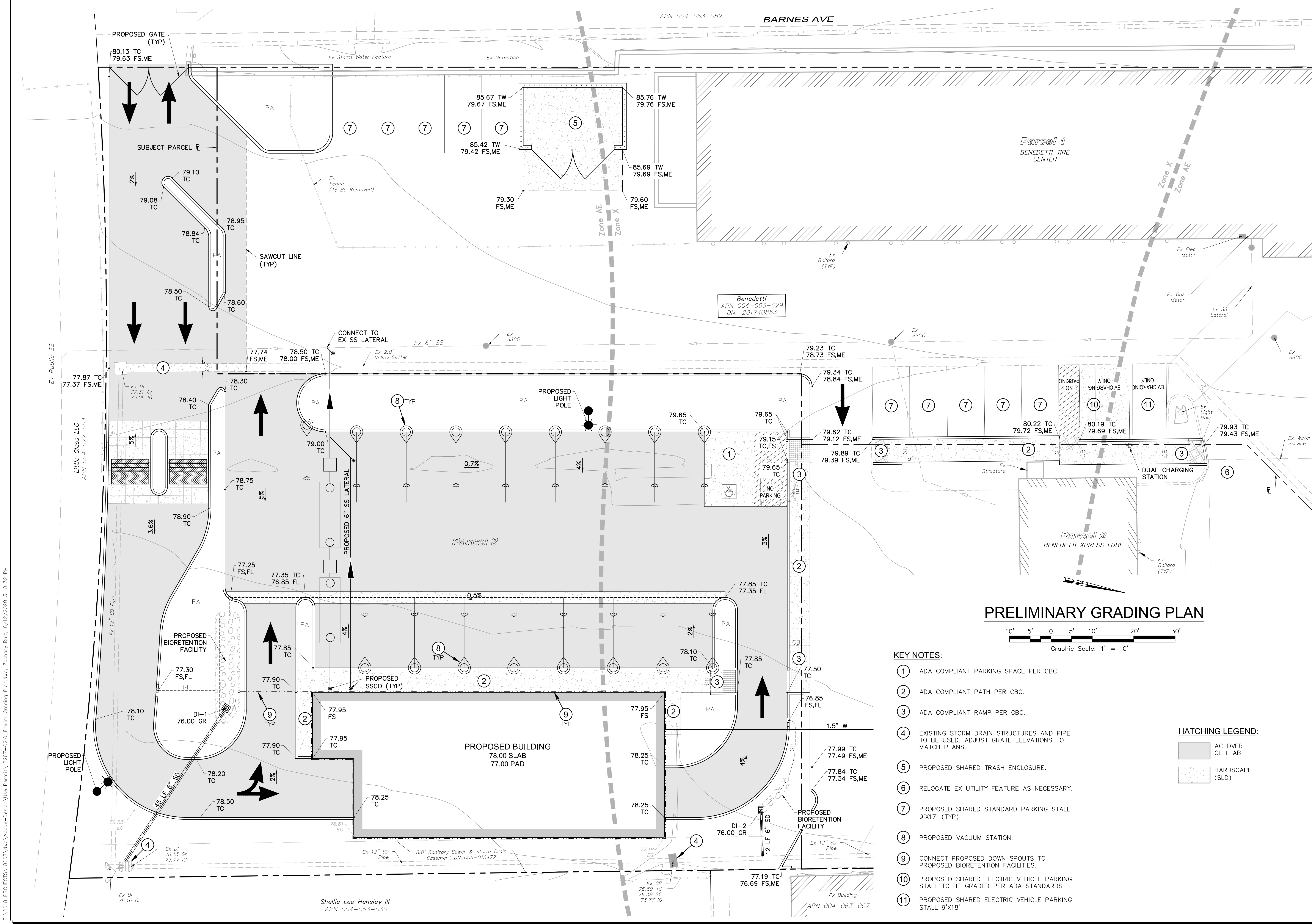
SCALE: AS NOTED
Date: August 12, 2020
Design by: ZR/TRG
Drawn by: TRG
Checked by: JLR

Revisions
No. Date Description Approved

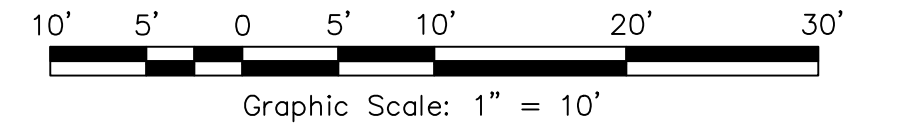
Professional Engineer
Timothy L. Schram, RCE 67890
My license expires 6/30/2021

Sheet
C1.0
1 of 2 Sheets
Job 18267

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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)

SCALE: AS NOTED

Date: August 12, 2020

Design by: ZR/TRG

Drawn by: TRG

Checked by: JLR

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

Revisions

No.	Date	Description	Approved

Little Glass LLC
APN 004-072-003

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civil engineering / land surveying / wastewater
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P: (707) 541-2300 F: (707) 541-2301
Website: www.adobeinc.com
"A Service You Can Count On!"

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

Professional Engineer License No. 087890
Expires 6/30/2021
State of California

Sheet
C2.0
2 of 2 Sheets
Job 18267

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Shellie Lee Hensley III
APN 004-063-030

APN 004-063-007

Agenda Item Number 7
City Council Meeting Packet for January 05, 2021
Page 37 of 284

