

3.8 RESOURCE USE PATTERNS

3.8.1 TRANSPORTATION

WILFRED AND STONY POINT SITES

Both the Wilfred and the Stony Point sites are located in central Sonoma County, CA. The western boundary of the City of Rohnert Park is adjacent to both sites.

The Wilfred site is bordered by Wilfred Avenue to the north, Stony Point Road to the west, Business Park Drive and Rohnert Park Expressway to the south, and a business park and farmland to the east. Local access to the Wilfred site is provided from Business Park Drive and Wilfred Avenue.

The Stony Point site is bordered by Wilfred Avenue to the north, Stony Point Road to the west, Rohnert Park Expressway to the south, and a mobile home park, a business/industrial park, and farmland to the east. Access to the Stony Point site is provided from Stony Point Road and Wilfred Avenue.

The same existing circulation network is analyzed for both sites.

Existing Circulation Network

The main transportation route through Sonoma County is US Route 101 (U.S.-101), a north-south route connecting the San Francisco area and Marin County to the south with Mendocino County to the north. Streets and highways in the vicinity of the Wilfred and Stony Point sites include Wilfred Avenue, Stony Point Road, Redwood Drive, Commerce Boulevard, Rohnert Park Expressway, Primrose Avenue, and US-101. **Figure 3.8-1** shows the existing area roadway network and **Figure 3.8-2** shows the existing lane geometry and traffic control in the area. A traffic study prepared by Kimley-Horn and Associates, Inc. (2008) is included in **Appendix O**, and is incorporated by reference into this environmental document. The following is a description of the roadway facilities, freeway segments, and ramps included in the traffic impact study.

Roadways

Wilfred Avenue is a rural two-lane roadway with open roadside ditches and no shoulders. The road is classified in the Rohnert Park General Plan as a Major Arterial and is planned to be expanded in the future to four lanes within the City's sphere of influence (SOI) (note that expansion by the City beyond existing city limits (or sphere of influence) cannot occur until the City annexes the area). Within the County, the roadway is classified as a Rural Major Collector.

Figure 3.8-1 Area Road Network – Alternatives A, B, C, D, and E

Figure 3.8-2 Existing Lane Geometry and Traffic Control – Alternatives A, B, C, D, and E

Stony Point Road is a two-lane rural roadway with open roadside ditches, wide shoulders, and left turn bays at major intersections. The road is shown as a Minor Arterial in the Rohnert Park General Plan and a Rural Principal Arterial in unincorporated Sonoma County.

Rohnert Park Expressway is an urban roadway with curbs and gutters and is classified as a Major Arterial in the Rohnert Park General Plan. The road is six lanes wide (with turn lanes) near US-101, but narrows to two lanes at the city limit. Rohnert Park Expressway is considered a Rural Principal Arterial in unincorporated Sonoma County. Between the City limit and Stony Point Road, Rohnert Park Expressway is a two-lane roadway with wide paved shoulders.

Business Park Drive is a two-lane roadway with curbs and gutters, but no on-street parking. The road is classified in the Rohnert Park General Plan as a Minor Collector.

Commerce Boulevard is an urban roadway with curbs and gutters and is classified as a Major Arterial in the Rohnert Park General Plan. The road width varies from two lanes to five lanes wide with left (and sometimes right) turn lanes at major intersections.

Dowdell Avenue is a narrow two-lane roadway with open roadside ditches and no shoulders from south of Wilfred to 385 feet north of Wilfred Avenue where the roadway widens slightly and curbs and gutters are present. The road is classified in the Rohnert Park General Plan as a future Minor Collector.

Labath Avenue is classified as a Minor Collector in the Rohnert Park General Plan (between Rohnert Park Expressway and Wilfred Avenue). Other segments of Labath Avenue are classified as Local Roads. This two-lane wide road has curbs and gutters with on-street parking, south of Business Park Drive. Between Business Park Drive and Wilfred Avenue, the road is unimproved and varies in width from one to two lanes. North of Wilfred Avenue, the road is a narrow two-lane roadway with open roadside ditches and no shoulders. Currently, there is a missing segment north of Business Park Drive; however, the Rohnert Park General Plan shows the completion of the missing segment as lands in the vicinity are developed.

Langner Avenue is not classified in the Rohnert Park General Plan. The roadway establishes a western boundary of urban growth and SOI for the City of Rohnert Park. It is proposed to be developed as a local street with two travel lanes; it may be connected to Labath Avenue through a local cross street.

Millbrae Avenue is a narrow two-lane roadway with open roadside ditches and no shoulders. The road is classified as a Rural Minor Collector in the Draft 2020 Sonoma County General Plan.

Primrose Avenue is a narrow two-lane roadway with open roadside ditches and no shoulders. The road is not classified in the Rohnert Park General Plan.

Redwood Drive is an urban roadway with curbs and gutters and is classified as a Major Arterial in the Rohnert Park General Plan. The road is five lanes wide with left (and sometimes right) turn lanes at major intersections.

Whistler Avenue is a narrow two-lane roadway with open roadside ditches and no shoulders. The road is not classified in the Rohnert Park General Plan.

State Route 116 (SR -116 /Gravenstein Highway) is an urban roadway with curbs and gutters and is classified in the Rohnert Park General Plan as a Minor Arterial west of Redwood Drive and as a Major Arterial east of Redwood Drive, and is considered a Rural Principal Arterial in unincorporated Sonoma County. The road is four lanes wide with left turn lanes at the major intersections.

US -101 is a freeway with a posted speed limit of 65. North of Wilfred Avenue there are three lanes in each direction and K-Rail in the median. One lane in each direction is designated for high occupancy vehicles (HOV). South of Wilfred Road there are two lanes in each direction and a grassy median with a guardrail.

Pedestrian, Bicycle, and Public Transportation Facilities

Rohnert Park's General Plan makes a commitment to improving pedestrian and bicycle circulation as an alternative to automobile use. Sonoma County has adopted a Master Bikeways Plan. Both jurisdictions use designated bikeways: Class I- Paved paths on separate right-of-ways; Class II- Striped lanes within roadways, separate from vehicular travel lanes; or Class III- Designated bicycle routes within roadways, shared with either pedestrians or motorists.

In the vicinity of the Wilfred and Stony Point sites, a Class I bikeway exists on Rohnert Park Expressway (with exception of the section between Business Park Drive and Commerce Boulevard) and Class III bikeways exist along Business Park Drive and Langner Avenue, south of Business Park Drive. According to the Rohnert Park General Plan, Class I bikeways are proposed for Wilfred Avenue, Dowdell Avenue, and Commerce Boulevard from Rohnert Park Expressway to Golf Course Drive, and Class II bicycle lanes are planned for Redwood Drive and Stony Point Road.

Public transportation in the larger area includes several intra-city routes operated by Sonoma County Transit which pass through a transfer station near the intersection of Commerce Drive and Rohnert Park Expressway (immediately east of the US-101/Rohnert Park Expressway

interchange). Intra-city routes include #10, #11, #12, and #14. Buses pass through the transfer station approximately every 30-40 minutes on weekdays and approximately every hour on weekends.

Sonoma County Transit (SCT) Authority also provides several inter-city routes that serve the cities of Sebastopol and Santa Rosa. Inter-city routes include #26, #44, and #48 and connect to a separate transfer station also located near the vicinity of the intra-city station. Bus frequencies are similar to intra-city service. SCT service area does not include the Wilfred or Stony Point sites. Routes 12 and 14 operate on Rohnert Park Expressway as far west as Labath Avenue, and there are no plans to extend SCT service routes at this time.

Golden Gate Transit operates routes along US-101 that pass through Rohnert Park and connect with cities including San Francisco, San Rafael, Petaluma, and Santa Rosa. During the weekday, routes #72, #74, #75, and #76 operate in the AM and PM peak travel directions and stop at the Rohnert Park inter-city transfer station. Route #80, which offers service throughout the day also stops at the Rohnert Park station.

The Sonoma-Marine Area Rail Transit (SMART) rail service connects San Francisco Bay ferry service terminals to Cloverdale (north of Santa Rosa). The rail corridor passes through Rohnert Park with a stop at a station adjacent to the Wilfred Avenue interchange. The SMART project is planned to add a second track near the Wilfred interchange station. Trains could serve up to 13 other stations, eight in Sonoma County and five in Marin, running every 30-minutes during peak periods, with up to 16 trains per day. A bicycle corridor is also proposed on the SMART right-of-way, which parallels US-101 for most of the distance. An Environmental Impact Report (EIR) has recently been completed that evaluates the impacts of the commuter rail service. If funding is secured, service could begin as early as 2007; however, voters rejected the proposed project in November of 2006 by approximately 3 percent of the two-thirds votes needed. Sonoma County voters approved the railway, while Marin County voters rejected the proposed railway project, so the actual service start is uncertain.

Analysis Methodologies

Operating conditions experienced by drivers are described in terms of Level of Service (LOS). LOS is a qualitative measure that includes factors such as speed, travel time, delay, freedom to maneuver, and driving comfort and convenience. Level of Service is represented as letters ranging from A to F, whereby LOS A represents the best traffic flow driving conditions and LOS F represents the worst traffic flow driving conditions. **Table 3.8-1** relates the operational characteristics associated with each LOS category for both signalized and unsignalized intersections.

