

February 4, 2020

Therese McMillan  
Executive Director, ABAG/MTC  
375 Beale Street, #700  
San Francisco, CA 94105

Re: Friends of North Sonoma **Strongly Oppose** Springs Specific Plan as a PDA

Dear Ms. McMillan,

Our understanding is that the Joint MTC Planning and ABAG Administrative Committee and the ABAG Executive Board will be making a decision regarding whether to approve the Springs Specific Plan (SSP) application to become a Priority Development Area (PDA) soon. We urge you to NOT approve this PDA.

Friends of North Sonoma (FNS) is an unincorporated citizens' group representing the homeowners in the surrounding neighborhood of Donald, Robinson and Lomita streets. We are a rural, fifty-year old neighborhood of single-family homes with a single 2.36 acre empty lot available for development. Attached is a May 8, 2012, letter from then Supervisor Brown and current Supervisor Zane describing the SSP which clearly states "these places are not appropriate for the higher densities of urban PDAs..." (attachment 1). Nothing has changed. The SSP area has no major bank, no major grocery store, no high school and no middle school.

Furthermore, the current bus system does not meet MTC headway requirements for a PDA (attachment 2). The bus doesn't run in the late afternoon or evening to be useful for commuters. At the SCTA meeting, "Let's Talk: The Future of Transportation in Sonoma" held December 11<sup>th</sup>, 2019, County representatives stated they have no plans to upgrade bus #32. This is confirmed in a subsequent email from County staff (attachment 3). To put high density housing here can only result in more people driving to get the services they need.

Our fundamental issue is that Sonoma County failed to provide notice to our Donald Street neighborhood regarding development of the Springs Specific Plan. The County's failed outreach focused on the businesses and schools along the Highway 12 corridor. Donald Street is contiguous with City of Sonoma city limits and runs  $\frac{3}{4}$  mile east of Highway 12 (attachment 4). Our Donald Street neighborhood has never been considered part of the Springs. Our children attend Sassarini Elementary in the center of the town of Sonoma. See attached map from Sonoma County Economic Board's Sonoma Valley Community Profile Demographics Report 2017, which shows Donald Street in relation to the other Spring communities (attachment 5). And even though our neighborhood represents 87% of the new housing proposed in the SSP and 32% of the plan area, lack of notice meant that **not a single representative from our neighborhood participated in the development of the SSP**. This goes against

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MTC Resolution No. 4035, requiring proactive, public outreach to insure “full and fair participation by all potentially affected communities” (attachment 6). Even the County’s own survey showed no one from our neighborhood streets participated which they failed to rectify (attachment 7). The County waited until September 10, 2018, six years after the inception of the SSP, to put tags on our parcels notifying us we were included in the SSP (attachment 8). It was this tag that alerted a Donald Street homeowner to its existence in early 2019. FNS submitted a petition to the Board of Supervisors on June 4, 2019, with 260 signatures asking for a re-start of the SSP (attachment 9). We received no response. We now question whether the County’s failed outreach and delayed tags on our parcels was done intentionally to bypass possible resistance from a neighborhood group.

Additionally, we feel the original application for the SSP written in 2012 contained false statements (attachment 10), as our neighborhood falls outside MTC’s Community of Concern map and is neither low-income, nor disadvantaged (attachment 11 and 12).

After the Nuns fire, Permit Sonoma increased the density of the proposed SSP project as a response to the dramatic loss of homes. **This higher density plan was never shown to a single community group before its inclusion in the draft version of the plan submitted to the Sonoma Valley Citizens Advisory Commission (SVCAC) on August 18, 2018** (see attachment 13). However, if you had been in the Donald neighborhood the night we were asked to evacuate, and experienced the terror of being caught in a traffic jam with fire approaching, you would have redrawn the plans differently. All of our neighborhood streets are dead-end streets that back up to a hillside with only two ways out. Fetters Hot Springs, one of the contiguous neighborhoods in the SSP, was recognized by StreetLight Data as being one of a hundred communities in the US with the most limited means of escaping a disaster (attachment 14). And our water district, Valley of the Moon Water District, lost its back up water supply needed to fight fire disasters with the closure of the Sonoma Developmental Center (attachment 15). It is also important to point out that the northern side of Donald Street is actually the border for Cal Fire’s Fire Hazard Severity Zone (attachment 16). To add high density housing to our neighborhood will only increase the chances that our neighborhood will experience a catastrophe, like the town of Paradise.

The decision to approve the application for the SSP to become a PDA was disrespectfully included as item #28 on the Consent Calendar at the December 17, 2019, Board of Supervisors Meeting. Thirty-two homeowners showed up to voice concerns against being designated a PDA at a meeting held 45 minutes away from Sonoma on an early Tuesday morning with three days’ notice. In spite of the controversial nature of this item, the Board would not remove it from their Consent Calendar.

We understand that neither ABAG nor MTC addresses decisions made at the local level. However, our right to have a voice and be included in the SSP development was

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overlooked, in clear violation of MTC's own policies of inclusion. We feel our concerns for our water and fire safety are not being heard. To date, Sonoma County has been unable to provide us with a reason why the Donald Street neighborhood was "silently" added to the SSP over 7 years ago, much less why our neighborhood should be designated a PDA. FNS wholeheartedly feel the SSP is not appropriate for major growth and strongly urge the Board and Committee members to vote against this PDA designation. We seriously hope to resolve these concerns without litigation.

Thank you for your time and attention reading this letter.

A collection of handwritten signatures in blue ink. The names are: Gary Germano, Paul Rockett, Joel Trachtenberg, Vicki DeSmet, Matt Lage, Colleen Cowan, Gary DeSmet, Valerie L. Mathes, and Ricci Wheatley. Some signatures are more prominent than others.

Friends of North Sonoma Steering Committee:

Steve Caniglia, Colleen Cowan, Vicki DeSmet, Gary DeSmet, Gary Germano, Matt Lage, Bennett Martin, Valerie Mathes, Paul Rockett, Joel Trachtenberg, Maud Trachtenberg, Ricci Wheatley

For Friends of North Sonoma

P O Box 1454

Sonoma, CA 95476

cc: Tennis Wick, Director, Permit Sonoma  
Matt Maloney, Interim Planning Director, ABAG/MTC  
Mark Shorett, Principal Planner, ABAG/MTC  
Greg Carr, 1<sup>st</sup> District, Sonoma County Planning Commissioner  
Dick Fogg, 1<sup>st</sup> District, Sonoma County Planning Commissioner  
David Storer, Planning and Community Services Director, City of Sonoma  
Jason Walsh, Editor, Sonoma Index Tribune

COUNTY OF SONOMA  
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May 8, 2012

Mark Luce, President  
ABAG Executive Board  
Association of Bay Area Governments (ABAG)  
PO Box 2050  
Oakland, CA 94604-2050

Re: Support for Rural Place Types in Unincorporated Sonoma County

Dear Mr. Luce,

Thank you for the opportunity to provide further comment on the Jobs Housing Connection Scenario as it relates to consideration of Rural Place Types. On March 15 the Executive Board deferred action on Rural Place Type proposals (with the exception of Benicia and Dixon). We understand this was primarily in response to concerns with the proposed Midcoast Priority Development Area (PDA) in unincorporated San Mateo County's Coastal Zone.

