



The Springs Specific Plan

THE SPRINGS Specific Plan



LAND USE AND CIRCULATION ALTERNATIVES REPORT

February 2017

Prepared for:



Sonoma County
Permit and Resource Management Department
2550 Ventura Avenue
Santa Rosa, CA 95403

Prepared by:

DE NOVO PLANNING GROUP

A LAND USE PLANNING, DESIGN, AND ENVIRONMENTAL FIRM



TABLE OF CONTENTS

1.0 INTRODUCTION	1
PURPOSE.....	1
GROWTH OPPORTUNITY AREAS	1
LAND USE AND ZONING CONTEXT	3
2.0 LAND USE AND CIRCULATION ALTERNATIVES	6
COMMUNITY HOUSING AND MIXED USE ALTERNATIVE.....	6
MODERATE GROWTH ALTERNATIVE	14
EXISTING ZONING ALTERNATIVE.....	19
ALTERNATIVES SUMMARY.....	25
3.0 EVALUATION OF ALTERNATIVES	31
LAND USE AND GROWTH.....	31
CIRCULATION.....	35
COMMUNITY HEALTH.....	45
PUBLIC SERVICES AND INFRASTRUCTURE	46

TABLES

TABLE 1: ALLOWED USES, DENSITIES, AND STANDARDS SUMMARY	3
TABLE 2: COMMUNITY HOUSING AND MIXED USE ALTERNATIVE – ACREAGE AND NET GROWTH BY LAND USE.....	9
TABLE 3: COMMUNITY HOUSING AND MIXED USE ALTERNATIVE– DEVELOPMENT PROJECTIONS.....	9
TABLE 4: MODERATE GROWTH ALTERNATIVE – ACREAGE BY LAND USE DESIGNATION.....	16
TABLE 5: MODERATE GROWTH ALTERNATIVE – DEVELOPMENT PROJECTIONS	17
TABLE 6: EXISTING ZONING ALTERNATIVE – ACREAGE BY LAND USE DESIGNATION.....	22
TABLE 7: EXISTING ZONING ALTERNATIVE – DEVELOPMENT PROJECTIONS	22
TABLE 8: SUMMARY OF NET NEW DEVELOPMENT UNDER THE ALTERNATIVES	25
TABLE 9: SUMMARY OF CIRCULATION AND MOBILITY IMPROVEMENTS UNDER THE ALTERNATIVES.....	26
TABLE 10: ALTERNATIVES LAND USE COMPARISON	32
TABLE 11: GROWTH COMPARISON OF ALTERNATIVES.....	33
TABLE 12: GROWTH PROJECTIONS BY ALTERNATIVE.....	34
TABLE 13: TRIP GENERATION SUMMARY	35
TABLE 14: FUTURE PM PEAK HOUR TRAFFIC VOLUME COMPARISON ON HIGHWAY 12.....	36
TABLE 15: NEW DEVELOPMENT IN THE HIGHWAY 12 PARKING CORRIDOR BY ALTERNATIVE.....	39
TABLE 16: PEAK PARKING DEMAND BY LAND USE.....	42
TABLE 17: MTC PARKING RATIOS BY LAND USE	43
TABLE 18: PARKING REQUIREMENTS PER COUNTY OF SONOMA CODE OF ORDINANCES	43

GRAPHS

GRAPH 1: WEEKDAY PARKING DEMAND BY LAND USE.....	41
GRAPH 2: WEEKDAY CUMULATIVE PARKING DEMAND.....	41
GRAPH 3: WEEKEND PARKING DEMAND BY LAND USE.....	41

LAND USE AND CIRCULATION ALTERNATIVES REPORT

GRAPH 4: WEEKEND CUMULATIVE PARKING DEMAND.....41
GRAPH 5: PARKING METHODOLOGY COMPARISON.....44

FIGURES

FIGURE 1: OPPORTUNITY SITES 2
FIGURE 2: COMMUNITY HOUSING AND MIXED USE ALTERNATIVE LAND USE MAP 7
FIGURE 3: COMMUNITY HOUSING AND MIXED USE AND MODERATE GROWTH ALTERNATIVES BICYCLE AND PEDESTRIAN FACILITIES 10
FIGURE 4: PROPOSED ON-STREET PARKING 13
FIGURE 5: MODERATE GROWTH ALTERNATIVE LAND USE MAP 15
FIGURE 6: EXISTING ZONING ALTERNATIVE LAND USE MAP 21
FIGURE 7: EXISTING ZONING ALTERNATIVE BICYCLE AND PEDESTRIAN FACILITIES 24

1.0 INTRODUCTION

This report includes the following sections:

- **1.0 Introduction:** This section provides an overview of the purpose of the report, identifies growth opportunity sites that were used to determine potential growth under each alternative, and describes the land use and zoning context of the land uses proposed for each alternative.
- **2.0 Land Use and Circulation Alternatives:** This section describes the primary features and potential development associated with each of the three land use and circulation alternatives.
- **3.0 Analysis of Alternatives:** This section provides a comparative analysis of the three alternatives related to the topics of land use and growth, circulation, community health, and public services and infrastructure.

PURPOSE

This Land Use and Circulation Alternatives Report is intended to serve as a resource tool to examine different possible approaches to future development, economic growth, parking, and circulation in the Specific Plan area. Three distinct alternatives to land use and circulation are presented in this report.

The Springs Specific Plan will include a Land Use Map that assigns each parcel in the Plan area a specific land use designation. The Specific Plan's Land Use Map is the primary mechanism that will dictate the future development pattern of the Springs community. The Springs Specific Plan will also identify circulation features, such as bicycle and pedestrian facilities, parking, and changes to the roadway network. Each of the three alternatives included in this report offers a distinct land use map, pedestrian and bicycle facilities, and parking strategy.




The report purposely does not reach conclusions or suggest a preferred alternative. Rather, it is intended to stimulate discussion on important land use and circulation issues and assist community members and the Community Advisory Team in selecting their preferred Land Use Map and circulation plan. The land use and circulation alternative selected will be used to develop the Draft Specific Plan that will be circulated for public review.

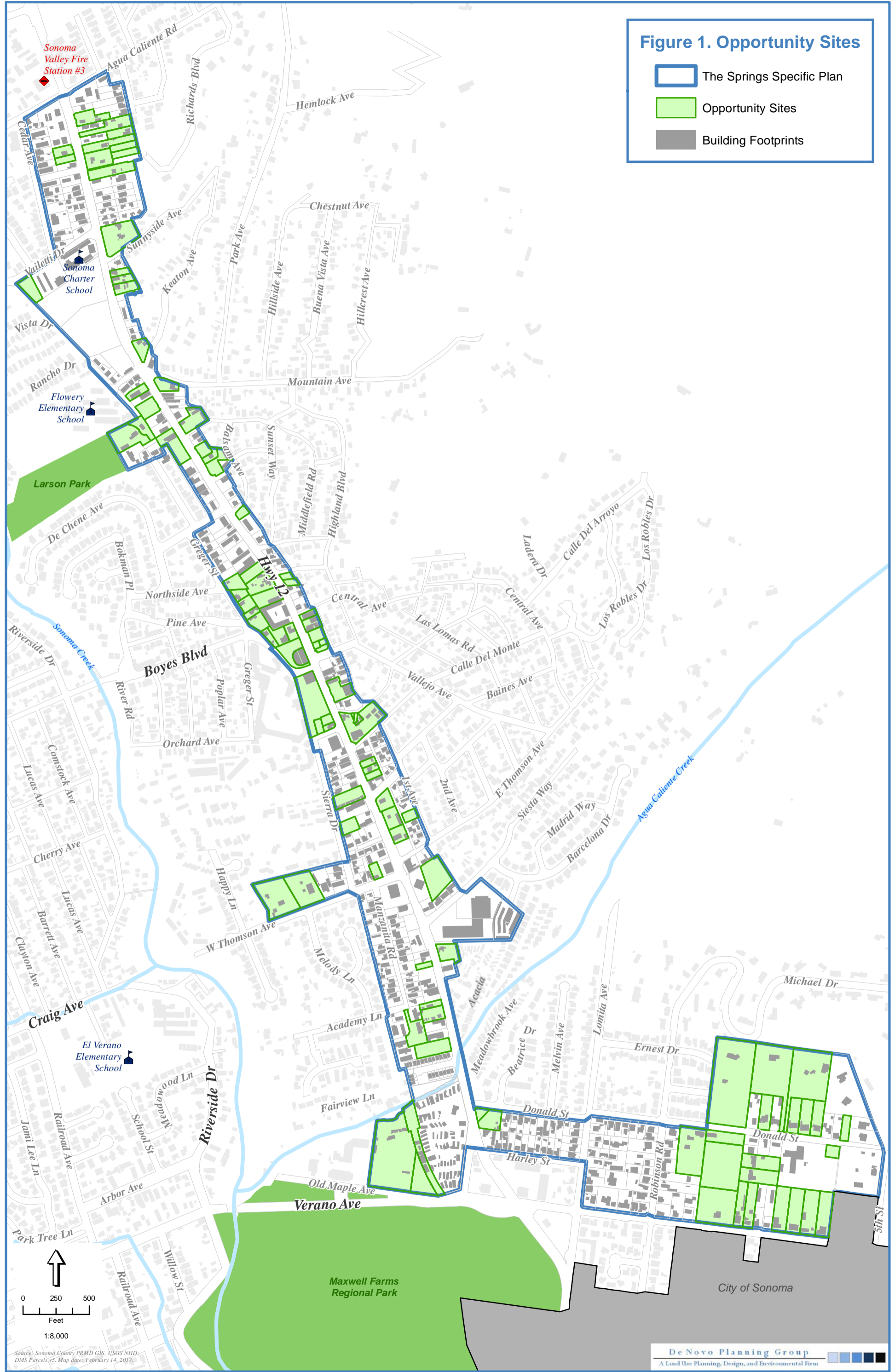
This report is accompanied by a circulation and parking analysis prepared by W-trans (Appendix A) and a Utility Infrastructure Needs Report prepared by EBA Engineering (Appendix B).

GROWTH OPPORTUNITY SITES

Opportunity sites for potential land use or density changes were identified within the Specific Plan area. The opportunity sites were selected based on the capacity of a site to accommodate additional residential, commercial, office, recreation, or community-oriented uses under one or more of the alternatives. See Figure 1 – Opportunity Sites.

Figure 1. Opportunity Sites

-  The Springs Specific Plan
-  Opportunity Sites
-  Building Footprints



Source: Sonoma County PRMD GIS, USGS NHD, DMS Parcels v5. Map date: February 14, 2017.

LAND USE AND ZONING CONTEXT

The land uses envisioned by the Springs Specific Plan will be implemented by the Zoning Code. Table 1 identifies the zoning districts that will be used to implement the Specific Plan. A new Mixed Use zone is proposed to be added to the County’s Zoning Code. The Mixed Use zone will be a base zoning district be used to encourage residential and neighborhood-oriented uses in the core area of the Springs. The permitted uses and standards anticipated for the Mixed Use zone are identified in Table 1.

The Sonoma County General Plan will be amended as necessary to ensure that the General Plan land use designations are consistent with the land uses proposed by the Specific Plan. Similarly, the Zoning Code and Zoning Maps will be updated to be consistent with the Springs Specific Plan.

TABLE 1: ALLOWED USES, DENSITIES, AND STANDARDS SUMMARY		
	Permitted Uses	Standards
Rural Residential	Single family Guest house (detached bedroom)	Density: 1 du per acre Minimum lot size: 20,000 s.f. Main building height: 35 ft Parking: 1 covered off-street space per dwelling
Low Density Residential (R1)	Single family Accessory unit Guest house (detached bedroom)	Density: 1 to 6 dwelling units per acre B6 1 DU – 1 du/ac B6 2 DU – 2 du/acre B6 3 DU – 3 du/acre B6 4 DU – 4 du/acre B6 5 DU – 5 du/acre B6 6 DU – 6 du/acre R1 B7 DU - no further subdivision R1 B8 DU - no further subdivision Minimum lot size: 6,000 s.f. Main building height: 35 ft Parking: 1 covered off-street space per dwelling
Medium Density Residential (R2)	Single family Accessory unit Duplex Triplex Fourplex Multifamily <u>Community Housing and Mixed Use and Moderate Growth Alternatives:</u> Single family permitted with a maximum lot size of 5,000 s.f. or with two or more units on lots of 7,200 or larger	Density: 6 to 12 dwelling units per acre B6 6 DU – 6 du/acre B6 8 DU – 8 du/acre B6 10 DU – 10 du/ac Minimum lot size: 6,000 s.f. Main building height: 35 ft Parking: 1 covered off-street space per dwelling, ½ space per unit in buildings with 4 or more units, additional ½ space per two-bedroom or larger unit in developments with 9 or more units

LAND USE AND CIRCULATION ALTERNATIVES REPORT

TABLE 1: ALLOWED USES, DENSITIES, AND STANDARDS SUMMARY

High Density Residential (R3)	<p>Single family Accessory unit Duplex Triplex Fourplex Multifamily <u>Community Housing and Mixed Use and Moderate Growth Alternatives:</u> Single family only allowed in affordable developments</p>	<p>Density: 12 to 20 dwelling units per acre B6 12 DU – 12 du/acre B6 16 DU – 16 du/acre B6 20 DU – 20 du/ac Main building height: 35/40 ft Minimum lot size: 4,500 (Community Housing and Mixed Use Alternative); 6,000 s.f. (Existing Zoning Alternative) Parking: 1 covered off-street space per dwelling, ½ space per dwelling in buildings with 4 or more units, additional ½ space per two-bedroom or larger unit in developments with 9 or more units</p>
Neighborhood Commercial (C1)	<p>Neighborhood retail Restaurants Offices <u>Community Housing and Mixed Use and Moderate Growth Alternatives:</u> Mixed use Live/work units <u>Existing Zoning Alternative:</u> Conditional use - Live/work units and Mixed use</p>	<p>Maximum FAR*: 1.0 Lot coverage: 50% Building height: 35 feet high Parking: Varies with use, see SCC Section 26-86-010</p>
Retail Business and Service (C2)	<p>Retail, County resident-oriented Repair and service Restaurants Financial institutions Post-secondary schools Vacation rentals (5 rooms)</p>	<p>Maximum FAR*: 1.0 Lot coverage: 50% Building height: 35 feet high Parking: Varies with use, see SCC Section 26-86-010</p>
Mixed Use (MX)	<p><u>Community Housing and Mixed Use Alternative:</u> Mixed Use Bottom floor: Neighborhood-serving residential, retail, and services; residential Upper floor(s): Residential <u>Moderate Growth Alternative:</u> Mixed Use Bottom floor: Neighborhood-serving residential, retail, and services; residential Upper floors are optional: Residential</p>	<p><u>Community Housing and Mixed Use Alternative:</u> Minimum FAR*: 1.0 Maximum FAR: 1.8 Lot coverage: 60% Building height: Three-story maximum (45 feet high), two-story minimum height from Calle Del Monte to Balsam Ave Parking: Varies with use, see SCC Section 26-86-010 – a portion of the parking requirement would be accommodated off-site via surface lots or parking structure <u>Moderate Growth Alternative:</u> Minimum FAR: 0.5 Maximum FAR*: 1.2</p>

LAND USE AND CIRCULATION ALTERNATIVES REPORT

TABLE 1: ALLOWED USES, DENSITIES, AND STANDARDS SUMMARY

TABLE 1: ALLOWED USES, DENSITIES, AND STANDARDS SUMMARY		
		Lot coverage: 60% Building height: Two-story maximum, 35 feet high Parking: Varies with use, see Zoning Code Section 26-86-010 – a portion of the parking requirement would be accommodated off-site via surface lots or parking structure
Limited Commercial (LC)	Neighborhood retail and services Restaurants Financial institutions Medical and dental clinic Neighborhood-oriented office	Maximum FAR*: 1.0 Lot coverage: 50% Building height: 35 feet high Parking: Varies with use, see Zoning Code Section 26-86-010
Administrative and Professional Office (CO)	Offices Medical and dental clinic/lab Financial institutions	Maximum FAR*: 1.0 Lot coverage: 50% Building height: 35 feet high Parking: Varies with use, see Zoning Code Section 26-86-010
Recreation and Visitor Serving Commercial (K)	Visitor information center Restaurants Tourism-oriented offices Bed and breakfast (10 rooms) Vacation rentals (5 rooms) Public parks <u>Community Housing and Mixed Use Alternative and Moderate Growth Alternative:</u> Aquatic center, sport field, and multifamily allowed as permitted use	Maximum FAR*: 1.0 Lot coverage: 50% Building height: 35 feet high Parking: Varies with use, see Zoning Code Section 26-86-010
Public Facilities (PF)	County- and city-owned facilities Special district facilities for water, energy, telecommunications Homeless shelter	Maximum FAR*: 0.8 Lot coverage: 40% Building height: 35 feet high
Traffic Sensitive (TS)	The TS Combining District allows the same uses and standards as the underlying zoning district subject to a use permit and the following trip generation requirements: 1) no more than 63 trips per acre per weekday evening peak hour for parcels designated “limited commercial” on the General Plan land use map, 2) no more than 18 trips per acre per weekday weekend hour for parcels designated “limited commercial traffic sensitive”.	