**PATRICK
SLAYTER
ARCHITECT**

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

PRINT DATES

PLANNING APPLICATION 03/21/19

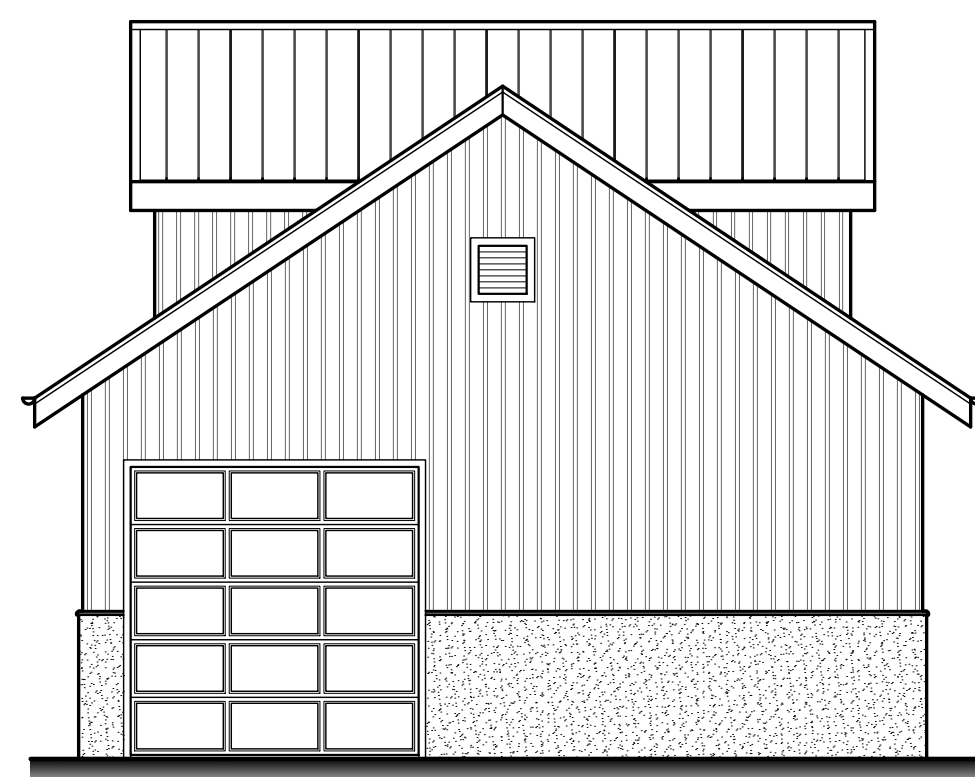
REVISIONS

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

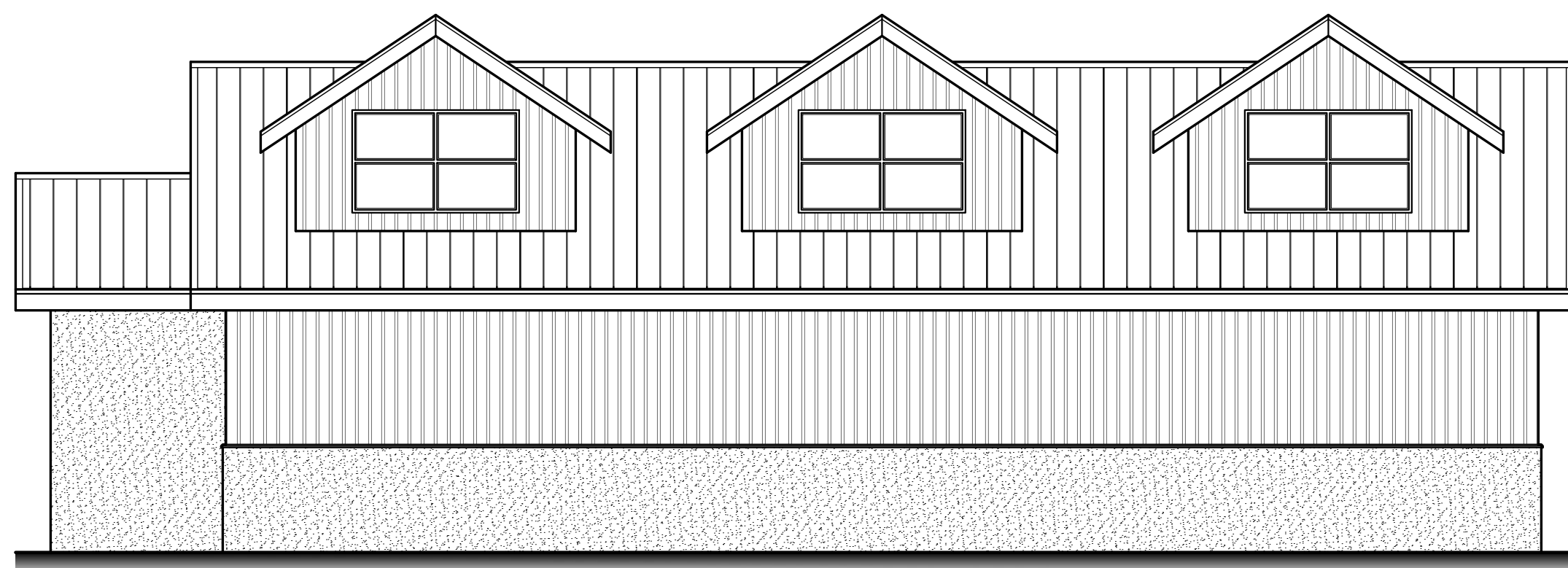
JOB NUMBER 17-02
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SHEET NUMBER

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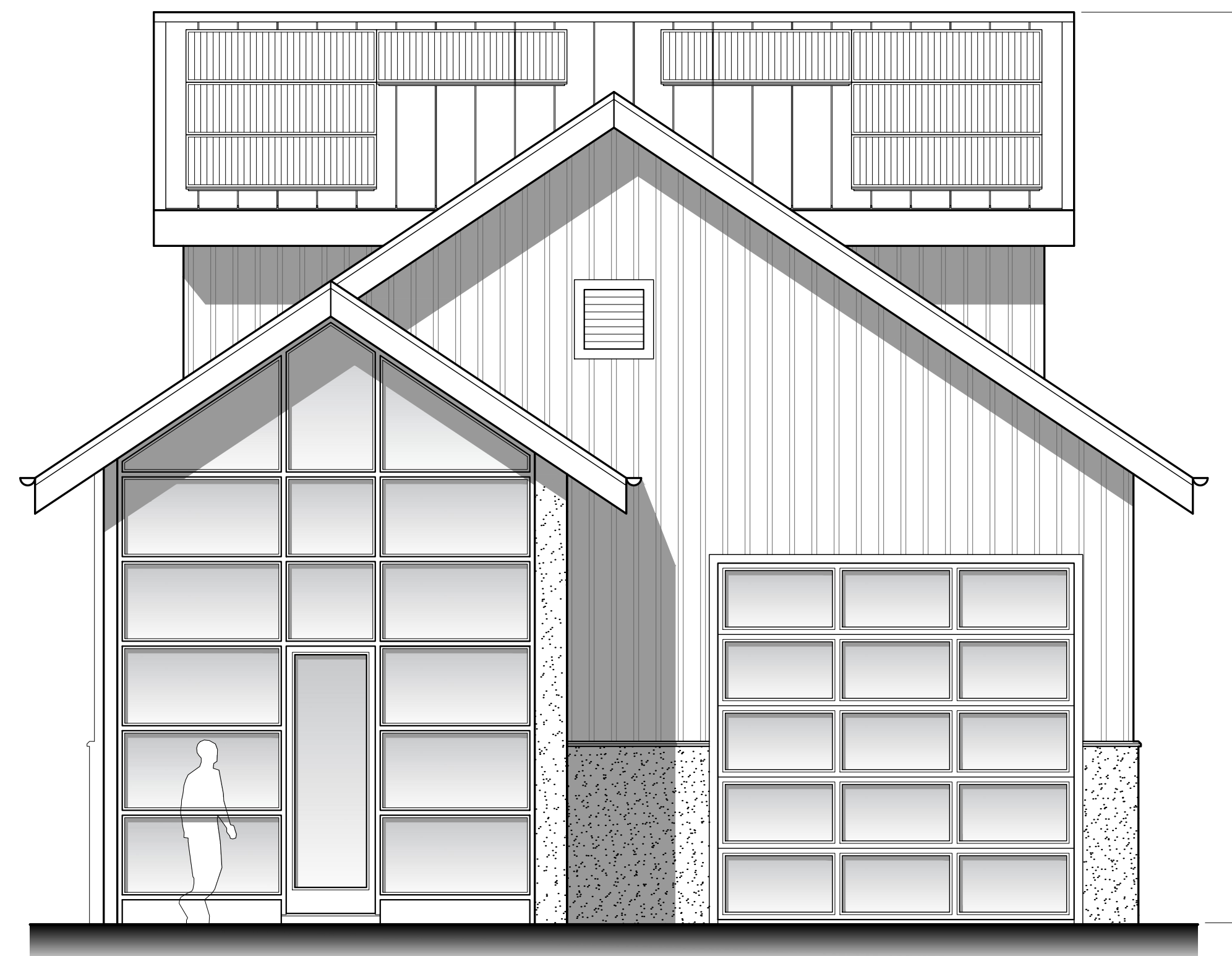
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NORTH ELEVATION
1/8" = 1'-0"
SCALE IN FEET