ABAG staff has indicated that the Unincorporated Sonoma County PDA applications have been assumed in the Draft Jobs Housing Connection (JHC) Scenario, which we believe is appropriate. We understand that further consideration of the Rural Place Type Priority Development Areas will occur at the upcoming June 6 Regional Planning Committee meeting and final action will occur at the July 19 ABAG Executive Board meeting.

The Sonoma County Board of Supervisors and the Sonoma County Transportation Authority/Regional Climate Protection Authority urge the Executive Board to support Sonoma County's PDA applications as Rural Place Types and ensure they are included in the adopted JHC Scenario. These applications include the following places:

- Airport/Larkfield
- Forestville
- Graton
- Guerneville
- Pennngrove
- Sonoma Valley – The Springs

As you are aware, including these places within the growth strategy envisioned in the Sustainable Communities Strategy (SCS) provides additional program and funding opportunities to assist local governments in transforming these places into more complete communities that are less auto-dependent. These opportunities include the OneBayArea Grant (OBAG) and other planning, technical assistance and affordable housing funds.

Mr. Mark Luce  
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As local agencies, we strongly support including these communities as appropriate places for future compact infill development in our rural/suburban county context. Incentivizing infill and mixed use development while enhancing the unique flavor and fabric of these communities should be an essential component in an SCS that reflects the diversity of community scale that is found throughout the Bay Area. These places are not appropriate for the higher densities of urban PDAs, but they should not be left out of the SCS process. The SCS should provide policy guidance and incentives for suburban sprawl repair and the transformation of existing rural neighborhoods into more complete communities with multi-modal road networks and linkages to County-wide and regional bikeways and transit systems.

We envision our proposed Rural Place Type PDAs as opportunities to work with communities to develop plans and improvements that, over the next 30 years, will transform these places with densities and mobility options more akin to a walkable/bikable European village surrounded by greenbelts, linked with bike trails, and at densities that support of more frequent transit service. At the same time, retaining the smaller scale of these places is also essential.

All of our proposed PDA places are served by public sewer and water and contained within Urban Service boundaries that are hard-wired into the County's General Plan. The County and all nine city General Plans have strong compact growth policies that focus urban development within the cities and, in a more limited way, within the unincorporated Urban Service Areas. Urban development outside these areas is largely non-existent.

We see the investment opportunities connected with PDA designation as essential to realizing our vision of encouraging sustainable development within unincorporated Urban Service Areas in several ways:

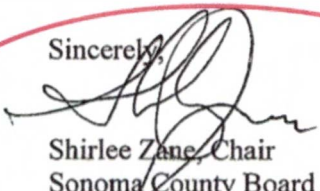
- Providing specific plan funding to work with citizens to identify: infill opportunities, appropriate building prototypes and densities, a balanced mix of land uses, "complete street" modifications, appropriate location and design of transit facilities to encourage ridership, zoning amendments to allow more live/work and job opportunities.
- Infrastructure funding for complete street improvements.
- Completion of local and regional bike networks.
- Improvement of the transit system to provide more frequent service between PDA's and regional employment centers, schools, recreation sites and shopping areas.

Having these areas recognized in the JHC as places where focused growth can occur and, most importantly, eligible for the incentives available to PDAs, will help us in our current efforts to make these communities more complete, sustainable and less auto dependent.

We ask that you support the designation of our six proposed applications in unincorporated Urban Service Areas as Rural Place Type PDAs.

Thank you for the opportunity to comment.

Sincerely,

  
Shirlee Zane, Chair  
Sonoma County Board of Supervisors

  
Valerie Brown, Chair  
SCTA/RCPA

cc: ~~Board of Supervisors~~  
SCTA/RCPA Board Members

From: Steven Schmitz [mailto:steven@sctransit.com]  
Sent: Wednesday, September 25, 2019 11:30 AM  
To: Janet Spilman <janet.spilman@scta.ca.gov>; Amy Lyle <Amy.Lyle@sonoma-county.org>  
Cc: Christopher Barney <chris.barney@scta.ca.gov>; Bryan Albee <bkalbee@sctransit.com>  
Subject: RE: Springs PDA - Transit Headways

## EXTERNAL

Thanks for the information, Janet.

Hi Amy – SCT does provide existing average 30 minute headways in the weekday a.m. peak (6 to 10 a.m.) on local routes 32/34 through the Sonoma Springs. However, we don't currently provide average 30 minute headways in the weekday p.m. peak (4 to 7 p.m.) on local routes 32/34, even when combining local and intercity service through the Sonoma Springs.

If eligibility for a PDA in the Sonoma Springs requires existing average 30 minute transit headways on weekdays in both the a.m. and p.m. peak, we don't currently meet that criteria. SCT's local route 32/34 currently ends weekday service at 4:25 p.m. Intercity service thereafter averages approximately 60 minute headways.

I'd be happy to discuss with you further over the phone.

Steven Schmitz  
585-7516

Begin forwarded message:

From: "Jodi Curtis" <[jodi@sctransit.com](mailto:jodi@sctransit.com)>  
Date: January 30, 2020 at 3:07:18 PM PST  
To: "'Vicki DeSmet'" <[joy2bake@sbcglobal.net](mailto:joy2bake@sbcglobal.net)>  
Cc: "Steven Schmitz" <[steven@sctransit.com](mailto:steven@sctransit.com)>  
Subject: RE: [sctransit.wpengine.com](http://sctransit.wpengine.com) form: Question

Good Afternoon Vicki,

I have reached out to Steven Schmitz in our office to inquire about a bicycle rack. He has asked that you contact him directly regarding this. I have copied him on this email and/or he can be reached at [707-585-7516](tel:707-585-7516).

SCT has been discussing the Rt. 32 with the City of Sonoma. At the current time, SCT has no plans to make changes, but is appreciative of suggestions or comments regarding our bus routes for future consideration. If you have any suggestions, please feel free to reach out to me via email or per the information below.