* FLOOR AREA RATIO (FAR) BASED ON A TWO-STORY BUILDING.

2.0 LAND USE AND CIRCULATION ALTERNATIVES

Three alternatives were developed to provide different approaches to future land use, development, circulation, and parking in the Springs. Common themes in the alternatives include a community-oriented outdoor plaza, an increase in parking opportunities, improvements to the circulation system, with a focus on improving bicycle and pedestrian connections and public transit options. Each alternative provides for new residential development, as well as new retail, restaurant, services, and recreation uses. A summary of the land uses and growth that may occur under each alternative is presented below along with a description of the key differences between the alternatives.

1 –COMMUNITY HOUSING AND MIXED USE ALTERNATIVE

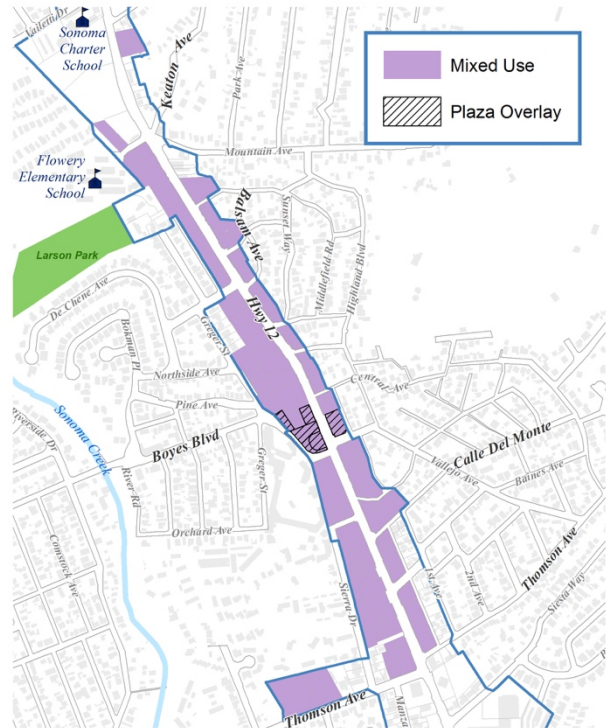
The Community Housing and Mixed Use Alternative places a strong emphasis on both residential and economic growth and would improve bike and pedestrian connectivity throughout the Plan area. New mixed use and high density residential development would be accommodated along the Highway 12 corridor. New commercial and office uses would focus on community-serving retail, restaurants, and services. Figure 2 depicts the Zoning Map proposed for the Community Housing and Mixed Use Alternative.

Community Housing and Mixed Use Alternative Land Use Concepts

MIXED USE CORRIDOR


This alternative would be centered around a mixed-use corridor from Keaton Avenue to approximately Thomson Avenue. This alternative would create a new residential, mixed-use neighborhood centered around a community plaza hub. The corridor would provide for lower intensity mixed uses at the edges of the corridor, with an increase in intensity and building heights in the central hub area. Development from Calle del Monte to Balsam Avenue would be required to have a minimum of two stories, with a maximum allowed height of three stories (45 feet), while development in the Mixed Use zone outside of this area would be allowed to develop with one or two stories, up to 35 feet. The central hub area would be oriented to provide pedestrian connectivity to a plaza that would serve as the central gathering area for the Springs. Residential uses in the hub area would be mixed use in nature and would primarily be located above ground floor retail, restaurant, and neighborhood services.

The community plaza is envisioned in the area located around the post office and across the street at the Highway 12/Vallejo Avenue parking lot. The community plaza would be sized to accommodate various community uses, including a farmers’ market, concerts, and events. The community plaza would include green areas, shade structures, and a water












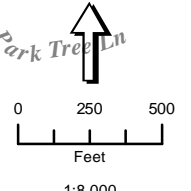
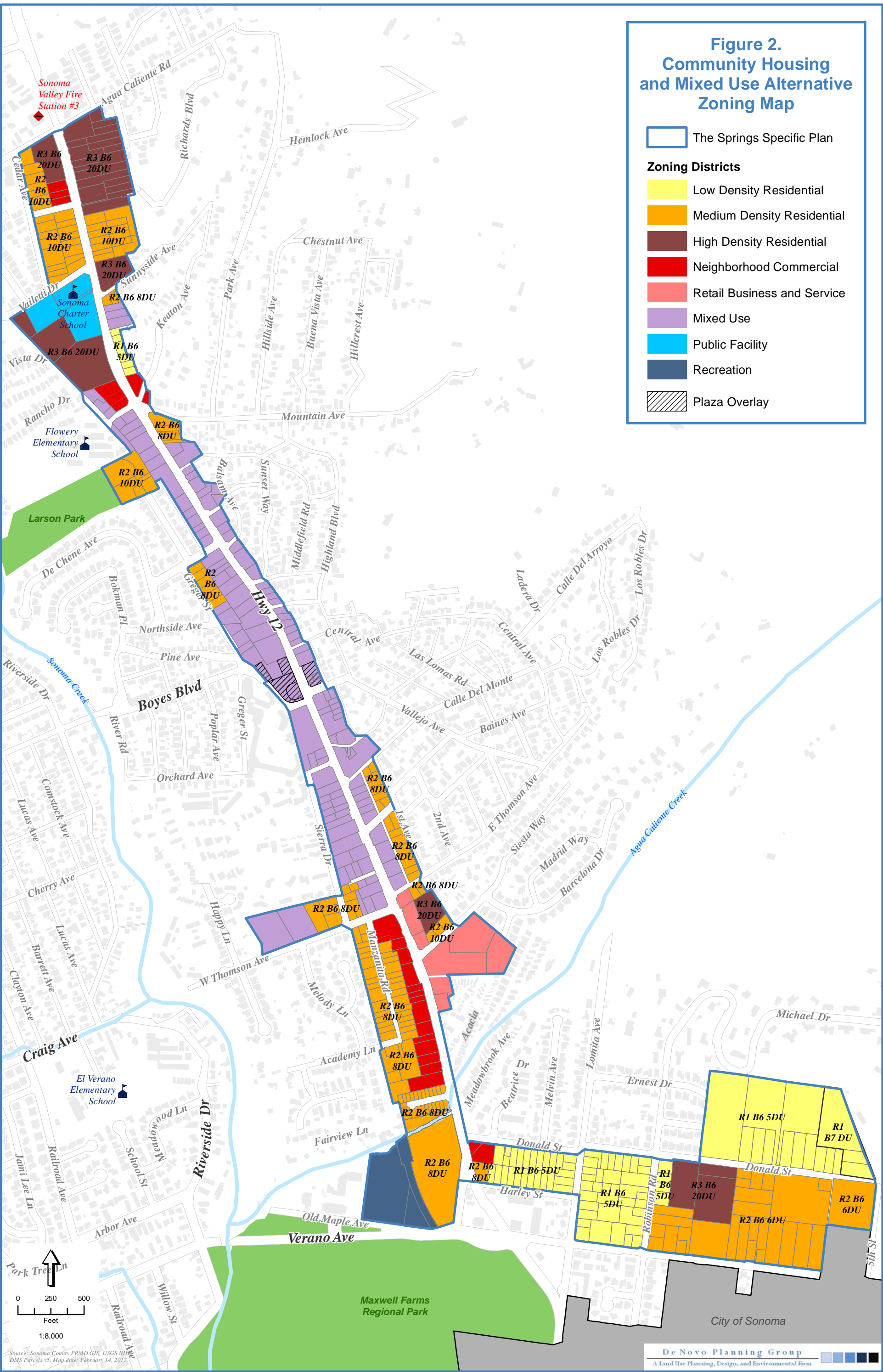
Community Housing and Mixed Use Alternative: Springs Mixed Use Corridor and Community Plaza

**Figure 2.
Community Housing
and Mixed Use Alternative
Zoning Map**

 The Springs Specific Plan

Zoning Districts

-  Low Density Residential
-  Medium Density Residential
-  High Density Residential
-  Neighborhood Commercial
-  Retail Business and Service
-  Mixed Use
-  Public Facility
-  Recreation
-  Plaza Overlay



Source: Sonoma County PRMD GIS, USGS NHDPlus, DMS Parcels v5. Map date: February 14, 2017.

feature. The hub would provide opportunities for ground-floor restaurant, retail, and service uses oriented toward local residents and higher-density residential uses on the upper floors. A parking structure would be located in the vicinity of the hub and would accommodate most of the parking demand from the community plaza and non-residential mixed use development.

INCREASED HOUSING OPPORTUNITIES

The Community Housing and Mixed Use Alternative provides a significant increase in housing and includes the greatest range of residential densities. This range of residential densities would provide opportunities for both single family and multifamily units. This alternative would allow for higher density uses along the Highway 12 corridor in order to encourage affordable workforce housing. High density residential designations would provide for infill development with multifamily uses in the northern portion of the Springs along Highway 12 between Sunnyside Avenue and Agua Caliente Road, along Highway 12 south of Thomson Avenue behind the Arroyo Veterinary Clinic, and in the Donald/Verano neighborhood.

Medium density residential uses are spread throughout the Plan area and would accommodate small lot single family residential uses as well as duplex through fourplex units. The focus on increasing residential densities in comparison to the existing zoning for the area would provide increased housing choice and a range of housing types and affordability levels.

LOCAL-SERVING USES

This alternative would accommodate a variety of new commercial, office, and recreational uses. Under this alternative, the Specific Plan would include policy language to encourage businesses oriented to the needs of local residents, businesses, and neighborhoods, rather than businesses with a regional focus or tourism focus.

The Sonoma Splash property, located north of the Old Maple Avenue and Verano Avenue, is currently zoned to allow for a variety of recreation and visitor serving uses, such as health clubs, sports facilities, hotels, etc. This alternative designates the Sonoma Splash property, recreational and high density residential uses in order to accommodate a community serving aquatic center and high density workforce housing.

This alternative and the Moderate Growth Alternative would include incentives, such as a density bonus or modified development standards, for projects to provide on-site employee housing or affordable housing.

In order to encourage retail and service businesses that serve the local community to locate in the Springs, this alternative and the Moderate Growth Alternative do not include the Traffic Sensitive Combining Districts or General Plan designations.

Table 2 summarizes zoning and associated residential and non-residential growth under the Community Housing and Mixed Use Alternative. Table 3 summarizes new residential and non-residential growth by specific types of development that would occur under the Community Housing and Mixed Use Alternative.

LAND USE AND CIRCULATION ALTERNATIVES REPORT

Zoning	Proposed Acreage	New Residential Units	New Non-Residential S.F.
Commercial and Office			
Administrative and Professional Office (CO)	6.59	0	16,072
Neighborhood Commercial (C1)	6.96	6	19,950
<i>Subtotal</i>	<i>13.55</i>	<i>6</i>	<i>36,022</i>
Residential			
Low Density Residential (R1)	31.46	49	0
Medium Density Residential (R2)	48.42	46	0
High Density Residential (R3)	19.09	194	0
<i>Subtotal</i>	<i>98.97</i>	<i>289</i>	<i>0</i>
Mixed Use			
Mixed Use (MX)	32.25	349	189,957
Other			
Public Facility (PF)	3.72	0	0
Recreation (K)	5.42	8	30,709
<i>Subtotal</i>	<i>9.14</i>	<i>8</i>	<i>30,709</i>
TOTAL	153.91	652	256,688

SOURCE: DE NOVO PLANNING GROUP, 2016

NOTE: THE TOTAL ACREAGE SHOWN DIFFERS FROM THE TOTAL SPECIFIC PLAN ACREAGE (178 ACRES) AS ROADS AND RIGHT-OF-WAYS ARE NOT INCLUDED IN THE ABOVE TABLE.

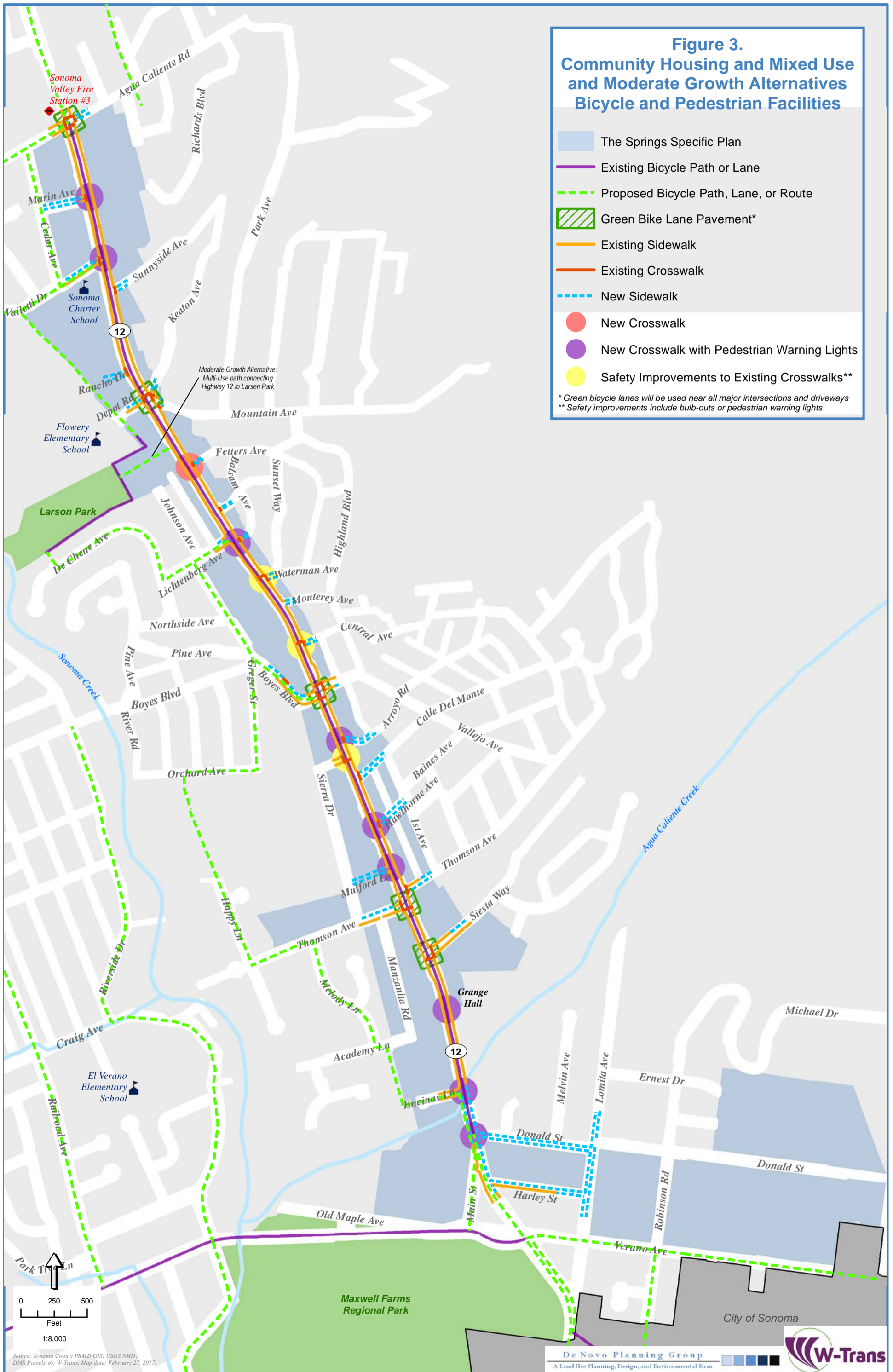
Development	Existing	New Growth	Total
Residential Units			
Single Family Units	353	84	437
Multifamily Units	346	568	914
<i>Total</i>	<i>699</i>	<i>652</i>	<i>1,351</i>
Non-Residential Square Footage			
Commercial	95,866	19,590	115,456
Office	19,480	16,072	35,552
Industrial	30,805	0	30,805
Mixed Use (Commercial/Office)	54,028	189,957	243,985
Recreation	0	30,709	30,709
Public/Quasi-Public	4,379	0	4,379
Total	204,558	256,328	460,886

SOURCE: DE NOVO PLANNING GROUP, 2016

Figure 3.
Community Housing and Mixed Use
and Moderate Growth Alternatives
Bicycle and Pedestrian Facilities

- The Springs Specific Plan
- Existing Bicycle Path or Lane
- Proposed Bicycle Path, Lane, or Route
- Green Bike Lane Pavement*
- Existing Sidewalk
- Existing Crosswalk
- New Sidewalk
- New Crosswalk
- New Crosswalk with Pedestrian Warning Lights
- Safety Improvements to Existing Crosswalks**

* Green bicycle lanes will be used near all major intersections and driveways
 ** Safety improvements include bulb-outs or pedestrian warning lights



Source: Sonoma County PRMD GIS, USGS NHD, DMS Parcels v6; W-Trans. Map date: February 27, 2017.