TABLE 3.8-1
INTERSECTION LEVEL OF SERVICE DEFINITIONS

Level of Service	Description	Signalized (Avg. control delay per vehicle; sec/veh.)	Unsignalized (Avg. control delay per vehicle; sec/veh.)
A	Free flow with no delays. Users are virtually unaffected by others in the traffic stream.	≤ 10	≤ 10
B	Stable traffic. Traffic flows smoothly with few delays.	> 10 – 20	> 10 – 15
C	Stable flow but the operation of individual users becomes affected by other vehicles. Modest delays.	> 20 – 35	> 15 – 25
D	Approaching unstable flow. Operation of individual users becomes significantly affected by other vehicles. Delays may be more than one cycle during peak hours.	> 35 – 55	> 25 – 35
E	Unstable flow with operating conditions at or near the capacity level. Long delays and vehicle queuing.	> 55 – 80	> 35 – 50
F	Forced or breakdown flow that causes reduced capacity. Stop and go traffic conditions. Excessive long delays and vehicle queuing.	> 80	> 50

SOURCE: Transportation Research Board, 2000.

LOS Standards

The minimum standard LOS, as established in the Rohnert Park General Plan (July 2000), allows an LOS C for all arterial and collector roadway segments and intersections. Some roadway segments and intersections are allowed to operate at a lower LOS; these segments and intersections are identified in the General Plan. **Table 3.8-2** describes the criteria (acceptable) LOS standards for each jurisdiction, as well as potential exceptions to those criteria. Caltrans does not allow LOS D or lower to be made worse by project traffic and current LOS D or less must be maintained.

TABLE 3.8-2
LOS STANDARDS – WILFRED AND STONY POINT SITES

Jurisdiction	Acceptable Standard	Exceptions
City of Rohnert Park	LOS C or better	LOS D at the intersection of Wilfred Avenue / Redwood Drive, Wilfred Avenue / US-101 SB Ramps, Golf Course Drive / Commerce Boulevard, and US-101 NB Ramps / Commerce Boulevard. Intersections that are already operating at LOS D or lower are permitted if no feasible improvements exist to improve the LOS, and provided the LOS is not permitted to deteriorate further due to the proposed development project. Rohnert Park considers a project to be significant if a project causes LOS to fall below the city established levels.
Sonoma County	LOS D or better	Project intersections currently operating below the county standard are considered to be significantly impacted if the average delay per vehicle increases by 5 seconds or more.
Caltrans	LOS E or better for freeways and LOS D or better for highways and intersection	If the LOS is already E or F, then a quantitative measure of increased queue lengths and delay should be utilized.

SOURCE: Rohnert Park, 2000; Sonoma County Guidelines for Traffic Studies; Caltrans 2002; Kimley-Horn and Associates, 2008; and AES, 2007.

Existing Condition

This condition is based on intersection traffic counts taken in July and August 2005, 24-hour freeway volumes and percent of trucks and RVs collected in May and June 2004, existing roadway geometry, and existing development conditions. It serves as a baseline from which projections for the 2008 and 2020 year are derived. This condition is reported without the project added into the condition.

Data Collection

Existing US-101 traffic data was collected using digital-wave radar technology to measure vehicle volume and speed per lane for roadway segment analysis.

Weekday intersection turning movement volumes were manually collected in July and August 2005. Turning movement volumes at intersections along Millbrae Avenue were collected in November 2006. Volumes were collected during the AM and PM peak periods of the day in the middle of the week.

Twenty-four hour freeway volumes were collected in May and June 2004. Volumes were collected in each direction and for US-101 segments north of the Wilfred interchange, south of the Rohnert Park Expressway interchange, and between the two interchanges.

Freeway Segment and Ramp Performance

Traffic analyses were completed to evaluate the existing weekday operation of the following freeway segments and ramps:

Segments

- Northbound US-101 south of SR-116
- Northbound US-101 between SR-116 and Rohnert Park Expressway
- Northbound US-101 between Rohnert Park Expressway and Wilfred Avenue
- Northbound US-101 between Wilfred Avenue and Santa Rosa Avenue
- Northbound US-101 north of Santa Rosa Avenue
- Southbound US-101 north of Santa Rosa Avenue
- Southbound US-101 between Wilfred Avenue and Santa Rosa Avenue
- Southbound US-101 between Rohnert Park Expressway and Wilfred Avenue
- Southbound US-101 between SR-116 and Rohnert Park Expressway
- Southbound US-101 south of SR-116

Ramps

- Northbound SR-116 on-ramp
- Northbound Rohnert Park Expressway loop on-ramp

- Northbound Rohnert Park Expressway on-ramp
- Northbound Wilfred Avenue on-ramp
- Southbound Wilfred Avenue on-ramp
- Southbound Santa Rosa Avenue on-ramp
- Southbound Rohnert Park Expressway on-ramp
- Southbound Rohnert Park Expressway loop-on ramp
- Southbound SR-116 on-ramp
- Northbound SR-116 off-ramp
- Northbound Rohnert Park Expressway off-ramp
- Northbound Wilfred Avenue off-ramp
- Northbound Santa Rosa Avenue off-ramp
- Southbound Wilfred Avenue off-ramp
- Southbound Rohnert Park Expressway off-ramp
- Southbound SR-116 off-ramp

The southbound Rohnert Park Expressway loop on-ramp is currently under construction and could not be evaluated under existing conditions. **Table 3.8-3** summarizes the results of this daily freeway segment and ramp analysis for the existing LOS conditions, showing existing unacceptable operations at one on-ramp.

PM Peak Hour Intersection Performance

The following intersections, shown in **Figure 3.8-3**, were evaluated in the traffic study (**Appendix O**):

- Wilfred Avenue/Stony Point Road
- Wilfred Avenue/Primrose Avenue
- Wilfred Avenue/Whistler Avenue
- Wilfred Avenue/Lagner Avenue
- Wilfred Avenue/Labath Avenue
- Wilfred Avenue/Dowdell Avenue
- Wilfred Avenue/Redwood Drive
- Millbrae Ave and Stony Point Rd
- Millbrae Ave and Primrose Avenue
- Millbrae Ave and Whistler Avenue
- Millbrae Ave and Langner Avenue
- Millbrae Ave and Labath Avenue
- Millbrae Ave and Dowdell Avenue
- Redwood Drive/Commerce Boulevard
- Wilfred Avenue/US-101 SB Ramps (future intersection)

Figure 3.5-3, Project Site Intersections. Alternatives A, B, C, D, and H

TABLE 3.8-3
EXISTING FREEWAY SEGMENT AND RAMP PERFORMANCE – WILFRED AND STONY POINT SITES

US-101 Section/Ramp	Criteria LOS	Existing LOS	Density (pc/mi/ln) ^a
Northbound			
US-101 South of SR-116	E	C	22.2
SR-116 Off-ramp	E	D	30.8
SR-116 On-ramp	E	D	34.5
US-101 between SR-116 and Rohnert Park Expressway (NB)	E	D	28.1
Rohnert Park Expressway NB Off-Ramp	E	D	33.6
Rohnert Park Expressway NB On-Ramp (Loop Ramp)	E	D	32.1
Rohnert Park Expressway NB On-Ramp	E	D	32.5
US-101 between Rohnert Park Expressway and Wilfred Ave (NB)	E	D	28.9
Wilfred Ave NB Off-Ramp	E	E	35.4
Wilfred Ave NB On-Ramp	E	F	42.0
US-101 between Wilfred Ave and Santa Rosa Avenue	E	D	26.7
Santa Rosa Avenue NB Off-ramp	E	E	37.2
US-101 North of Santa Rosa Avenue	E	C	20.3
Southbound			
US-101 North of Santa Rosa Avenue	E	C	22.9
Santa Rosa Avenue On-ramp	E	D	31.2
US-101 between Santa Rosa Avenue and Wilfred Ave (SB)	E	D	31.5
Wilfred Ave SB Off-Ramp	E	E	38.0
Wilfred Ave SB On-Ramp	E	D	33.7
US-101 between Rohnert Park Expressway and Wilfred Ave (SB)	E	E	35.2
Rohnert Park Expressway SB Off-Ramp	E	E	38.0
Rohnert Park Expressway SB On-Ramp (Loop Ramp)	E	E	36.0
Rohnert Park Expressway SB On-Ramp	E	E	35.1
US-101 between Rohnert Park Expressway and SR -116 (SB)	E	D	27.1
SR-116 SB Off-ramp	E	D	33.9
SR-116 SB On-ramp	E	D	33.7
US-101 South of SR-116	E	C	24.7

NOTE: ^a pc = passenger cars mi = mile ln = lane
Bold text denotes unacceptable LOS.

SOURCE: Kimley-Horn and Associates, 2008; AES, 2007.