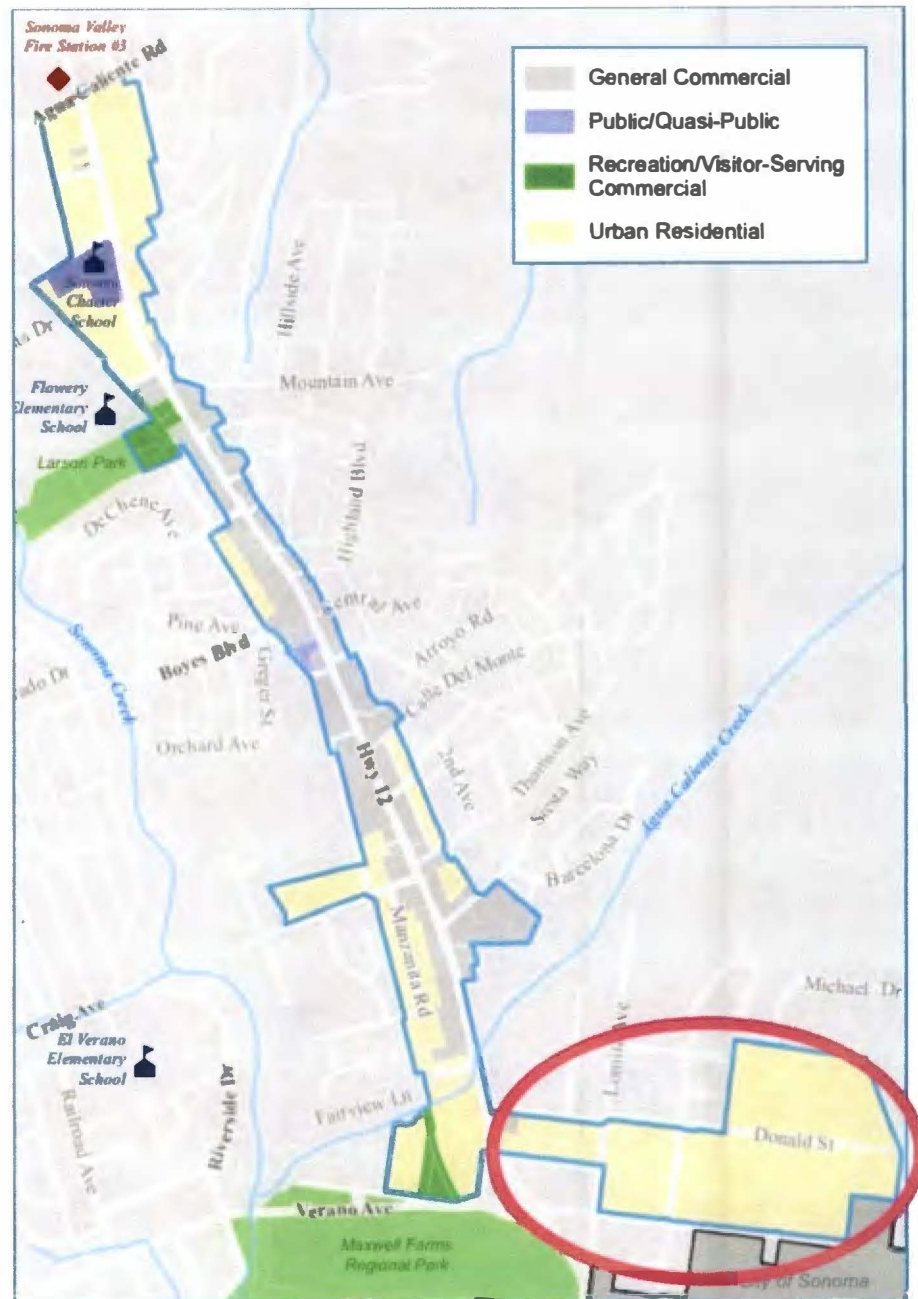
Thank you,

Jodi Curtis  
Transit Specialist II  
SonomaCountyTransit  
355 West Robles Avenue  
Santa Rosa, CA 95407  
707-585-7516