Community Housing and Mixed Use Alternative Circulation Concepts

Pedestrian, bicycle, transit, and automobile improvements for this alternative are described below. See Table 9 for a summary of circulation improvements under each alternative.

PEDESTRIAN CIRCULATION

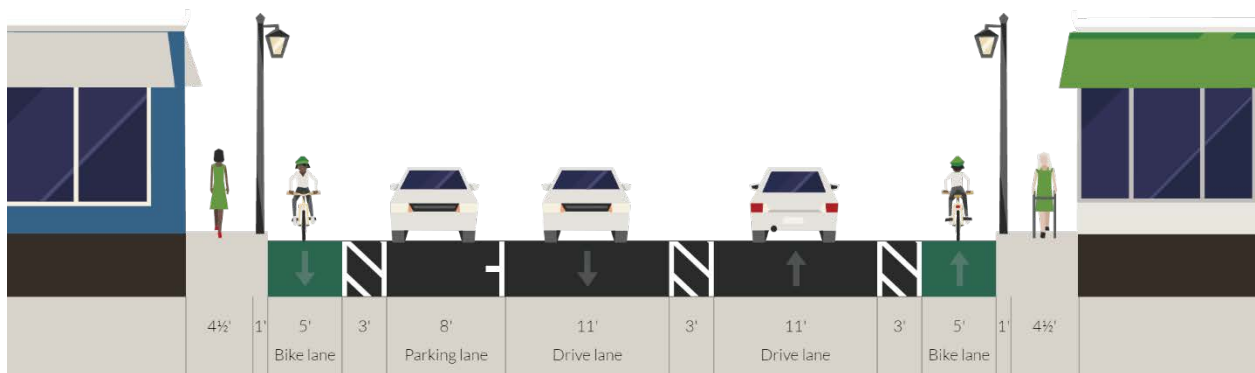
Improved walkability is a main goal for the Specific Plan and was widely cited as very important by participants in the community workshops. The Community Housing and Mixed Use Alternative would provide improved pedestrian facilities throughout the Plan area by filling sidewalk gaps and adding new crosswalk and pedestrian safety facilities along Highway 12 as shown in Figure 3.

Under this alternative, the gaps in the sidewalks in the Donald-Verano area and between Encinas Lane and Harley Street would be filled and the Agua Caliente Creek bridge would be widened. On side streets, sidewalk gaps would be filled as parcels develop or redevelop and when new parking facilities are developed.

Improvements to crosswalks along Highway 12 would include adding crosswalks with bulbouts, median refuge, and pedestrian warning lights adjacent to the bus stops at Marin Avenue, Balsam Avenue, Hawthorne Avenue, Mulford Lane and at Arroyo Road, adding crosswalks with bulbouts and pedestrian warning lights on Vailetti Drive adjacent the school, south of the Grange Hall, and at Encinas Lane, adding pedestrian warning lights to the existing crosswalk at Central Avenue, adding a crosswalk with bulbout on the west side of Fetters Avenue, adding bulbouts to the existing crosswalks at Waterman Avenue and at Sierra Drive, and adding a crosswalk with pedestrian warning lights at Donald Street. The increased street crossing would improve pedestrian circulation along the Highway 12 corridor and would also provide for safer access to transit stops.

BICYCLE CIRCULATION

Bicycle accessibility and safety would be improved through the development of new bike paths and lanes both within the Specific Plan area, as well as in the surrounding area, as envisioned by the Sonoma County Bicycle and Pedestrian Master Plan. Additional improvements to address bicycle circulation under the Community Housing and Mixed Use Alternative include adding green bike lane markings near major intersections and driveways and converting existing 8-foot wide bike lanes to 5-foot wide bike lanes, with a 3-foot striped buffer to separate bicyclists from automobiles.



A depiction of bike lanes separated from the vehicle travel lanes by a painted buffer, as proposed by the Community Housing and Mixed Use and Moderate Growth Alternatives. The center turn lane would be replaced by a painted median.

PARKING

Increased parking opportunities were cited as a primary issue of importance at the community workshops. The Community Housing and Mixed Use Alternative would include multiple methods to increase parking, resulting in approximately 200 to 420 new parking spaces. This alternative would include a parking garage located in the vicinity of the central Specific Plan area. Depending on the specific location, the garage would accommodate approximately 130 to 350 spaces. A surface lot would be created in the northern area to accommodate approximately 35 spaces. Additional street parking would be added on Lichtenberg, Hawthorne, and West Thomson Streets to provide approximately 35 new parking spaces, as shown on Figure 4. While new development would be required to provide on-site parking, development in the Mixed Use zone would be allowed to satisfy a portion of its parking requirement through payment of in-lieu fees or dedication of land to be used for a parking lot or structure.

AUTOMOBILE CIRCULATION

There are limited opportunities to significantly improve automobile circulation in the Springs due to the Highway 12 improvements which were recently implemented. However, reducing the number of driveways along Highway 12 would improve circulation. Driveways would be consolidated or removed as new development or redevelopment occurs through use of shared driveways or by accessing parcels through side streets or alleys, where feasible.



TRANSIT

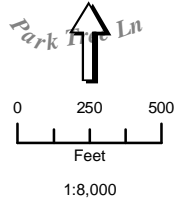
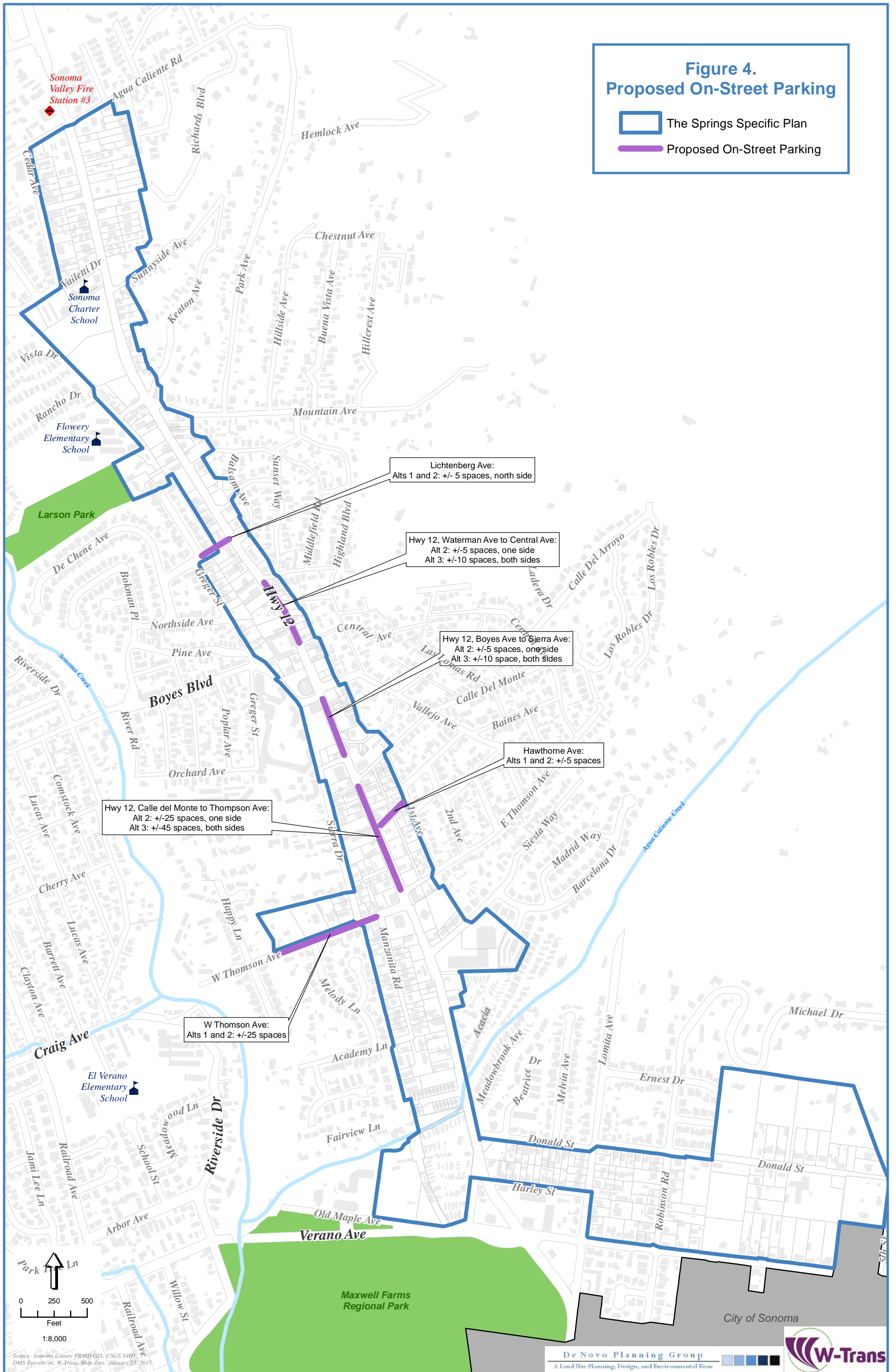
All three alternatives would provide shelters with benches, route information, bike racks, and lighting. Pedestrian access to the transit system would be improved through prioritization of pedestrian crosswalk amenities such as bulbouts and warning lights at locations near transit stops. This alternative would also include policies to support a shuttle between the Springs and downtown Sonoma.

REGIONAL CONNECTIONS

The Community Housing and Mixed Use Alternative would include policies to prioritize a shuttle between the Springs and downtown Sonoma in order to improve regional connectivity and to reduce parking demand throughout the Springs. The improvements to the bicycle, pedestrian, and transit facilities, which are described above for this alternative, are intended to facilitate mobility within the Specific Plan area as well as improve access to regional facilities, such as medical centers, parks, open space, and other destinations.

**Figure 4.
Proposed On-Street Parking**

-  The Springs Specific Plan
-  Proposed On-Street Parking

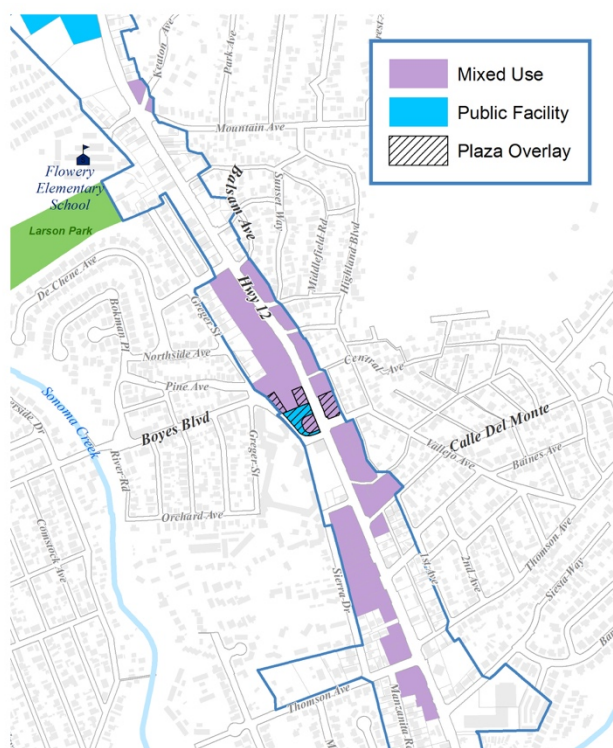


Source: Sonoma County PRMD GIS, USGS NHD, DMS Parcels v6; W-Trans. Map date: January 25, 2017.

2 – MODERATE GROWTH ALTERNATIVE

The Moderate Growth Alternative would result in new community-serving commercial, retail, and office uses as well as new mixed-use and high density residential uses, but would result in less new development than the Community Housing and Mixed Use Alternative. Figure 5 depicts the Zoning Map proposed for the Moderate Growth Alternative.

Moderate Growth Alternative Land Use Concepts



Moderate Growth Alternative: Springs Mixed Use Hub and Community Plaza

MIXED USE HUB

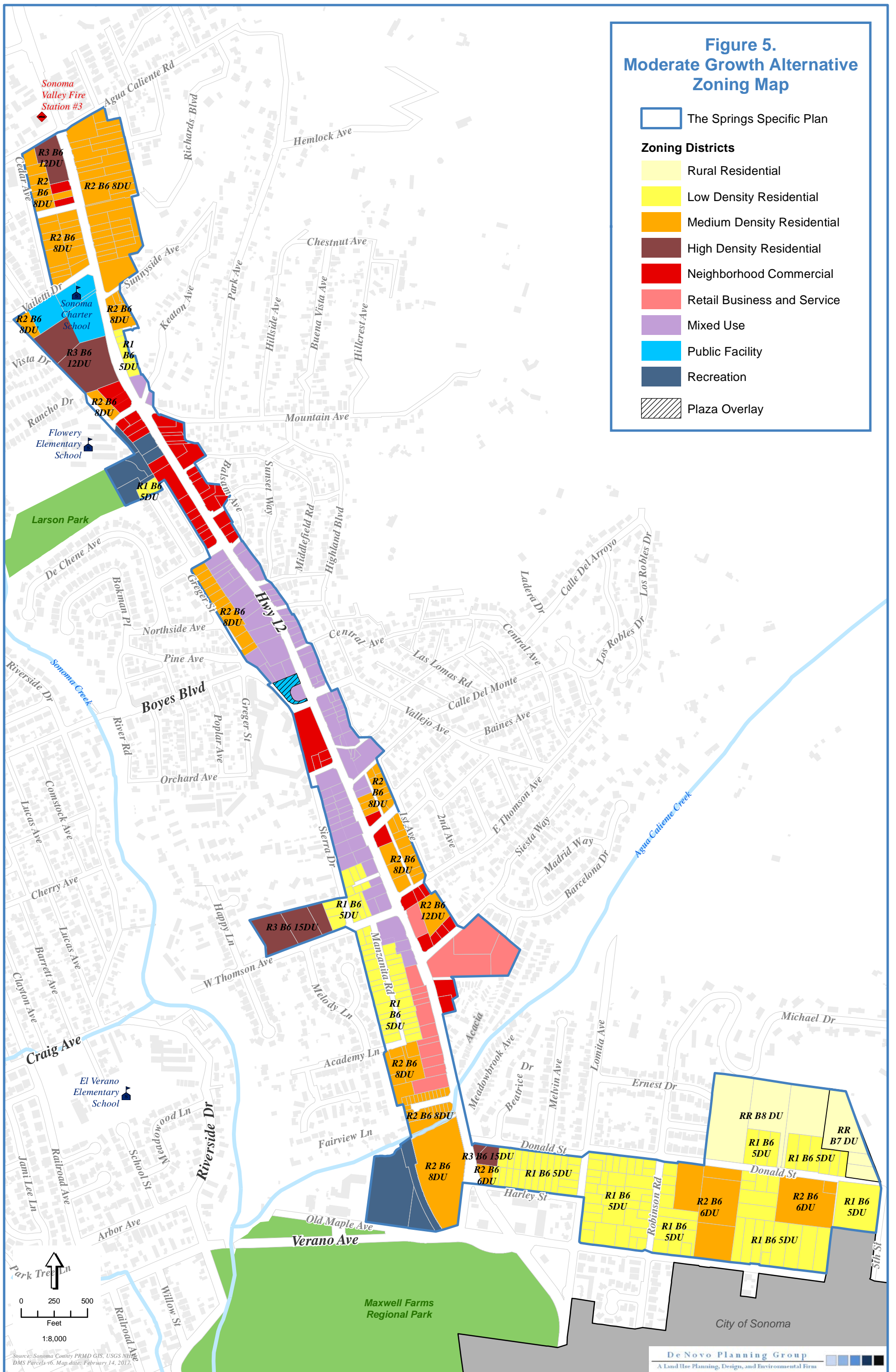
This alternative would be centered around a mixed-use hub extending from Balsam Avenue to the Calle Del Monte area. Similar to the Community Housing and Mixed Use Alternative, this alternative would create a new residential and mixed use neighborhood centered around a community plaza area. This alternative would provide for lower intensity mixed uses in comparison to the Community Housing and Mixed Use Alternative and would have maximum building heights of two stories. The central hub area would be oriented to provide pedestrian connectivity to a plaza that would serve as the central gathering area for the Springs. Under this alternative, the community plaza would be smaller than envisioned for the Community Housing and Mixed Use Alternative and would be limited to the current street area surrounding the Post Office northwest of the Boyes Boulevard/Highway 12 intersection. Residential uses in the hub area would primarily be located above ground floor retail, restaurant, and neighborhood services.

The community plaza would be sized to accommodate various community uses, including a small farmers market and other events. The community plaza would include green areas and shade structures. The hub would provide opportunities for ground-floor restaurant, retail, and service uses oriented toward local residents and higher-density residential uses on the upper floor. Parking lots would be located along the mixed use corridor and would accommodate a portion of the parking demand from the community plaza and non-residential mixed use development.

