

INITIAL STUDY / MITIGATED NEGATIVE DECLARATION

BENEDETTI CAR WASH

6809 SEBASTOPOL AVENUE

CITY OF SEBASTOPOL
PLANNING DEPARTMENT
CITY HALL
7120 BODEGA AVENUE
SEBASTOPOL, CALIFORNIA 95472

AUGUST 18, 2020

I. Environmental Checklist Forms - Mitigated Negative Declaration

1. Project Title	Benedetti Car Wash
2. Lead Agency Name and Address	City of Sebastopol – Planning Department 7120 Bodega Avenue Sebastopol, CA 95472
3. Contact Person and Phone Number	Kari Svanstrom (707) 823-6167
4. Project Location	6809 Sebastopol Avenue Sebastopol, CA 95472 APN. 004-063029
5. Project Sponsor's Name and Address	Mark Reece 6809 Sebastopol Avenue Sebastopol, CA 95472
6. General Plan Designation	Central Core
7. Zoning	CD - Downtown Core
8. Description of Project	The project involves the addition of an automated car wash facility (including internal equipment and storage areas) along with vehicle waiting and parking areas into an existing auto service center containing a tire shop and oil change facility. The project includes the subdivision of an existing lot into three parcels.
9. Surrounding Land Uses and Setting	The project site is located in downtown Sebastopol, the surrounding land uses are as follows: North – Commercial (across Sebastopol Avenue) East – Commercial South – Vacant (Zoned Industrial) West – Commercial (across Barnes Avenue)
10. Other public agencies whose approval is required (Permits, financing approval, or participation agreement.)	None.
11. Have California Native American tribes traditionally and culturally affiliated with the project area requested consultation pursuant to Public Resources Code section 21080.3.1? If so, has consultation begun?	Ten tribal representatives were notified of the project, no consultations were requested (as of the date of this Initial Study).

ENVIRONMENTAL FACTORS POTENTIALLY AFFECTED:

The environmental factors checked below would be potentially affected by this project. Please see the checklist that follows for additional information.

<input type="checkbox"/>	Aesthetics	<input type="checkbox"/>	Agriculture and Forestry	<input type="checkbox"/>	Air Quality
<input type="checkbox"/>	Biological Resources	<input checked="" type="checkbox"/>	Cultural Resources	<input type="checkbox"/>	Geology/Soils
<input type="checkbox"/>	Greenhouse Gas Emissions	<input type="checkbox"/>	Hazards and Hazardous Materials	<input type="checkbox"/>	Hydrology/Water Quality
<input type="checkbox"/>	Land Use/Planning	<input type="checkbox"/>	Mineral Resources	<input checked="" type="checkbox"/>	Noise
<input type="checkbox"/>	Population/Housing	<input type="checkbox"/>	Public Services	<input type="checkbox"/>	Recreation
<input type="checkbox"/>	Transportation/Traffic	<input type="checkbox"/>	Tribal Cultural Resources	<input type="checkbox"/>	Utilities/Service Systems
<input type="checkbox"/>	Wildfires	<input type="checkbox"/>	Mandatory Findings of Significance		

DETERMINATION: On the basis of this initial evaluation:

- I find that the proposed project COULD NOT have a significant effect on the environment, and a NEGATIVE DECLARATION will be prepared.
- I find that although the proposed project could have a significant effect on the environment, there will not be a significant effect in this case because revisions in the project have been made by or agreed to by the project proponent. A MITIGATED NEGATIVE DECLARATION will be prepared.
- I find that the proposed project MAY have a significant effect on the environment, and an ENVIRONMENTAL IMPACT REPORT is required.
- I find that the proposed project MAY have a "potentially significant impact" or "potentially significant unless mitigated" impact on the environment, but at least one effect 1) has been adequately analyzed in an earlier document pursuant to applicable legal standards, and 2) has been addressed by mitigation measures based on the earlier analysis as described on attached sheets. An ENVIRONMENTAL IMPACT REPORT is required, but it must analyze only the effects that remain to be addressed.
- I find that although the proposed project could have a significant effect on the environment, because all potentially significant effects (a) have been analyzed adequately in an earlier EIR or NEGATIVE DECLARATION pursuant to applicable standards, and (b) have been avoided or mitigated pursuant to that earlier EIR or NEGATIVE DECLARATION, including revisions or mitigation measures that are imposed upon the proposed project, nothing further is required.



 Kari Svanstrom, CEQA Coordinator

August 18, 2020

II. Project Description

The Benedetti Car Wash Project involves five planning applications/entitlements. The first is a Use Permit to operate a car wash; the second is for a Variance to allow new development with a floor area ratio below the amount required by the Zoning Code, and the third, is a Tentative Parcel Map to create three commercial parcels. The last two applications are the Design Review Permit to approve the design and materials of the new building and Tree Removal Permit to approve the removal and replacement of the trees.

The Project is located at the southeast corner of Sebastopol Avenue and Barnes Avenue. Access to the site will be provided through the existing driveway from Sebastopol Avenue and a new driveway from Barnes Avenue which will provide direct access to the new car wash. The Project site contains an auto service center consisting of a tire shop and oil change/lube operation.

Figure 1 outlines the project location. The area outlined in orange is the location of the proposed parcel map (the entire site) while the location of the new carwash is outlined in green.

Figure 1. Project Location



Use Permit

The element of the Project that has the greatest potential to affect the environment is the construction and operation of an automated car wash. This building includes approximately 1,300+/- square feet of office use on the second floor. The new car wash and office building will be located on an unpaved parking area in the rear portion of the site (in the southeast corner). The carwash includes both washing and drying machinery. The project includes staging/waiting lanes between the entrance to the car wash and 14 vacuum stations/clean up spaces after the drying machinery. The architecture of the new building will incorporate elements from the existing buildings. These elements include a standing seam metal roof and the form of the dormers and

eaves. The color palette for the new building will be consistent with the colors and materials used on the other two buildings.

Variance

In the CD Zoning District, the Zoning Ordinance set a minimum floor area ratio at 1.0. The current floor area ratio for the entire property (including the unpaved parking area in the rear) is 0.16. The proposed project would increase the floor area ratio to 0.24. Because the project would not comply with the required floor area ratio, the project would require the approval of a variance. The requirement to comply with the floor area ratio provisions from Chapter 17.25 of the Sebastopol Municipal Code was triggered by the proposed tentative parcel map which would create a new lot for development purposes.

Tentative Parcel Map

The proposed Tentative Parcel Map would subdivide the existing lot into three parcels. The subdivision would result in each building being located on its own parcel. The sizes and buildings are described below. The project includes a shared access use agreement. The size of the proposed parcels and the land uses is provided below.