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



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

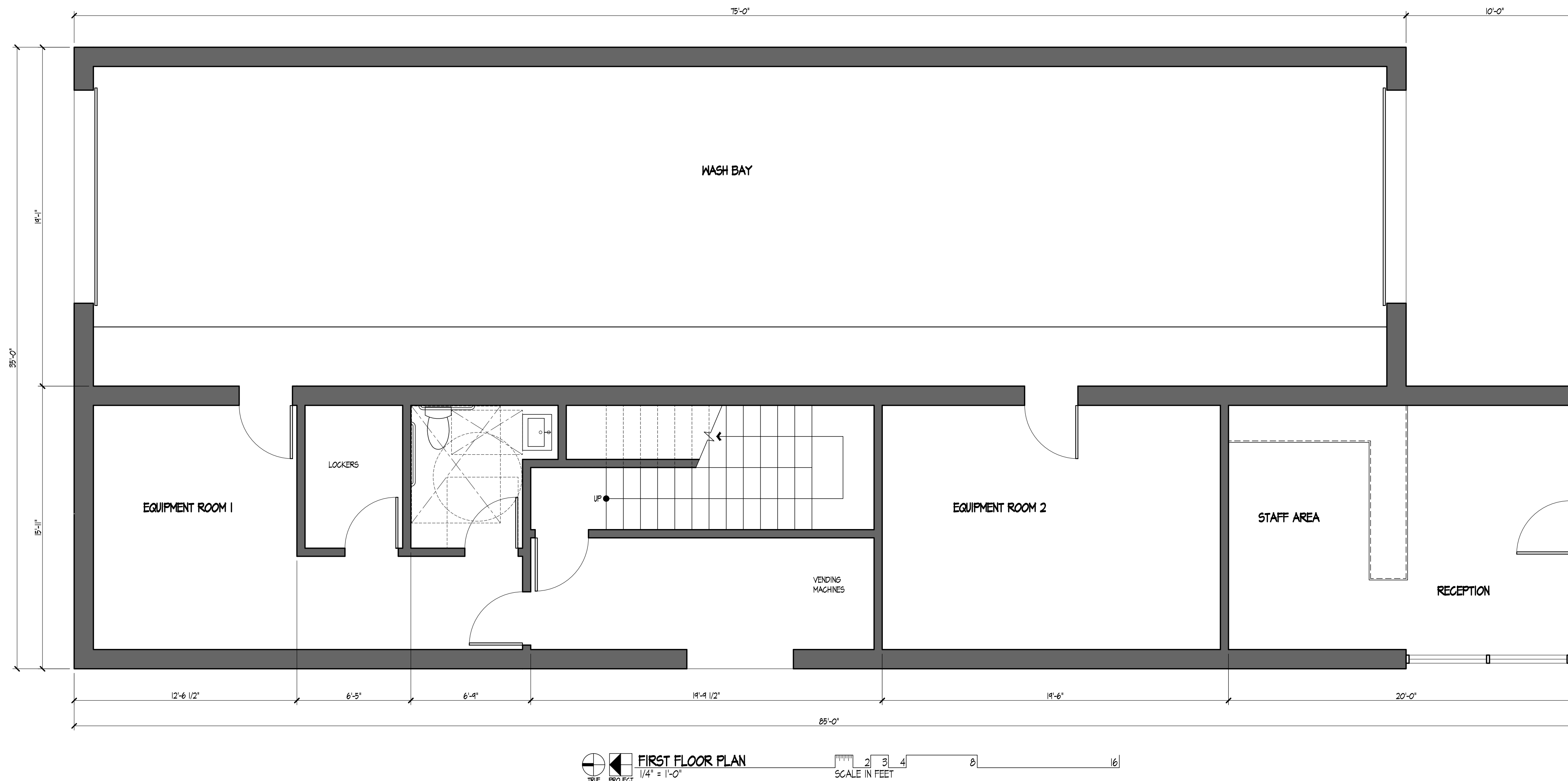
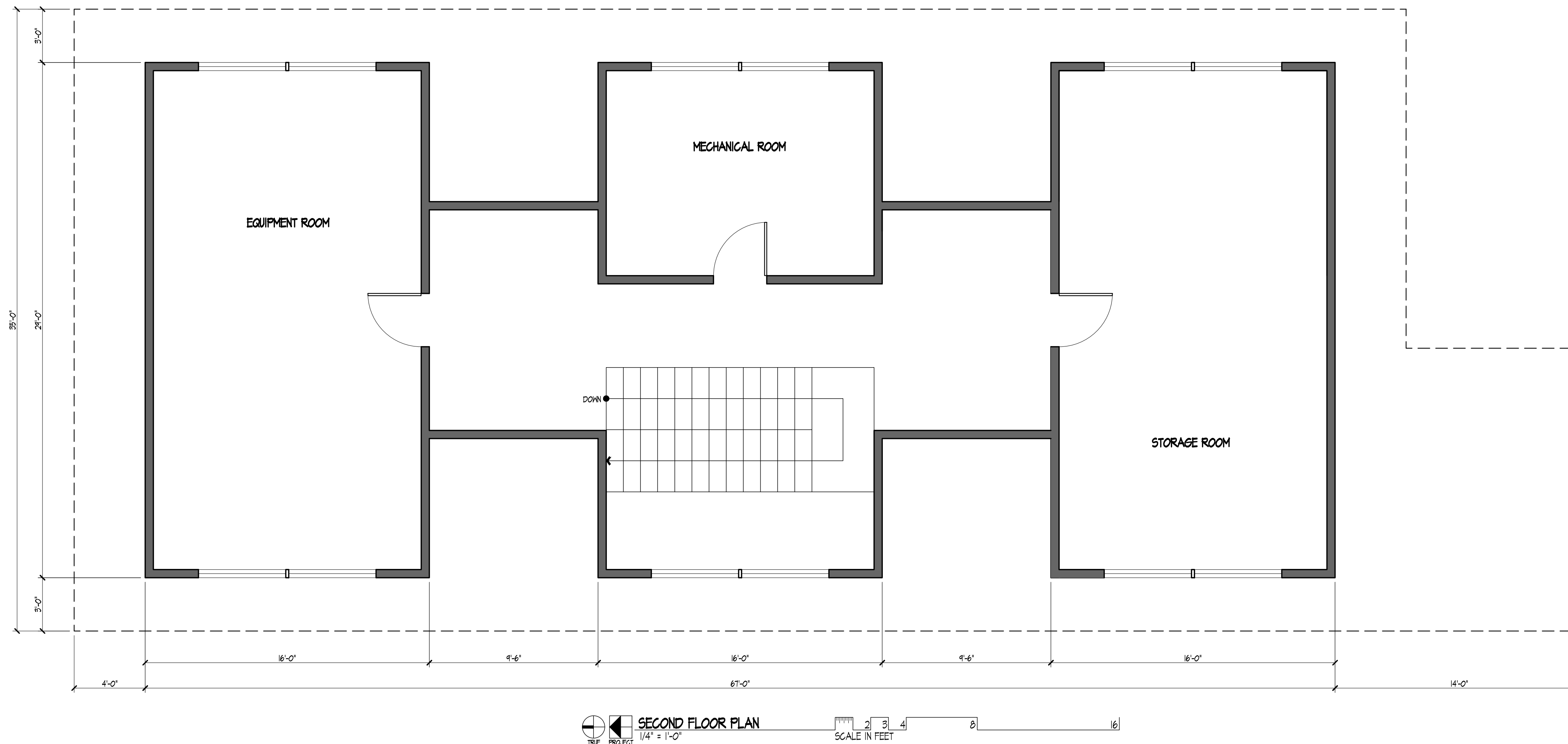


WEST ELEVATION
1/4" = 1'-0"
SCALE IN FEET

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

AREA TOTALS	
FIRST FLOOR:	2115 SQUARE FEET
SECOND FLOOR:	1520 SQUARE FEET
TOTAL:	4245 SQUARE FEET

FLOOR AREA RATIO	
GROSS FLOOR AREA	4245 SQUARE FEET
TOTAL LOT AREA	22675 SQUARE FEET
	0.19



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

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.

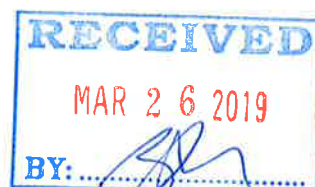
The location of the proposed project is not in a residential district; the nearest residential uses are 700 feet to the south and 900 feet to the east, therefore the project would not adversely affect the health and safety of any resident. The proposed project is an extension of and consistent with an 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.



2 of 2

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 and 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:

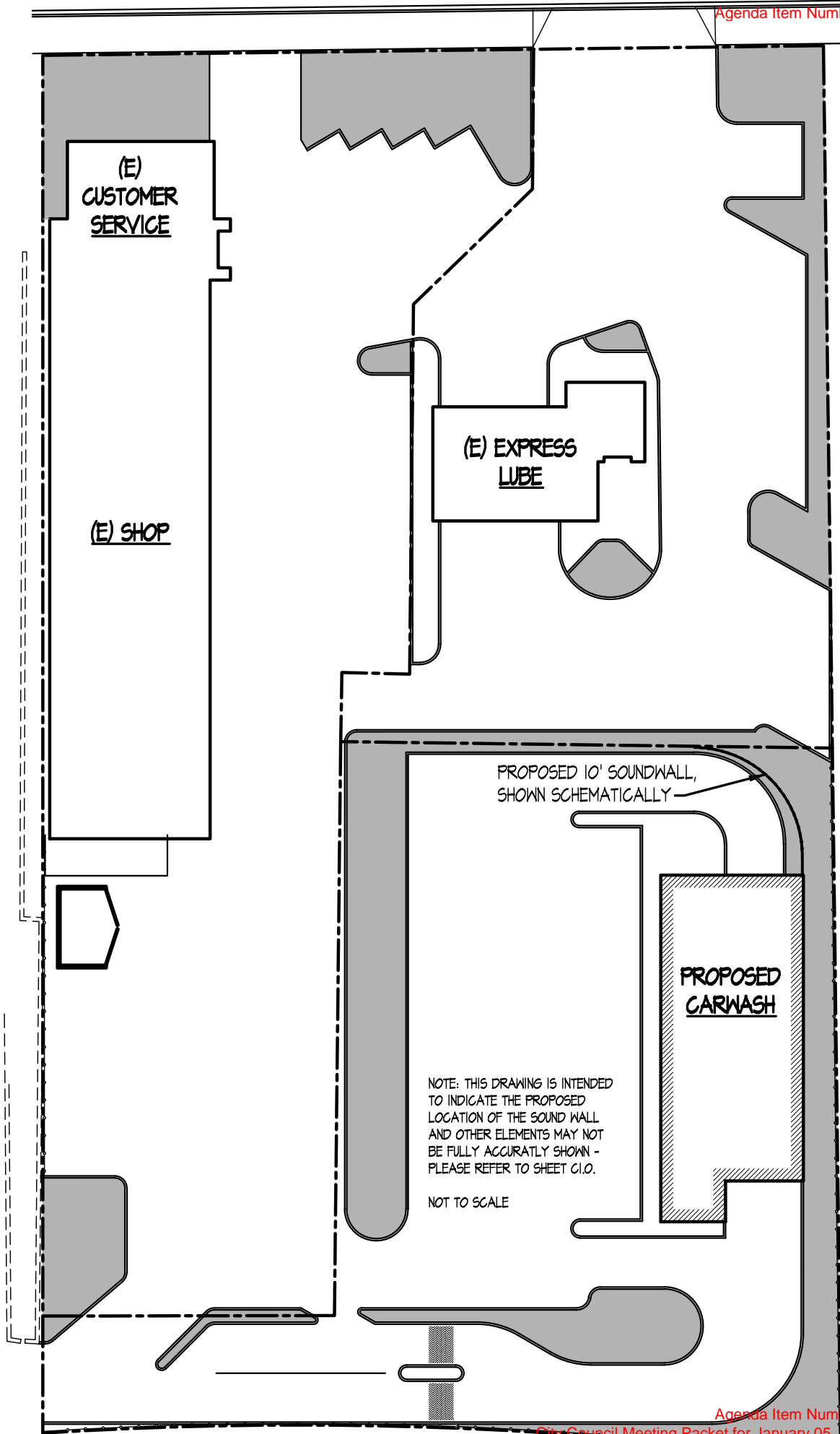
1. Site plan diagram of proposed noise wall location