INCREASED HOUSING OPPORTUNITIES

The Moderate Growth Alternative emphasizes and encourages a range of residential densities in order to provide opportunities for both single family and multifamily units. This alternative would allow for higher density uses along the Highway 12 corridor in the Mixed Use zone in order to encourage multifamily uses and provide affordable workforce housing. However, under this alternative, maximum densities would be less than under the Community Housing and Mixed Use Alternative. Medium density residential designations would provide for infill development throughout the Plan area, including in the northern

**Figure 5.
Moderate Growth Alternative
Zoning Map**



LAND USE AND CIRCULATION ALTERNATIVES REPORT

portion of the Springs along Highway 12 between Agua Caliente Road and Sunnyside Avenue, east of Highway 12 from Calle del Monte to Siesta, and in several locations in the Donald/Verano neighborhood. Medium density residential uses would accommodate small lot single family residential uses as well as duplex through fourplex units. Increasing residential densities in the area would provide increased housing choice and a range of housing types and affordability levels.

RANGE OF LOCAL-SERVING USES

The Moderate Growth Alternative would accommodate a variety of new commercial, office, and recreational uses. Under this alternative, the Specific Plan would include policy language to encourage businesses oriented to the needs of local residents, businesses, and neighborhoods, rather than businesses with a regional focus.

This alternative designates the Sonoma Splash property, located north of the Old Maple Avenue, as both Recreation and High Density Residential in order to accommodate a community aquatic center with high density workforce housing. The Recreation and Visitor Serving Commercial zone is also applied to parcels near Flowery Elementary School in order to provide connectivity between Highway 12 and Larson Park. The Moderate Growth Alternative would also include incentives for employers to provide on-site employee housing or affordable housing.

In order to encourage retail and service businesses that serve the local community to locate in the Springs, this alternative and the Moderate Growth Alternative do not include the Traffic Sensitive Combining Districts or General Plan designations.

Table 4 summarizes land use designations and associated residential and non-residential growth under the Moderate Growth Alternative. Table 5 summarizes new residential and non-residential growth by specific types of development that would occur under the Moderate Growth Alternative.

TABLE 4: MODERATE GROWTH ALTERNATIVE – ACREAGE AND NET GROWTH BY ZONE			
Zoning	Proposed Acreage	New Residential Units	New Non-Residential S.F.
Commercial and Office			
Administrative and Professional Office (CO)	8.9	0	35,502
Neighborhood Commercial (C1)	11.68	15	31,099
<i>Subtotal</i>	<i>20.58</i>	<i>15</i>	<i>66,601</i>
Residential Units			
Rural Residential (RR)	13.32	1	0
Low Density Residential (R1)	37.22	20	0
Medium Density Residential (R2)	43.56	83	0
High Density Residential (R3)	9.29	42	0
<i>Subtotal</i>	<i>103.39</i>	<i>146</i>	<i>0</i>
Mixed Use			
Mixed Use (MX)	17.81	107	76,221

TABLE 4: MODERATE GROWTH ALTERNATIVE – ACREAGE AND NET GROWTH BY ZONE

Zoning	Proposed Acreage	New Residential Units	New Non-Residential S.F.
Other			
Public Facility (PF)	4.24	0	0
Recreation (K)	8.21	9	40,718
<i>Subtotal</i>	<i>12.45</i>	<i>9</i>	<i>40,718</i>
TOTAL	154.23	277	183,540

SOURCE: DE NOVO PLANNING GROUP, 2016

NOTE: THE TOTAL ACREAGE SHOWN DIFFERS FROM THE TOTAL SPECIFIC PLAN ACREAGE (178 ACRES) AS ROADS AND RIGHT-OF-WAYS ARE NOT INCLUDED IN THE ABOVE TABLE.

TABLE 5: MODERATE GROWTH ALTERNATIVE – DEVELOPMENT PROJECTIONS

Development	Existing	New Growth	Total
Residential Units			
Single Family Units	353	92	445
Multifamily Units ¹	346	185	531
<i>Total</i>	<i>699</i>	<i>277</i>	<i>976</i>
Non-Residential Square Footage			
Commercial	95,866	31,099	126,965
Office	19,480	35,502	54,982
Industrial	30,805	0	30,805
Mixed Use (Commercial/Office)	54,028	76,221	130,249
Recreation	0	40,718	40,718
Public/Quasi-Public	4,379	0	4,379
<i>Total</i>	<i>204,558</i>	<i>183,540</i>	<i>388,098</i>

SOURCE: DE NOVO PLANNING GROUP, 2016

Moderate Growth Alternative Circulation Concepts

Pedestrian, bicycle, transit, and automobile improvements for this alternative are described below. See Table 9 for a summary of circulation improvements under each alternative.

PEDESTRIAN CIRCULATION

Improved walkability is a main goal for the Specific Plan and was widely cited as very important by participants in the community workshops. The Moderate Growth Alternative would generally provide the same improvements to pedestrian facilities as the Community Housing and Mixed Use Alternative, including continuous sidewalks, new crosswalks and pedestrian safety improvements, as shown in Figure 3. Under this alternative, the gaps in the sidewalks in the Donald-Verano area and between Encinas Lane and Harley Street would be filled and the Agua Caliente Creek bridge would be widened. On side streets, sidewalk gaps would be filled as parcels develop or redevelop. However, unlike the Community Housing and Mixed Use Alternative, sidewalk gaps in front of parcels in the Donald/Verano neighborhood that are zoned rural residential would not be filled.



Pedestrian warning beacons with median refuge

Improvements to crosswalks along Highway 12 would include adding crosswalks with bulbouts, median refuge, and pedestrian warning lights adjacent to the bus stops at Marin Avenue, Balsam Avenue, Hawthorne Avenue, Mulford Lane and at Arroyo Road, adding crosswalks with bulbouts and pedestrian warning lights on Vailetti Drive adjacent the school, south of the Grange Hall, and at Encinas Lane, adding pedestrian warning lights to the existing crosswalk at Central Avenue, adding a crosswalk with bulbout on the west side of Feters Avenue, adding bulbouts to the existing crosswalks at Waterman Avenue and at Sierra Drive, and adding a crosswalk with pedestrian

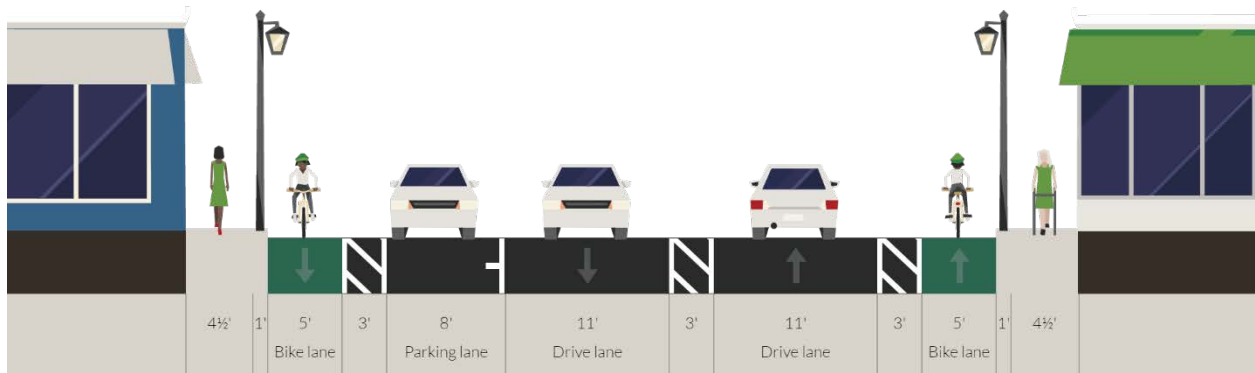
warning lights at Donald Street. The increased street crossing would improve pedestrian circulation along the Highway 12 corridor and would also provide for safer access to transit stops.

BICYCLE CIRCULATION

Bicycle accessibility and safety would be improved through the development of new bike paths and lanes both within the Specific Plan area, as well as in the surrounding area as envisioned by the Sonoma County Bicycle and Pedestrian Master Plan. Additional improvements to address bicycle circulation under the Moderate Growth Alternative include adding green bike lane markings near major intersections and driveways and converting existing 8-foot wide bike lanes to 5-foot wide bike lanes, with a 3-foot striped buffer to separate bicyclists from automobiles. Bicycle improvements are comparable to the Community Housing and Mixed Use Alternative and are shown in Figure 3.

PARKING

The Moderate Growth Alternative would provide approximately 205 to 320 parking spaces. Approximately 35 spaces would be created on Lichtenberg, Hawthorne, and West Thompson Streets, similar to the Community Housing and Mixed Use Alternative. Additional on-street parking would be created through adding an additional 35 spaces along one side of Highway 12 in designated areas. See Figure 4 for the location of new on-street parking. This alternative would also include a new surface lot in the northern area to accommodate 35 spaces and a lot in the central area that would accommodate approximately 100 to 215 spaces, depending on the specific location. This alternative does not include a parking structure. Similar to the Community Housing and Mixed Use Alternative, development in the Mixed Use zone would be allowed to satisfy a portion of its parking requirement through payment of in-lieu fees toward parking facilities or land dedication for a parking facility located within walking distance of the development.



A depiction of how parking on one side of the street could work along specified sections of the Highway 12 corridor under the Community Housing and Mixed Use and the Moderate Growth Alternatives. The center turn lane would be replaced with a painted median and the bike lanes would be separated from the vehicle travel lanes by a painted buffer.

AUTOMOBILE CIRCULATION

The Moderate Growth Alternative includes several approaches to improving automobile circulation. Similar to the Community Housing and Mixed Use Alternative, as new development or redevelopment occurs, driveways would be consolidated where possible, either through use of shared driveways or by accessing parcels through side streets or alleys. This alternative would also restrict intersection left-turn movements at Monterey Avenue, Arroyo Road, Hawthorne Avenue, and Mulford Lane, to allow new on-street parking in these areas. Driveway left-turns would be prohibited through use of a painted median in areas with on-street parking.

TRANSIT

All three alternatives would provide shelters with benches, route information, bike racks, and lighting and would improve pedestrian access to the transit system through prioritization of pedestrian crosswalk amenities such as bulbouts and warning lights at locations near transit stops.

REGIONAL CONNECTIONS

The improvements to the bicycle, pedestrian, and transit facilities described above for this alternative are intended to facilitate enhanced mobility within the Specific Plan area as well as improve access to regional facilities, such as medical centers, parks, open space, and other destinations.

3 – EXISTING ZONING ALTERNATIVE

The Existing Zoning Alternative would continue the County's existing zoning, with the Traffic Sensitive zoning and General Plan land use designation. This alternative would likely have the least development potential. Figure 6 depicts the Zoning Map proposed for the Existing Zoning Alternative.

Existing Zoning Alternative Land Use Concepts

COMMERCIAL AND OFFICE GROWTH

This alternative would allow new commercial and office growth along the Highway 12 corridor, but at a reduced rate in comparison to the Community Housing and Mixed Use and Moderate Growth Alternatives. Growth potential of parcels with the Traffic Sensitive Combining District would be significantly reduced due to the trip generation restrictions on these parcels.

While the Existing Zoning Alternative would include policy language in the Specific Plan to encourage community-serving uses, there would be less of a focus on mixed-use development, a community plaza, and other informal public gathering areas.

The community plaza would be located at the former Boyes Ave right-of-way near the Post Office. The plaza would be an open area with shade structures, but limited green areas. This alternative would not change the land uses surrounding the plaza to a mix of residential and community-serving uses.

HOUSING OPPORTUNITIES

New housing would be limited under the Existing Zoning Alternative, in comparison to the Community Housing and Mixed Use and Moderate Growth Alternatives. The zoning throughout the Specific Plan area limits new residential growth. Zoning also limits subdivision potential in the Donald-Verano area. However, scattered single-family residential growth would occur on an in-fill basis. Higher density residential uses could occur as part of mixed use projects, but there would be no new multifamily housing under this alternative.

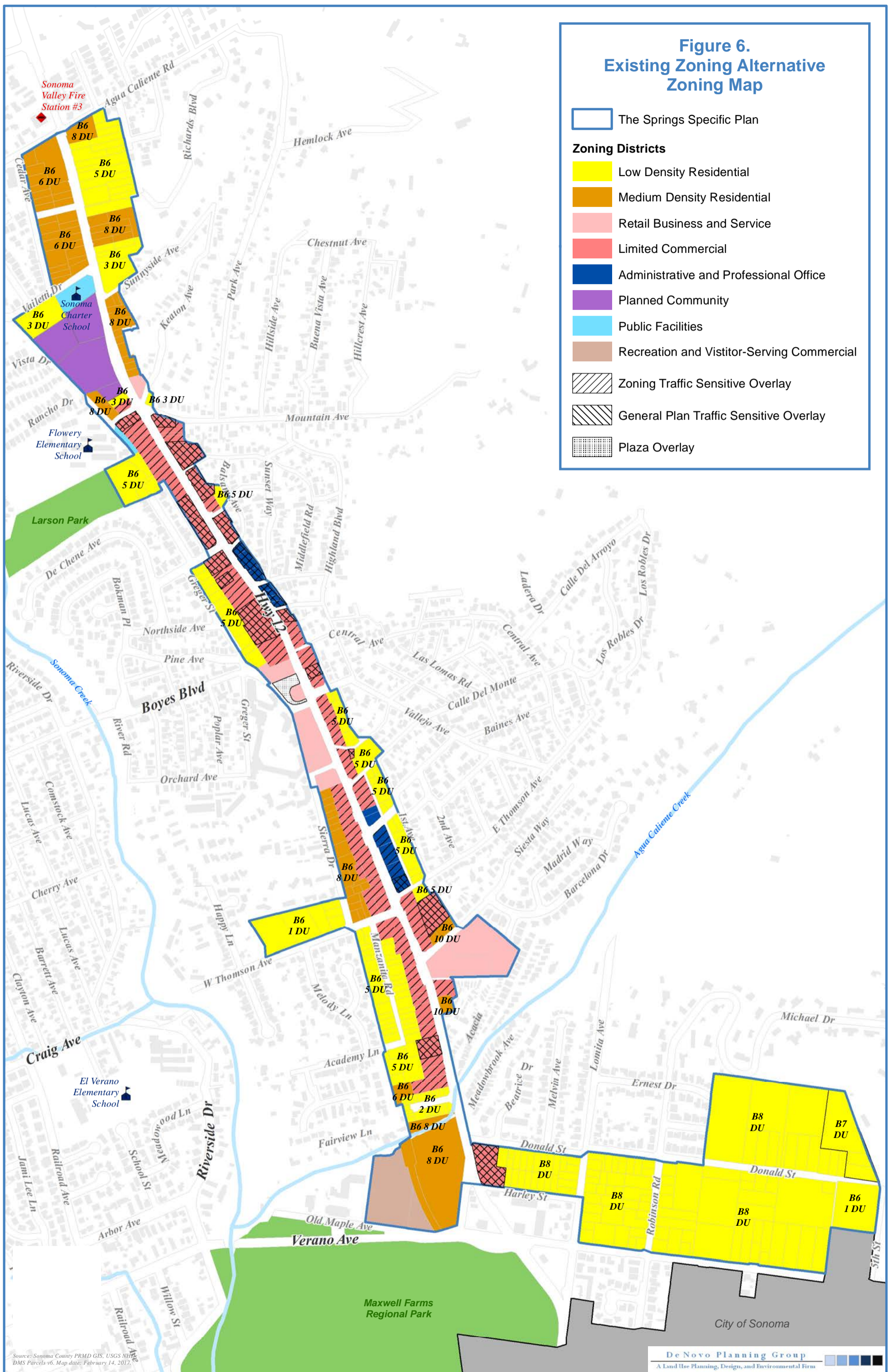
RANGE OF LOCAL-SERVING USES

This alternative would accommodate a variety of new commercial, office, and recreational uses. Under this alternative, the Specific Plan would include policy language to encourage businesses oriented to the needs of local residents, businesses, and neighborhoods, rather than businesses with a regional focus. However, the existing zoning allows development that is more oriented toward regional or tourism-based uses than that proposed by the Community Housing and Mixed Use and Moderate Growth Alternatives.

The Sonoma Splash property would be allowed to develop with an aquatic center under current zoning. However, the amount of workforce housing would be limited and subject to the requirements for mixed-use development.

Table 6 summarizes land use designations and associated residential and non-residential growth under the Existing Zoning Alternative. Table 7 summarizes new residential and non-residential growth by specific types of development that would occur under the Existing Zoning Alternative.

Figure 6.
Existing Zoning Alternative
Zoning Map



The Springs Specific Plan

Zoning Districts

- Low Density Residential
- Medium Density Residential
- Retail Business and Service
- Limited Commercial
- Administrative and Professional Office
- Planned Community
- Public Facilities
- Recreation and Visitor-Serving Commercial
- Zoning Traffic Sensitive Overlay
- General Plan Traffic Sensitive Overlay
- Plaza Overlay

Source: Sonoma County PRMD GIS, USGS NHDPlus, DMS Parcels v6. Map date: February 14, 2017.