<u>Proposed Parcel</u>	<u>Parcel Area</u>	<u>Land/Building Use</u>	<u>Floor Area Ratio</u>
1	0.624 ac	Existing Tire Shop	0.25
2	0.364 ac	Existing Oil Change/Lube	0.09
3	0.523 ac	Proposed Car Wash/Office	0.19
Total Site	1.51 ac		0.19

Design Review Permit

The architectural design, including colors and materials, of the proposed building will include architectural detailing, materials, and colors consistent with the rest of the auto service center. The Design Review Permit would approve the new car wash/office building. Key building elevations are included in Figure 3.

Tree Removal Permit

The project proposes to remove between 4 and 6 existing redwood trees that are all located near the rear of the site. The project would replace these trees with between 6 and trees that are more appropriate to serve a commercial site landscaping. The Project includes additional trees adjacent to the Sebastopol Avenue. The location of the existing trees is provided in Figure 2.

Figure 2. Site Plan

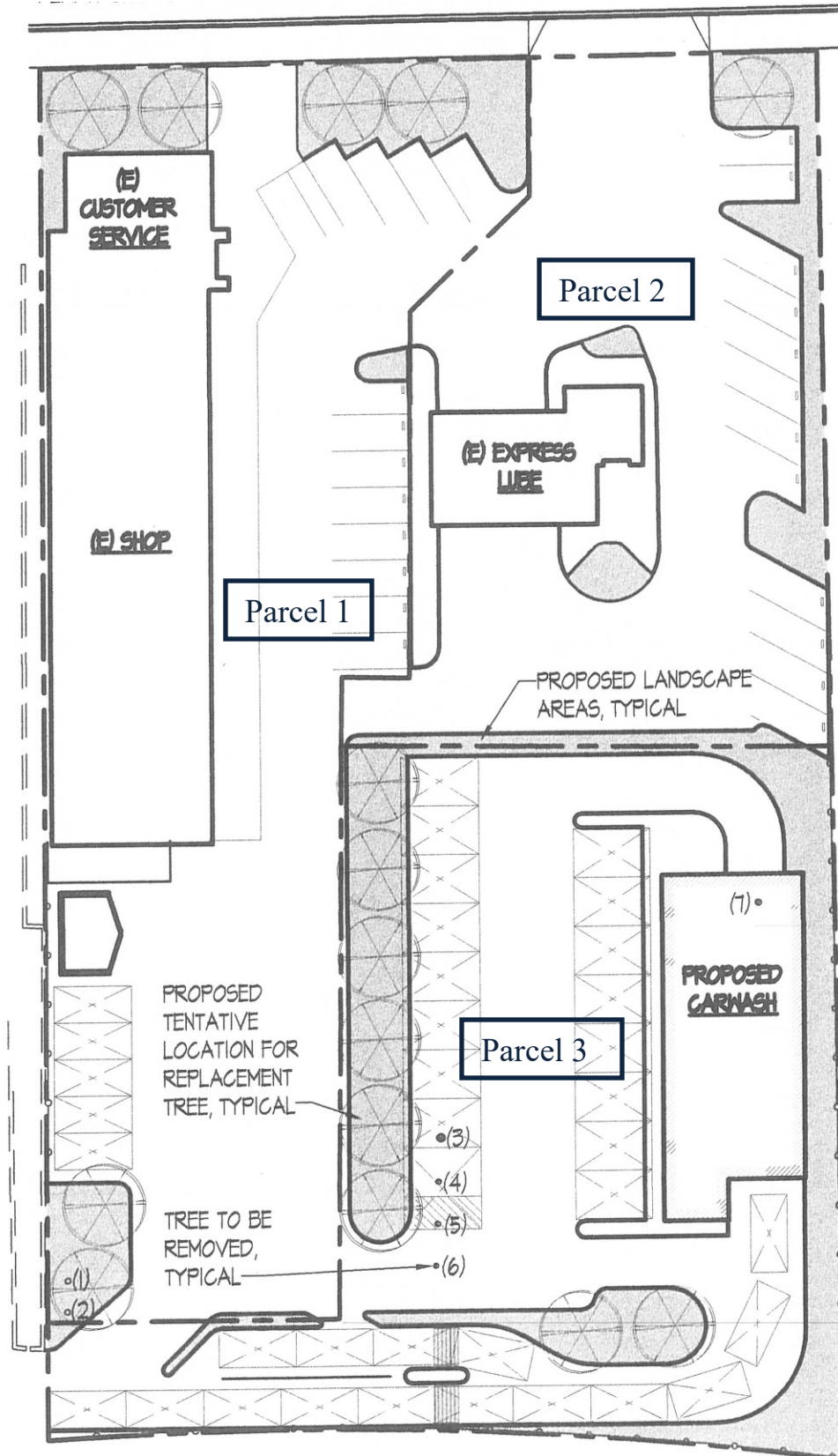


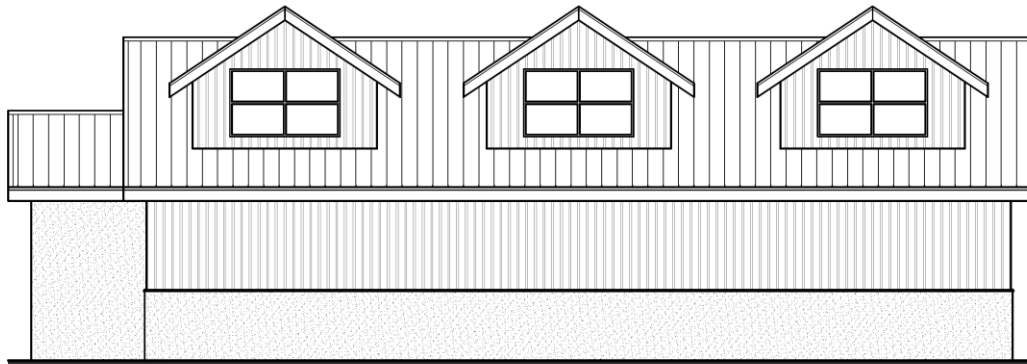
Figure 3. Building Elevations



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



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



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

III. Evaluation of Potential Environmental Impacts

I. **AESTHETICS:** Would the project:

	Potentially Significant Impact	Less Than Significant with Mitigation Incorporated	Less Than Significant Impact	No Impact
a. Have a substantial adverse effect on a scenic vista?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
b. Substantially damage scenic resources, including, but not limited to, trees, rock outcroppings, and historic buildings within a state scenic highway?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
c. Substantially degrade the existing visual character or quality of the site and its surroundings?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
d. Create a new source of substantial light or glare, which would adversely affect day or nighttime views in the area?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>

Discussion:

Item a: No Impact. The site is located in a developed commercial corridor comprised of streets, buildings and parking lots. The project consists of the addition of an automated car wash on a developed site which will be located near the rear of the site and will not be highly visible from the adjacent streets. The colors and materials of the proposed car wash will contain similar design elements (materials and colors, etc.) with the existing onsite structures.