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

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 is, 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 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 her 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 7120 Bodega Avenue Sebastopol, CA 95472
3. Contact Person and Phone Number	Kari Svanstrom (707) 823-6167
4. Project Location	6809 Sebastopol Avenue Sebastopol, CA 95472 APN. 004-063029
5. Project Sponsor's Name and Address	Mark Reece 6809 Sebastopol Avenue 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: North – Commercial (across Sebastopol Avenue) East – Commercial South – Vacant (Zoned Industrial) 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

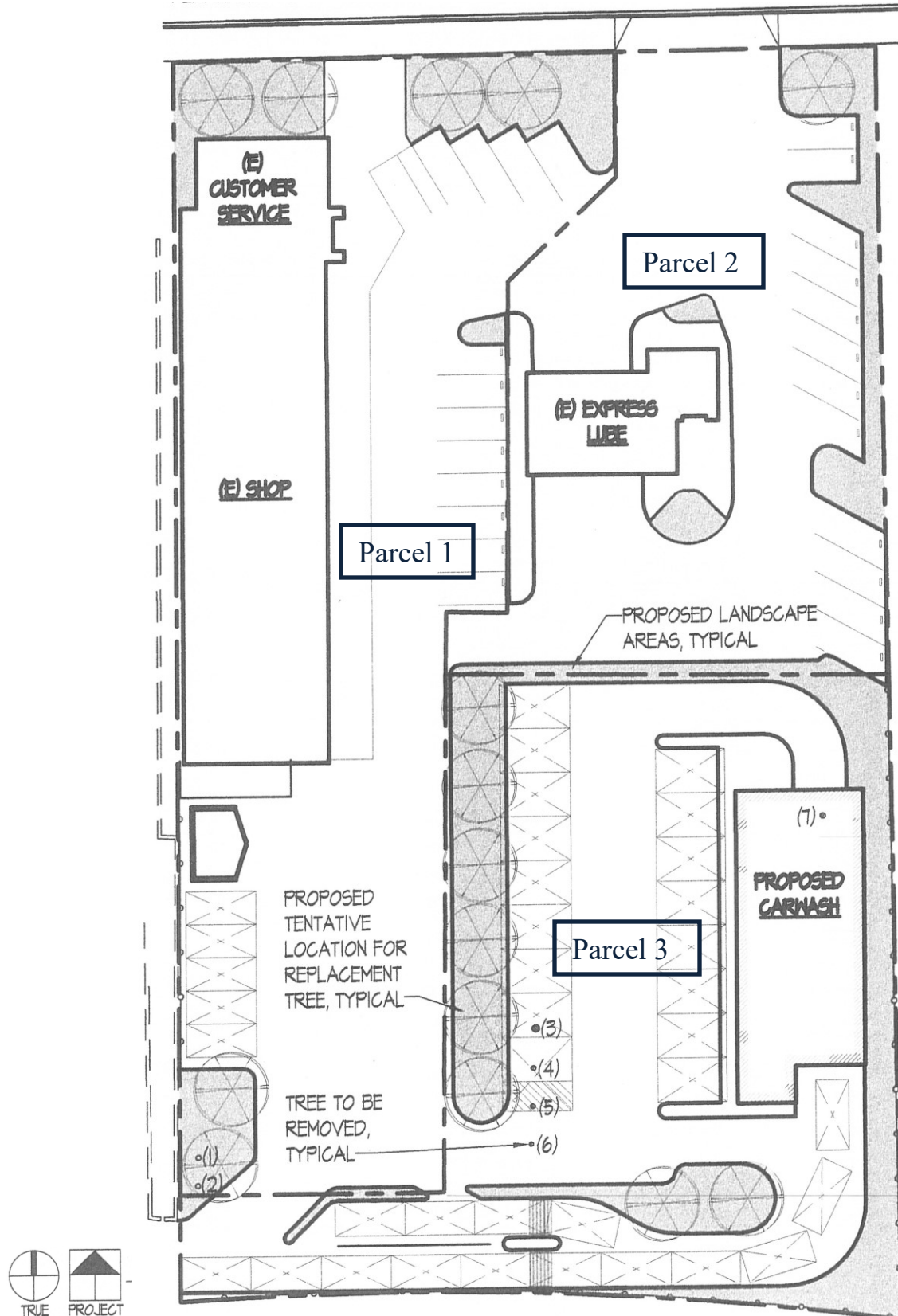
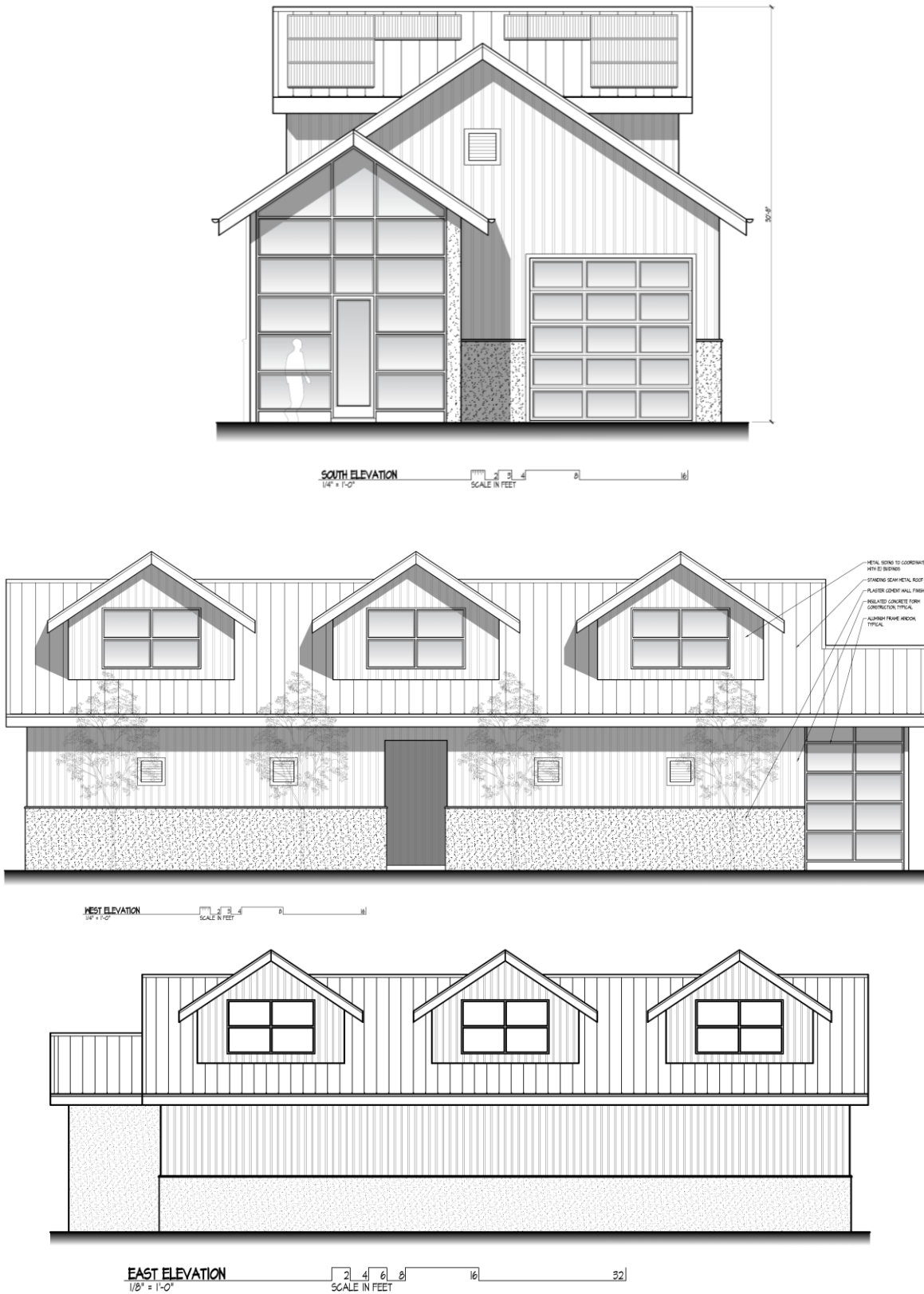