LAND USE AND CIRCULATION ALTERNATIVES REPORT

Zoning	Proposed Acreage	New Residential Units	New Non-Residential S.F.
Commercial, Office, and Industrial			
Administrative and Professional Office (CO)	0.32	0	5,397
Administrative and Professional Office, Traffic Sensitive (CO-TS)	2.41	0	6,779
Retail Business and Service (C2)	8.43	3	36,486
Limited Commercial, Traffic Sensitive (LC-TS)	25.47	13	47,015
<i>Subtotal</i>	36.63	16	95,677
Residential			
Low Density Residential (R1)	82.73	20	0
Medium Density Residential (R2)	22.37	8	0
High Density Residential (R3)	0	0	0
<i>Subtotal</i>	105.1	28	0
Planned Community			
Planned Community (PC)	6.14	0	0
<i>Subtotal</i>	6.14	0	0
Public and Semi-Public			
Public Facility (PF)	1.28	0	0
Recreation (K)	4.39	0	45,416
<i>Subtotal</i>	5.67	0	45,416
TOTAL	153.5	44	141,093

SOURCE: DE NOVO PLANNING GROUP, 2016

NOTE: THE TOTAL ACREAGE SHOWN DIFFERS FROM THE TOTAL SPECIFIC PLAN ACREAGE (178 ACRES) AS ROADS AND RIGHT-OF-WAYS ARE NOT INCLUDED IN THE ABOVE TABLE.

Land Use	Existing	New Growth	Total
Residential Units			
Single Family Units	353	28	381
Multifamily Units	346	16	362
<i>Total</i>	699	44	743
Non-Residential Square Footage			
Commercial	95,866	83,501	179,367
Office	19,480	12,176	31,656
Industrial	30,805	0	30,805
Mixed Use (Commercial/Office)	54,028	0	54,028
Recreation	0	45,416	45,416
Public/Quasi-Public	4,379	0	4,379
Total	204,558	141,093	345,651

SOURCE: DE NOVO PLANNING GROUP, 2016

Existing Zoning Alternative Circulation Concepts

Pedestrian, bicycle, transit, and automobile improvements for this alternative are described below. See Table 9 for a summary of circulation improvements under each alternative.

PEDESTRIAN CIRCULATION

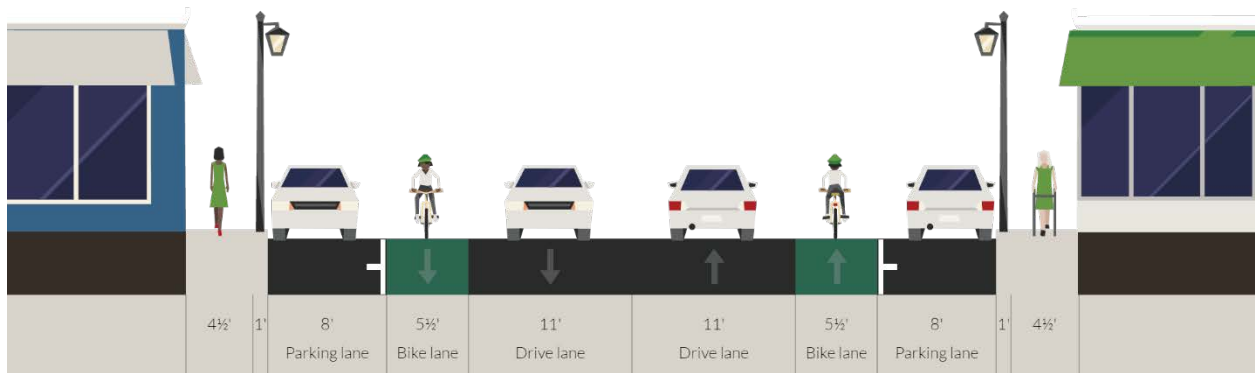
Improved walkability is a main goal for the Specific Plan and was widely cited as very important by participants in the community workshops. The Existing Zoning Alternative would generally provide the same improvements to Highway 12 pedestrian facilities as the Community Housing and Mixed Use and Moderate Growth Alternatives, but would not include any bulbouts or median refuges along the Highway 12 corridor and would not provide improvements at the Highway 12/Waterman Avenue and Highway 12/Sierra Avenue crossings. Under this alternative, the gaps in the sidewalks would be filled as described for the Community Housing and Mixed Use Alternative.

BICYCLE CIRCULATION

Bicycle accessibility and safety would be improved through the development of new bike paths and lanes both within the Specific Plan area, as well as in the surrounding area as envisioned by the Sonoma County Bicycle Master Plan. The bicycle lane buffer identified for the Community Housing and Mixed Use and Moderate Growth Alternatives would not be implemented under the Existing Zoning Alternative.

PARKING

The Existing Zoning Alternative would provide approximately 100 parking spaces. Approximately 65 spaces would be created by providing new on-street parking on both sides of Highway 12 from Waterman to Central Avenues, Boyes to Sierra Avenues, and Calle del Monte to Thomson Avenue, as shown on Figure 4. This alternative would include a new surface lot in the northern area to accommodate 35 spaces.










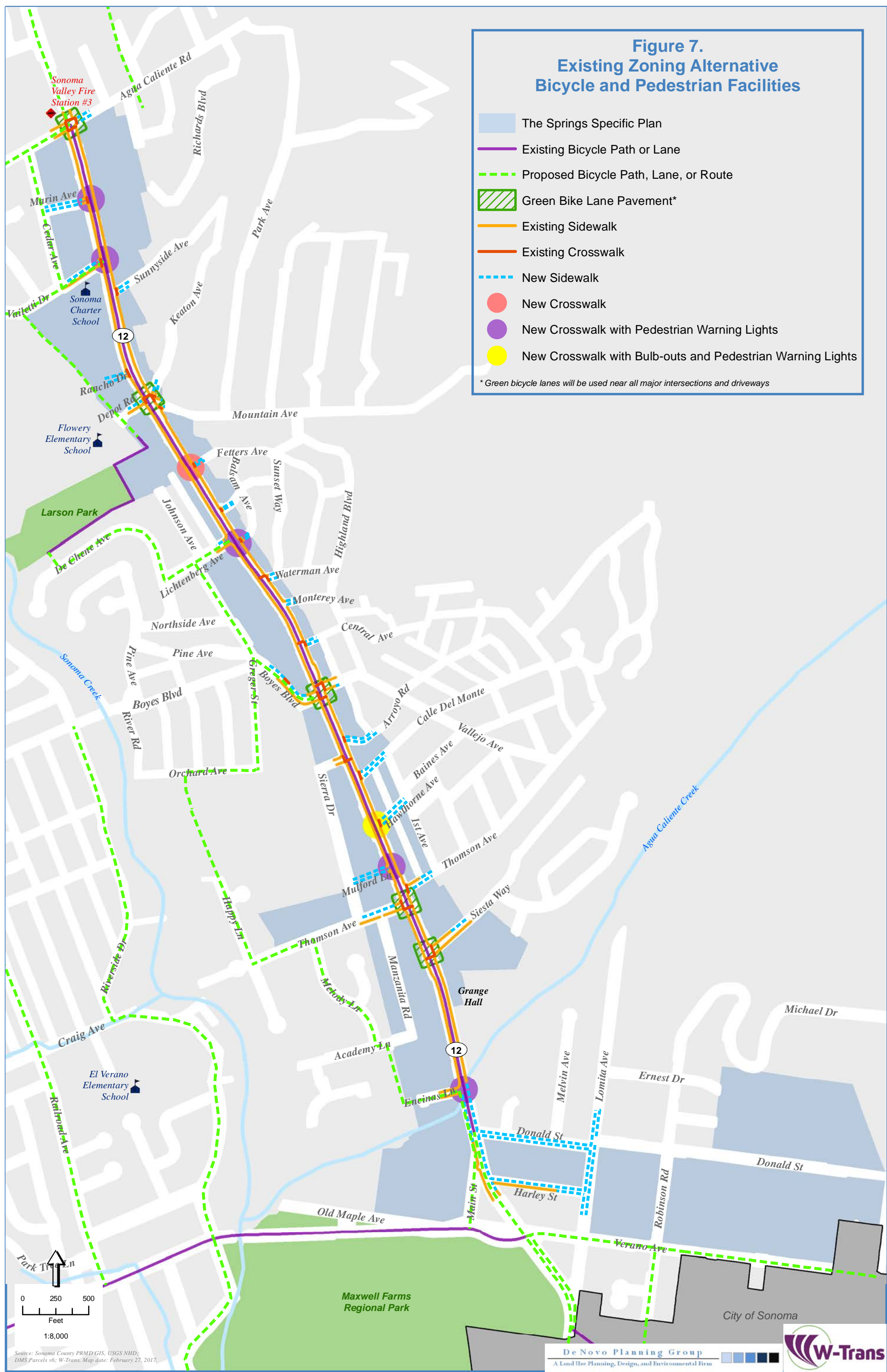
A depiction of how parking on both sides of the street could work along the Highway 12 corridor under the Existing Zoning Alternative. The center turn lane would be eliminated and there would be no central median separating the two vehicle travel lanes.

AUTOMOBILE CIRCULATION

Similar to the Community Housing and Mixed Use and Moderate Growth Alternatives, as new development or redevelopment occurs, driveways would be consolidated where possible, either through use of shared driveway or by accessing parcels through side streets or alleys, where available and feasible. Similar to the Moderate Growth Alternative, this alternative would restrict intersection left-turn movements at Monterey Avenue, Arroyo Road, Hawthorne Avenue, and Mulford Lane, in relation to the

**Figure 7.
Existing Zoning Alternative
Bicycle and Pedestrian Facilities**

-  The Springs Specific Plan
 -  Existing Bicycle Path or Lane
 -  Proposed Bicycle Path, Lane, or Route
 -  Green Bike Lane Pavement*
 -  Existing Sidewalk
 -  Existing Crosswalk
 -  New Sidewalk
 -  New Crosswalk
 -  New Crosswalk with Pedestrian Warning Lights
 -  New Crosswalk with Bulb-outs and Pedestrian Warning Lights
- * Green bicycle lanes will be used near all major intersections and driveways



Source: Sonoma County PRMD GIS, USGS NHD, DMS Parcels v6; W-Trans. Map date: February 27, 2017.

provision of new on-street parking in these areas. Unlike the Moderate Growth Alternative, driveway left-turns would not be prohibited in areas with on-street parking.

TRANSIT

All three alternatives would provide shelters with benches, route information, bike racks, and lighting and would improve pedestrian access to the transit system through prioritization of pedestrian crosswalk amenities such as bulbouts and warning lights at locations near transit stops.

REGIONAL CONNECTIONS

The improvements to the bicycle, pedestrian, and transit facilities are intended to facilitate mobility within the Specific Plan area as well as improve access to regional facilities, such as medical centers, parks, open space, and other destinations. Under the Existing Zoning Alternative, the pedestrian, bicycle, and transit improvements would be less extensive and, thus, provide less access to regional destinations.

ALTERNATIVES SUMMARY

Table 8 summarizes the residential development, non-residential development, and public parking associated with each alternative

TABLE 8: SUMMARY OF NET NEW DEVELOPMENT UNDER THE ALTERNATIVES			
	Community Housing and Mixed Use Alternative	Moderate Growth Alternative	
Single Family Dwelling Units	84	92	28
Multi-family and Mixed Use Dwelling Units	568	185	16
Non-residential (square feet)	256,328	183,540	141,093
Public Parking Spaces	200 to 420	100 to 215	105

Table 9 summarizes the pedestrian, bicycle, transit, and roadway improvements associated with each alternative.

This page left blank intentionally.

TABLE 10: SUMMARY OF CIRCULATION AND MOBILITY IMPROVEMENTS UNDER THE ALTERNATIVES

TABLE 10: SUMMARY OF CIRCULATION AND MOBILITY IMPROVEMENTS UNDER THE ALTERNATIVES			
Hwy 12 Crosswalks			
Agua Caliente Dr		No change	
Marin Ave		New crosswalk (north side), bulbouts, median refuge, warning lights	
Valetti Dr		New crosswalk (north side), bulbouts, warning lights	
Depot Rd		No changes	
Fetters Ave		New crosswalk (south side), bulbout (west side)	
Balsam Ave		New crosswalk (south side), bulbouts, median refuge, warning lights	
Waterman Ave		New bulbouts at existing crosswalk	
Central Ave		New warning lights at existing crosswalk	
Boyes Blvd		No change	
Arroyo Rd		New crosswalk (north side), bulbouts, median refuge, warning lights	
Sierra Dr		New bulbouts at existing crosswalk	
Hawthorne Ave		New crosswalk (north side), bulbouts, median refuge, warning lights	
Mulford Ln		New crosswalk (north side), bulbouts, median refuge, warning lights	
W Thomson Ave		No change	
Siesta Wy		No change	
Grange Hall		New crosswalk, bulbouts, warning light (midblock)	
Encinas Ln		New crosswalk, bulbouts warning lights (post bridge widening)	
Donald St		New crosswalk (south side), warning lights (occurs after sidewalks completed on Hwy 12 and Donald St)	
Sidewalks			

TABLE 10: SUMMARY OF CIRCULATION AND MOBILITY IMPROVEMENTS UNDER THE ALTERNATIVES

		Mixed Use & Community Housing Alternative	Moderate Growth Alternative	Existing Zoning Alternative
Bicycle Circulation	Markings			
	Green Bike Lanes	Near intersections and major driveways	Near intersections and major driveways	None
	Buffered Lanes	Convert 8-ft wide bike lanes to 5-ft wide bike lanes with 3-ft striped buffer between bikes and cars	Convert 8-ft wide bike lanes to 5-ft wide bike lanes with 3-ft striped buffer between bikes and cars	None
	Network			
	New Paths	W. Thomson between Happy Ln. and Melody Dr., and west side of Hwy 12 between Encinas and Donald (including bridge over creek)	W. Thomson between Happy Ln. and Melody Dr., and west side of Hwy 12 between Encinas and Donald (including bridge over creek)	W. Thomson between Happy Ln. and Melody Dr., and west side of Hwy 12 between Encinas and Donald (including bridge over creek)
New Routes	New signed bike routes on Central Sonoma Valley Bikeway alignment and Verano Avenue	New signed bike routes on Central Sonoma Valley Bikeway alignment and Verano Avenue	New signed bike routes on Central Sonoma Valley Bikeway alignment and Verano Avenue	
Automobile Circulation	Hwy 12 Access			
	Driveway consolidation	Consolidate driveways; require new development to provide rear access and eliminate driveway on Hwy when feasible.	Consolidate driveways; require new development to provide rear access and eliminate driveway on Hwy when feasible.	Consolidate driveways; require new development to provide rear access and eliminate driveway on Hwy when feasible.
	Left turns at Intersections	Allow left turns at all intersections	Allow left turns at all intersections	Restrict at Monterey Ave, Arroyo Rd, Hawthorne Ave, and Mulford Ln where there is on-street parking
	Left Turns from Driveway	Allow left turns from all driveways	Use painted median to prohibit left turn in areas with on-street parking	Allow left turns from all driveways
	LOCAL STREETS			
	Minimum cross-section when redeveloped	5-ft sidewalks and 30-foot paved right-of-way for auto travel and parking	5-ft asphalt pedestrian path (one side of street), 22-ft roadway, gravel shoulders for parking on non-path side of street (27-ft min without parking)	5-ft sidewalks and 30-foot paved right-of-way for auto travel and parking. No change to low density residential areas.
	Donald-Verano Area	5-ft sidewalks and 30-foot paved right-of-way for auto travel and parking	5-ft sidewalks and 30-foot paved width that accommodates parking and auto travel (40-ft min). No change to parcels zoned Rural Residential north of Donald St.	5-ft sidewalks and 30-foot paved right-of-way for auto travel and parking
	TRAFFIC CONTROLS			
	New traffic signals (pending analysis)	Possible need for 1-2 new signals (dependent on land use, location of large parking facilities, and pedestrian activity)	Possible need for 1-2 new signals (dependent on land use, location of large parking facilities, and pedestrian activity)	Unlikely to be warranted

TABLE 10: SUMMARY OF CIRCULATION AND MOBILITY IMPROVEMENTS UNDER THE ALTERNATIVES

		Mixed Use & Community Housing Alternative	Moderate Growth Alternative	Existing Zoning Alternative
Transit	<u>BUS STOPS</u>			
	Improvements	Add shelters, benches, route information, bike racks, and lighting	Add shelters, benches, route information, bike racks, and lighting	Add shelters, benches, route information, bike racks, and lighting
	Pedestrian connections	Prioritize pedestrian crossing amenities at locations near transit stops	Prioritize pedestrian crossing amenities at locations near transit stops	Prioritize pedestrian crossing amenities at locations near transit stops
	<u>TRANSIT SERVICE</u>			
	Increased frequency	Work with Sonoma County Transit to increase frequency of routes with emphasis on connections to Santa Rosa and Sonoma	Work with Sonoma County Transit to increase frequency of routes with emphasis on connections to Santa Rosa and Sonoma	Work with Sonoma County Transit to increase frequency of routes with emphasis on connections to Santa Rosa and Sonoma
	Local shuttle	Local Springs/Sonoma shuttle	None	None
Parking	<u>ON-STREET PARKING</u>			
	Side Streets	Add parking on side streets: Lichtenberg (5 spaces), Hawthorne (5 spaces), and West Thomson (25 spaces)	Add parking on side streets: Lichtenberg (5 spaces), Hawthorne (5 spaces), and West Thomson (25 spaces)	No change
	Highway 12	No changes	Add spaces to one side of Hwy 12 in designated areas: Waterman to Central (5 spaces), Boyes. to Sierra (5 spaces), Calle del Monte to Thomson (25 spaces)	Add spaces to both sides of Hwy 12 in designated areas Waterman to Central (10 spaces), Boyes to Sierra (10 spaces), Calle del Monte to Thomson (45 spaces)
	<u>OFF-STREET PARKING</u>			
	Surface Lot(s)	Surface lot near Flowery School (35 spaces)	Surface lot near Flowery School (35 spaces) Add surface lot in central area (100 to 215 spaces)	Surface lot near Flowery School (35 spaces)
	Parking Garage	Add garage in central area (130 to 350 spaces)	None	None

This page left blank intentionally.