Item b: No Impact. The site contains no scenic resources or historic structures.

Item c: No Impact. The site is located in an urban setting and is surrounded by other urban uses. The addition of a car wash to an auto service complex will not degrade the visual character of the area.

Item d: Less Than Significant Impact. The project will include additional security and parking area lighting. This additional lighting is located in a developed commercial corridor. The proposed exterior lighting will be reviewed by the Design Review Board to ensure that there is no substantial increase in light levels on adjacent properties and to minimize overspill and impacts on the night sky. Adherence with the requirements of the Design Review Board will prevent substantial light or glare. As a result, any impacts will be less than significant.

II. AGRICULTURE AND FOREST RESOURCES: In determining whether impacts to agricultural resources are significant environmental effects, lead agencies may refer to the California Agricultural Land Evaluation and Site Assessment Model (1997) prepared by the California Dept. of Conservation as an optional model to use in assessing impacts on agriculture and farmland. In determining whether impacts to forest resources, are significant environmental effects, lead agencies may refer to information compiled by the California Department of Forestry and Fire Protection regarding the state's inventory of forest land, including the Forest and Range Assessment Project and the Forest Legacy

Assessment project; and forest carbon measurement methodology provided in Forest Protocols adopted by the California Air Resources Board. Would the project:

	Potentially Significant Impact	Less Than Significant with Mitigation Incorporated	Less Than Significant Impact	No Impact
a. Convert Prime Farmland, Unique Farmland, or Farmland of Statewide Importance (Farmland), as shown on the maps prepared pursuant to the Farmland Mapping and Monitoring Program of the California Resources Agency, to nonagricultural use?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
b. Conflict with existing zoning for agricultural use, or a Williamson Act contract?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
c. Conflict with existing zoning for, or cause rezoning of, forest land (as defined in Public Resources Code section 12220(g)), timberland (as defined by Public Resources Code section 4526), or timberland zoned Timberland Production (as defined by Government Code section 51104(g))?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
d. Result in the loss of forest land or conversion of forest land to non-forest use?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
e. Involve other changes in the existing environment, which, due to their location or nature, could result in conversion of Farmland, to non-agricultural use or conversion of forest land to non-forest use?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>

Discussion:

Items a - e: No Impact. The site is located in an urban setting and is surrounded by other urban uses. The site contains no agricultural use or forest lands.

III. AIR QUALITY: Where available, the significance criteria established by the applicable air quality management or air pollution control district may be relied upon to make the following determinations. Would the project:

	Potentially Significant Impact	Less Than Significant with Mitigation Incorporated	Less Than Significant Impact	No Impact
a. Conflict with or obstruct implementation of the applicable air quality plan?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>

	Potentially Significant Impact	Less Than Significant with Mitigation Incorporated	Less Than Significant Impact	No Impact
b. Violate any air quality standard or contribute substantially to an existing or projected air quality violation?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>
c. Result in a cumulatively considerable net increase of any criteria pollutant for which the project region is non-attainment under an applicable federal or state ambient air quality standard (including releasing emissions which exceed quantitative thresholds for ozone precursors)?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>
d. Expose sensitive receptors to substantial pollutant concentrations?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>
e. Create objectionable odors affecting a substantial number of people?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>

Discussion:

The project is located within the Bay Area Air Quality Management District (BAAQMD). Regional air quality is a non-attainment area for both federal and State ozone and PM2.5 standards and State PM10 standards. BAAQMD prepares air quality management plans that include projected emissions inventories and emission reductions strategies to improve ambient air quality. Regional air quality management plans are based upon the land uses contained in city and county general plans. This evaluation is based upon the guidelines of the BAAQMD.

Item a: Less Than Significant Impact. The project is consistent with the adopted General Plan. In addition, the project does not exceed size thresholds for potential significance provided by BAAQMD. Consequently, the project will not obstruct the implementation or accomplishment air quality management plans and any air quality impacts will be less than significant.

Items b - c: Less Than Significant Impact. During project construction, the use of coatings, adhesives, and construction equipment will result in the minor emissions of volatile and reactive organic gases, particulate matter, and oxides of nitrogen. Because of its small scale, combined with the requirements of the BAAQMD, any project impacts will be minimal, temporary, and of short duration. When the project is completed, a mechanical car wash with solar panels will not generate materials regulated by the BAAQMD. As a result, any impacts will be less than significant.

Item d: Less than Significant Impact. During project grading there is the potential to generate particulate matter (PM) emissions. However, because the site is level and construction will require only minimum amounts of grading, there is little potential to generate substantial amounts of particulate matter that could affect sensitive receptors. In addition, the requirements of grading and building permits require the implementation of measures (such as site watering and the restriction of grading on excessively windy days) that will also minimize the generation of particulate matter. During project operation, the primary emission from the operation of the car wash will be water vapor. Water vapor is a common component of the atmosphere and is not considered to be a pollutant. As a result, the project will have no significant impacts.

Item e: Less than Significant Impact. During project construction the use of coatings, adhesives, and the operation of construction equipment will result in minor odor emissions. However, these emissions will be minimal and of short duration. Once the project is in operation no discernable odors will be emitted from the car wash. As a result, the project will have no significant odor impacts.

IV. BIOLOGICAL RESOURCES: Would the project:

	Potentially Significant Impact	Less Than Significant with Mitigation Incorporated	Less Than Significant Impact	No Impact
a. Have a substantial adverse effect, either directly or through habitat modifications, on any species identified as a candidate, sensitive, or special status species in local or regional plans, policies, or regulations, or by the California Department of Fish and Game or U.S. Fish and Wildlife Service?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
b. Have a substantial adverse effect on any riparian habitat or other sensitive natural community identified in local or regional plans, policies, regulations or by the California Department of Fish and Game or US Fish and Wildlife Service?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
c. Have a substantial adverse effect on federally protected wetlands as defined by Section 404 of the Clean Water Act (including, but not limited to, marsh, vernal pool, coastal, etc.) through direct removal, filling, hydrological interruption, or other means?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
d. Interfere substantially with the movement of any native resident or migratory fish or wildlife species or with established native resident or migratory wildlife corridors, or impede the use of native wildlife nursery sites?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
e. Conflict with any local policies or ordinances protecting biological resources, such as a tree preservation policy or ordinance?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>
f. Conflict with the provisions of an adopted Habitat Conservation Plan, Natural Community Conservation Plan, or other approved local, regional, or state habitat conservation plan?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>

Discussion:

Items a - d, f: **No Impact.** The project site is developed and contains no wildlife habitat, riparian areas, or areas for special status species.