Figure 3. Building Elevations



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	LOS C	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 set forth 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.

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

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.
//// Acoustics • Air Quality ////

**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

Term	Definition
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
Jet fly-over at 1,000 feet	110 dBA	Rock band
Gas lawn mower at 3 feet	100 dBA	
Diesel truck at 50 feet at 50 mph	90 dBA	Food blender at 3 feet
Noisy urban area, daytime	80 dBA	Garbage disposal at 3 feet
Gas lawn mower, 100 feet Commercial area	70 dBA	Vacuum cleaner at 10 feet Normal speech at 3 feet
Heavy traffic at 300 feet	60 dBA	Large business office
Quiet urban daytime	50 dBA	Dishwasher in next room
Quiet urban nighttime Quiet suburban nighttime	40 dBA	Theater, large conference room
Quiet rural nighttime	30 dBA	Library Bedroom at night, concert hall (background)
	20 dBA	Broadcast/recording studio
	10 dBA	
	0 dBA	

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>NORMALLY ACCEPTABLE Specified land use is satisfactory, assuming that any buildings involved are of conventional construction without any special insulation requirements.</p> <p>CONDITIONALLY ACCEPTABLE 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>UNACCEPTABLE 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>CLEARLY UNACCEPTABLE 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 _{eq}	55	45
	L _{max}	70	65

Notes:

- 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.
- 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.
- 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 study¹ 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,

¹ 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

Equipment Category	L_{max} Level (dBA)^{1,2}	Impact/Continuous
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 ³	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:

¹ Measured at 50 feet from the construction equipment, with a "slow" (1 sec.) time constant.² Noise limits apply to total noise emitted from equipment and associated components operating at full power while engaged in its intended operation.³ 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
I - All pertinent equipment present at site. II - 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 (L _{dn})	Peak Hour (Leq)	Day-night Average (L _{dn})
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

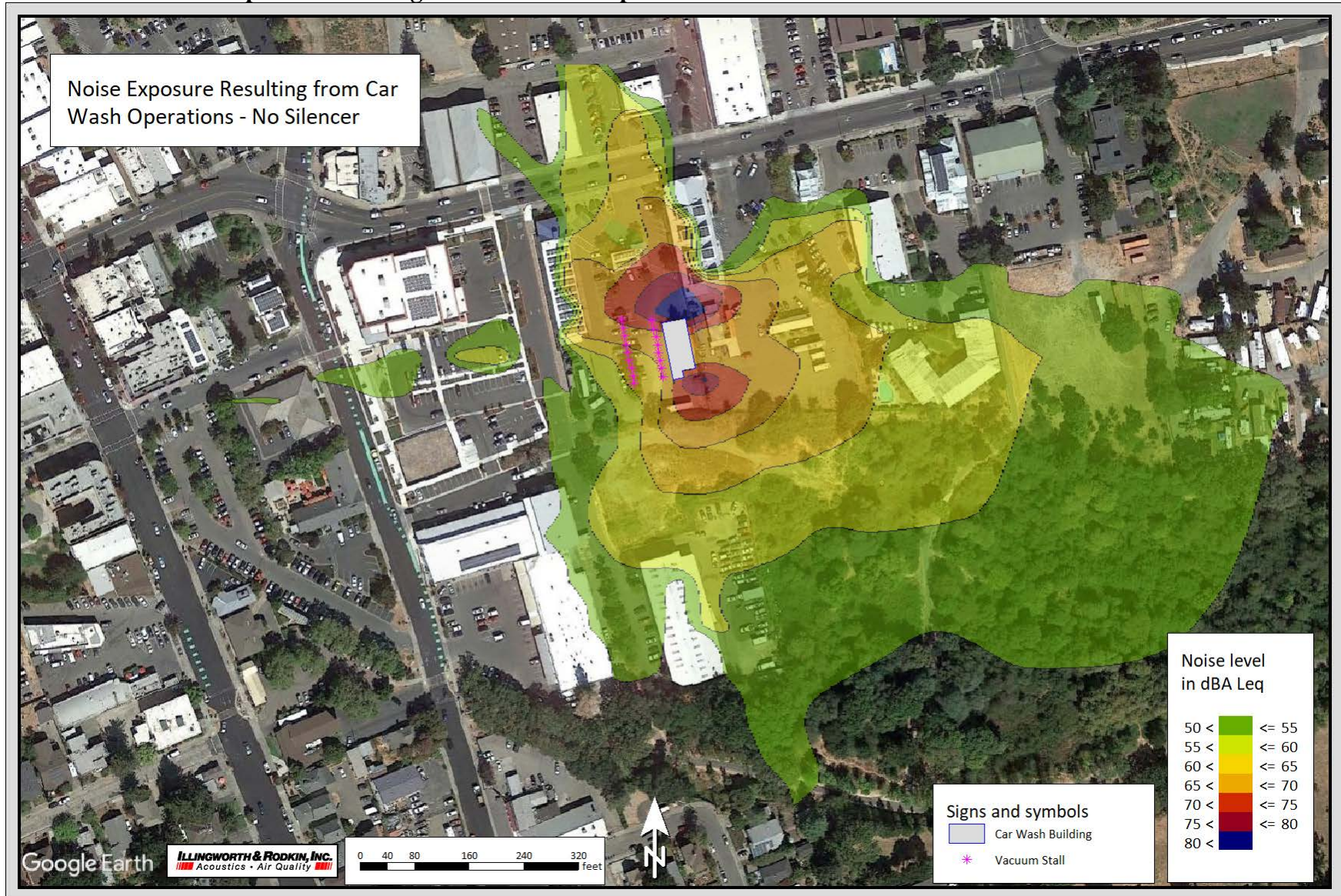


FIGURE 3 Noise Exposure Resulting from Car Wash Operations – With Silencer



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 18 ft. (in/sec)	PPV at 25 ft. (in/sec)	PPV at 30 ft. (in/sec)	PPV at 50 ft. (in/sec)	PPV at 330 ft. (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		0.301	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 8507², and these findings have been applied to vibrations emanating from construction equipment on buildings³. 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**.