- Golf Course Drive/Commerce Boulevard
- Golf Course Drive/Roberts Lake Road
- US-101 NB Ramps/Commerce Boulevard
- Rohnert Park Expressway/Commerce Boulevard
- Rohnert Park Expressway/US-101 NB Ramps
- Rohnert Park Expressway/US-101 SB Ramps
- Rohnert Park Expressway/Redwood Drive
- Rohnert Park Expressway/Labath Avenue
- Rohnert Park Expressway/Stony Point Road
- Stony Point Project Driveway/Stony Point Road
- Business Park Drive/Labath Avenue
- Business Park Drive/Redwood Drive
- SR-116/Stony Point Road
- SR-116/Redwood Drive
- SR-116/ SB US-101 Ramps
- SR-116/NB US-101 Off-ramp

Table 3.8-4 summarizes the results of daily intersection analysis for the existing LOS conditions and shows the intersection delay experienced per vehicle. The signal control is listed as TS for a signalized intersection and TWSC for a two-way stop-controlled intersection. The overall intersection LOS is reported for signalized intersections. For unsignalized intersections only the worst approach LOS is reported. Thus, for TWSC intersections, the overall intersection may operate acceptably, but the worst approach unacceptably (**Appendix O**). Additional detail is provided in **Appendix O**. As shown as bold text in **Table 3.8-4**, the following intersections and approaches currently operate at an unacceptable LOS:

- Wilfred Avenue/Stony Point Road
- Redwood Drive/Commerce Boulevard
- Golf Course Drive/Commerce Boulevard
- Millbrae Avenue/Stony Point Road

Traffic Signal Warrant Analysis

Traffic signals may be justified when traffic operations fall below acceptable thresholds and when one or more signal warrants are satisfied. Existing traffic volumes at the unsignalized study intersections were compared against the peak hour warrant in the *2003 Manual on Uniform Traffic Control Devices (MUTCD)* and the *California Supplement*. Traffic Signal Warrant #3 – Peak Hour Volume Warrant (formerly known as Warrant #11) is satisfied when traffic volumes on the major and minor approaches exceed thresholds for one-hour of the day. As specified in the *MUTCD* and *California Supplement*, predetermined minimum thresholds for intersections include

TABLE 3.8-4
EXISTING PEAK HOUR INTERSECTION PERFORMANCE
WILFRED AND STONY POINT SITES

	Intersection	Signal Control	Criteria	2005	
				LOS	Delay ¹
1	Wilfred Avenue/Stony Point Road	TWSC	D	F	180.8
2	Wilfred Avenue/Primrose Avenue	TWSC	D	A	9.4
3	Wilfred Avenue/Whistler Avenue	TWSC	D	A	9.4
4	Wilfred Avenue/Lagner Avenue	TWSC	D	A	9.4
5	Labath Avenue/Wilfred Avenue	TWSC	D	A	9.1
6	Dowdell Avenue/Wilfred Avenue	TWSC	D	A	9.1
7	Redwood Drive/Wilfred Avenue	TS	D	C	23.3
8	Redwood Drive/Commerce Boulevard	TS	C	F	86.1
9	Wilfred Ave/US-101 SB Ramps	-	D	-	-
10	Golf Course Drive/Commerce Boulevard	TS	D	F	103.4
11	Golf Course Drive/Roberts Lake Road	TS	C	B	14.8
12	Commerce Boulevard/US-101 NB Ramps	TS	D	C	28.2
13	Project Driveway/Stony Point Road	TWSC	D	A	0.0
14	Business Park Drive/Labath Avenue	-	D	_ ²	_ ²
15	Business Park Drive/Redwood Drive	TWSC	D	C	23.9
16	Rohnert Park Exp/Stony Point Road	TS	D	B	20.0
17	Rohnert Park Exp/Labath Avenue	TS	C	C	24.6
18	Rohnert Park Exp/Redwood Drive	TS	C	C	24.2
19	Rohnert Park Exp./US-101 SB Ramps	TS	D	B	16.5
20	Rohnert Park Exp/US-101 NB Ramps	TS	D	A	9.8
21	Rohnert Park Exp/Commerce Boulevard	TS	C	D	39.2
22	Gravenstein Hwy/Stony Point Road	TS	D	C	32.1
23	Gravenstein Hwy /Redwood Drive	TS	D	C	22.1
24	Gravenstein Hwy / SB US-101 Ramps	TS	D	B	20.0
25	Gravenstein Hwy /NB US-101 Off-ramp	TS	D	B	13.1
26	Millbrae Ave/Stony Point Rd	TWSC	D	E	43.9
27	Millbrae Ave/Primrose Ave	TWSC	D	B	11.1
28	Millbrae Ave/Whistler Ave	TWSC	D	B	11.4
29	Millbrae Ave/Lagner Ave	TWSC	D	A	9.7
30	Millbrae Ave/Labath Ave	TWSC	D	B	11.3
31	Millbrae Ave/Dowdell Ave	TWSC	D	B	11.3

NOTE: ¹Delay in seconds.

²Intersection only exists under Alternative A with project.

Bold text denotes unacceptable LOS.

SOURCE: Kimley-Horn and Associates, 2008; AES, 2007.

volume on the minor street of 100 vehicles per hour for one moving lane of traffic and 150 vehicles per hour for two moving lanes of traffic as well as the total entering volume serviced during the hour equals or exceeds 650 vehicles per hour for intersections with three approaches and 800 vehicles per hour for intersections with four or more approaches. **Figure 3.8-4** shows the existing peak hour turning volumes at each of the study intersections.

This warrant is generally the first warrant to be satisfied. The warrant applies to traffic conditions during a one hour peak that are sufficiently high such that minor street traffic experiences excessive delay in entering and crossing the street due to the high traffic volumes on the main street.

Results of the analysis showed that the following intersections currently satisfy Warrant #3, Peak Hour Volume.

- Stony Point Road/Wilfred Avenue
- Stony Point Road/Millbrae Avenue

LAKEVILLE SITE

The Lakeville site is located north of SR-37 and immediately west of Lakeville Highway in southern Sonoma County, CA.

Existing Circulation Network

Streets and highways in the vicinity of the Lakeville site include Lakeville Highway, SR-37, SR-121 and Atherton Avenue. **Figure 3.8-5** shows the existing road network around the Lakeville site and **Figure 3.8-6** shows the existing lane geometry and traffic control in the area. The Lakeville site is located on the west and east side of Lakeville Highway, north of SR-37. The following is a description of the principal roadways near the Lakeville site.

Atherton Avenue is a two-lane roadway with turn lanes at some intersections. Atherton Avenue provides access to SR-37 in the east and to Novato to the west.

State Route 37 (SR-37) is a four-lane highway near Lakeville Highway with at-grade intersections at Lakeville Highway and at SR-121. West of Lakeville Highway, SR-37 becomes a grade-separated facility. East of SR- 21, SR-37 narrows to a two-lane highway until reaching Vallejo where it expands back to four lanes. The highway is classified in the Sonoma County General Plan as a Primary Arterial.

Figure 3.8-4 Existing Peak Hour Turning Movement Volumes – Alternatives A, B, C, D, and E

Figure 3.8-5 Area Roadway Network – Alternative F

Figure 3.8-6 Existing Lane Geometry and Traffic Control – Alternative F

Lakeville Highway is a two-lane rural roadway with open roadside ditches, narrow shoulders, and left turn bays at some intersections. The road is classified as a Primary Arterial in the Sonoma County General Plan and is planned to be widened to four lanes in the next 20 years.

State Route 116 (SR-116) is a two-lane rural roadway with open roadside ditches, narrow shoulders, and left turn bays at some intersections. Near Lakeville Highway, SR-116 is classified as a major collector but further to the east near SR-121, it is classified as a Secondary Arterial.

State Route 29 (SR-29) is a four-lane divided roadway in the City of Vallejo with at-grade intersections and turn bays at some intersections providing access between Vallejo and destinations to the north.

State Route 121 (SR-121) is a two-lane rural roadway with turn bays at some intersections. SR-121 provides access from SR-37 to the north and connects with SR-116 in the north of the project area.

Walnut Avenue is a four-lane roadway providing access between Mare Island and SR-37.

Wilson Avenue is a two-lane roadway with turn lanes at some intersections. The roadway provides direct access to SR-37 and downtown Vallejo.

Pedestrian, Bicycle, and Public Transportation Facilities

Designated bikeway facilities do not exist in the vicinity of the Lakeville site, but SR-37 has wide shoulders. Sonoma County Transit does not provide service near the site and has no plans to provide service (Kimley-Horn and Associates, Inc., 2008).

Analysis Methodologies

The analysis methodologies, as discussed for the Wilfred and Stony Point sites are the same for the Lakeville site.

LOS Standards

The minimum standard LOS, as established by Sonoma County is LOS D. Caltrans' minimum standard for satisfactory operation is LOS C. The exceptions to the standards are listed in **Table 3.8-5**.

Existing Condition

This condition is based on traffic counts taken in February 2006 and August 2003, existing roadway geometry, and existing development conditions. It serves as a baseline from which

projections for the 2008 and 2020 year are derived. This condition is reported without the project generated trips added into the condition.

Analysis Methodologies

The analysis methods used for the Lakeville site were the same as those used for Wilfred and the Stony Point sites.

Data Collection

Weekday intersection turning movement volumes were collected at study area intersections in February 2006. Volumes were collected during the AM and PM peak periods of the day. In addition to the turning movement counts, 24-hour highway volumes were collected in May 2003. Volumes were collected on SR-37, SR-121, and Lakeville Highway.

TABLE 3.8-5
LOS STANDARDS – LAKEVILLE SITE

Jurisdiction	Acceptable Standard	Exceptions
Caltrans	LOS C or better at intersections, freeway ramp terminals, freeway segments and ramps	Intersections currently operating less than the LOS C are expected to maintain the existing measure of effectiveness (i.e. delay per vehicle at intersections and density for ramps and freeway segments).
Sonoma County	LOS D or better	Project intersections currently operating below the county standard are considered to be significantly impacted if the average delay per vehicle increases by 5 seconds or more.