Item e: **Less Than Significant Impact.** The site contains several redwood trees in a landscaped setting that will be removed if the project is approved and constructed. Redwood trees are not indigenous to Sebastopol and are not considered to be appropriate for use in landscaped areas. Pursuant to the Municipal Code (<https://sebastopol.municipal.codes/SMC/8.12>), replacement trees can either be made onsite or with a contribution to the City tree fund. The Sebastopol Tree Board will evaluate the tree removal and replacement requirements for the project prior to the issuance of a building permit. Adherence with these standard requirements will reduce any impacts to a less than significant level.

V. CULTURAL RESOURCES: Would the project:

	Potentially Significant Impact	Less Than Significant with Mitigation Incorporated	Less Than Significant Impact	No Impact
a. Cause a substantial adverse change in the significance of a historical resource as defined in §15064.5?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
b. Cause a substantial adverse change in the significance of an archaeological resource pursuant to §15064.5?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>
c. Directly or indirectly destroy a unique paleontological resource or site or unique geologic feature?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>
d. Disturb any human remains, including those interred outside of formal cemeteries?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>

Discussion:

Item a: **No Impact.** The site contains no historic resources.

Items b - d: **Less Than Significant Impact.** The contains no known archeological or paleontological resources or known human remains. Given the limited amount of excavation needed to construct the project, it is unlikely that these resources would be encountered during trenching or excavation. However, if these cultural resources are identified, the requirements of Mitigation Measure CR-1 will reduce any impacts to a less than significant level.

Mitigation Measures:

CR-1: Inadvertent Discovery of Cultural Resources. In the event that any prehistoric or historic-period subsurface archaeological features or deposits, including darkened soil (midden), that could conceal cultural deposits, animal bone, obsidian and/or mortar are discovered during earth-moving activities, all ground-disturbing activity within 50 feet of the discovery shall be halted immediately and the Planning and Building Divisions notified within 12 hours. Impacts on any significant resources shall be mitigated to a less-than-significant level through data recovery or

other methods determined adequate by the City and that are consistent with the Secretary of the Interior's Standards for Archaeological Documentation. If Native American archaeological, ethnographic, or spiritual resources are discovered, all identification and treatment of the resources shall be conducted by a qualified archaeologist and Native American representatives who are approved by the local Native American community as experts of their cultural traditions.

VI. GEOLOGY AND SOILS: Would the project:

	Potentially Significant Impact	Less Than Significant with Mitigation Incorporated	Less Than Significant Impact	No Impact
a. Expose people or structures to potential substantial adverse effects, including the risk of loss, injury, or death involving:				
i. Rupture of a known earthquake fault, as delineated on the most recent Alquist-Priolo Earthquake Fault Zoning Map issued by the State Geologist for the area or based on other substantial evidence of a known fault? See to DMG Special Publication 42.	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
ii. Strong seismic ground shaking?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>
iii. Seismic-related ground failure, including liquefaction?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>
iv. Landslides?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
b. Result in substantial soil erosion or the loss of topsoil?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
c. Be located on a geologic unit or soil that is unstable, or that would become unstable as a result of the project, and potentially result in on or off-site landslide, lateral spreading, subsidence, liquefaction or collapse?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>
d. Be located on expansive soil, as defined in Table 18-1-B of the Uniform Building Code (1994), creating substantial risks to life or property?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>
e. Have soils incapable of adequately supporting the use of septic tanks or alternative wastewater disposal systems where sewers are not available for the disposal of wastewater?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>

Discussion:

Item a.i: No Impact. The site is not located with fault zone mapped as part of the Alquist-Priolo Earthquake Fault Zoning program.

Item a.ii: Less Than Significant Impact. The site is located in a seismically active area in northern California. The Healdsburg-Rodgers Creek and the San Andreas Faults are located approximately 8 miles northeast and 12 miles southeast of Sebastopol, respectively. The Project Site will be subjected to very strong ground-shaking during earthquakes along these nearby faults; as well along other faults located farther the site. Adherence to the standard requirements contained in the Building Code will reduce potential impacts from seismic activity to a less than significant level.

Item a.iii: Less Than Significant Impact. The site is located in an area with a low to moderate susceptibility to liquefaction according to the 'Liquefaction Hazard Map' as published by the Association of Bay Area Governments. The new buildings will be developed to address potential impacts from seismic-related ground failure/liquefaction. Adherence to the standard requirements contained in the Building Code will reduce potential impacts from liquefaction to a less than significant level.

Item a.iv: No impact. The site consists of flat terrain with no identified landslide hazards.

Item b: No impact. The site was been previously developed and covered with an engineered surface and no longer contains erodible topsoil

Items c - d: Less than Significant Impact. The site does not contain known unstable soils conditions. The standard requirement to provide a detailed soils report will identify the specific soil conditions. Adherence to the recommendations of the engineer and compliance with the standard requirements contained in the Building Code will reduce potential impacts from unstable soils to a less than significant level.

Item e: No Impact. The Project is not proposing to install an onsite wastewater disposal system.

VII. GREENHOUSE GAS EMISSIONS: Would the project:

	Potentially Significant Impact	Less Than Significant with Mitigation Incorporated	Less Than Significant Impact	No Impact
a. Generate greenhouse gas emissions, either directly or indirectly, that may have a significant impact on the environment?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>
b. Conflict with an applicable plan, policy or regulation adopted for the purpose of reducing the emissions of greenhouse gases?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>

Discussion:

Item a: Less Than Significant Impact. The emissions of greenhouse gases anticipated by the implementation of the General Plan and this project fall below the Bay Area Air Quality Management District (BAAQMD) thresholds of significance for greenhouse gas emissions (GHGs). However, during project construction, the use of coatings and adhesives and the operation of construction equipment will result in the emissions of insignificant levels of volatile and reactive organic gases. Because any emissions will comply with the requirements of the BAAQMD, any impacts will be temporary and less than significant. When the project is constructed, the mechanical car wash with solar panels will not result in the generation of greenhouse gas emissions. As a result, any impacts will be less than significant.

Item b: Less Than Significant Impact. The City has partnered with the Sonoma County Regional Climate Protection Authority to reduce greenhouse gases as part of the Climate Action Plan 2020 (CAP). The policies in the CAP work to achieve GHG reduction objectives related to transportation, green buildings, energy efficiency, and renewable energy. The project is consistent with these policies. In addition, BAAQMD guidance on greenhouse gas emissions establish significance thresholds for land use projects. Only when a project is larger than the threshold, a detailed analysis of GHGs is required. The size and scale of the car wash project is well below those significance thresholds. As a result, any greenhouse gas emissions will be less than significant.