3.0 EVALUATION OF ALTERNATIVES

LAND USE AND GROWTH

While all three alternatives present a range of land use types, including residential, commercial, office, and other uses, there are different levels of development that could occur under each of the three alternatives. As described previously the Community Housing and Mixed Use and Moderate Growth Alternative each have a mixed-use focus that is intended to support a central hub area and a high density residential component intended to accommodate more workforce and affordable housing. The Existing Zoning Alternative provides for minimal residential growth and would primarily accommodate new commercial and office growth.

Table 10 summarizes the acreage by land use type for each alternative. As much of the Specific Plan area is developed, the land use designations and associated acreage information alone does not present a full picture of the development anticipated to occur.

Table 11 identifies the development, both residential and non-residential, that would be accommodated under each alternative. As shown in Table 11, the Community Housing and Mixed Use Alternative includes the highest growth scenario. Under the Community Housing and Mixed Use Alternative, there would be an increase of approximately 652 residential units, compared with 277 under the Moderate Growth Alternative and 44 under the Existing Zoning Alternative. The Community Housing and Mixed Use Alternative would also have the most high density development (543 units), that would likely occur as a mixture of mixed use, apartment, and townhome units, compared with 149 high density and mixed use units under the Moderate Growth Alternative and 13 mixed use units under the Existing Zoning Alternative.

All three alternatives would support a range of non-residential development, including commercial, office, mixed use, and recreation uses. The Community Housing and Mixed Use Alternative would have the largest amount of non-residential development, 256,328 sf, compared with 183,540 square feet under the Moderate Growth Alternative and 141,093 under the Existing Zoning Alternative.

The Community Housing and Mixed Use and Moderate Growth Alternatives provide more of a focus on community-oriented commercial, office, and recreation uses, rather than regional serving uses, while the Existing Zoning Alternative would accommodate community-oriented and regional-serving uses equally. Under the Community Housing and Mixed Use Alternative, the majority of new non-residential development would occur as mixed use development, that serves to support neighborhood residential uses, community needs, and would be integrated with community open spaces and public areas. While the Community Housing and Mixed Use Alternative has some lands designated for solely neighborhood commercial and office uses, the amount is small in comparison to the potential for mixed use. Comparatively, the Moderate Growth Alternative provides similar amounts of mixed use sites, as well as accommodating growth in neighborhood commercial and office uses. The Existing Zoning Alternative does not include any sites designated for mixed use development, but does accommodate a range of regional commercial and office uses, as well as neighborhood serving retail, commercial, and office uses. Under the Existing Zoning Alternative, development would be limited by the TS combining district as described in Table 1 and shown on Figure 6. The Moderate Growth Alternative designates additional recreation sites located east of Larson Park, that would not occur under the other alternatives.

The three alternatives would accommodate differing levels of residential and employment growth. Table 12 summarizes the increase in population, dwelling units and jobs that may occur under each of the three

LAND USE AND CIRCULATION ALTERNATIVES REPORT

alternatives. The growth assumptions use data from the California Department of Finance, Sonoma County Assessor, and review of on-ground conditions via site visits and aerial photographs.

Land Use Type (Implementing Zoning District)	Existing Zoning Alternative Acreage		
Commercial and Office			
Administrative and Professional Office (CO)	6.59	8.9	0.32
Administrative and Professional Office, Traffic Sensitive (CO-TS)	0	0	2.41
Neighborhood Commercial (C1)	6.96	11.68	
Retail Business and Service (C2)	0	0	8.43
Limited Commercial, Traffic Sensitive (LC-TS)	0	0	25.47
<i>Subtotal</i>	<i>13.55</i>	<i>20.58</i>	<i>36.63</i>
Residential			
Rural Residential (RR)	0	13.32	0
Low Density Residential (R1)	31.46	37.22	82.73
Medium Density Residential (R2)	48.42	43.56	22.37
High Density Residential (R3)	19.09	9.29	6.14*
<i>Subtotal</i>	<i>98.97</i>	<i>103.39</i>	<i>111.24</i>
Mixed Use (Co)			
Mixed Use (MX)	32.25	17.81	0
<i>Subtotal</i>	<i>32.25</i>	<i>17.81</i>	<i>0</i>
Other			
Public Facility (PF)	3.72	4.24	0
Recreation (K)	5.42	8.21	4.39
<i>Subtotal</i>	<i>9.14</i>	<i>12.45</i>	<i>4.39</i>
TOTAL	153.91	154.23	152.26

*THIS INCLUDES THE PLANNED COMMUNITY DESIGNATION FOR THE EXISTING ZONING ALTERNATIVE.

NOTE: THE TOTAL ACREAGE VARIES BETWEEN ALTERNATIVES DUE TO DIFFERENT RIGHT-OF-WAY AND ZONING CONFIGURATIONS.

SOURCE: DE NOVO PLANNING GROUP, 2016

TABLE 11: COMPARISON OF POTENTIAL NEW DEVELOPMENT BY ALTERNATIVE

Land Use	Community Housing and Mixed Use Alternative		Moderate Growth Alternative		Existing Zoning Alternative	
	Housing Units	Commercial Square Feet	Housing Units	Commercial Square Feet	Housing Units	Commercial Square Feet
Commercial and Office						
Administrative and Professional Office	0	16,072	0	35,502	0	5,397
Administrative and Professional Office, Traffic Sensitive	0	0	0	0	0	6,779
Retail Business and Service	0	0	0	0	3	36,486
Limited Commercial, Traffic Sensitive	0	0	0	0	13	47,015
Neighborhood Commercial	6	19,590	15	31,099	0	0
<i>Subtotal</i>	6	35,662	15	66,601	16	95,677
Residential						
Rural Residential	0	0	1	0	0	0
Low Density Residential	49	0	20	0	20	0
Medium Density Residential	46	0	83	0	8	0
High Density Residential	194	0	42	0	0	0
<i>Subtotal</i>	289	0	146	0	28	0
Mixed Use						
Mixed Use	349	189,957	107	76,221	0	0
<i>Subtotal</i>	349	189,957	107	76,221	0	0
Public / Recreation						
Recreation	8	30,709	9	40,718	0	45,416
Public Facility	0	0	0	0	0	0
ROW	0	0	0	0	0	0
<i>Subtotal</i>	8	30,709	9	40,718	0	45,416
Total	652	256,328	277	183,540	44	141,093

Population and Dwelling Units

As is shown in Table 12, population growth would be highest under the Community Housing and Mixed Use Alternative (1,826 persons) and lowest under the Existing Zoning Alternative (123 persons). Similarly, new dwelling units would be highest under the Community Housing and Mixed Use Alternative (652 units), lower under the Moderate Growth Alternative (277 units), and lowest under the Existing Zoning Alternative (44 units).

Employment Growth

Potential employment growth was projected based on non-residential square footage. Under buildout conditions, commercial, office, and a portion of mixed use sites were anticipated to be developed at or near the maximum development allowed by the Specific Plan and Zoning Code. The existing square footage on underdeveloped sites was taken from the Assessor’s database. For each type of non-residential development, a factor for job growth was determined based on the ratio of estimated jobs that correlate to a specific land use category.

Job growth within the Specific Plan would be highest under the Community Housing and Mixed Use Alternative (500 jobs), lower under the Moderate Growth Alternative (364 jobs), and lowest under the Existing Zoning Alternative (240 jobs). The Existing Zoning Alternative has the highest ratio of jobs to housing units – this is due to the very limited amount of residential growth that would occur under the Existing Zoning Alternative.

Jobs:Housing Ratio

A jobs:housing ratio identifies the number of housing units available per number of jobs in an area. At buildout, the jobs:housing ratio would 0.61 jobs per housing unit under The Community Housing and Mixed Use Alternative, 0.71 jobs per housing unit under the Moderate Growth Alternative, and 0.76 jobs per housing unit under the Existing Zoning Alternative.

TABLE 12: GROWTH PROJECTIONS BY ALTERNATIVE				
	Population	Dwelling Units	Jobs	Jobs per Housing Unit
Existing Conditions				
<i>The Springs Boundary</i> ¹	1,957	699	327	0.47
New Growth				
Community Housing and Mixed Use Alternative	1,826	652	500	0.77
Moderate Growth Alternative	776	277	364	0.76
Existing Zoning Alternative	123	44	240	5.45
Total: Existing plus New Growth (Buildout)				
Community Housing and Mixed Use Alternative	3,783	1,351	827	0.61
Moderate Growth Alternative	2,733	976	691	0.71
Existing Zoning Alternative	2,080	743	567	0.76

LAND USE AND CIRCULATION ALTERNATIVES REPORT

¹DWELLING UNITS ARE BASED ON 2016 ASSESSOR'S DATA, WITH THE MIDPEN SPRINGS MIXED USE HOUSING ADDED TO THE TOTAL. DWELLING UNITS ARE BASED ON THE SPRINGS SPECIFIC PLAN MARKET AND FEASIBILITY REPORT PREPARED BY NEW ECONOMICS & ADVISORY. JOBS ARE BASED ON EXISTING NON-RESIDENTIAL SQUARE FOOTAGES.

SOURCE: CALIFORNIA DEPARTMENT OF FINANCE, 2016; SONOMA COUNTY ASSESSOR, 2015, US CENSUS, 2016; DE NOVO PLANNING GROUP, 2016

CIRCULATION

This section summarizes the differences between the alternatives associated with various circulation metrics, including trip generation, traffic operations, bicycle accessibility, pedestrian accessibility, transit, and parking. The following summary is based on the circulation and parking analysis prepared by W-trans (see Appendix A).

Traffic Operations

VEHICLE TRIP GENERATION

Table 13 summarizes the incremental increase in trip generation associated with buildout of each Specific Plan alternative. As would be expected in consideration of the net development potential of the alternatives, the Community Housing and Mixed Use Alternative would generate the greatest number of new trips while Existing Zoning Alternative would generate the least. The methodology for determining trip generation is described in Appendix A.

TABLE 13: TRIP GENERATION SUMMARY			
LAND USE	DAILY TRIPS	AM PEAK HOUR TRIPS	PM PEAK HOUR TRIPS
Community Housing and Mixed Use Alternative			
Plan Area north of Agua Caliente Creek	11,152	721	926
<i>Deduction for Internal and Non-Auto Trips</i>	<i>-3,394 (30%)</i>	<i>-150 (21%)</i>	<i>-371 (40%)</i>
Plan Area South of Agua Caliente Creek	1,902	123	157
Total	9,660	694	712
Moderate Growth Alternative			
Plan Area north of Agua Caliente Creek	5,967	408	512
<i>Deduction for Internal and Non-Auto Trips</i>	<i>-1,853 (31%)</i>	<i>-102 (25%)</i>	<i>-190 (37%)</i>
Plan Area South of Agua Caliente Creek	830	53	71
Total	4,944	359	393
Existing Zoning Alternative			
Plan Area north of Agua Caliente Creek	3,102	195	250
<i>Deduction for Internal and Non-Auto Trips</i>	<i>-910 (29%)</i>	<i>-45 (23%)</i>	<i>-89 (36%)</i>
Plan Area South of Agua Caliente Creek	785	48	62
Total	2,977	198	223

NOTE: TRIP REDUCTIONS DETERMINED USING METHODOLOGY IN NCHRP REPORT 684: ENHANCING INTERNAL CAPTURE ESTIMATION FOR MIXED-USE DEVELOPMENT; DAILY DEDUCTION PERCENTAGE IS BASED ON THE AVERAGE OF THE AM AND PM PEAK HOUR PERCENTAGES
SOURCE: W-TRANS, 2016

FUTURE TRAFFIC OPERATIONS

Despite the efficiencies associated with development that supports travel by non-auto modes, buildout of the Specific Plan would increase vehicular traffic on Highway 12. From a percentage increase perspective, the Community Housing and Mixed Use Alternative would be expected to have the largest effect on traffic within the Plan area, resulting in an approximately 25 percent increase in traffic on the southern end of the Highway 12 corridor and a 14 percent increase on the northern end. The Moderate Growth and Existing Zoning Alternatives would be expected to have comparably smaller increases in traffic, with the Existing Zoning Alternative creating the least increase on the northern and central portions of the Highway 12 corridor, and the Moderate Growth Alternative creating the lowest increase on the southern portion of the corridor.

A comparison of the estimated future p.m. peak hour traffic volumes on various segments of Highway 12 within the Plan area is shown in Table 14.

TABLE 14: FUTURE PM PEAK HOUR TRAFFIC VOLUME COMPARISON ON HIGHWAY 12

Highway 12 Segment	Future (No Project)	Future plus Community Housing and Mixed Use Alternative		Future plus Moderate Growth Alternative		Future plus Existing Zoning Alternative	
Agua Caliente Rd to Boyes Blvd	1,760	2,000	+14%	1,880	+7%	1,840	+5%
Boyes Blvd to Siesta Ave	1,890	2,270	+20%	2,100	+11%	2,000	+6%
Siesta Ave to Verano Ave	2,060	2,580	+25%	2,350	+14%	2,420	+17%

NOTE: VOLUMES ARE THE SUM OF NORTHBOUND AND SOUTHBOUND TRAFFIC DURING THE YEAR 2040 P.M. PEAK HOUR

Under future conditions, Highway 12 is projected to operate at LOS E in the future without any additional development in the Specific Plan area. Each of the Specific Plan land use alternatives would further increase future traffic volumes by 5 to 25 percent. Considering the resulting estimated bidirectional volumes on Highway 12, most of which exceed 2,000 vehicles per hour, it is likely that future traffic operation would drop to LOS F during peak hours upon buildout of the Specific Plan and the surrounding region.

As a result, if smooth traffic operation during peak hours is deemed a high priority by community members and decision makers, a more regional approach to accommodating traffic may be required. One option that has been preliminarily suggested by Caltrans in the *Transportation Concept Report: State Route 12 (West)*, 2014, is to re-designate portions of Highway 12, including the Springs area, to a more appropriate route such as Arnold Drive. The City of Sonoma’s recently-adopted General Plan Circulation Element supports further regional study of re-designating Highway 12 to Arnold Drive in order to combat many of the same congestion issues that face the Springs communities.

Level of Service (LOS) is a measurement of the quality of traffic flow based on performance measures like traffic speed, travel time, delay, and safety. LOS is a letter grading system going from A to F. LOS A represents conditions in which drivers encounter minimal delays, whereas LOS F represents extremely congested conditions in which drivers encounter substantial delay and difficulty progressing.

Multimodal Circulation

PEDESTRIAN

In all three alternatives, new crosswalks would be established at the following locations along the Highway 12 corridor (see Figures 3 and 7):

- Marin Avenue
- Vailletti Drive
- Fetters Avenue
- Balsam Avenue
- Arroyo Road
- Hawthorne Avenue
- Mulford Lane
- Encinas Lane
- Donald Street

As funding becomes available, crossing amenities such as bulb-outs, median refuges, and warning lights could be added to these crossings where feasible and warranted by the level of crossing activity. All three alternatives also include installation of a rapid rectangular flashing beacon (warning lights) at the existing crosswalk in the central business district at Central Avenue.

The Community Housing & Mixed Use and Moderate Growth Alternatives include a new midblock crosswalk with bulb-outs and warning lights just south of the Grange Hall, on a segment of Highway 12 that is over 1,000 feet long and without an intersection.

All three alternatives would substantially improve pedestrian mobility and connectivity in the Springs, building upon the improvements made by the recent Highway 12 widening project while also improving convenience and safety for people crossing the highway and traversing the corridor by foot.

BICYCLE

All three alternatives incorporate new bike facilities consistent with the County's bicycle plan, including the following segments:

- Bike path on West Thomson Avenue between Happy Lane and Melody Drive
- Bike path on the west side of Highway 12 between Encinas Lane and Donald Street, including a new bridge over the creek
- Signed bike route on the local streets comprising the Central Sonoma Valley Bikeway alignment

The Community Housing and Mixed Use and Moderate Growth Alternatives would convert the existing 8-foot wide bike lanes on Highway 12 to "buffered bike lanes," comprised of 5-foot bike lanes with a 3-foot wide striped buffer between bike and auto lanes, and including green bike lane markings near intersections and major driveways. These enhancements would help make bicyclists more comfortable using the Highway 12 bicycle lanes by increasing the effective distance between moving vehicles and bicyclists, and would also convey to drivers that bicyclists are likely to be present.