SOURCE: 2000; Sonoma County Guidelines for Traffic Studies; Caltrans, 2002; Kimley-Horn and Associates, 2008; and AES, 2007.

Freeway Segment and Ramp Performance

Traffic analyses were completed to evaluate the existing weekday operation of the following freeway segments and ramps:

Segments

- Eastbound SR-37 between Atherton Avenue and Lakeville Highway
- Northbound Lakeville Highway between SR-37 and SR-116
- Eastbound SR-37 between Lakeville Highway and SR-121
- Northbound SR-121 between SR-37 and SR-116
- Southbound SR-121 between SR-116 and SR-37
- Westbound SR-37 between SR-121 and Lakeville Highway
- Southbound Lakeville Highway between SR-116 and SR-37
- Westbound SR-37 between Lakeville Highway and Atherton Avenue

Ramps

- Eastbound Atherton Avenue off-ramp
- Eastbound Walnut Avenue off-ramp
- Eastbound Walnut Avenue on-ramp
- Eastbound Wilson Avenue off-ramp
- Eastbound Wilson Avenue on-ramp
- Eastbound SR-29 off-ramp
- Westbound SR-29 off-ramp
- Westbound SR-29 loop on-ramp
- Westbound SR-29 on-ramp
- Westbound Wilson Avenue off-ramp
- Westbound Wilson Avenue on-ramp
- Westbound Walnut Avenue off-ramp
- Westbound Walnut Avenue on-ramp
- Westbound Atherton Avenue off-ramp
- Westbound Atherton Avenue on-ramp

Table 3.8-6 summarizes the results of daily highway segment and ramp analysis for the existing LOS conditions. As shown below, based on existing level of service, the following segments currently operate at an unacceptable LOS:

- Lakeville Highway between SR-37 and SR-116 (NB)
- SR-121 between SR-37 and SR-116 (NB)
- SR-121 between SR-116 and SR-37 (SB)
- Lakeville Highway between SR-116 and SR-37 (SB)
- Lakeview Highway between Pineview Way and SR-116 (SB)

TABLE 3.8-6
EXISTING FREEWAY SEGMENT AND RAMP PERFORMANCE –
LAKEVILLE SITE

Highway Section/Ramp	Criteria LOS	Existing LOS	MOE*
Eastbound/Northbound			
Atherton Avenue EB Off- Ramp	C	C	23.1
SR-37 between Atherton Avenue and Lakeville Highway (EB)	C	C	22.2
Lakeville Highway between SR-37 and SR-116 (NB)	C	E	90.8% 40.0
SR-37 between Lakeville Highway and SR-121 (EB)	C	C	20.5
SR-121 between SR-37 and SR-116 (NB)	C	E	88.2% 40.5
Walnut Avenue EB Off-Ramp	C	B	15.1
Walnut Avenue EB On- Ramp	C	B	14.1
Wilson Avenue EB Off- Ramp	C	B	14.0
Wilson Avenue EB On- Ramp	C	B	15.9
SR-29 EB Off- Ramp	C	B	10.9
Westbound/Southbound			
SR-29 WB Off- Ramp	C	A	-4.9
SR-29 WB On- Ramp (loop)	C	B	11.1
SR-29 WB On- Ramp	C	B	12.2
Wilson Avenue WB Off- Ramp	C	B	10.2

CONTINUE TABLE 3.8.6

Wilson Avenue WB On- Ramp	C	B	13.8
Walnut Avenue WB Off- Ramp	C	A	3.7
Walnut Avenue WB On- Ramp	C	B	15.0
Lakeville Highway between US-101 and Pine View Way (SB)	D	B	13.3
Lakeville Highway between Pine View Way and SR-116 (SB)	D	E	86.7% 40.6
SR-121 between SR-116 and SR-37 (SB)	C	E	87.5% 40.7
SR-37 between SR-121 and Lakeville Hwy (WB)	C	B	15.8
Lakeville Highway between SR-116 and SR-37 (SB)	C	E	86.0% 40.6
SR-37 between Lakeville Highway and Atherton (WB)	C	A	10.9
Atherton Avenue WB Off- Ramp	C	B	13.4
Atherton Avenue WB On- Ramp	C	B	12.9

NOTE:

*Measure of Effectiveness (MOE) for two lane highways = percent time following

& average travel speed (mi/hr). MOE for multi-lane highways & ramps = density (pc/mi/ln)

Bold text denotes unacceptable LOS.

SOURCE: Kimley-Horn & Associates, 2008; AES, 2007.

Peak Hour Intersection Performance

The proposed project would generate new vehicular trips that would increase traffic volumes on the nearby street network. To assess changes in traffic conditions associated with the project, the traffic study evaluated the following intersections:

- Atherton Avenue / Harbor Drive & SR-37 EB Off-Ramp
- Atherton Avenue / Glen Lane & SR-37 WB Ramps
- Lakeville Highway / SR-37
- Lakeville Highway / Main Project Access
- Lakeville Highway / SR-116
- SR-121 / SR-116
- SR-121 / SR-37
- Walnut Avenue / SR-37 EB Ramps
- Mare Island / SR-37 WB Ramps
- Wilson Avenue / SR-37 EB Ramps
- Wilson Avenue / SR-37 WB Off-Ramp
- SR-29 / SR-37 EB Off-Ramp
- SR-29 / SR-37 WB Off-Ramp

The intersections are shown in **Figure 3.8-7**. Peak hour intersection volumes are shown in **Figure 3.3-8**.

The intersection delay experienced per vehicle is summarized in **Table 3.8-7**. The signal control is listed as TS for a signalized intersection, AWSC for an all-way stop-controlled intersection and TWSC for a two-way stop-controlled intersection. The overall intersection LOS is reported for

signalized and all-way stop-controlled intersections. The LOS for the worst approach is reported for TWSC intersections. Thus, for TWSC intersections, the overall intersection may operate acceptably, but the worst approach unacceptably (**Appendix O**). The results of this daily intersection analysis of the existing level of service conditions shows the following intersections and approaches currently operate at an unacceptable LOS:

- Lakeville Highway/SR-116
- SR-116/SR-121
- SR-29 / SR-37 EB Off-Ramp

Traffic Signal Warrant Analysis

Traffic warrant signal analysis conducted on project intersections under existing conditions revealed that SR-121/SR-116 satisfies the Peak Hour Volume warrant analysis criteria.

TABLE 3.8-7
EXISTING PM PEAK HOUR INTERSECTION PERFORMANCE - LAKEVILLE SITE

	Intersection	Signal Control	Criteria	LOS	Delay ¹
1	Atherton Avenue/Harbor Drive & SR-37 EB Off- Ramp	AWSC	C	A	9.4
2	Atherton Avenue/Glen Lane& SR-37 WB Ramps	TWSC	C	A	4.8
3	Lakeville Highway/SR-37	TS	C	C	24.7
4	Lakeville Highway / Main Project Access	TWSC	D	A	0.0
5	Lakeville Highway/SR-116	TWSC	C	A	1.7
6	SR-121/SR-116	AWSC	C	F	112.6
7	SR-121 / SR-37	TS	C	D	43.1
8	Walnut Avenue / SR-37 EB Ramps	TWSC	C	A	7.3
9	Mare Island / SR-37 WB Ramps	TWSC	C	A	0.0
10	Wilson Avenue / SR-37 EB Ramps	TWSC	C	A	4.0
11	Wilson Avenue / SR-37 WB Off-Ramp	AWSC	C	A	9.1
12	SR-29 / SR-37 EB Off-Ramp	TS	C	C	27.6
13	SR-29 / SR-37 WB Off-Ramp	TS	C	B	15.6
14	Lakeville Highway/US-101 SB Ramps	TS	C	C	24.9
15	Lakeville Highway/US-101 NB Ramps	TS	C	B	10.4

NOTE: ¹Delay in seconds.

Bold text denotes unacceptable LOS.

SOURCE: Kimley-Horn and Associates, 2008; AES, 2007.

. Figure 3.8-7 Project Study Intersections – Alternative F

Figure 3.8-8 Existing Peak Hour Turning Volumes – Alternative F

3.8.2 LAND USE

REGIONAL SETTING

Sonoma County is home to approximately 459,000 people, accounting for 1.35 percent of the total population in California (2000 Census). Spanning 1,500 square miles, Sonoma County is the largest of nine counties in the San Francisco Bay Region. The County is bounded by Mendocino County to the north, Pacific Ocean to the west, Napa and Lake Counties to the east, and Marin County and San Pablo Bay to the south. Sonoma County consists of nine planning areas, Sonoma Coast/Gualala Basin, Cloverdale/Northeast County, Healdsburg and environs, Russian River Area, Santa Rosa and environs, Sebastopol and environs, Rohnert Park-Cotati and environs, Petaluma and environs, and Sonoma Valley. The main transportation route through the County is US 101, a north-south freeway connecting the San Francisco area and Marin County to the south with Mendocino County to the north. Nine cities (Santa Rosa, Petaluma, Rohnert Park, Healdsburg, Sonoma, Sebastopol, Cotati, Windsor and Cloverdale) and unincorporated areas make up the setting of this County (Sonoma County General Plan, 1989).