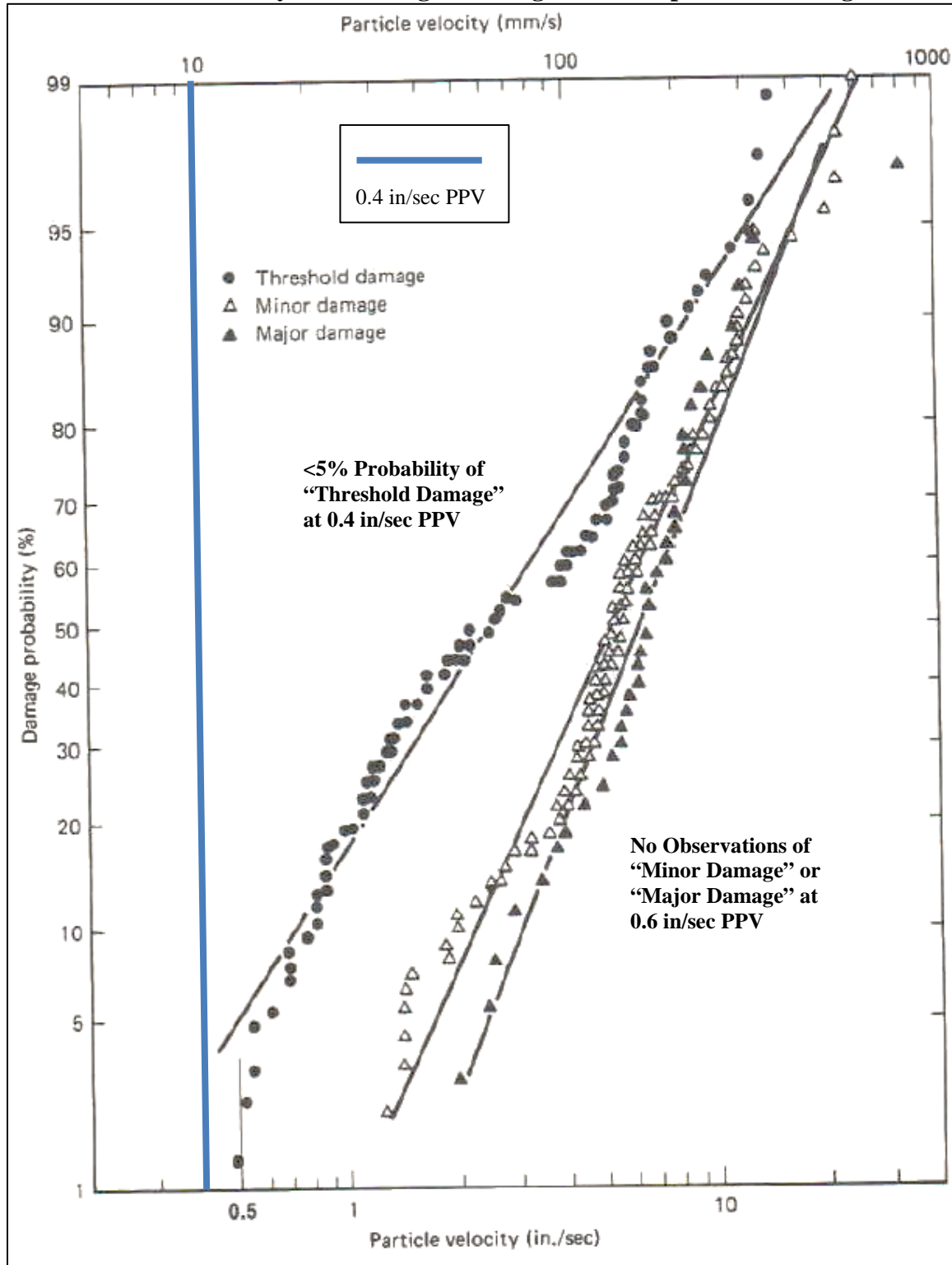
Mitigation Measure 2: The following measures are recommended to reduce vibration impacts from construction activities to a less-than-significant impact:

- 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.

² 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.

³ 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

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 project¹. 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.

¹ 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})

Barrier Height	Noise Level at Southern Façade of 6791 Sebastopol Avenue (with Silencer)	Reduction in Noise Level Resulting from Noise Wall
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.

Steve J. Deines
Illingworth & Rodkin, Inc.

Handwritten signature of Dana M. Lodico.

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



**TRAFFIC ENGINEERING
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Executive Summary

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

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.

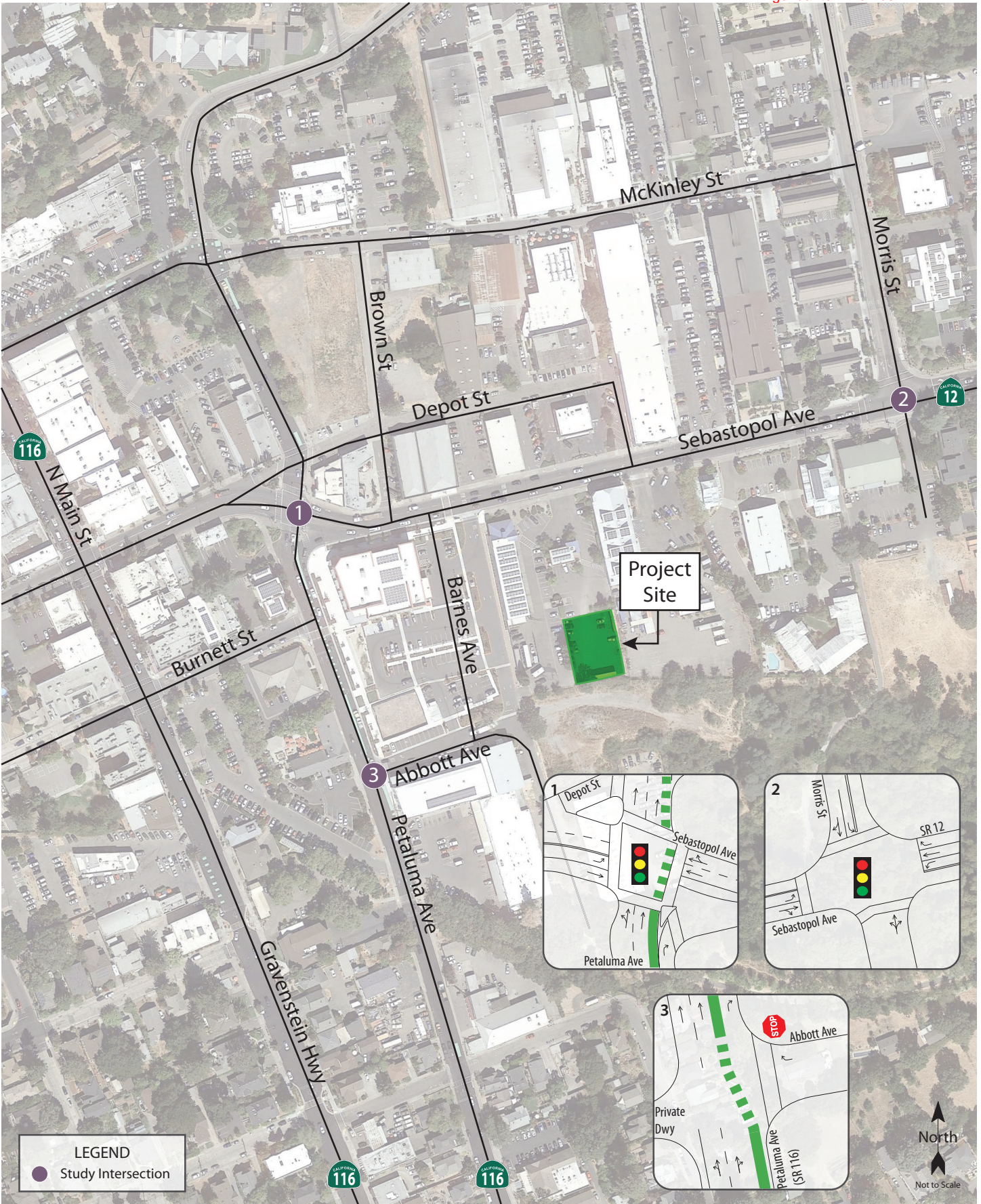
Prelude

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

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

Study Intersection	Number of Collisions (2014-2019)	Calculated Collision Rate (c/mve)	Statewide Average Collision Rate (c/mve)
1. Sebastopol Ave/Petaluma Ave	24	0.53	0.24
2. Sebastopol Ave/Morris St	10	0.41	0.24
3. Petaluma Ave/Abbott Ave	5	0.26	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

Status Facility	Class	Length (miles)	Begin Point	End Point
Existing				
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
Planned				
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.