TRANSIT

All three alternatives would improve the attractiveness and viability of using transit through provision of additional bus shelters with benches, route information, bike racks, and lighting. The Specific Plan would include policies calling for coordination with Sonoma County Transit to increase bus frequencies and, under the Community Housing and Mixed Use Alternative, consider establishing a local Springs-area shuttle. Policies will also indicate that pedestrian crossing amenities (such as new crosswalks, bulb-outs, and pedestrian warning lights) should be prioritized near transit stops.

LOCAL ROADWAYS

The Community Housing and Mixed Use Alternative and Existing Zoning Alternative indicate that where sufficient space exists or future redevelopment occurs, local streets should include a minimum 30-foot paved width with on-street parking and five-foot wide sidewalks on both sides of the street (an exception is that current configurations may be maintained fronting the rural- and low-density residential areas identified in the Existing Zoning Alternative). The Moderate Growth Alternative calls for a minimum 22-foot paved width, with a five-foot wide asphalt path on one side of the street, and gravel shoulders used for parking on the other side of the street where space exists.

The Community Housing and Mixed Use Alternative would convert three local roads to one-way operation in order to increase the supply of on-street parking. These include Bernhard Avenue (one-way eastbound), Monterey Avenue (one-way westbound), and Arroyo Road (one-way eastbound). These streets were chosen for one-way conversion because they are located in areas with a “grid” street network, minimizing the amount of re-routing required by drivers.

From a local streets traffic circulation perspective, the provision of sidewalks, paths, and/or parking on local streets would not affect access, though it could help to regulate or somewhat reduce vehicle speeds by maintaining a narrow roadway cross-section, which is generally considered to have a positive effect in residential neighborhoods. The creation of one-way streets in the Community Housing and Mixed Use Alternative would alter local traffic patterns on affected streets, though relatively few drivers would be affected and adjacent low-volume streets can easily accommodate the diverted traffic.

Parking

Currently, parking within the Plan area consists of a mix of on-street parking and off-street private parking lots. On-street parking is prohibited along the length of SR 12 within the Plan area. Street parking is allowed on most local and residential streets, with some occurring either partially or fully on dirt shoulders. On many side streets, parking is fully-utilized during evenings and weekends. Off-street parking is provided primarily in the form of private parking lots. Where available, on-street parking generally has no time restrictions. There is a public parking lot with approximately 20 spaces located northeast of the Highway 12/E. Thomson Avenue intersection.

Most existing retail and office land uses provide their own on-site parking. The elimination of on-street parking spaces along Highway 12 has increased parking pressures on adjacent streets and in private lots. Business owners in the Springs have identified parking shortages as a significant concern. The Springs community has also indicated that on-street parking is limited within the neighborhoods, with the existing demand already at, or exceeding, capacity.

PARKING SCENARIOS BY ALTERNATIVE

In order to present a range of potential parking strategies that could be implemented in the Specific Plan area, each of the three Specific Plan land use alternatives was evaluated using a distinct approach in determining how much additional parking should be provided. The scenarios include:

Community Housing and Mixed Use Alternative – This alternative includes the greatest amount of net new development, and also would include approximately 200 to 420 new public parking spaces. New parking would include a public parking structure with approximately 130 to 350 spaces in the vicinity of the Highway 12/Boyes Avenue intersection and one 35-space public parking lot in the north Specific Plan area, both accessible to the Highway 12 corridor. This is in addition to the existing public lot on the northwest corner of Highway 12/Thomson Avenue. Approximately 35 additional on-street parking spaces

would be created. Parking demand for this alternative was assessed using “shared parking” principles, which recognize that shared spaces serving land uses with different parking demand patterns can achieve greater efficiency.

Moderate Growth Alternative – The land use mix associated with this alternative results in a net development increase that falls in between those of the other two alternatives. The Moderate Growth Alternative would include two new surface parking lots serving the Highway 12 corridor, one located in the vicinity of Boyes Avenue (100 to 215 spaces) and another located in the north area (35 spaces). An additional 70 spaces of on-street parking would be created. Parking demand was assessed using rates recommended by the Metropolitan Planning Commission (MTC) for a “Rural/Small Town” place type.

Existing Zoning Alternative – This alternative would provide new on-street parking (70 spaces) and one surface lot in the north area (35 spaces). Buildout of this alternative essentially represents buildout of the Specific Plan assuming that the existing land use designations remain unchanged. Correspondingly, parking was assessed using the County’s existing parking requirements as contained in the Sonoma County Zoning Code.

EVALUATION AREA, DEVELOPMENT ASSUMPTIONS, AND PARKING DEMAND

The parking evaluation focuses on the net new development within the Plan area along Highway 12 between Agua Caliente Road and Agua Caliente Creek, excluding the Donald Street area. This was done because the Community Housing and Mixed Use Alternative would provide shared parking efficiencies in mixed-use areas within walking distance of one another. This would occur to a less extent under the Moderate Growth Alternative and is not expected under the Existing Zoning Alternative. The residential neighborhood of the Donald Area is significantly different from the retail, commercial, and mixed use focus along the Highway 12 corridor that occurs the alternatives, so the Donald area was excluded from all three alternatives in order to provide a meaningful comparison.

A summary of the net new development and mix of uses associated with each alternative in the Highway 12 Parking Corridor (Specific Plan area excluding the Donald Street neighborhood) is shown in Table 15.

TABLE 15: NEW DEVELOPMENT IN THE HIGHWAY 12 PARKING CORRIDOR BY ALTERNATIVE			
LAND USE	COMMUNITY HOUSING AND MIXED USE ALTERNATIVE	MODERATE GROWTH ALTERNATIVE	EXISTING ZONING ALTERNATIVE
Single family residential	94 du	77 du	34 du
Multifamily residential	439 du	163 du	0 du
Office	88.62 ksf	73.29 ksf	37.46 ksf
Retail	90.68 ksf	47.23 ksf	33.16 ksf
Restaurant	18.14 ksf	9.45 ksf	6.63 ksf

*NOTES: DU = DWELLING UNIT; KSF = 1,000 SQUARE FEET
SOURCE: W-TRANS, 2016*

Community Housing and Mixed Use Alternative

Under the Community Housing and Mixed Use Alternative, the Highway 12 Parking Corridor would include approximately 94 new single family homes, 439 new multi-family units, 88,620 square feet of new office space, 90,680 square feet of new commercial development, 18,040 square feet of new restaurant space, and 0.70 acres of new parks and recreation areas. This development alternative includes the most new development and highest density of the three alternatives. With the proposed mix of uses, a shared parking analysis was conducted in order to determine the amount of parking that would be required to accommodate this level of development.

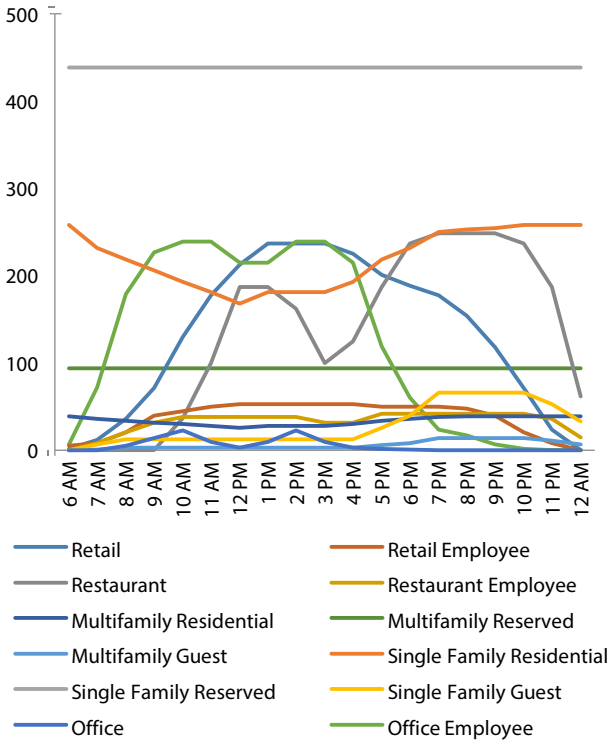
The concept of shared parking is based on the fact that different land uses often experience peak parking demand at different times, be it by time of day or even month of the year. A classic example is that of office and residential uses. The office uses create the highest parking demand during the daytime on weekdays, which also happens to be the time when residential parking demand is at its lowest. If these two land uses were able to share a common parking facility, or exist within a proximate area such as a mixed-use commercial district, the actual number of parking spaces needed to accommodate the combined demand at any given time would be considerably lower than the individual sums of the projected residential and office demand.

A parking demand methodology that considers “shared parking” principles can significantly improve the efficiency of providing parking in a mixed-use environment, and help to avoid an unnecessary oversupply of parking. The Urban Land Institute (ULI) publication *Shared Parking*, 2nd Edition, 2006, includes state-of-the-practice methodologies for determining parking demand in mixed-use areas. The ULI methodology focuses on temporal data, determining when the overall peak demand for various land uses occurs, including what time of day, whether it is a weekday or weekend, and what month of the year. The recommended parking supply is then tied to that maximum demand period.

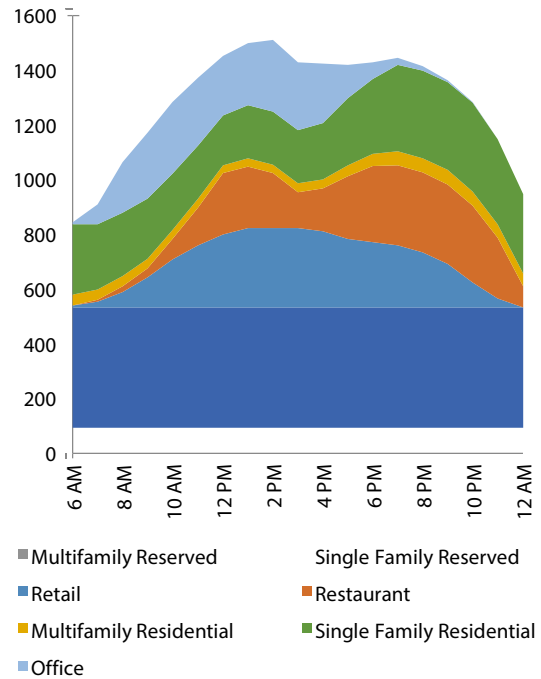
The cumulative parking demand profile for combined uses was assessed by summing the hourly demands of individual land uses described above. From this cumulative parking demand profile, it is possible to determine the hour or hours of the day when the area as a whole would experience peak parking demand. It should be noted that the shared parking analysis assumes that residential uses would include one reserved (non-shared) space per unit, with any additional residential parking demand accommodated in unreserved parking spaces shared with other uses.

The area-wide peak parking demand is projected to occur on weekdays at 7:00 p.m. with a total parking usage of 1,510 spaces, of which 977 would be in shared parking spaces (i.e., demand-occurring beyond the one reserved space per residential unit). The peak parking demand on weekends is somewhat lower than weekday demand, with a total estimated parking usage of 1,450 spaces at 7:00 p.m., of which 921 would be in shared spaces. The cumulative parking demand profiles for weekdays are shown in Graphs 1 and 2, with the weekend profiles shown in Graphs 3 and 4.

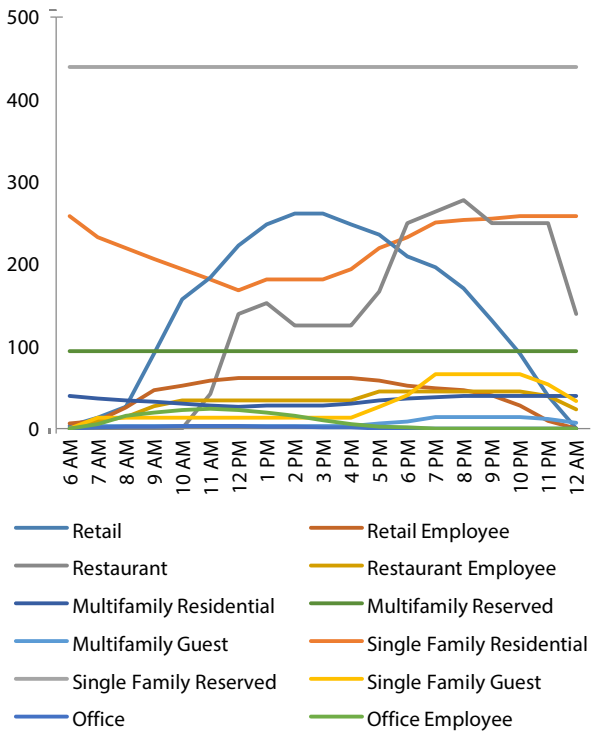
GRAPH 1: WEEKDAY PARKING DEMAND BY LAND USE



GRAPH 2: WEEKDAY CUMULATIVE PARKING DEMAND



GRAPH 3 - WEEKEND PARKING DEMAND BY LAND USE



GRAPH 4 - WEEKEND CUMULATIVE PARKING DEMAND

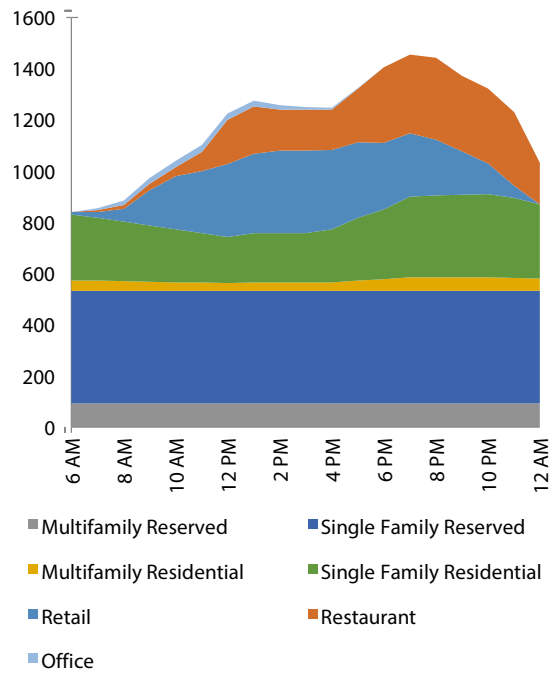


Table 16 summarizes the parking demand experienced for each land use during the peak hour of demand and total number of spaces required to accommodate the peak demand for the entire alternative buildout scenario using shared parking principles.

Single Family Residential	633	755
Multifamily Residential	125	146
Office	262	0
Retail	290	245
Restaurant	200	308
Total	1,510	1,454
<i>Reserved Residential Parking Spaces</i>	<i>533</i>	<i>533</i>
<i>Parking Demand in Shared Spaces</i>	<i>977</i>	<i>921</i>

SOURCE: W-TRANS, 2016

In summary, the Community Housing and Mixed Use Alternative would result in a peak parking demand of 977 shared parking spaces. Between 200 and 420 of these (20 to 43 percent) would be accommodated in new public parking spaces. The remaining parking demand would need to be provided on-site by individual development projects. Parking requirements under this alternative would slightly reduce and simplify the parking requirements; for example, all non-residential uses could be required to provide one space per 300 square feet of building area.

Moderate Growth Alternative

Under the Moderate Growth Alternative, the Highway 12 Parking Corridor would accommodate approximately 77 new single family dwellings, 163 new multi-family dwellings, 73,290 square feet of new office space, 47,230 square feet of new commercial development, 9,450 square feet of new restaurant space, and 0.93 acres of new park and recreation areas.

MTC released a report titled *Reforming Parking Policies to Support Smart Growth – Toolbox/Handbook: Parking Best Practices & Strategies for Supporting Transit Oriented Development in the San Francisco Bay Area*, 2007, that includes recommended parking strategies for various transit oriented development (TOD) types in the Bay Area. The land use mix envisioned for the Moderate Growth Alternative is most similar to the Rural/Small Town TOD type.

Using the MTC parking ratios for the Rural/Small Town place type, the Moderate Growth Alternative buildout scenario would require 799 parking spaces to accommodate the total parking demand. Table 17 summarizes the projected parking demand for the Moderate Growth Alternative.

TABLE 16: MTC PARKING RATIOS BY LAND USE

Single Family Residential	77 du	1.5	116
Multi-Family Residential	163 du	1.5	245
Office	73.29 ksf	3.0	220
Retail	47.23 ksf	3.0	142
Restaurant	9.45 ksf	8.0	76
Total	-	-	799

NOTE: DU = DWELLING UNIT; KSF = 1,000 SQUARE FEET
 SOURCE: W-TRANS, 2016

The Moderate Growth Alternative would include creation of between 205 and 320 new public parking spaces (on-street and in two new parking lots). Applying the MTC parking ratios, these new public spaces would accommodate between 26 and 40 percent of the parking need associated with buildout of the alternative. If only the non-residential uses and their parking demand are considered, the new public spaces would serve between 47 and 73 percent of the non-residential parking need. It would therefore be possible to require less onsite parking for non-residential uses as long as the new public parking spaces are in place to serve the remaining parking demand or to require new development to contribute to its share of the shared parking facilities. Alternatively, the MTC ratios could be applied directly, with the added public parking spaces used to accommodate overflow demand and existing parking shortages.