Guidance documents relevant to the County (regional) and City (local) growth and development visions offer a framework for the regulatory aspect of the affected environment. The Sonoma County General Plan, Sonoma County Zoning Ordinance, City of Rohnert Park General Plan and Northwest Specific Plan comprise the relevant framework for analysis of the impacts from the project alternatives discussed herein. California state law requires cities to adopt general plans for physical development within, as well as land outside city boundaries bearing relation to planning. The result is a nested boundary system, in which actual city limits are encompassed within the city's larger SOI. This in turn lies within a larger Planning Area for the city, note that the Planning Areas are not areas planned for annexation or development but the extent around the City that was studied during the preparation of the City's General Plan (City of Rohnert Park, 2000). Planning decisions within city boundaries are controlled by the City, however planning in the City's SOI or in the Planning Area outside of the City's SOI is coordinated with adjacent or abutting local or regional jurisdictions, such as the City of Cotati or Sonoma County (City of Rohnert Park, 2000).

SONOMA COUNTY GENERAL PLAN

The Sonoma County General Plan is currently in the process of being updated and may be adopted in August 2008, until which time the County's general development guidance continues to be derived from the 1989 General Plan and supporting policies. For the purpose of this analysis, the pertinent General Plan Elements are the Open Space and Land Use Elements. These Elements are discussed below.

Open Space Element

The Open Space Element of the Sonoma County General Plan addresses open space for the preservation of natural resources, for the managed production of resources, for outdoor recreation, and for public health and safety. As such, this Element is formatted to be consistent with other Elements of the General Plan, specifically Land Use, Public Safety, Public Facilities, Agricultural Resources and Resource Conservation. The Land Use element, described below, supports the goals and policies of the Open Space Element by including provisions for the preservation of open space lands.

Land Use Element

The Land Use Element and its policies guide the growth and development and use of land as envisioned in the General Plan. Portions of the Wilfred site, as well as the entirety of both the Stony Point site and the Lakeville site are subject to the provisions of the Land Use Element, as well as the Sonoma County Zoning Regulations, described below. The Land Use Element provides the distribution, location and extent of uses of land for housing, business, industry, open space, agriculture, natural resources, recreation and enjoyment of scenic beauty, education, public buildings and grounds, solid and liquid waste disposal facilities, and other uses (Sonoma County General Plan, 1989). Therefore, the Land Use Element supports the Open Space Element, as stated above, in part through one of its specified goals of community-centered growth and development as envisioned by the countywide growth framework expounded in the Land Use Element. The Land Use Element of the Sonoma County General Plan further allows establishment of hierarchically arranged land use categories and zoning districts to regulate development potential. Land use categories and zoning districts as they relate to the sites of the project alternatives are described further below.

Sonoma County Zoning Regulations

While the Sonoma County General Plan defines Use Areas to guide community-centered growth as a part of the County's general goals, the Sonoma County Zoning Regulations (Chapter 26 of the Sonoma County Code) set forth the types of development that may occur within the General Plan's Use Areas. More specifically, the Zoning Ordinance establishes various districts that determine which land uses are permitted or prohibited, designates permitted use, and through the use of permit process, approves the use for a district (Sonoma County, 2004). These districts allow for more specific definitions of permissible land uses for the purpose of planned development. Site-specific districts as related to use areas are described below.

WILFRED SITE

Existing Land Uses

The Wilfred site is located on 11 parcels totaling approximately 252 acres of land. The parcels in the northeastern section of the Wilfred site, totaling 7 parcels and approximately 70 acres, are

described by the City of Rohnert Park (2004) as largely “unimproved and vacant.” The southwestern portion of the Wilfred site, totaling four parcels and approximately 182± acres, are unirrigated pasture. The parcel on the southeast corner of Stony Point Road and Rohnert Park Expressway is currently used for grazing, while the remaining parcels grow rye grass. These four southern parcels are currently under a Williamson Act contract, as discussed further below, in **Section 3.8.3.**

The Wilfred site is bordered by Wilfred Avenue, residences, and farmland to the north; and Stony Point Road, residences, farmland, and a dairy to the west; Rohnert Park Expressway, the Laguna de Santa Rosa, and farmland are located to the south; while a business park, the Rancho Verde Mobile Home Park, rural residences, and farmland are to the east. **Figure 3.8-9** shows existing development in the immediate vicinity of the Wilfred site, which includes large retail stores (including WalMart, Home Depot, Costco, and Target), a movie theatre, a miniature golf course with batting cages, gas stations, a mobile home park, multi-family residential, and multiple commercial and industrial developments.

Wilfred Site and Regional Planning

For the purpose of land use and planning, the Wilfred site consists of three sections divided by local jurisdictional boundaries. The largest of these sections consists of 182± acres in the southwestern portion of the site, which is overlapped with the Stony Point site (described further on). This section of the site is outside of the Rohnert Park’s SOI and as such, the planning authority for this portion rests exclusively with Sonoma County. The second and smallest section is a single parcel of 3.86± acres, to the east of and adjacent to the southwestern portion described above. This parcel is the only portion of the Wilfred site within the current SOI as delineated in the City of Rohnert Park General Plan, adopted July 2000 and discussed below. The remaining section consists of six parcels totaling approximately 66- acres within unincorporated Sonoma County. Although this portion is outside Rohnert Park’s city limits, it is within the Local Agency Formation Commission (LAFCO) recognized SOI for the City, and the City’s designated 20-year Urban Growth Boundary. The City has identified this portion of the Wilfred site for future annexation into the City limits, and thus into Rohnert Park’s SOI, and has designated it for inclusion within Southern Area (Part “B”) of the Northwest Specific Plan. Annexation of this land into the City limits and SOI would require environmental review under the California Environmental Quality Act (CEQA), and project approval from the City Council, County Board

Insert Figure 3.8-9, Existing Development Surrounding the Wilfred and Stony Point Sites

of Supervisors, and LAFCO. Adoption of the proposed Sonoma County General Plan update would amend the designated Urban Service Area identified within the County General Plan to include the entire 66-acre northeastern section of the Wilfred site. Discussion on the Wilfred site's relation to Sonoma County and City of Rohnert Park planning considerations appears below.

Sonoma County General Plan

The Wilfred site is within the Rohnert Park – Cotati and Environs planning area as delineated by the Sonoma County General Plan. **Figure 3.8-10** shows this in relation to other planning areas surrounding the Wilfred site. The Rohnert Park – Cotati and Environs planning area is located in central Sonoma County and includes Rohnert Park, Cotati, and Penngrove, and is the smallest of the nine total planning areas, but has highest population density (Sonoma County, 1989).

The southwestern and northeastern portion and northeast portion of the Wilfred site are located in a Land Extensive Agriculture District, according to the Sonoma County General Plan's Land Use Plan Map, and is overlapped by the Rohnert Park/Santa Rosa Community Separator designation, as shown on the Open Space Plan Map. The southwestern portion of the Wilfred site is outside of the 20-year Urban Growth Boundary for the City of Rohnert Park and outside of the City of Rohnert Park's proposed SOI (City of Rohnert Park, 2000). The northeastern portion of the Wilfred site is also located within the Land Extensive Agriculture District, according to the Sonoma County General Plan's Land Use Plan Map, and overlapped by the Rohnert Park/Santa Rosa Community Separator, as designated on the Open Space Plan Map. Although not within the County's currently recognized Urban Service Area boundary, the northeastern portion of the project site is within the City of Rohnert Park's SOI, as well as the City's designated 20 year Urban Growth Boundary. As previously discussed, adoption of the proposed Sonoma County General Plan Update would amend the designated Urban Service Area identified within the County General Plan to include the entire 66 acre northeastern portion of the Wilfred site. **Figure 3.8-11** shows the Sonoma County General Plan's Land Use designations in relation to the Wilfred site as well as the City of Rohnert Park General Plan Land Use Designations for land located with the City's SOI. Note that in **Figure 3.8-11**, **Figure 3.8-14**, and the City of Rohnert Park's Zoning map the El Camino School is identified east of the Wilfred site; however, this location is no longer the location of the high school. The site is currently used for administrative purposes.

Community Separator - The Community Separator designation is applied to provide for the long-term preservation of open space. As agricultural uses are converted by increasing growth to subdivision or non-agricultural uses, the community separator preserves this open space from development. Two goals set by the County that apply to the Community Separator designation include Goal LU-5 of the Land Use Element, which identifies the importance of preserving open space between the County's cities and communities and maintaining them in a largely open or

Figure 3.8-10 Planning Areas Surrounding Wilfred Site

Figure 3.8-11 General Plan Land Use Areas – Wilfred Site and Vicinity

natural character with low intensities of development. The second Goal OS-1 of the Sonoma County General Plan Open Space Element identifies the need to preserve the visual identities of communities by maintaining open space areas between cities and communities. A Community Separator designation is implemented by the provisions in the Scenic Resources (SR) zoning district (see below).

The County controls development decisions within community separators, unless specific exceptions requiring coordination with municipalities are made. On lands under County jurisdiction, the Board of Supervisors, through a development agreement, may allow additional or varied development within a community separator if at least the following mandatory criteria are met:

- Permanent open space preservation is provided through open space grants to the County and/or third party land trust;
- Development is clustered to maintain the visual quality of the separator;
- In addition to permanent open space dedication, the public benefits outweigh the impacts of placing development within the separator;
- A visual analysis demonstrates that the development is not detrimental to, or enhances the visual quality of the separator;
- Adequate additional public services or infrastructure will serve the development;
- The development is compatible with surrounding properties, especially those that are used for agriculture; and,
- The development includes a landscaping and maintenance plan that retains or enhances the visual integrity of the permanent open space in cases where open space grants are made by way of easements, as opposed to fee title.