VIII. HAZARDS AND HAZARDOUS MATERIALS: Would the project:

	Potentially Significant Impact	Less Than Significant with Mitigation Incorporated	Less Than Significant Impact	No Impact
a. Create a significant hazard to the public or the environment through the routine transport, use, or disposal of hazardous materials?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>
b. Create a significant hazard to the public or the environment through reasonably foreseeable upset and accident conditions involving the release of hazardous materials into the environment?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>
c. Emit hazardous emissions or handle hazardous or acutely hazardous materials, substances, or waste within one-quarter mile of an existing or proposed school?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
d. Be located on a site which is included on a list of hazardous materials sites compiled pursuant to Government Code Section 65962.5 and, as a result, would it create a significant hazard to the public or the environment?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
e. For a project located within an airport land use plan or, where such a plan	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>

	Potentially Significant Impact	Less Than Significant with Mitigation Incorporated	Less Than Significant Impact	No Impact
has not been adopted, within two miles of a public airport or public use airport, would the project result in a safety hazard for people residing or working in the project area?				
f. For a project within the vicinity of a private airstrip, would the project result in a safety hazard for people residing or working in the project area?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
g. Impair implementation of or physically interfere with an adopted emergency response plan or emergency evacuation plan?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
h. Expose people or structures to a significant risk of loss, injury or death involving wildland fires, including where wildlands are adjacent to urbanized areas or where residences are intermixed with wildlands?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>

Discussion:

Items a - b: **Less Than Significant Impact.** The Project involves the limited use of cleaning materials as part of the car wash operation. Some of these materials may be toxic or hazardous if consumed or inhaled. However, the amounts are minimal and will not create a significant hazard.

Item c: **No Impact.** The site is not located within a quarter mile of a school site.

Item d: **No Impact.** According to the State Department of Toxic Substance Control, there are no hazardous waste or cleanup locations near the site.

Items e - f: **No Impact.** The site is not located in the vicinity of an airport.

Item g: **No Impact.** The Project will not affect an emergency response or evacuation plan.

Item h: **Less Than Significant Impact.** The site located with a developed commercial area adjacent to vacant and open space areas along the Joe Rodota Trail open space corridor. As a result, there is a potential for wildfires to affect the site. Neither this site, nor surrounding sites, is in a high wildfire area or Wildlife Urban Interface (WUI) zone. However, the scale of the project is small and in a developed area so there is no potential for a significant loss of life or property.

IX. HYDROLOGY AND WATER QUALITY: Would the project:

	Potentially Significant Impact	Less Than Significant with Mitigation Incorporated	Less Than Significant Impact	No Impact
a. Violate any water quality standards or waste discharge requirements?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
b. Substantially deplete groundwater supplies or interfere substantially with groundwater recharge such that there would be a net deficit in aquifer volume or a lowering of the local groundwater table level (e.g., the production rate of preexisting nearby wells would drop to a level which would not support existing land uses or planned uses for which permits have been granted)?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
c. Substantially alter the existing drainage pattern of the site or area, including through the alteration of the course of a stream or river, in a manner, which would result in substantial erosion or siltation on- or off-site?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
d. Substantially alter the existing drainage pattern of the site or area, including through the alteration of the course of a stream or river, or substantially increase the rate or amount of surface runoff in a manner, which would result in flooding on- or off-site?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
e. Create or contribute runoff water which would exceed the capacity of existing or planned stormwater drainage systems or provide substantial additional sources of polluted runoff?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>
f. Otherwise substantially degrade water quality?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
g. Place housing within a 100-year flood hazard area as mapped on a federal Flood Hazard Boundary or Flood Insurance Rate Map or other flood hazard delineation map?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
h. Place within a 100-year flood hazard area structures, which would impede or redirect flood flows?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>
i. Expose people or structures to a significant risk of loss, injury or death involving flooding, including flooding as a result of the failure of a levee or dam?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>

	Potentially Significant Impact	Less Than Significant with Mitigation Incorporated	Less Than Significant Impact	No Impact
j. Inundation by seiche, tsunami, or mudflow?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>

Discussion:

Items a and f: **No Impact.** The Project will connect to the local sanitary sewer network and does not propose to discharge water that could violate water quality standards.

Item b: **No Impact.** The project will connect to the existing potable and recycled water systems and will not deplete existing groundwater supplies. The project will also not substantially interfere with groundwater recharge.

Items c - d: **No Impact.** The Project will not alter the existing drainage pattern and will not alter the drainage pattern in the surrounding area.

Item e: **Less Than Significant.** The Project will result in a minor increase in the amount of impervious area, though most of the site is either developed or covered with a compacted gravel surface. Adherence with the provisions of Chapter 15.78 (Storm Water Low Impact Development Technical Design Manual) will reduce runoff volumes and minimize potential impacts to the stormwater drainage system. Adherence with these requirements and implementation of the best management practices to reduce future stormwater runoff to current volumes. This will reduce any impacts to a less than significant level.

Item g: **No Impact.** The project does not contain any residential units.

Item h: **Less Than Significant Impact.** The site is designated by the Federal Emergency Management Agency (FEMA) as Zone AE (areas with a 1% annual chance of flooding and where base flood elevations are provided). The Base Flood Elevation for the area is 78 feet; while portions of the site are above this level, the area of the proposed car wash is located within the regulatory flood plain. Adherence with the provisions of Chapter 15.16 (Flood Damage Protection) and 15.90 (Placement of Fill and Elevated Structures in Special Flood Hazard Areas) will be required. The approval of a Flood Development Permit will reduce any impacts to a less than significant level.

Item i: **No Impact.** The site is not protected from flooding by a levee.

Item j: **No Impact.** The site is not located in an area affected by seiche, tsunami or mudflow.

X. LAND USE AND PLANNING: Would the project:

	Potentially Significant Impact	Less Than Significant with Mitigation Incorporated	Less Than Significant Impact	No Impact
a. Physically divide an established community?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
b. Conflict with any applicable land use plan, policy, or regulation of an agency with jurisdiction over the project (including, but not limited to the general plan, specific plan, local coastal program, or zoning ordinance) adopted for the purpose of avoiding or mitigating an environmental effect?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>
c. Conflict with any applicable habitat conservation plan or natural community conservation plan?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>

Discussion:

Item a: No Impact. The Project involves an addition to an existing commercial site in a commercial area consistent with local land use plans and will not divide a community.

Item b: Less Than Significant Impact. Automobile repair and service uses require the approval of a use permit in the Commercial Core Zoning District. The purpose of a use permit is to minimize or prevent any potential land use conflicts. The existing auto-service center and proposed car wash are also not consistent with the floor area ratio requirements established in Chapter 17.25 (Commercial, Office, and Industrial Districts) of the Sebastopol Municipal Code. Table 17.25-2 requires a minimum floor area ratio of 1.0 in the Downtown Core Zoning District. This requirement is approximately five or six -times the existing and proposed floor area ratios for the property. Approval of the project will require the approval of a variance.