Existing Zoning Alternative

The Existing Zoning Alternative would allow development of 34 new single family dwellings and no multi-family units, 37,460 square feet of new office space, 33,160 square feet of new commercial development, 6,630 square feet of new restaurant space, and 1.04 acres of new park space in the Highway 12 Parking Corridor. This alternative would include the least amount of development of the three proposed buildout alternatives and is generally consistent with current zoning. In order to determine the parking demand, County parking rates were applied. The County’s off-street parking requirements are contained within Chapter 26-86-010 of the County’s Code of Ordinances, “Parking Regulation.” Based on the County’s parking requirements, the proposed alternative buildout scenario would require 461 new parking spaces as shown in Table 18.

TABLE 18: PARKING REQUIREMENTS PER COUNTY OF SONOMA CODE OF ORDINANCES

LAND USE	UNITS	RATE REQUIRED	SPACES REQUIRED
Single Family Residential	34 du	1.0 covered space	34
Office	37.46 ksf	1.0 per 250 sf, minimum of 4 spaces	150
Retail	33.16 ksf	1.0 per 200 sf	166
Restaurant	6.63 ksf*	1.0 per 60 sf of dining area	111
Total	-	-	461

NOTES: DU = DWELLING UNIT; KSF = 1,000 SQUARE FEET; *PARKING REQUIREMENT IS BASED ON SQUARE FOOTAGE OF DINING AREA, WHICH CANNOT BE DETERMINED WITH THE CURRENT PROJECTIONS SO THE ENTIRE SQUARE FOOTAGE WAS USED FOR A MORE CONSERVATIVE ESTIMATE
 SOURCE: W-TRANS, 2016

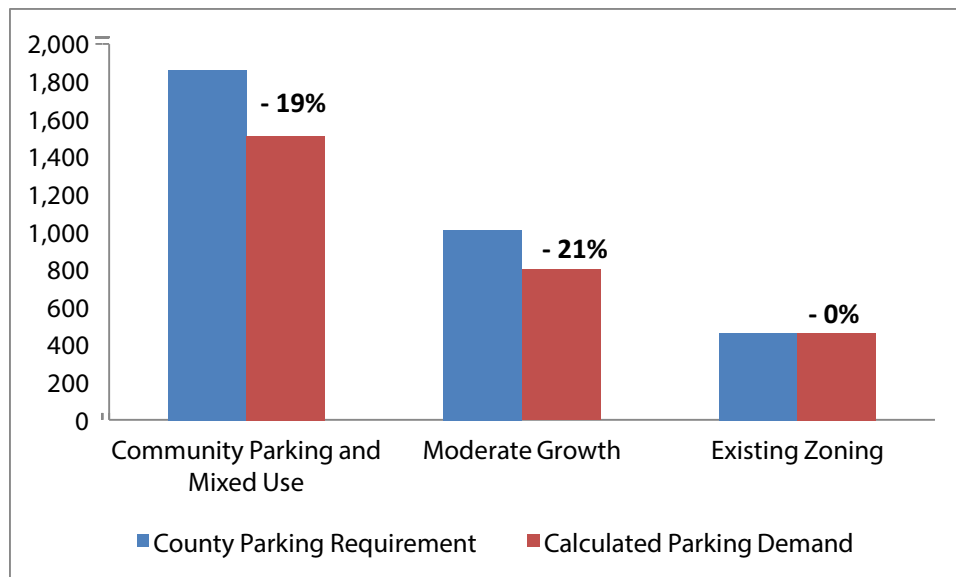
The Existing Zoning Alternative would add approximately 105 new public parking spaces within the Plan area. This represents approximately 23 percent of the required parking. Assuming that the County's current parking requirements remain unchanged, the added public parking supply would primarily be used to accommodate overflow demand and to address current parking shortages.

PARKING COMPARISON

The three alternatives vary considerably in both their development potential and the approach used to determine the amount of parking needed. The Community Housing and Mixed Use Alternative includes the highest density development with potential for a variety of mixed-use projects. The application of shared parking principles works well for mixed-use development in particular where different land uses may share the same parking supply, including existing and future public and private parking lots. Similarly, the parking ratios developed by MTC for rural/small towns in the Bay Area may be useful in more accurately determining the actual parking demand for different land uses in a manner that seeks to avoid developing an oversupply of parking and undermining the potential to create neighborhoods that are oriented to non-auto modes. Representing the status quo, the Existing Zoning Alternative maintains the County's current parking requirements and development potential.

Graph 5 illustrates the difference between applying the County's parking requirements and the calculated parking demand using the shared parking methodology and MTC parking ratios for the Community Housing and Mixed Use and Moderate Growth Alternatives. For the Community Housing and Mixed Use Alternative, when shared parking principles are applied, the actual parking demand generated by the new development is expected to be 19 percent less than the amount of parking that the County code would require. When the Bay Area ratios for rural/small towns are applied to the Moderate Growth Alternative buildout, the parking required to accommodate the proposed development is 21 percent less than the County's parking requirements. While these two alternatives include the highest development densities, their respective parking demand may be considerably less than what would be required by the County Code.

GRAPH 5 - PARKING METHODOLOGY COMPARISON



COMMUNITY HEALTH

This discussion of community health focuses on the livability features associated with each of the three alternatives.

The Community Housing and Mixed Use Alternative proposes a significant amount of mixed use development to support a central plaza in the Springs. The Moderate Growth Alternative proposes a lesser level of mixed use development, but would include mixed uses in support of a central gathering area.

Under the Community Housing and Mixed Use and Moderate Growth Alternatives, multi-modal improvements would include new crosswalks, increased pedestrian safety features, bicyclist safety features, bike racks, bus stop furniture and shelters, and an increase in transit service. The improvements to the pedestrian, bicycle, and transit network would emphasize alternative transportation and would contribute to a more community-oriented type of development that results in a mixed use neighborhood in the central core area. The development associated with the Community Housing and Mixed Use and Moderate Growth Alternatives would include small community open spaces integrated into mixed use, non-residential, and residential development. The Existing Zoning Alternative would include design requirements that result in new small open spaces, but fewer community-serving open spaces are anticipated under the Existing Zoning Alternative.

The Community Housing and Mixed Use and Moderate Growth Alternatives would also accommodate the community-oriented Sonoma Splash development, which would enhance community-serving recreation uses. The Moderate Growth Alternative would also provide new recreational uses and a connection to Larson Park.

The Community Housing and Mixed Use and Moderate Growth Alternatives have been designed to encourage a walkable community core area with bicycle and pedestrian connectivity through the Plan area. Under these alternatives, there would be a central plaza that would accommodate a range of uses, including a farmers' market, community concerts, and would also provide an informal gathering area. The central plaza is also anticipated under the Existing Zoning Alternative, but would be smaller and may not be adequately sized for larger community gatherings like concerts.

Under the Community Housing and Mixed Use Alternative, the significant increase in residential density that would support new workforce housing and housing types (duplexes, attached single family, small lot single family) that are more affordable than traditional single family homes. Some increase in workforce and affordable housing would be expected under the Moderate Growth Alternative, but less than the Community Housing and Mixed Use Alternative.

The Existing Zoning Alternative would result in development types that are similar to the existing development in the Springs and would include both regionally-oriented and community-serving uses. There would be less emphasis on walkability and bicyclist-friendly streets. The reduction in development under this alternative would result in less future transit users and this alternative may not be able to see the increase in transit services anticipated under the other two alternatives.

While Community Housing and Mixed Use and Moderate Growth Alternatives include features to promote non-automotive transportation and to improve pedestrian and bicycle circulation, these alternatives also result in more development which would contribute to potential increases in air pollution and noise generation. Under the Existing Zoning Alternative, the reduced levels of development would also result in a decrease in air pollution and noise generation that would occur under buildout conditions.

PUBLIC SERVICES AND INFRASTRUCTURE:

A comparative discussion of the need for expanded water, wastewater, storm drain, and dry utility infrastructure and the demand for public services (police, fire, schools, etc.) for the alternatives is provided below.

The discussion of water, wastewater, storm drain, and dry utility needs of the three alternatives is based on the Utility Infrastructure Needs Report prepared by EBA Engineering (see Appendix B).

Water

Development under each of the three alternatives would result in an increase in water demand and the need for new water supply infrastructure. As described and calculated in the Utility Needs Infrastructure Report, the increased water demand would be 481.17 acre feet/year for the Community Housing and Mixed Use Alternative, 329.31 acre feet/year for the Moderate Growth Alternative, and 205.16 acre feet/year for the Existing Zoning Alternative.

Water Supply Infrastructure

The Utility Needs Infrastructure Report indicates that existing water utility infrastructure generally appears adequate to support the needs of increased density for all three Specific Plan alternatives. Upgrades to existing aging pipe networks and appurtenances should be considered with future capital improvement projects and with individual developments.

EBA engineering identified that the recommendations for improvements to the water supply infrastructure are generally the same for all alternatives (see Appendix B, Table 2-8), with the following exceptions:

- Large quantities infill projects in the Verano Avenue and Donald Street area, which could occur under both Community Housing and Mixed Use and Moderate Growth Alternatives, may require additional water storage, and
- Very low pressure on Hooker Avenue may require additional infrastructure to support buildout under Community Housing and Mixed Use and Moderate Growth Alternatives.

The Utility Infrastructure Needs Report did not identify any components of the three alternatives that would not be able to be accommodated by improvements to the water supply system.

Aging Infrastructure and Asbestos Cement Pipe

The EBA report noted that many streets within the Specific Plan area are served by aging infrastructure, specifically Asbestos Cement Pipe. The installed pipe is anticipated to be approaching the end of its 50-year design lifespan. Replacement is recommended on a case-by-case basis. The need to replace the existing Asbestos Cement Pipe water mains at some point in the future will occur under all alternatives.

Water Supply

It is noted that the water supply issues related to the overall demand increase are beyond the scope of the Utility Infrastructure Needs Report. The 2015 Urban Water Management Plan prepared for Valley of the Moon Water District anticipated an increase in water demand of 589 acre feet/year by 2040. While the anticipated increase in demand exceeds the amount needed to accommodate new development under each of the three alternatives, the District's service area is larger than the Springs and the projected increase in water supply would need to accommodate other projected development in the service area.

Sewer Infrastructure

Development under each of the three alternatives would result in an increase in wastewater generation and the need for new sewer infrastructure. Wastewater flows are described in terms of Equivalent Single-Family Dwelling Units (ESD), meaning that flows calculated for the variety of residential and non-residential uses that would occur in the Specific Plan area are converted to ESDs. As described and calculated in the Utility Needs Infrastructure Report, the wastewater flow generated would be 872 ESDs for the Community Housing and Mixed Use Alternative, 418 ESDs for the Moderate Growth Alternative, and 103 ESDs for the Existing Zoning Alternative. Dry and wet water flows of sewer would increase correspondingly under all three alternatives.

Impacts of the three alternatives are evaluated based on the significant sewer flow tributary areas within the Specific Plan, described below. Under the Existing Zoning Alternative, sewer demand would be similar to the base estimate for the area and is not anticipated to result in the need for significant new infrastructure. Under Community Housing and Mixed Use and Moderate Growth Alternatives, the need for new infrastructure was identified in a number of tributary areas:

Highway 12- Agua Caliente Road to Sonoma Springs Mixed Use Project (17310 Sonoma Hwy): Under the Community Housing and Mixed Use Alternative, segments of sewer main, generally located in parcels fronting Highway 12 or Cedar Street, may need to be upgraded from 6" vitrified clay pipe sewer main to 8" diameter to meet the current sanitation design standards.

Highway 12- Sonoma Springs Mixed Use Project, 17310 Sonoma Hwy to Balsam Street: Under the Community Housing and Mixed Use and Moderate Growth Alternatives, existing sewer midway between Sunnyside Avenue and Keaton Avenue would need to be extended to accommodate future land uses across Highway 12 from the Sonoma Springs Mixed Use project. The existing 6-inch VCP which conveys to the manhole at Mountain Avenue should be upgraded to 8-inch diameter.

Valetti Drive and Tributary Streets: Under the Community Housing and Mixed Use Alternative, the 8-inch pipe in Valetti Drive may be undersized. Future projects under the Community Housing and Mixed Use and Moderate Growth Alternatives should include study for the tributary area of Hooker Avenue, Agua Caliente Road, Highway 12, Cedar Street, Marin Avenue, Sunnyside Avenue, and Casabella Drive to determine specific impacts downstream.

Highway 12- Calle Del Monte to East Thomson Avenue: Under the Community Housing and Mixed Use and Moderate Growth Alternatives, the existing pipe sizes appear to be adequate in most areas to accommodate the increase barring no extenuating problems downstream. However, extension of the existing sewer mains between Calle Del Monte and East Thomson Avenue would likely be needed and the portion of 6-inch pipe north of East Thomson Avenue may need to be upgraded to 8-inch diameter.

Sierra Drive and West Thomson Avenue: Under the Community Housing and Mixed Use and Moderate Growth Alternatives, infrastructure would require improvements. At a minimum, the 6-inch pipe in West Thomson Avenue to be upgraded to 8-inch.

Highway 12 East Thomson Avenue to Aqua Caliente Creek: Under the Community Housing and Mixed Use and Moderate Growth Alternatives, the existing pipe sizes appear to be generally adequate to accommodate the increase barring no extenuating problems downstream. However, depending on the scope of future infill projects the 6-inch pipe on the west side of Highway 12 should be upgraded to 8-inch to meet the current sanitation design standards. Analyzing the full tributary area of the existing 8-inch pipe would require additional investigation with infill projects.

Manzanita Road: While increased flows would occur under the Community Housing and Mixed Use Alternative, the existing pipe sizes appear to be adequate to accommodate the increase barring no extenuating problems downstream.

Verano Avenue: Under the Community Housing and Mixed Use and Moderate Growth Alternatives, the existing sewer mains, if installed according to the current design guideline, should be adequate. However, sections of sewer main may need to be replaced to ensure a proper velocity of two feet per second, repair damaged or compromised sections, or prevent other existing adverse conditions that may exist downstream. This work should be evaluated on a project by project basis. A significant area conveys to the existing 6-inch sewer main in Old Maple Avenue and enters the 21-inch trunk, crossing Verano Avenue, just East of Sonoma Creek. The buildout of the Paul's Field (Sonoma Splash site) parcels bordering Old Maple Avenue opportunities to more efficiently reroute this 6-inch pipe and upgrade it to 8-inch diameter should be analyzed.

Donald Street: Under the Community Housing and Mixed Use and Moderate Growth Alternatives, the existing sewer mains, if installed according to the current design guideline, should be adequate. However, sections of sewer main may need to be replaced to ensure a proper velocity of two feet per second, repair damaged or compromised sections, or prevent other existing adverse conditions that may exist downstream. This work should be evaluated on a project by project basis. Sewer replacement in this area should be brought up to the current minimum size of 8-inch diameter.

The Utility Infrastructure Needs Report did not identify any components of the three alternatives that would not be able to be accommodated by improvements to the sewer system.

Storm Water Infrastructure

Development under each of the three alternatives would result in an increase in demand for storm water infrastructure. Under all three alternatives, improvements to the storm drain infrastructure would be needed. The Utility Infrastructure Needs Report identifies the watershed areas in the Specific Plan area (see Appendix B, Figure 4-1) and describes improvements to accommodate development under each alternative (see Appendix B, Tables 4-1 through 4-3). Improvements needed under the alternatives are summarized below.

The demand for storm drain infrastructure is generally commensurate with the level of development, with the most improvements needed under the Community Housing and Mixed Use Alternative and the least amount of improvements needed under the Existing Zoning Alternative. Under all three alternatives, flood management facilities, including underground drainage infrastructure, connections and/or extensions to existing drainage infrastructure, drainage easements, and/or creek outlets, would be required in watershed areas 1, 2, 3, 5, 6, 9, 10, 11, 13, 14, 18, and 21. Under the Community Housing and Mixed Use and Moderate Growth Alternatives but not the Existing Zoning Alternative, drainage infrastructure, drainage easements, creek outlets, would be required in watershed areas 7, 8, 15, 16, 17, 19, 23, and 24. The Utility Infrastructure Needs Report did not identify any components of the three alternatives that would not be able to be accommodated by improvements to the storm drain system.

Dry Utilities

Development under the three alternatives would increase the demand for gas, electric, phone, and internet services, collectively referred to as dry utilities. The Utility Infrastructure Needs Analysis concluded that, in general, existing PG&E (gas and electric), AT&T, and Comcast infrastructure should be adequate to support the needs of additional growth and higher densities under each land use alternative

at Specific Plan area build out. While the specific upgrades to existing systems would need to be considered on a project-by-project basis, no specific constraints to accommodating the alternatives was identified.

This page left intentionally blank.