There are eight community separators in Sonoma County. The majority of the Wilfred site (the portions of the site not located within the City of Rohnert Park) is located in the Rohnert Park/Santa Rosa Community Separator, which encompasses approximately 1,700 acres.

Zoning Districts: Sonoma County Zoning Regulations

Applicable County and City designated base zoning districts for the Wilfred site and vicinity are illustrated in **Figure 3.8-12**. Specific County zones and combining district zone overlays applicable to each parcel within the Wilfred site and vicinity are described in **Appendix Q**. The Wilfred site includes the following zoning districts under the Sonoma County Zoning Regulations, Chapter 26 of the Sonoma County Code:

Figure 3.8-12 Zoning Designations – Wilfred site and Vicinity

Diverse Agriculture District (DA) - The purpose of this district is “to enhance and protect those land areas where soil, climate and water conditions support farming but where small acreage intensive farming and part-time farming activities are predominant, but where farming may not be the principal occupation of the farmer; and to implement the provisions of the diverse agriculture land use category (Section 2.7.3) of the general plan and the policies of the agricultural resource element (Ord. No. 4643, 1993).”

Land Extensive Agriculture District (LEA) - The purpose of this district is “to enhance and protect lands best suited for permanent agricultural use and capable of relatively low production per acre of land; and to implement the provisions of the land extensive agriculture land use category (Section 2.7.2) of the [Sonoma County] general plan and the policies of the agricultural resources element (Ord. No. 4643, 1993).”

B Combining District 6 (B 6) - The purpose of this zone is “to specify the residential density and/or minimum parcel or lot size for a particular parcel, lot, or area. The adopted zoning maps shall specify the maximum permitted density, determined by gross acreage for all residential uses. Minimum front, side, and rear yard requirements and the minimum parcel or lot size, if not otherwise specified, shall conform to the base district with which the B 6 district is combined unless specifically approved otherwise by the planning commission (Ord. No. 4643, 1993).”

Floodplain Combining District (F2) - The purpose of this district is “to provide for the protection from hazards and damage which may result from flood waters. This district shall be combined with other districts as provided in this chapter (Ord. No. 4643, 1993).”

Scenic Resources Combining District (SR) - The purpose of this district is “to preserve the visual character and scenic resources of lands in the county and to implement the provisions of Sections 2.1, 2.2, and 2.3 of the general plan open space element (Ord. No. 4643, 1993).”

Valley Oak Habitat Combining District (VOH) - The purpose of this district is “to protect and enhance valley oaks and valley oak woodlands and to implement the provisions of Section 5.1 of the general plan resource conservation element (Ord. No. 4991 § 1(h), 1996).”

Second Unit Exclusion Combining District (Z) - The purpose of this district “is to provide for the exclusion of second units in the following areas:

- A) Areas where there is an inadequate supply of water for drinking or firefighting purposes;

- B) Areas where there are inadequate sewer services or danger of groundwater contamination;
- C) Areas where the addition of second units would contribute to existing traffic hazards or increase the burden on heavily impacted streets, roads or highways; and
- D) Areas where, because of topography, access or vegetation, there is a significant fire hazard (Ord. No. 4643, 1993).”

The immediate area around the Wilfred site includes the following County zone designations:

Agriculture and Residential District (AR) - The purpose of this district is to “preserve the rural character and amenities of those lands best utilized for low-density residential development pursuant to Section 2.2.2 of the general plan. Rural residential uses are intended to take precedence over permitted agricultural uses, but the district does not allow agricultural service uses. The rural residential district may also be applied to lands in other land use categories where it is desirable to use zoning to limit development (Ord. No. 4643, 1993).

Manufactured Home Exclusion Combining District (J) - The purpose of this district is to “provide for the exclusion of manufactured homes in areas where the residents wish to preserve the aesthetic and economic integrity of established rural agricultural and residential areas of the county (Ord. No. 4643, 1993).”

Rural Residential District (RR) - The purpose of this zone is to “preserve the rural character and amenities of those lands best utilized for low-density residential development pursuant to Section 2.2.2 of the general plan. Rural residential uses are intended to take precedence over permitted agricultural uses, but the district does not allow agricultural service uses. The rural residential district may also be applied to lands in other land use categories where it is desirable to use zoning to limit development (Ord. No. 4643, 1993).”

Biotic Resource Combining District (BR) - The purpose of this zone is to “protect biotic resource communities including critical habitat areas and riparian corridors for their habitat and environmental value and to implement the provisions of Sections 3.1 and 3.2 of the general plan open space element (Ord. No. 4643, 1993).”

Floodway Combining District (F1) - The purpose of this district is to “provide land use regulations for properties situated in floodways, to safeguard against the effects of bank erosion, channel shifts, increased runoff or other threats to life and property and to implement the provisions of the general plan public safety element. The application of this district shall be based upon data from the Federal Emergency Management Agency. Additional more detailed

engineering analysis of flooding, erosion or other conditions may be necessary so as to prevent property damage and safeguard the health, safety and general welfare of people (Ord. No. 4643, 1993).”

City of Rohnert Park General Plan

Adopted in July 2000, the General Plan of the City of Rohnert Park provides guidance for development through the year 2020. Specifically, the document outlines a vision of development and resource conservation, expounds implementation guidelines for development and conservation, provides a basis for public and private entities to design projects that enhance community character, conserve resources and minimize hazards, and sets a basis to establish priorities for detailed plans and implementation programs, such as zoning and specific plans. As described above, portions of the Wilfred site are located within the City’s SOI. The City’s adopted General Plan designations for areas of the Wilfred site located within the City’s SOI are illustrated in **Figure 3.8-11**. The City of Rohnert Park has generally designated the northeastern portion of the Wilfred site as Commercial, High Density Residential, Industrial and Parks. The southwestern portion of the Wilfred site is within the jurisdictional area of Sonoma County, as it is outside of the City’s adopted SOI. However, the City has included this area within planning considerations and has designated it as Open Space-Agriculture and Resource Management, and Community Separator, in concurrence with the goals of the Sonoma County General Plan Land Use Element.

In 2001, Sonoma County and City of Rohnert Park reached an agreement prior to the annexation of the lands within the Northwest or Wilfred-Dowdell areas of the Rohnert Park’s SOI. The City’s open space policy regarding community separators is presented in **Table 4.8-4**. Moreover, the City has agreed to provide that the loss of community separator lands would occur either through the acquisition of open space lands, and/or through development rights within the priority areas or through payment of an in lieu fee. In addition, the City has agreed to require property owners to demonstrate the ability to assure the permanent preservation of land in mitigation for the loss of community separator lands. Furthermore, the agreement states that, “Whether the land is acquired by the developer or through fees paid to Rohnert Park by the developer, the acquisition of the open space land must be completed prior to issuance of any grading or building permit within the Rohnert Park community separator.” (Sonoma County, 2001)

Additional guidance on land use is provided for certain areas in the form of the Zoning Ordinance and Area-Specific plans as they relate to Specific Plan Districts identified in the General Plan. Six of the seven Wilfred site parcels within the Rohnert Park’s SOI lie within one of these Specific Plan Districts, known as the “Northwest Specific Plan Area.”

City of Rohnert Park, Northwest Specific Plan, Southern Area (Part “B”)

The Northwest Specific Plan (NWSP), Southern Area (**Appendix X**) was adopted by the City of Rohnert Park in December 2004 as an extension of the General Plan. This Plan was drafted with the goal of ensuring that development in the specific area is master planned, and to insure that the phasing and development of the District is consistent with and responsive to the community and the vision of the General Plan.

Elements of the NWSP include Land Use, Circulation, Design Guidelines and Implementation. The Land Use element establishes land use patterns and standards permissible in the plan area. The Circulation Element, establishes a circulation system to accommodate vehicular and pedestrian traffic requirements generated by land uses within the Plan area. The Design Guidelines address site planning, and incorporate building and open space relationships as achieved through architecture, land design, and public access.

The NWSP defines the use areas for the northeastern Wilfred site, as designated in the General Plan and NWSP (**Figure 2-32**):

High Density Residential—for this area, NWSP envisions residential land use density of 12 to 13 units per acre. The City’s established High Density range for the purpose of the Northwest Specific Plan is 12-30 units per acre.

Commercial—intended to provide sites for businesses such as retail, food and beverage, service stations auto sales and repair, hospitalities, educational and social services, financial, business and personal services. The southeast portion of the NWSP area is further designated “R,” indicating the potential to develop regional commercial attractions.

Industrial—NWSP envisions industrial development within this designation to be for uses such as light manufacturing and assembly, general services and warehousing, storage and distribution, service and commercial uses as well as retail on an ancillary basis.

STONY POINT SITE

Existing Land Uses

The Stony Point site is adjacent to the Wilfred site, with substantial portions of overlap. This overlap occurs in the southern half of the Stony Point site. The site is comprised of 37 parcels totaling approximately 360 acres of land. In contrast with the Wilfred site, the Stony Point site is located outside of and adjacent to the western boundary of the City of Rohnert Park. As discussed above, the site is within the Planning Area for Rohnert Park, and requires planning coordination between the City and Sonoma County in planning as required by state law. The

Stony Point site is currently in use as unirrigated pasture. The southern parcels are currently under a Williamson Act contract, as discussed further below, in **Section 3.8.3**.