To approve a variance the City will need to find that there is a unique situation regarding the buildings or uses located there (e.g. there are already other existing automobile oriented businesses onsite); that the variance is necessary to preserve a substantial property right (e.g. the car wash is proposed for a vacant area of the existing auto service center); and that approving the variance will not adversely affect the public health or safety (e.g. the car wash will not create a hazardous situation). If the City makes these findings to approve the variance, any impacts will be less than significant.

Item c: No Impact. The Project involves an addition to an existing commercial site in a commercial area that is not in an area regulated by a habitat conservation plan.

XI. MINERAL RESOURCES: Would the project:

	Potentially Significant Impact	Less Than Significant with Mitigation Incorporated	Less Than Significant Impact	No Impact
a. Result in the loss of availability of a known mineral resource that would be of value to the region and the residents of the state?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
b. Result in the loss of availability of a locally important mineral resource recovery site delineated on a local general plan, specific plan or other land use plan?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>

Discussion:

Items a - b: **No Impact.** The site contains no mineral resources.

XII. NOISE: Would the project result in:

	Potentially Significant Impact	Less Than Significant with Mitigation Incorporated	Less Than Significant Impact	No Impact
a. Exposure of persons to or generation of noise levels in excess of standards established in the local general plan or noise ordinance, or applicable standards of other agencies?	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
b. Exposure of persons to or generation of excessive groundborne vibration or groundborne noise levels?	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
c. A substantial permanent increase in ambient noise levels in the project vicinity above levels existing without the project?	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
d. A substantial temporary or periodic increase in ambient noise levels in the project vicinity above levels existing without the project?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>
e. For a project located within an airport land use plan or, where such a plan has not been adopted, within two miles of a public airport or public use airport, would the project expose people residing or working in the project area to excessive noise levels?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>

	Potentially Significant Impact	Less Than Significant with Mitigation Incorporated	Less Than Significant Impact	No Impact
f. For a project within the vicinity of a private airstrip, would the project expose people residing or working in the project area to excessive noise levels?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>

Discussion:

Illingworth and Rodkin prepared a noise and vibration assessment (dated June 25, 2020) and a supplemental memorandum (dated August 14, 2020), which are attached and incorporated by this reference into this Initial Study. The study reviewed the existing noise environment and evaluated future project noise from the project.

Items a, c: Less Than Significant Impact with Mitigation Incorporated. The City General Plan and Municipal Code contain policies, actions and requirements which regulate noise generated by project construction and operation. Specifically, Chapter 8.25 (Noise Control Ordinance) of the Municipal Code establishes acceptable noise levels of 55 dBA during the day and 45 dBA during the night in commercial zones. However, the proposed car wash has the potential to increase off-site noise levels in excess of City standards. According to the noise and vibration assessment, when the drying equipment system is in operation, offsite noise levels in excess of 80 dBA near the entrance and exit from the car wash. Offsite noise levels will occur along the east and south edges of the property. The loudest off-site noise will occur east of the site adjacent to the exit of the car wash. To reduce offsite noise impacts to a less than significant level, noise mitigation measures are required. Mitigation Measure NOI-1 requires the installation of noise silencing equipment to reduce off-site noise impacts. Mitigation Measure NOI-2 requires the installation of a six-foot high noise reducing barrier along portions of the east property line north and south of the car wash. With the implementation of these two mitigation measures, any noise impacts will be reduced to a less than significant level.

Item b: Less Than Significant Impact with Mitigation Incorporated. The project has the potential to result in groundborne vibration during construction. According to the noise and vibration assessment, the use of a vibratory roller within 18 feet of another structure has the potential to significantly affect/damage the structure. The northeastern portion of the site is within 18 feet of an existing off-site structure. To reduce vibration impacts to a less than significant level, Mitigation Measure NOI-3 requires that the use of heavy equipment, such as a vibratory roller, be avoided within 18 feet of an existing structure.

Item d: Less Than Significant Impact. As previously discussed, project construction has the potential to generate temporary noise. The compliance with local construction noise requirements and mitigation measure NOI-3 will reduce any impacts to a less that significant level.

Items e - f: No Impact. The closest airport to the project is the Charles M. Schultz- Sonoma County Airport which is located approximately seven miles north of the site. The project is not located within the airport influence area and is in an area where airport-related noise will not be excessive. No airport-related noise impacts are expected.

Mitigation Measures:

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

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

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

XIII. POPULATION AND HOUSING: Would the project:

	Potentially Significant Impact	Less Than Significant with Mitigation Incorporated	Less Than Significant Impact	No Impact
a. Induce substantial population growth in an area, either directly (for example, by proposing new homes and businesses) or indirectly (for example, through extension of roads or infrastructure)?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
b. Displace substantial numbers of existing housing, necessitating the construction of replacement housing elsewhere?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
c. Displace substantial numbers of people, necessitating the construction of replacement housing elsewhere?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>

Discussion:

Items a - c: No Impact. The Project site is vacant and includes no residential units. The addition of a car wash will not induce population growth.

XIV. PUBLIC SERVICES: Would the project result in substantial adverse physical impacts associated with the provision of new or physically altered governmental facilities, need for new or physically altered governmental facilities, the construction of which could cause significant environmental impacts, in order to maintain acceptable service ratios, response times or other performance objectives for any of the public services:

	Potentially Significant Impact	Less Than Significant with Mitigation Incorporated	Less Than Significant Impact	No Impact
a. Fire protection?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
b. Police protection?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
c. Schools?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
d. Parks?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
e. Other public facilities?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>

Discussion:

Items a – b, e: No Impact. The Project may result in a small increment in the demand for municipal services. However, the scale of project prevents any significant impacts.

Items c - d: No Impact. The Project is commercial will not result in an increase demand for educational and recreation services.

XV. RECREATION: Would the project:

	Potentially Significant Impact	Less Than Significant with Mitigation Incorporated	Less Than Significant Impact	No Impact
a. Increase the use of existing neighborhood and regional parks or other recreational facilities such that substantial physical deterioration of the facility would occur or be accelerated?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
b. Include recreational facilities or require the construction or expansion of recreational facilities which might have an adverse physical effect on the environment?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>

Discussion:

Items a - b: No Impact. The Project will not increase the use of existing parks and does not involve the construction of new facilities.