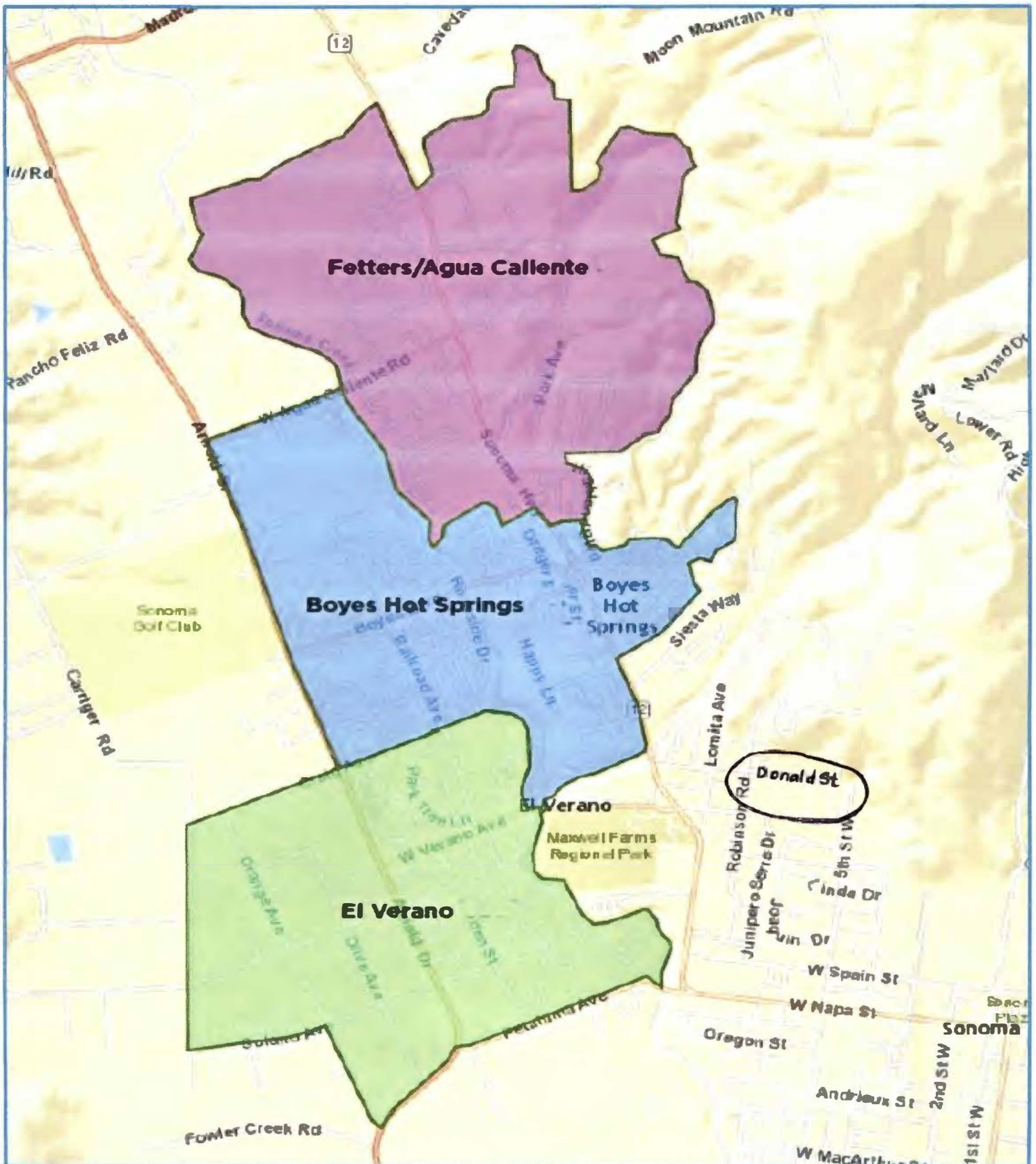


## 2A OVERVIEW

The Springs Specific Plan places a strong emphasis on increased housing opportunities, economic growth, and improved bicycle and pedestrian connectivity throughout the Plan area. Mixed-use, commercial, and medium to high density residential development will be accommodated along the Highway 12 corridor (see Figures 2 and 3). The variety of housing types included in the Plan accommodates a range of affordability levels. The Specific Plan also promotes new community-serving retail, restaurants, and services.







May 17, 2012  
Attachment A, MTC Resolution No. 4035

Assessment (RHNA) and added weighting to acknowledge very low and low income housing. The formula breakdown is as follows with distributions derived from each jurisdiction's proportionate share of the regional total for each factor:

### OBAG Fund Distribution Factors

Factor Weighting	Percentage
Population	50%
RHNA* (total housing units)	12.5%
RHNA (low/very low income housing units)	12.5%
Housing Production** (total housing units)	12.5%
Housing Production (low/very low income housing units)	12.5%

\* RHNA 2014-2022

\*\*Housing Production Report 1999-2006

The objective of this formula is to provide housing incentives to complement the region's Sustainable Community Strategy (SCS) which together with a Priority Development Area (PDA) focused investment strategy will lead to transportation investments that support focused development. The proposed One Bay Area Grant formula also uses actual housing production data from 1999-2006, which has been capped such that each jurisdiction receives credit for housing up to its RHNA allocation. Subsequent funding cycles will be based on housing production from ABAG's next housing report to be published in 2013. The formula also recognizes jurisdictions' RHNA and past housing production (uncapped) contributions to very low and low income housing units. The resulting OBAG fund distribution for each county is presented in Appendix A-4. Funding guarantees are also incorporated in the fund distribution to ensure that all counties receive as much funding under the new funding model as compared to what they would have received under the Cycle 1 framework.

The Commission, working with ABAG, will revisit the funding distribution formula for the next cycle (post FY2015-16) to further evaluate how to best incentivize housing production across all income levels and other Plan Bay Area performance objectives.

## CYCLE 2 GENERAL PROGRAMMING POLICIES

The following programming policies apply to all projects funded in Cycle 2:

1. **Public Involvement.** MTC is committed to a public involvement process that is proactive and provides comprehensive information, timely public notice, full public access to key decisions, and opportunities for continuing involvement. MTC provides many methods to fulfill this commitment, as outlined in the *MTC Public Participation Plan*, Resolution No. 3821. The Commission's adoption of the Cycle 2 program, including policy and procedures meet the provisions of the *MTC Public Participation Plan*. MTC's advisory committees and the Bay

- A description of how the public engagement process met the outreach requirements of MTC's Public Participation Plan, including how the CMA ensured full and fair participation by all potentially affected communities in the project submittal process.
- A summary of comments received from the public and a description of how public comments informed the recommended list of projects submitted by the CMA.

## 2. Agency Coordination

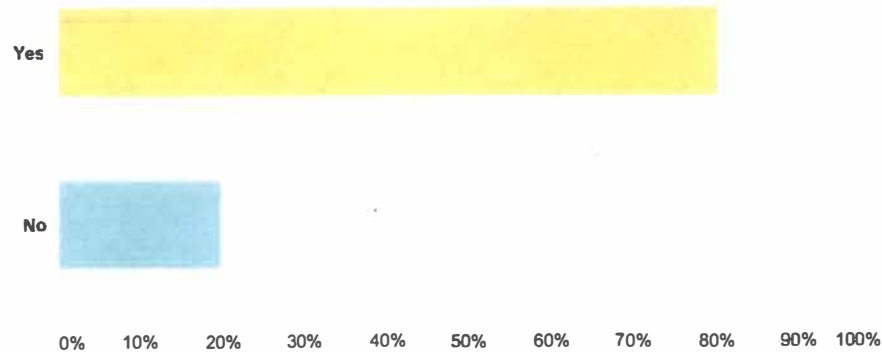
- ***Work closely with local jurisdictions, transit agencies, MTC, Caltrans, federally recognized tribal governments, and stakeholders to identify projects for consideration in the OBAG Program.*** CMAs will assist with agency coordination by:
  - Communicating this Call for Projects guidance to local jurisdictions, transit agencies, federally recognized tribal governments, and other stakeholders

## 3. Title VI Responsibilities

- ***Ensure the public involvement process provides underserved communities access to the project submittal process as in compliance with Title VI of the Civil Rights Act of 1964.***
  - Assist community-based organizations, communities of concern, and any other underserved community interested in having projects submitted for funding;
  - Remove barriers for persons with limited-English proficiency to have access to the project submittal process;
  - For Title IV outreach strategies, please refer to MTC's Public Participation Plan found at: [http://www.onebayarea.org/get\\_involved.htm](http://www.onebayarea.org/get_involved.htm)
  - Additional resources are available at
    - i. <http://www.fhwa.dot.gov/civilrights/programs/tvi.htm>
    - ii. [http://www.dot.ca.gov/hq/LocalPrograms/DBE\\_CRLC.html#TitleVI](http://www.dot.ca.gov/hq/LocalPrograms/DBE_CRLC.html#TitleVI)
    - iii. [http://www.mtc.ca.gov/get\\_involved/rights/index.htm](http://www.mtc.ca.gov/get_involved/rights/index.htm)