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 <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*

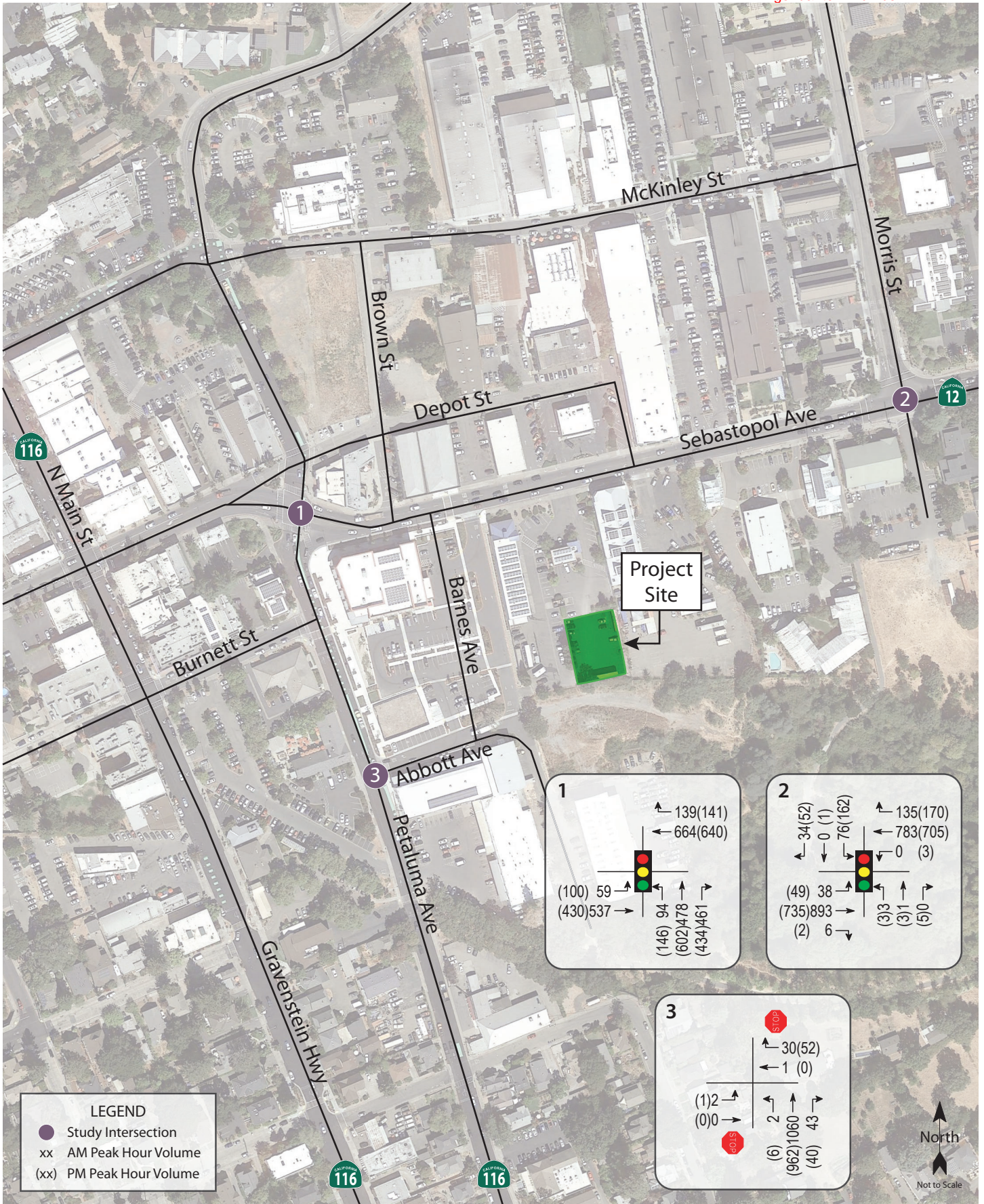
Future Conditions

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



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>
Net New Trips			300		32	16	16		32	16	16

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%
TOTAL	100%

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

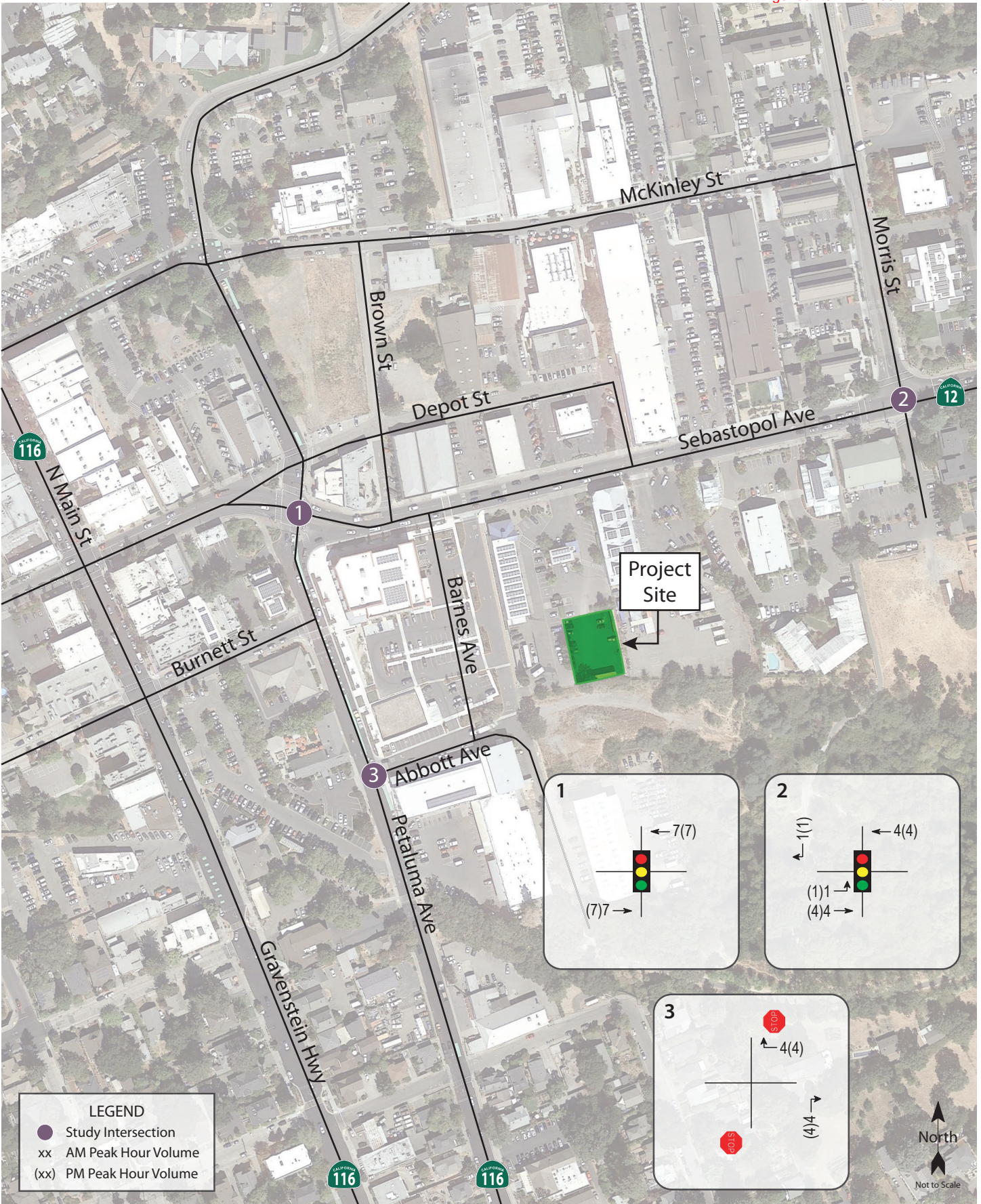
Existing plus Project Conditions

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 <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

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

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

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

Study Participants

Principal in Charge	Steve Weinberger, PE, PTOE
Associate Engineer	Cameron Nye, EIT
Assistant Engineer	Kimberly Tellez
Graphics	Hannah Yung-Boxdell
Editing/Formatting	Alex Scrobonia
Quality Control	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, 6th 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, 10th Edition, Institute of Transportation Engineers, 2017

SEB057



Appendix A

Collision Rate Calculations



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Intersection Collision Rate Calculations			
SEB057 Benedetti Car Wash			
Intersection #	1: Sebastopol Avenue & Petaluma Avenue		
Date of Count:	Wednesday, December 5, 2018		
Number of Collisions:	24		
Number of Injuries:	10		
Number of Fatalities:	0		
ADT:	24900		
Start Date:	September 1, 2014		
End Date:	August 31, 2019		
Number of Years:	5		
Intersection Type:	Four-Legged		
Control Type:	Signals		
Area:	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 =	$\frac{24}{24,900} \times \frac{1,000,000}{365 \times 5}$		
	Collision Rate	Fatality Rate	Injury Rate
Study Intersection	0.53 c/mve	0.0%	41.7%
Statewide Average*	0.24 c/mve	0.5%	44.6%
<p>ADT = average daily total vehicles entering intersection c/mve = collisions per million vehicles entering intersection * 2013 Collision Data on California State Highways, Caltrans</p>			
<hr/>			
Intersection #	2: Sebastopol Avenue & Morris Street		
Date of Count:	Wednesday, December 5, 2018		
Number of Collisions:	14		
Number of Injuries:	10		
Number of Fatalities:	0		
ADT:	18900		
Start Date:	September 1, 2014		
End Date:	August 31, 2019		
Number of Years:	5		
Intersection Type:	Four-Legged		
Control Type:	Signals		
Area:	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 =	$\frac{14}{18,900} \times \frac{1,000,000}{365 \times 5}$		
	Collision Rate	Fatality Rate	Injury Rate
Study Intersection	0.41 c/mve	0.0%	71.4%
Statewide Average*	0.24 c/mve	0.5%	44.6%
<p>ADT = average daily total vehicles entering intersection c/mve = collisions per million vehicles entering intersection * 2013 Collision Data on California State Highways, Caltrans</p>			