XVI. TRANSPORTATION/TRAFFIC: Would the project:

	Potentially Significant Impact	Less Than Significant with Mitigation Incorporated	Less Than Significant Impact	No Impact
a. Conflict with an applicable plan, ordinance or policy establishing measures of effectiveness for the performance of the circulation system, taking into account all modes of transportation including mass transit and non-motorized travel and relevant components of the circulation system, including but not limited to intersections, streets, highways and freeways, pedestrian and bicycle paths, and mass transit?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>
b. Conflict with an applicable congestion management program, including, but not limited to level of service standards and travel demand measures, or other standards established by the county congestion management agency for designated roads or highways?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>
c. Result in a change in air traffic patterns, including either an increase in traffic levels or a change in location that results in substantial safety risks?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
d. Substantially increase hazards due to a design feature (e.g., sharp curves or dangerous intersections) or incompatible uses (e.g., farm equipment)?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
e. Result in inadequate emergency access?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
f. Conflict with adopted policies, plans, or programs regarding public transit, bicycle, or pedestrian facilities, or otherwise decrease the performance or safety of such facilities?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>

Discussion:

W-Trans, prepared a traffic impact study (dated July 17, 2020), which is attached and incorporated by this reference into this Initial Study. The study reviewed the existing setting and transportation network (including vehicular, bicycle, pedestrian, and transit issues), evaluated

future and cumulative impacts of the project on the transportation network, and provided recommendations to minimize or mitigate possible impacts. The study was prepared utilizing City standards, policies, and methodologies for local impacts and Guidance of the Governor's Office of Planning and Research (OPR) for evaluating changes to vehicle miles travelled.

Item a: Less Than Significant Impact. The traffic impact study evaluated potential project impacts at three key intersections. The key study intersections are: Sebastopol Avenue (SR12) at Petaluma Avenue (SR116), Sebastopol Avenue (SR12) at Morris Street, and Petaluma Avenue (SR116) at Abbott Avenue. The study conservatively estimated that the addition of a carwash facility to the existing oil change and tire sales and service businesses could generate an additional 300 (one-way) vehicle trips per day.

Vehicle Miles Traveled: The guidance by OPR uses a screening threshold of 50,000 square feet as the dividing line between potentially regional businesses and local-serving businesses. Land uses involving less than 50,000 square feet are presumed to be local-serving businesses. Local serving businesses generally reduce vehicle miles travelled. In addition to the size criteria, car washes are local-serving businesses (i.e. patrons do not drive long distances to use them since these facilities are located in or adjacent to virtually all communities). The proposed car wash will add approximately 3,000 square feet to the site. Since the project is less than 50,000 square feet in size and involves a local-serving business, any impacts to vehicle miles travelled will be less than significant.

Non-Automotive Impacts: The traffic impact study also evaluated the impacts of the project on pedestrian facilities (e.g. sidewalks and crosswalks), bicycle facilities (e.g. bike lanes), and transit services. The site already has access to the existing sidewalk network and the project includes the installation of on-site bicycle parking facilities. With these elements the study concluded that the project would not adversely affect the existing facilities and would not require additional improvements to implement local plans.

The adopted General Plan contains a number of policies, actions and programs which provide criteria and guidance on the circulation system within the City. Specifically, General Plan Policy CIR 1-7 requires the preparation of a circulation impact report for projects with the potential to affect the circulation system. General Plan Program 16.1 establishes a minimum operational standard of LOS D for all intersections in the downtown as well as for all unsignalized intersections citywide. As described above, the project complies with the requirements of the General Plan. Since the project is consistent with local plans and ordinances relating to the operation of the circulation system, any impacts will be less than significant.

Item b: Less Than Significant Impact. The Sonoma County Transportation Authority is the countywide transportation planning and programming agency and is responsible for maintaining the County's Comprehensive Transportation Plan (CTP). The CTP prioritizes transportation needs in Sonoma County in conjunction with the Association of Bay Area Government's Regional Transportation Plan. The CTP includes goals and programs to improve vehicular traffic flows, bicycle and pedestrian facilities, and transit service and facilities. The size and scope of the project does not require the preparation of a transportation demand management plan. In addition, the City General Plan provides policies and programs to ensure the efficient operation of the transportation system to accommodate all forms of travel and transport. The project is consistent with the requirements of the applicable congestion management program and will not have a significant impact.

Item c: No Impact. The closest airport to the project is the Charles M. Schultz- Sonoma County Airport which is located approximately seven miles north of the site. The project is not located within the airport influence area and does not involve components that could affect airport operations. No impacts are anticipated.

Item d: No Impact. The project is not proposing any changes to the road network which would create additional traffic hazards, such as sharp curves or dangerous intersections, or introduce incompatible non-urban land uses. The project includes an additional site access via a driveway onto Barnes Avenue. This additional driveway has the potential to reduce possible future traffic conflicts along Sebastopol Avenue by providing a second site access. No significant impacts are anticipated.

Item e: No Impact. The project will not affect or impair emergency access to the site and the surrounding vicinity. As discussed under Item d above, the project will add an additional driveway onto Barnes Avenue which will improve future emergency access to the site while not impairing emergency access in the surrounding area.

Item f: Less Than Significant Impact. As described above, the General Plan contains policies and actions to encourage and protect public transit and bicycle and pedestrian facilities. The project site has existing sidewalks along Sebastopol and Barnes Avenues. There are no bike lanes adjacent to the site. The General Plan does not identify any future bike lanes adjacent to the project site. According to Sonoma County Transit, there are no existing bus or shuttle routes along Sebastopol Avenue or Barnes Avenue adjacent to the project site. The project is consistent with the local requirements for public transit, bicycle, and pedestrian circulation and no significant impacts are anticipated.

Non-CEQA Local Impacts: The traffic impact study also evaluated the operational impacts of the project using Level of Service (LOS) to assess local operating conditions. Using the locally adopted criteria that levels of service within the downtown should maintain LOS D or better. As depicted below, the only change in LOS for the studied locations is at the intersection of Sebastopol Avenue and Morris Street during the AM peak hour. The Level of Service for unsignalized intersections citywide (such as the westbound approach of Abbott Avenue to Petaluma Avenue) is also LOS D. As demonstrated below, none of the proximal intersections will violate local operating conditions.

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

XVII. TRIBAL CULTURAL RESOURCES: Would the project cause a substantial adverse change in the significance of a tribal cultural resource, as defined in Public Resources Code Section 21074 as either a site, feature, place cultural landscape that is geographically defined in terms of the size and scope of the landscape, sacred place, or object with cultural value to a California Native American tribe, and that is:

	Potentially Significant Impact	Less Than Significant with Mitigation Incorporated	Less Than Significant Impact	No Impact
a. Listed or eligible for a listing in the California Register of Historic Resources, or in a local register of historic resources as defined in Public Resources Code Section 5020.1(k)?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
b. A resource determined by the lead agency, in its discretion and supported by substantial evidence, to be significant pursuant to criteria set forth in subdivision (c) of Public Resources Code Section 5024.1 (In applying the criteria asset fort in this Section, the lead agency shall consider the significance of the resource to a California Native American Tribe)?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>

Discussion:

Items a - b: **No Impact.** The Native American Heritage Commission (NAHC) did not identify any tribal cultural sites on site and none of the contacted NAHC identified tribal governments requested a consultation pursuant to Public Resources Code Section 21080.3.1. The site does not contain any known historic or tribal cultural resources. However, the implementation of Cultural Resource mitigation measure CR-1 will ensure the appropriate treatment of any previously unknown tribal cultural resources.