# Community Survey

## Do you live in The Springs?



Answer Choices	Responses	
Yes	80.25%	126
No	19.75%	31
<b>Total</b>		<b>157</b>

#	Street/City	Date
1	La Serena Way	8/16/2016 9:09 AM
2	Oak St	8/15/2016 4:40 PM
3	Baines	8/15/2016 4:36 PM
4	Barrett	8/15/2016 4:28 PM
5	Hwy 12	8/15/2016 4:26 PM
6	happy Lane	8/15/2016 4:25 PM
7	Las Lomas	8/15/2016 4:24 PM
8	Siesta Way	8/15/2016 4:21 PM
9	Solano Ave	8/15/2016 4:13 PM
10	Solano Ave	8/15/2016 4:12 PM
11	Schumann Ct	8/15/2016 4:11 PM
12	Sierra Dr	8/15/2016 4:09 PM
13	Boyes	8/15/2016 3:52 PM
14	Sonoma	8/15/2016 3:51 PM
15	Agua Caliente	8/15/2016 3:46 PM
16	Agua Caliente	8/15/2016 3:45 PM
17	Verano	8/15/2016 3:42 PM
18	Boyes	8/15/2016 3:40 PM
19	Fairview lane	8/13/2016 9:10 PM
20	Calle del Monte	8/11/2016 12:53 PM

## Community Survey

21	Calle del Monte	8/11/2016 12:52 PM
22	Kenwood	8/11/2016 12:51 PM
23	Andrieux St	8/11/2016 12:50 PM
24	Agua Caliente	8/11/2016 12:49 PM
25	Agua Caliente	8/11/2016 12:48 PM
26	Agua Caliente	8/11/2016 12:47 PM
27	Work at La Morenita	8/11/2016 12:45 PM
28	Agua Caliente	8/11/2016 12:45 PM
29	Calle del Monte	8/11/2016 12:44 PM
30	Siesta Way	8/11/2016 12:43 PM
31	Tienda Iniquez	8/11/2016 12:42 PM
32	Sierra Dr.	8/11/2016 12:41 PM
33	Lucas Ave	8/11/2016 12:40 PM
34	Pine St	8/11/2016 12:39 PM
35	Calle del Monte	8/11/2016 12:38 PM
36	Barrett Ave	8/11/2016 12:32 PM
37	Manzanita Road	8/11/2016 12:31 PM
38	Boyes Blvd.	8/11/2016 12:30 PM
39	Sonoma	8/11/2016 12:28 PM
40	Boyes Hot Springs	8/11/2016 12:26 PM
41	Los Robles Dr.	8/11/2016 12:25 PM
42	Agua Caliente	8/11/2016 12:23 PM
43	plaza area	8/11/2016 12:19 PM
44	Near El Molino	8/11/2016 12:18 PM
45	Highway 12	8/11/2016 12:15 PM
46	Barrett Ave	8/7/2016 12:59 AM
47	Arroyo rd	8/4/2016 12:07 AM
48	El Dorado Drive / Agua Caliente	8/3/2016 12:59 PM
49	Baines Ave / BHS	8/2/2016 12:37 PM
50	Falcon Lane/Sonoma (unincorporated)	8/1/2016 5:04 PM
51	W Verano, Sonoma	8/1/2016 7:37 AM
52	HWY 12 AC	7/29/2016 11:53 PM
53	Verano and Rte 12	7/29/2016 8:13 PM
54	Happy Lane, Boyes Hot Springs	7/29/2016 7:18 PM
55	I work 5 to 6 days a week in the Springs	7/29/2016 6:47 PM
56	El Dorado Dr	7/29/2016 3:48 PM
57	El Ritiro, sonoma, tech. aqua cailente, close to BHS	7/29/2016 3:02 PM
58	Hwy 12	7/29/2016 2:58 PM
59	EL VERANO, CDP	7/29/2016 2:48 PM
60	cypress ave, kenwood	7/29/2016 10:42 AM
61	El Verano	7/28/2016 6:17 PM

## Community Survey

62	Happy Lane, Sonoma (BHS)	7/28/2016 4:15 PM
63	Highlands Blvd.	7/28/2016 10:06 AM
64	Park Ave, Boyes Hot Springs	7/27/2016 4:48 PM
65	Central Avenue/Sonoma	7/27/2016 3:52 PM
66	Fairview In/ boyes	7/27/2016 12:30 PM
67	Madrone Road, Sonoma	7/27/2016 11:44 AM
68	Rancho Dr.	7/27/2016 9:53 AM
69	Dollar Tree	7/27/2016 9:45 AM
70	Mission	7/27/2016 9:44 AM
71	Baines	7/27/2016 9:43 AM
72	Las Lomas	7/27/2016 9:42 AM
73	Duena Vida	7/27/2016 9:40 AM
74	Railroad	7/27/2016 9:40 AM
75	El Dorado	7/27/2016 9:39 AM
76	El Dorado	7/27/2016 9:38 AM
77	Arnold Dr.	7/27/2016 9:37 AM
78	Verano Ave	7/27/2016 9:35 AM
79	Verano	7/27/2016 9:22 AM
80	6th Avenue, Sonoma	7/27/2016 6:57 AM
81	30 E. thomson	7/27/2016 6:25 AM
82	park tree lane, el verano	7/26/2016 11:48 PM
83	Siesta Way	7/26/2016 11:37 PM
84	Riverside Dr	7/26/2016 11:18 PM
85	El Verano...Walnut Avenue between Bay and Linden.	7/26/2016 10:49 PM
86	CALLE DEL MONTE	7/26/2016 10:45 PM
87	Hwy 12	7/26/2016 10:26 PM
88	Highland Blvd	7/26/2016 9:59 PM
89	San Ramon Dr BHS	7/26/2016 9:57 PM
90	Highlands Blvd. BHS	7/26/2016 9:55 PM
91	Happy lane sonoma	7/26/2016 9:26 PM
92	DeChene Ave	7/26/2016 8:38 PM
93	E Agua Caliente Rd	7/26/2016 8:17 PM
94	Boyes Hot Springs	7/26/2016 8:10 PM
95	East thomson ave	7/26/2016 8:00 PM
96	Melody ct sonoma	7/26/2016 7:49 PM
97	Olive Avenue	7/26/2016 7:25 PM
98	Solano El Verano	7/26/2016 7:19 PM
99	Sunset Way	7/26/2016 7:10 PM
100	Oak St, EV	7/26/2016 6:58 PM
101	Arroyo Rd. - Boyes Hot Springs	7/26/2016 6:10 PM
102	320 Arbor Ave.	7/26/2016 6:01 PM