Intersection Collision Rate Calculaions															
SEB057 Benedetti Car Wash															
Intersection # 3: Petaluma Avenue & Abbott Avenue															
Date of Count: Thursday, February 27, 2020															
Number of Collisions: 5															
Number of Injuries: 4															
Number of Fatalities: 0															
ADT: 10600															
Start Date: September 1, 2014															
End Date: August 31, 2019															
Number of Years: 5															
Intersection Type: Tee															
Control Type: Stop & Yield Controls															
Area: 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 = $\frac{5}{10,600} \times \frac{1,000,000}{365 \times 5}$															
<table border="1" style="width: 100%; border-collapse: collapse;"> <thead> <tr> <th></th> <th style="text-align: center;">Collision Rate</th> <th style="text-align: center;">Fatality Rate</th> <th style="text-align: center;">Injury Rate</th> </tr> </thead> <tbody> <tr> <td style="text-align: right;">Study Intersection</td> <td style="text-align: center;">0.26 c/mve</td> <td style="text-align: center;">0.0%</td> <td style="text-align: center;">80.0%</td> </tr> <tr> <td style="text-align: right;">Statewide Average*</td> <td style="text-align: center;">0.08 c/mve</td> <td style="text-align: center;">1.0%</td> <td style="text-align: center;">45.1%</td> </tr> </tbody> </table>					Collision Rate	Fatality Rate	Injury Rate	Study Intersection	0.26 c/mve	0.0%	80.0%	Statewide Average*	0.08 c/mve	1.0%	45.1%
	Collision Rate	Fatality Rate	Injury Rate												
Study Intersection	0.26 c/mve	0.0%	80.0%												
Statewide Average*	0.08 c/mve	1.0%	45.1%												
ADT = average daily total vehicles entering intersection															
c/mve = collisions per million vehicles entering intersection															
* 2013 Collision Data on California State Highways, Caltrans															
Intersection # 4: &															
Date of Count: Saturday, January 0, 1900															
Number of Collisions: 0															
Number of Injuries: 0															
Number of Fatalities: 0															
ADT: 0															
Start Date: January 0, 1900															
End Date: January 0, 1900															
Number of Years: 0															
Intersection Type: 0															
Control Type: No Controls															
Area: 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 = $\frac{0}{0} \times \frac{1,000,000}{365 \times 0}$															
<table border="1" style="width: 100%; border-collapse: collapse;"> <thead> <tr> <th></th> <th style="text-align: center;">Collision Rate</th> <th style="text-align: center;">Fatality Rate</th> <th style="text-align: center;">Injury Rate</th> </tr> </thead> <tbody> <tr> <td style="text-align: right;">Study Intersection</td> <td style="text-align: center;">0.00 c/mve</td> <td style="text-align: center;">0.0%</td> <td style="text-align: center;">0.0%</td> </tr> <tr> <td style="text-align: right;">Statewide Average*</td> <td style="text-align: center;">0.22 c/mve</td> <td style="text-align: center;">1.0%</td> <td style="text-align: center;">34.6%</td> </tr> </tbody> </table>					Collision Rate	Fatality Rate	Injury Rate	Study Intersection	0.00 c/mve	0.0%	0.0%	Statewide Average*	0.22 c/mve	1.0%	34.6%
	Collision Rate	Fatality Rate	Injury Rate												
Study Intersection	0.00 c/mve	0.0%	0.0%												
Statewide Average*	0.22 c/mve	1.0%	34.6%												
ADT = average daily total vehicles entering intersection															
c/mve = collisions per million vehicles entering intersection															
* 2013 Collision Data on California State Highways, Caltrans															

Appendix B

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	1	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				
Approach Delay, s/veh	14.4			22.0				47.3				
Approach LOS	B			C				D				
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	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	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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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)	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/ln	1619	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), s	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), s	45.0			* 35	* 27	52.0		16.0				
Max Q Clear Time (g_c+1), s	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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Benedetti Car Wash TIS

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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	-	-	-	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	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	0	-	-	-	-						
Stage 2	0	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									

PM Existing
Benedetti Car Wash TIS

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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			
Intersection Summary												
HCM 2010 Ctrl Delay				16.1								
HCM 2010 LOS				B								
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)	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	1	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	2	2	2	2	2	0	0	2	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					
Approach Delay, s/veh	15.2			23.6				47.9					
Approach LOS	B			C				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	* 4.7		5.1		* 4.7		* 4.7		5.1			4.7	
Max Green Setting (Gmax), s	* 35		* 27		* 27		* 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	
Intersection Summary													
HCM 2010 Ctrl Delay				20.3									
HCM 2010 LOS				C									
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	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	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	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				
Intersection Summary												
HCM 2010 Ctrl Delay				25.1								
HCM 2010 LOS				C								
Notes												

PM Existing Plus Project
Benedetti Car Wash TIS

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HCM 2010 TWSC
3: Petaluma Ave & Abbott Ave

04/01/2020

Intersection												
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
Major/Minor												
Conflicting Flow All	Minor1			Major1								
Stage 1	-	-	514	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	505	-	-	-						
Stage 1	-	0	0	-	-	-						
Stage 2	-	0	0	-	-	-						
Platoon blocked, %	-	-	-	-	-	-						
Mov Cap-1 Maneuver	-	0	505	-	-	-						
Mov Cap-2 Maneuver	-	0	-	-	-	-						
Stage 1	-	0	-	-	-	-						
Stage 2	-	0	-	-	-	-						
Approach												
HCM Control Delay, s	WB			NB								
HCM LOS	B											
Minor Lane/Major Mvmt												
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								

PM Existing Plus Project
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	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

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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	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	0.0	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	64.2		15.0		12.1		57.1		6.3				
Change Period (Y+Rc), s	* 4.7		* 4.7		* 4.7		* 4.7		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				
Intersection Summary													
HCM 2010 Ctrl Delay				59.9									
HCM 2010 LOS				E									
Notes													

AM Future
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	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	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	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								

AM Future
Benedetti Car Wash TIS

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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	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+I1), 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												

PM Future
Benedetti Car Wash TIS

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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	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				
Intersection Summary												
HCM 2010 Ctrl Delay	82.6											
HCM 2010 LOS	F											
Notes												

PM Future
Benedetti Car Wash TIS

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HCM 2010 TWSC
3: Petaluma Ave & Abbott Ave

04/08/2020

Intersection												
Int Delay, s/veh	0.6											
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
Major/Minor												
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	-	-	-	-						
Approach												
HCM Control Delay, s	WB			NB								
HCM LOS	C											
Minor Lane/Major Mvmt												
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												

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	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	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		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	0.0	35.9	0.1	42.1	2.3	0.2	0.0	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												

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	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	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+1/2), 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				
Intersection Summary												
HCM 2010 Ctrl Delay	84.1											
HCM 2010 LOS	F											
Notes												

HCM 2010 TWSC
3: Petaluma Ave & Abbott Ave

04/08/2020

Intersection												
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	Stop	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
Major/Minor												
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	-	-	-	-						
Approach												
HCM Control Delay, s	WB			NB								
HCM LOS	C			C								
Minor Lane/Major Mvmt												
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						

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	LOS C	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.

Parcel/Land Uses	Gross Floor Area	Net Floor Area	Required Parking	Provided Parking
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
PROJECT TOTAL	12,050 SF	10,233 SF	20	28

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-stripped 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

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

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

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

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>
Sent: Tuesday, September 22, 2020 1:16 PM
To: Lawrence McLaughlin <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

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

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

Curian

December 14, 2020

Dear Councilmembers,

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 and my hope that you uphold the recommendation put forth by the Planning Commission when they voted against it 6-1.

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.

The biggest impact to the downtown corridor would be the increase in traffic. This project would greatly increase the number of cars slowing to enter and exit Hwy 12. This will exacerbate an already severe traffic situation and likely increase the number of rear-end accidents as one of the entrances cars would be slowing to use is about 10 car lengths from an intersection.

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 Councilmembers to expand the ordinance against drive-through uses to include car washes.

Thank you for your kind consideration.

Best regards,

Martin Reed