XVIII. UTILITIES AND SERVICE SYSTEMS: Would the project:

	Potentially Significant Impact	Less Than Significant with Mitigation Incorporated	Less Than Significant Impact	No Impact
a. Exceed wastewater treatment requirements of the applicable Regional Water Quality Control Board?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>
b. Require or result in the construction of new water or wastewater treatment facilities or expansion of existing facilities, the construction of which could cause significant environmental	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>

	Potentially Significant Impact	Less Than Significant with Mitigation Incorporated	Less Than Significant Impact	No Impact
effects?				
c. Require or result in the construction of new storm water drainage facilities or expansion of existing facilities, the construction of which could cause significant environmental effects?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
d. Have sufficient water supplies available to serve the project from existing entitlements and resources, or are new or expanded entitlements needed?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>
e. Result in a determination by the wastewater treatment provider which serves or may serve the project that it has adequate capacity to serve the project's projected demand in addition to the provider's existing commitments?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>
f. Be served by a landfill with sufficient permitted capacity to accommodate the project's solid waste disposal needs?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>
g. Comply with federal, state, and local statutes and regulations related to solid waste?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>

Discussion:

Items a, b, e: Less Than Significant Impact. The Project is very small and will result not require the construction of new water or wastewater facilities and will not exceed treatment requirements. Based on the 2019 annual Level of Service Report (incorporated by reference) presented to the City Council in May of this year, there is ample capacity remains in the City of Sebastopol's wastewater treatment allocation to serve this development and meet applicable requirements of the Regional Water Quality Control Board. The Level of Service Report indicates that there is approximately 45% of treatment capacity remaining. This figure includes allowances for known undeveloped projects. The proposed car wash project is also included as part of the future planned growth identified in the General Plan. Finally, any incremental impacts to the collection system network will be addressed through the payment of required connection fees.

Item c: No Impact. The Project will not require or involve the construction of new storm water facilities.

Item d: Less Than Significant Impact. The Project is very small and will result not require the construction of new water facilities. Based on the 2019 annual Level of Service Report provided to the City Council (incorporated by reference), Sebastopol obtains its municipal water supply from groundwater in the Wilson Creek Formation. This groundwater basin is managed as part of the Santa Rosa Plain Basin and a regional Groundwater Sustainability Agency. According Level of Service Report, water use within the City reduced by about 3% in 2019 and there is ample capacity in the City of Sebastopol's water system to serve the proposed development. The proposed car wash project is also included as part of the future planned growth identified in the General Plan. Any incremental impacts to the distribution system will be addressed through the

payment of required connection fees. The car wash will also use/recycle approximately 80% of its water use further reducing its impact on the water system.

Items f - g: Less Than Significant Impact. The Project will add a small incremental increase of solid waste and recyclable materials. However, this small increment will not result in a significant impact.

XIX. WILDFIRES: If located in or near State responsibility areas or lands classified as very high fire hazard severity zones, would the project:

	Potentially Significant Impact	Less Than Significant with Mitigation Incorporated	Less Than Significant Impact	No Impact
a. Substantially impair an adopted emergency response plan or emergency evacuation plan?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
b. Due to slope, prevailing winds, and other factors, exacerbate wildfire risks, and thereby expose project occupants to, pollutant concentrations from a wildfire or the uncontrolled spread of a wildfire?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
c. Require the installation or maintenance of associated infrastructure (such as roads, fuel breaks, emergency water sources, power lines or other utilities) that may exacerbate fire risk or that may result in temporary or ongoing impacts to the environment?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
d. Expose people or structures to significant risks, including downslope or downstream flooding or landslides, as a result of runoff, post-fire slope instability, or drainage changes?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>

Discussion:

Items a - d: No Impact. The site is not located in a high wildfire hazard severity zone or Wildland Urban Interface zone. Additionally, the site is located within an area of local responsibility.

XX. MANDATORY FINDINGS OF SIGNIFICANCE

	Potentially Significant Impact	Less Than Significant with Mitigation Incorporated	Less Than Significant Impact	No Impact
a. Does the project have the potential to degrade the quality of the environment, substantially reduce the habitat of a fish or wildlife species, cause a fish or wildlife population to drop below self-sustaining levels, threaten to eliminate a plant or animal community, reduce the number or restrict the range of a rare or endangered plant or animal or eliminate important examples of the major periods of California history or prehistory?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>
b. Does the project have impacts that are individually limited, but cumulatively considerable? ("Cumulatively considerable" means that the incremental effects of a project are considerable when viewed in connection with the effects of past projects, the effects of other current projects, and the effects of probable future projects)?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>
c. Does the project have environmental effects which will cause substantial adverse effects on human beings, either directly or indirectly?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>

Discussion:

Items a - c: **Less Than Significant.** Based upon the analysis provided with this initial study the Project will result a minor change to the environment and will contribute a very small incremental increase to environmental change. The project is occurring within an existing urban context and is not located on a site with substantial environmental resources. As a result, the Project will not create a significant cumulative impact.

FIGURES

Figure 1. Project Location

Figure 2. Site Plan.

Figure 3. Building Elevations

EXHIBITS INCORPORATED BY REFERENCE

1. Adobe Associates, Inc., Initial Storm Water Low Impact Development Submittal for The Use Permit for Parcel 3 of the Benedetti Subdivision.
2. Illingworth & Rodkin, Benedetti Car Wash – Noise and Vibration Assessment, June 25, 2020.
3. Illingworth and Rodkin, Results of Noise Wall Analysis, Benedetti Car Wash, Sebastopol, CA, August 14, 2020.
4. Patrick Slayer Architect, Project Plans, February 20, 2019.
5. W-Trans, Traffic Impact Study for the Benedetti Car Wash Project, July 15, 2020.

DOCUMENTS INCORPORATED BY REFERENCE

6. City of Sebastopol General Plan and EIR – adopted November, 2016 [State Clearinghouse #2016032001]
7. City of Sebastopol Zoning Ordinance
8. Climate Action Plan 2020 and Beyond, Sonoma County Regional Climate Protection Authority – July 2016.
9. BAAQMP Air Quality Plan – May 2017
10. City of Sebastopol Annual Level of Service Report – 2017

Documents available for review at the Sebastopol Planning Department, 7120 Bodega Avenue, Sebastopol, CA 95472 (by appointment only during Covid-19 local emergency declaration, please call 707-823-6167 for further information)

Documents are also available on the City's website, www.ci.sebastopol.org

Documents 1-5 are available and <https://ci.sebastopol.ca.us/City-Government/Departments-Services/Planning/Projects>

Documents 6 and 7 are available: <http://sebastopol.generalplan.org/> and <https://sebastopol.municipal.codes/>, respectively