The Stony Point site is bordered by Wilfred Avenue, residences, and farmland to the north; and Stony Point Road, farmland, and a dairy to the west. Rohnert Park Expressway, farmland, and the Laguna de Santa Rosa are located to the south. While the Rancho Verde Mobile Home Park, a business/industrial park, and farmland are located to the east. **Figure 3.8-9** shows existing development in the immediate vicinity of the Stony Point site, which includes large retail stores (including WalMart, Home Depot, Costco, and Target), a movie theatre, a miniature golf course with batting cages, gas stations, a mobile home park, multi-family residential, and multiple commercial and industrial developments.

Stony Point Site and Regional Planning

As stated above, the Stony Point site is adjacent to the Wilfred site, above, with substantial portions of overlap as shown in **Section 2.3**. As such, the regional setting of the Stony Point site is considered identical to that of the Wilfred site for the purpose of this discussion. The Stony Point site is in an unincorporated area of Sonoma County, west of the City of Rohnert Park and north of the City of Cotati. The site is in the Rohnert Park – Cotati and Environs planning area, as described above, and is subject to designations set forth in the Sonoma County General Plan. A description of the Sonoma County General Plan and applicable elements is provided below. Sonoma County Planning Areas in relation to the Stony Point site are shown on **Figure 3.8-13**.

Sonoma County General Plan

The Stony Point site is in the Rohnert Park – Cotati and Environs planning area as delineated by the Sonoma County General Plan and is completely contained within the Rohnert Park/Santa Rosa Community Separator. The Sonoma County Land Use Areas as they relate to the Stony Point site are shown on **Figure 3.8-14**.

Zoning Districts: Sonoma County Zoning Regulations

Sonoma County Zoning in relation to the Stony Point site is shown on **Figure 3.8-15** and in Figure 2 of **Appendix Q**. The Stony Point site contains parcels designated as follows:

Diverse Agriculture District (DA) - The purpose of this district is “to enhance and protect those land areas where soil, climate and water conditions support farming but where small acreage intensive farming and part-time farming activities are predominant, but where farming may not be the principal occupation of the farmer; and to implement the provisions of the diverse agriculture land use category (Section 2.7.3) of the general plan and the policies of the agricultural resource element (Ord. No. 4643, 1993).”

Figure 3.8-13 Planning Areas Surrounding Stony Point Site

Figure 3.8-14 General Plan Land Use Areas – Stony Point Site and Vicinity

Figure 3.8-15 Zoning Designations – Stony Point Site and Vicinity

Land Extensive Agriculture District (LEA) - The purpose of this district is “to enhance and protect lands best suited for permanent agricultural use and capable of relatively low production per acre of land; and to implement the provisions of the land extensive agriculture land use category (Section 2.7.2) of the [Sonoma County] general plan and the policies of the agricultural resources element (Ord. No. 4643, 1993).”

B Combining District 6 (B 6) - The purpose of this zone is “to specify the residential density and/or minimum parcel or lot size for a particular parcel, lot, or area. The adopted zoning maps shall specify the maximum permitted density, determined by gross acreage for all residential uses. Minimum front, side, and rear yard requirements and the minimum parcel or lot size, if not otherwise specified, shall conform to the base district with which the B 6 district is combined unless specifically approved otherwise by the planning commission (Ord. No. 4643, 1993).”

Floodplain Combining District (F2) - The purpose of this district is “to provide for the protection from hazards and damage which may result from flood waters. This district shall be combined with other districts as provided in this chapter (Ord. No. 4643, 1993).”

Scenic Resources Combining District (SR) - The purpose of this district is “to preserve the visual character and scenic resources of lands in the county and to implement the provisions of Sections 2.1, 2.2, and 2.3 of the general plan open space element (Ord. No. 4643, 1993).”

Valley Oak Habitat Combining District (VOH) - The purpose of this district is “to protect and enhance valley oaks and valley oak woodlands and to implement the provisions of Section 5.1 of the general plan resource conservation element (Ord. No. 4991 § 1(h), 1996).”

Second Unit Exclusion Combining District (Z) - The purpose of this district “is to provide for the exclusion of second units in the following areas:

- A. Areas where there is an inadequate supply of water for drinking or firefighting purposes;
- B. Areas where there are inadequate sewer services or danger of groundwater contamination;
- C. Areas where the addition of second units would contribute to existing traffic hazards or increase the burden on heavily impacted streets, roads or highways; and
- D. Areas where, because of topography, access or vegetation, there is a significant fire hazard (Ord. No. 4643, 1993).”

The immediate area around the Stony Point site includes the same county zone designations as provided in the Wilfred site discussion, above.

The Rohnert Park Expressway and Bellevue Wilfred Channel are located within privately owned parcels that divide the southern portion of the Stony Point Site.

LAKEVILLE SITE

Existing Land Uses

The Lakeville site is in an unincorporated area of Sonoma County in its southern end, southeast of the City of Petaluma and east of the City of Novato in Marin County. The Lakeville site is located on five parcels totaling approximately 322-acres of land. The largest is 238.52-acres and is located west of Lakeville Road and north of SR-37, while the remaining four parcels that comprise the Lakeville site are located east and south of the largest parcel just east of Lakeville Road and north of SR-37. These four parcels have the following respective acreage: 18.92; 3.88; 53.83, and 6.68-acres. All five parcels are currently used for cattle ranching.

The Lakeville site is bisected by Lakeville Highway and bordered on all sides by rural residential/grazing land. Intensive development is not present in the immediate vicinity of the Lakeville site.

Lakeville Site and Regional Planning

The Lakeville site is in Sonoma County's Petaluma and environs planning area. This planning area is located in southwest Sonoma County and extends from Penngrove to the Marin County line and from the Sonoma Mountains to Two Rock with population concentrated in Petaluma and rural-residential areas adjoining the City limits (Sonoma County, 1989). **Figure 3.8-16** shows the planning areas surrounding the Lakeville site and General Plan land use designations for the site and vicinity. **Figure 3.8-17** shows the zoning designations for the Lakeville site and immediate vicinity. The combining districts are not shown in **Figure 3.8-17** due to the complexity of mapping these districts. **Figure 3** in **Appendix Q** maps the combining districts for each of the Lakeville site parcels and the parcels immediately surrounding the Lakeville site within a 1/8-mile radius.

The surrounding land uses are mostly agricultural with a few rural homesteads, a dairy, equestrian center, and the Sears Point Raceway. Access to one of the parking lots for the raceway is off Lakeville Road, northeast of the Lakeville site.

Figure 3.8-16 General Plan Land Use Areas – Lakeville Site and Vicinity

Figure 3.8-17 Zoning Designations – Lakeville Site and Vicinity

Sonoma County General Plan

The Lakeville site's parcels are within the Land Extensive Agriculture District. Only the north half of parcel 068-150-010 is contained within the South Sonoma Mountains Scenic Landscape Unit as contained in the Sonoma County General Plan Open Space Plan Map.

Zoning Districts: Sonoma County Zoning Regulations

The five parcels that make up the Lakeville site are zoned as Land Extensive Agriculture and Scenic Resource designation. The zone designations described for the Stony Point site are the same as those included in the Lakeville site. The immediate area around the Lakeville site includes the following zone designations:

Resources and Rural Development (Agricultural Preserve) District (RRDWA) - The purpose of this district is to “implement the provisions of the resources and rural development land use category (Section 2.8.1) of the general plan in a manner consistent with the provisions of Section 51200 et seq. of the Government Code and the Land Conservation Act of 1965 (Ord. No. 4643, 1993).”

B Combining Districts, 7 (B 7) - The purpose of this district is “to specify the residential density and/or minimum parcel or lot size for a particular parcel, lot, or area (Ord. No. 4643, 1993). Minimum parcel or lot size shall be as specified on the recorded final or parcel maps and the parcels or lots shall not be further subdivided. The B7 combining district signifies that the lot has been frozen in order to restrict further subdivision of large remaining parcels left after approval of a clustered subdivision as provided in general plan Policy LU-6c. A lot line adjustment may be applied for, processed, and approved pursuant to Chapter 25 of the Sonoma County Code and this chapter. Minimum front, side and rear yard requirements shall conform to the base district with which the B7 district is combined unless specifically approved otherwise by the planning commission.”

Biotic Resource Combining District (BR) - The district is described under the list of zoning for the Stony Point site.

Resources and Rural Development (RRD) - The purpose of this zone is to “provide protection of lands needed for commercial timber production, geothermal production, aggregate resources production; lands needed for protection of watershed, fish and wildlife habitat, biotic resources, and for agricultural production activities that are not subject to all of the policies contained in the agricultural resources element of the general plan. The resources and rural development district is also intended to allow very low-density residential development and recreational and visitor-

serving uses where compatible with resource use and available public services. (Ord. No. 4643, 1993.).”

3.8.3 AGRICULTURE

REGULATORY SETTING

Farmland Protection Policy Act

The 1981 Congressional report, *Compact Cities: Energy-Saving Strategies for the Eighties*, identified the need for Congress to implement programs and policies to protect farmland and combat urban sprawl and the waste of energy and resources that accompanies sprawling development. The report indicated that much of the sprawl was the result of programs funded by the federal Government. With this in mind, Congress passed the Agriculture and Food Act of 1981, which contained the Farmland Protection Policy Act (FPPA) (7 U.S.C. § 4201). The FPPA is intended to minimize the impact federal programs have on the unnecessary and irreversible conversion of farmland to nonagricultural uses. It assures that federal programs are administered to be compatible with state and local units of government, and private programs and policies to protect farmland (NRCS, 2004).