### Community Survey

103	Highway 12, agua Caliente	7/26/2016 5:59 PM
104	Agua Caliente	7/26/2016 5:57 PM
105	Park Ave, Sonoma	7/26/2016 5:41 PM
106	Vista Drive	7/26/2016 5:08 PM
107	Johnson Ave	7/26/2016 5:00 PM
108	EL Verano	7/26/2016 4:51 PM
109	Clayton Avenue	7/26/2016 3:17 PM
110	cedar/agua caliente	7/26/2016 3:12 PM
111	Cragmont	7/26/2016 3:10 PM
112	Highway 12/Sonoma	7/26/2016 2:56 PM
113	vallejo ave	7/26/2016 2:22 PM
114	Myrtle Ave	7/26/2016 1:39 PM
115	Cherry Ave	7/26/2016 1:38 PM
116	Highland Blvd	7/26/2016 1:31 PM
117	Orchard ave, boyes	7/26/2016 1:29 PM
118	Melody Ln Sonoma	7/26/2016 1:26 PM
119	Northside Ave.	7/26/2016 1:01 PM
120	Cragmont Dr	7/26/2016 12:59 PM
121	Sonoma	7/25/2016 8:53 PM
122	Rose Avenue	7/19/2016 5:10 PM
123	Mission Way, Agua Caliente	7/5/2016 2:28 PM
124	Crivelli Drive	7/1/2016 7:58 AM
125	Crivelli Street	6/30/2016 3:40 PM
126	middlefield/springs	6/28/2016 9:17 PM
127	El Verano	6/28/2016 4:44 PM
128	Hillside Ave/Sonoma	6/23/2016 11:10 AM
129	Hill Rd, GE	6/21/2016 12:35 PM

## Results

Parcel Number: [127-092-025](#)

Permits: 9

Number: PLP18-0039

Date: 9/10/2018

Status: Started

Type: Planning Project

Description: New Specific Plan for the Springs involving an area of approximately 178 acres adjacent to the Highway 12 corridor from Agua Caliente Rd to Verano Ave and including the Donald St neighborhood. The project will include amendments to the General Plan and a number of zone changes required to implement the specific plan.

Number: BLD02-4929

Date: 5/27/2002

Status: Finaled

Type: Building Permit With Plan Check

Description: NEW CUSTOM INGROUND POOL & RETAINING WALLS

Number: SEW91-0055

Date: 4/20/2000

Status: Finaled

Type: Engineering History Record

Description: ADVANCE CONNECTION FEES FOR SFD

Number: BLD99-1655

Date: [10/8/1999](#)

Status: Finaled

Type: Building Permit No Plan Check

Description: REMOVE/REPAIR DRY ROT WALLS/ARBOR/FDN/PATIO/STUCCO

Scanned: Yes

Number: PX024273

Date: 7/5/1991

Status: Finaled

Type: Building History Record

Description: REVISE FDN

Number: T-018982

Date: 6/18/1991

Status: Finaled

Type: Building History Record

Description: TEMP ELEC

Number: B-106453

Date: 4/18/1991

PETITION TO  
 THE SONOMA COUNTY BOARD OF SUPERVISORS

We, the undersigned, **residents and neighbors of the Verano/Donald Street neighborhood**, hereby declare that the county outreach program for the Springs Specific Plan was flawed and failed. No specific written notices were mailed to any property owners in the Verano/Donald Street neighborhood. We have been involuntarily excluded from having a voice at the table regarding future development, which will have significant impact on the safety, infrastructure and character of our neighborhood. We assert the principle of fairness, and declare that equal properties should be treated equitably. We reject proposals of re-zoning a few parcels in our neighborhood to accommodate the spot increased development of particular vacant land. We want the County Board of Supervisors to reject any plan currently being proposed by the Springs Specific Plan group, due to its failed outreach efforts and lack of inclusiveness. We seek a restart of the Springs Specific Plan process and petition that all future community discussions and or committees include Verano/Donald Street neighborhood representation.

NAME	ADDRESS	SIGNATURE
1. Kathleen Watson	18960 Melvin Ave	Kathleen Watson
2. Alice Fellows	18880 Melvin Ave	Alice Fellows
3. Anthony Mangione	18915 Robinson Rd	Anthony Mangione
4. ROBERT LAGE	627 VERANO AVE	Robert Lage
5. James Willbourn	18871 Melvin Ave	James Willbourn
6. Dushan Medan	750 Michael Dr	Dushan Medan
7. Vince Nevins	763 Michael Drive	Vince Nevins
8. RICHARD DREW	581 MICHAEL DR	Richard Drew
9. Timothy Walsh	833 Donald St	Timothy Walsh
10. John Leigh	805 Michael Drive	John Leigh
11. Paul Rockett	781 Ernest Drive	Paul Rockett
12. STEVE CANIGUA	680 VERANO AVE	Steve Canigua
13. Dolores Silva	18979 Robinson RD	Dolores Silva
14. Stephanie Gitti D. Vite	18796 Robinson Rd	Stephanie Gitti D. Vite
15. Charlotte Woelard	560 Michael Dr. Sonoma	Charlotte Woelard
16. Leonard Woelard	501 Michael Dr. Sonoma	Leonard Woelard
17. TOM REDMAYNE	18948 LOMITA	Tom Redmayne
18. Paul Souza	807 MICHAEL DR.	Paul Souza
19. Mike White	18900 LOMITA AVE	Mike White
20. Katie White	18900 LOMITA AVE	Katie White

\* Additional Signatures no. 21-260 provided upon request.

## **SCTA PDA Application Part 5 Narrative Springs Rural Community Investment Area**

### **1. Introduction/Vision**

An SCTA grant in the amount of \$450,000 is requested for the development of a Sonoma Springs Area Plan (the "Plan") with a broad objective to revitalize the area into a pedestrian and transit oriented mixed use corridor. Specific goals include: 1) realigning land uses to create greater mixed use and higher intensity residential development around new transportation opportunities; 2) facilitating an increase in bicycle/pedestrian paths and other alternative transportation options; and 3) evaluating automobile parking needs for residential and commercial uses, in the context of transit oriented development. A programmatic Environmental Impact Report will be prepared to analyze potential environmental impacts of the Plan and to streamline future development consistent with the Plan.

#### Rural Investment Area Profile

The Sonoma Springs area is a designated Rural Investment Area (RIA). The RIA includes the communities of Boyes Hot Springs, Fetters Hot Springs, El Verano, and Agua Caliente. These communities are a contiguous urbanized area located along the Scenic Highway 12 Corridor immediately northwest of the City of Sonoma. The core of these communities is served by public sewer and water, and contains a mixture of residential, office, and retail uses.

The Springs RIA area is approximately 160 acres and contains 451 housing units. Reports from the US Census Local Employment Dynamics website indicate that in 2010 there were 430 employed residents within the RIA and contained 277 jobs. The area has infill potential for up to an additional approximately 250 units through the Year 2040. With a 2% job growth rate the area could gain another 200+ jobs. The area is ethnically diverse and located within a former redevelopment area in the heart of the Sonoma Valley wine grape production area. Job opportunities in the area include retail and service sector jobs in the City of Sonoma, and agricultural and winery related jobs in the greater Sonoma Valley.