The Natural Resource Conservation Service (NRCS) is responsible for the implementation of the FPPA and categorizes farmland in a number of ways. These categories include: prime farmland, farmland of statewide importance, and unique farmland. Prime farmland is considered to have the best possible features to sustain long-term productivity. Farmland of statewide importance includes farmland similar to prime farmland, but with minor shortcomings, such as greater slopes or less ability to store soil moisture. Unique farmland is characterized by inferior soils and generally needs irrigation depending on climate. The designated farmlands must also have been in production four years prior to the mapping date.

The NRCS uses a land evaluation and site assessment (LESA) system to evaluate the relative agricultural importance of farmlands. This evaluation is completed on Form AD 1006, the Farmland Conversion Impact Rating Form. This form is used by federal agencies in cooperation with the NRCS to assess the impacts of farmland conversion on proposed sites of federally funded and assisted projects. Form AD-1006 uses criteria developed by the Secretary of Agriculture, in cooperation with other federal agencies, pursuant to the Farmland Protection Policy Act. Federal agencies are required to use these criteria to identify and take into account the adverse effects of their programs on the preservation of farmland. The land evaluation component of the form is completed by the NRCS and is based on information from several sources including soil surveys, NRCS field office technical guides, soil potential/productivity ratings, land capability classifications, and important farmland determinations. Based on this information, farmland proposed for conversion is assigned a rating between 0 and 100 points,

representing the relative value, for agricultural production, of the farmland to be converted compared to other farmland in the same local government jurisdiction.

Based on these findings, federal agencies may proceed with the completion of the site assessment component of the form, which rates other factors that contribute to the site's agricultural importance, such as parcel size and on farm investments. The federal agency must assign a rating for each of the twelve FPPA-defined site assessment criteria (see Part VI of Form AD-1006, contained in **Appendix P**). Maximum points for each criterion ranges from 5 to 20 points, for a maximum total site assessment rating of 160 points.

The FPPA recommends that the federal agency combine the land evaluation rating with the site assessment rating to identify the effect of its proposed action on farmland, and make a determination as to the suitability of the site for protection as farmland. Once the combined score is computed, the U.S. Department of Agriculture (USDA) recommends that sites receiving a total score of less than 160 not be given further consideration for protection and no additional sites need to be evaluated (in an attempt to reduce impacts by protecting the site in question). Sites receiving scores totaling 160 or more should be given increasingly higher levels of consideration for protection (7 C.F.R. § 658.4).

California Land Conservation Act

The California Land Conservation Act (LCA) of 1965, also known as the Williamson Act (Government Code §51200 *et. seq.*), is designed to preserve farmlands and open space lands by discouraging premature and unnecessary conversion to urban uses. The Williamson Act is a voluntary state program, administered by counties and cities, for the preservation of agricultural land. Under the provisions of the Williamson Act, landowners contract with the county to restrict the use of land to productive agricultural or open space use of their lands in return for reduced property tax assessment. The contract is a 10-year agreement that automatically renews each year. The landowner may file a notice of non-renewal that involves a ten-year phase-out period where the tax assessments are adjusted to full market value before the restrictions are no longer in effect. Consequently, land under a Williamson Act contract can be in either a renewal status or a non-renewal status. Lands with a non-renewal status indicate the farmer has withdrawn from a Williamson Act contract and is waiting for a period of tax adjustment for the land to reach its full market value. Non-renewal lands are still subject to the terms of the contract until the contract is completely phased out. Lands that are no longer under contract are still subject to local land use and zoning regulations, but are not limited by the contract to maintain productive agricultural use (DOC, 2005).

Agriculture and open space must be the primary use of lands under Williamson Act contracts. Land uses that are "compatible" with agricultural production are also allowed and determined by the county administering the contract. According to the Department of Conservation "Any

development on property subject to a Williamson Act contract must be incidental to the primary use of the land for agricultural purposes and in compliance with local uniform rules or ordinances.” The Department of Conservation has defined “incidental to” as follows: “A use is incidental when it is required for or is part of the agricultural use.”

Sonoma County Right to Farm Ordinance

The Sonoma County Right to Farm Ordinance was adopted in 1999 by the Board of Supervisors to support County policies regarding the conservation and enhancement of agricultural operations in unincorporated County lands. The stated purpose and intent of the Right to Farm Ordinance is to reduce impacts to County agricultural resources “by limiting the circumstances under which properly conducted agricultural operations on agricultural land may be considered a nuisance.” The ordinance promotes a good-neighbor policy by requiring that users of property adjacent to or near agricultural operations be notified of the inherent potential problems associated with being located near such operations, including noise, odors, dust, operation of machinery, application of fertilizers, soil amendments, seeds and pesticides and other potential effects. Through notification, it is intended that property owners will better understand the potential consequences of being located near agricultural operations. The ordinance states that attendant conditions from properly conducted agricultural operations shall not be considered a nuisance to adjacent property owners and shall be accepted as being a normal and necessary aspect of being located in a rural area (Sonoma County, 1999).

EXISTING CONDITIONS

Sonoma County

Sonoma County ranks 16th in the state and 34th in the nation in agricultural production. Productive soil types and ideal climate conditions are the basis for the County’s historical agricultural diversity. With the exception of vineyards and specialty niche markets, such as organic vegetables, peaches, blueberries, olives, and kiwis, many agricultural commodities do not generate sufficient profit to be economically viable due to the rising value of agricultural land within the County. Wine grapes account for 65-percent of the total farm income, followed by milk, which accounts for 15-percent of the total farm income (Sonoma County, 2006).

The California Department of Conservation, Division of Land Resource Protection, maintains the Farmland Mapping and Monitoring Program (FMMP), which monitors the conversion of the state’s farmland to and from agricultural use. According to the FMMP, in 2002, Sonoma County had approximately 583,274-acres of agricultural land (57-percent of the County total), of which approximately 421,126-acres was considered grazing land, and 162,148-acres was considered important farmlands. The grazing land designation is applied to areas with where existing vegetation is suitable for livestock grazing, and the important farmland designation is applied to

lands most suitable for the cultivation of crops. **Table 3.8-8** provides a summary of agricultural land within Sonoma County converted to non-agricultural uses during the time frame from 2000 to 2002. Between these years, approximately 3.8-percent of the agricultural land in Sonoma County was converted to non-agricultural uses. However, it should be noted that the primary reason for the relatively large decrease in grazing land documented during this period was technology improvements that provided more accurate mapping of existing ranchettes, and not the physical conversion of farmland to other uses (Sonoma County, 2006).

Wilfred Site

As determined by the NRCS, the Wilfred site does not contain prime farmland, farmland of statewide importance, or unique farmland. The northeastern parcels are non-irrigated and are composed mainly of native vegetation. The four parcels in the southern portion of the project site are unirrigated pasturelands. Cattle are located on the southwestern parcel adjacent to Stony Point Road, while the remaining parcels grow rye grass to be used as forage. These four parcels, totaling approximately 182-acres in the southern portion of the Wilfred site, are currently under Williamson Act contracts (**Figure 3.8-18**). To date, no applications have been filed for the non-renewal or other cancellation of the Williamson Act contracts.

TABLE 3.8-8
FARMLAND CONVERSION IN SONOMA COUNTY

Land Use Category	Total Acres Inventoried		2000-2002 Acreage Changes		
	2000	2002	Acres Lost	Acres Gained	Net Change
Prime Farmland	37,035	36,377	3,227	2,569	-658
Farmland of Statewide Importance	18,921	19,747	1,966	2,792	826
Unique Farmland	30,289	31,173	4,218	5,102	884
Farmland of Local Importance	87,661	74,851	16,300	3,490	-12,810
Important Farmland Subtotal	173,906	162,148	25,711	13,953	-11,758
Grazing Land	432,724	421,126	14,427	2,829	-11,598
Agricultural Land Subtotal	606,630	583,274	40,138	16,782	-23,356

SOURCE: California Department of Conservation, Division of Land Resource Protection, 2006; (Table A-37)

Stony Point Site

According to the NRCS, the Stony Point site contains prime farmland, farmland of statewide and local importance, and unique farmland. This farmland is located in the northern portion of the site. The northern parcels are used for cattle grazing. Rye grass is irrigated with recycled wastewater to be used as forage for the milk cows. The parcels in the southern section of the Stony Point site are also included in a portion of the Wilfred site. As with the Wilfred site, the four parcels in the southern portion of the project site do not contain prime farmland or farmland of statewide or local importance. They are unirrigated pasturelands consisting mainly of rye.

Insert Figure 3.8-18

grass. These four parcels total approximately 182 acres and are currently under Williamson Act contracts (**Figure 3.8-18**). To date, no applications have been filed for the non-renewal or other cancellation of the Williamson Act contracts.

Lakeville Site

The NRCS determined that the Lakeville site does not contain unique, prime or statewide or locally important farmland (Sternfels, 2004). The Lakeville site is comprised of five parcels that total approximately 322 acres. All five parcels are unirrigated and are currently used for cattle ranching. In addition, none of the parcels within the Lakeville site are under a Williamson Act contract.

3.8.4 OTHER RESOURCE USES

Except for public recreational uses of the Laguna de Santa Rosa, which flows through the southwestern corner of the project site, neither the Wilfred, Stony Point nor the Lakeville sites are used for hunting, fishing, gathering, timber harvesting, mining, or recreational activities.