#### Vision

The Springs has developed over time without benefit of a cohesive planning process. The initial vision for the Plan is to create a land use model that promotes mixed use development with a variety of affordable housing opportunities, increases access to alternative transportation modes including safe pedestrian and bicycle routes, addresses automobile parking needs for residents and area visitors, and enhances the community identity of the Springs area. The Springs Area is an MTC identified "Community of Concern".

The RIA is part of the former Springs Redevelopment Area that has since been dissolved. The Plan will include an assessment of the planning goals contained within the former Redevelopment Plan. The project will include changes to land use and zoning to, at a minimum, increase residential densities and provide for a greater diversity of uses. A public engagement process will be necessary to fully define the vision and elements of the Plan.

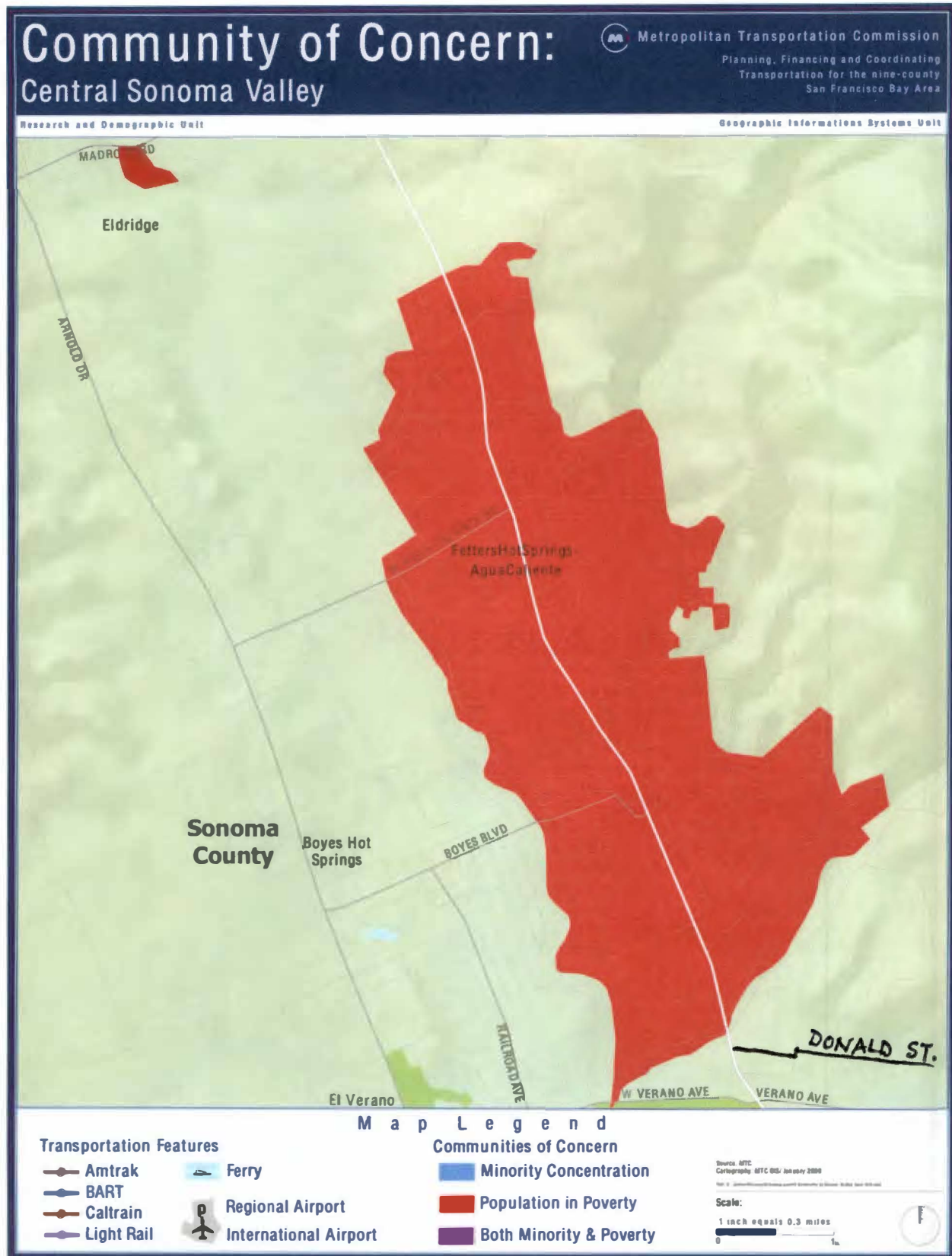
### **2. Existing Policies**

The goals of the Sonoma County General Plan Land Use Element align with ABAG's program to promote planning for "complete communities" that have a variety of homes, jobs, shops, services and amenities; that encourage accessibility by walking, biking, taking transit, and reducing commute times; and that improve social and economic equity.



**SCTA**

**THE SPRINGS COMMUNITY BASED TRANSPORTATION PLAN**



## Sonoma County PDA Investment &amp; Growth Strategy

SCTA | RCPA

housing challenges, but also their commitment to affordability. Sebastopol has a robust set of affordability strategies; Rohnert Park, Santa Rosa, Sebastopol, and Unincorporated Sonoma County also have a wide range of policies.

All Sonoma County jurisdictions have a certified Housing Element—which is a requirement for receiving OBAG funds.

**Table 1: Affordable Housing Policies by Sonoma County Jurisdiction**

Jurisdiction	Housing Element Certification	Inclusionary Housing	Just Cause Eviction	Rent Control	Condo Conversion	Impact Fees	Density Bonus
Cloverdale	✓	✓					✓
Cotati	✓	✓					✓
Healdsburg	✓						✓
Petaluma	✓	✓		✓ (mobile homes)	✓	✓	✓
Rohnert Park	✓	✓		✓ (mobile homes)			✓
Santa Rosa	✓	✓		✓ (mobile homes)	✓	✓	✓
Sebastopol	✓	✓	✓	✓ (mobile homes)	✓	✓	✓
Sonoma	✓						✓
Windsor	✓	✓					✓
Unincorporated Sonoma County	✓	✓		✓ (mobile homes)		✓	✓

### Other Anti-Displacement and Community Stabilization Strategies

PDA Investment and Growth Strategies are also encouraged to reflect policies that reduce displacement and increase community stabilization. Investment near transit can bring much-needed benefits to neighborhoods, but can also result in market-driven displacement of lower-income residents due to rising rents and conversion of rental units to condominiums. In addition to affordable housing policies and preservation strategies, regional agencies recognize other stabilization strategies, such as robust community involvement in planning processes—especially inclusive of low income residents and residents of color. While some PDA plans focus primarily on design and market considerations, others integrate these issues with affordable and mixed-income housing, economic opportunity, and community involvement. Current and future planning efforts provide an opportunity to add policies that will help insure that future development offers broad community benefits and does not displace existing low-income residents. These will be assessed in greater detail in a subsequent report.

### Sonoma County Communities of Concern:

Communities of Concern (CoCs) have been identified as areas with special transportation needs associated with low-income, or otherwise disadvantaged communities. In Sonoma County these areas are currently defined as census tracts in which 30% or more of families have incomes between 0 - 200% of the federal poverty level (\$21,660 - \$74,020 total household income depending on family size).



**Existing**

Map of the River View area showing existing lots and zoning. The map includes a scale bar (0 to 500 feet), a north arrow, and labels for streets such as El Camino, River View, Verano Ave, and Maxwell Farms Regional Park. Various lots are highlighted in yellow and orange, with labels like "B6 D1", "B6 D2", and "B6 D3" indicating existing zoning.

**Moderate**

Map showing the Moderate area with various lots and zoning codes. The map includes streets such as Verano Ave, Donald St, Harvey St, and Maxwell Farms Regional Park. The area is divided into several lots, each labeled with a zoning code (e.g., R1 B6 SDE, R2 B6 SDE, RR B6 DE). A scale bar indicates distances up to 900 feet.

**Mixed Use**

Presented to  
SVCAC 8/2018

0 250 500  
Feet  
1:11,000

City of Sonoma

Maxwell Farms Regional Park

SCIENCE

# Data Pinpoints 14 California Towns Where an Emergency Escape Could Be a Problem

By Jeremy Siegel Aug 22, 2019



Vehicle abandoned by fleeing residents of the Butte County town of Paradise during the Camp Fire in November 2018. (Josh Edelson/AFP/Getty Images)

California has the second-largest number of small communities with limited evacuation routes when compared to other states, according to a new nationwide analysis of towns with populations under 40,000.

The study, conducted by San Francisco-based traffic analytics company StreetLight Data, identified 100 communities across the country with the most limited means of escaping

disasters like wildfires and hurricanes. It found that 14 of those communities are in California, second only to Florida's 20.

The study comes on the heels of the deadliest and most destructive blaze in California history, last November's Camp Fire, which killed 86 people and put into perspective some of the challenges facing rural communities with limited escape routes.

When the fast-moving blaze swept through Paradise — a Butte County town of roughly 27,000 — on an early Thursday morning, fleeing residents ended up caught in gridlocked traffic along Skyway, the main route out of town. Many people abandoned their vehicles and fled on foot. Some were found dead in their cars.

The new analysis marks an attempt to highlight the potential for similar situations in other small towns, according to StreetLight's Chief Technical Officer Paul Friedman.

Sponsored

"Transportation infrastructure, and sharing information about transportation options, is one part of the complex requirements of disaster and evacuation preparation," Friedman said. "We hope this data can be a useful support to those working in this challenging field."

In order to identify evacuation-challenged communities, StreetLight analyzed location data points from smartphones and GPS navigation devices in cars and trucks to identify trends in what routes people tend to use to exit their communities. They calculated which communities face the greatest challenges by determining what percentage of a population's daily trips take only one main exit, while also taking into account the number of alternative exits and the total population of an area, according to U.S. Census data.

What's not included in the analysis is the potential for natural disasters in a given area, according to StreetLight CEO Laura Schewel.

"This is purely the transportation data, because that's where we're really the experts, and we want to stay in our lane," she said. "What we hope is that this data can be mixed with people who have expertise about other risk factors ... and be part of the full picture of data-driven evacuation preparedness."

In essence, Schewel said, an emergency manager in a small town that's on the list could use the data from the analysis as a launching point for drawing up wildfire evacuation routes.

The following is a list of the California communities among the 100 most evacuation-limited in the country, according to StreetLight, in order:

## Limited Evacuation Routes

The 14 California communities rated as having the most limited evacuation routes based on analysis on data from smartphones and GPS devices.

Community	County	Population	Rank
Coto de Caza	Orange	15,294	3
Bell Canyon	Ventura	2,049	2
Lompico	Santa Cruz	1,137	2
Ladera	San Mateo	1,426	2
Temescal Valley	Riverside	22,542	5
Knights Landing	Yolo	1,006	2
Coronado	San Diego	24,582	7
Oak Park	Ventura	13,811	4
Pine Canyon	Monterey	1,816	3
Fetters Hot Springs	Sonoma	4,099	3
Los Osos	San Luis Obispo	14,259	4
Brooktrails	Mendocino	3,251	4
Lake California	Tehama	3,054	4
Fillmore	Ventura	14,923	4

Chart: Dan Brekke/KQED • Source: StreetLight Data • Get the data • Created with Datawrapper

California's two most evacuation-constrained communities — Coto de Caza in Orange County and Bell Canyon in Ventura County — are both in the southern portion of the state and are both at-risk for wildfire: Coto de Caza is surrounded by burnable open space; Bell Canyon was hit hard by the Woolsey Fire in 2018.



The Bay Area is, for the most part, absent from the list, though that's likely due in part to the study's methodology.

StreetLight identified some small communities in the region with limited evacuation routes, including Ladera, a development adjacent to Portola Valley, near the Alpine Road exit off Interstate 280 on the edge of Silicon Valley, and Fetters Hot Springs, on Highway 12 just north of the town of Sonoma.

But because the analysis was limited to communities with populations under 40,000, larger towns and cities that may have areas with limited escape routes are missing from the list.

Oakland, for example, has some areas with the potential for both limited exit routes and high risk for fire.

During the East Bay Hills fire in October 1991, which killed 25 people, congestion was a major problem. A report on the blaze conducted by the U.S. Fire Administration found that as some roads were blocked down due to the spread of the fire, others "became clogged with cars and pedestrians." As in Paradise, some victims died after being trapped on narrow, blocked roads.

StreetLight's Schewel said the company chose to analyze only small towns because it feels those communities will benefit most from the research.

"We figured if we're going to put a bunch of information on the internet for free, the small towns who don't have the resources to do their own studies might get the most benefit out of that type of exercise," she said.

Schewel said this type of analysis could be conducted for a larger population center like Oakland, but in that case, it might be more helpful to analyze the area in smaller sections.

It's also important to note, Schewel said, that there's no silver bullet for evacuation planning.

"Data-driven planning is important, but we want to be very clear that this is not a magical robot that tells evacuation professionals what to do," she said. "It's — we hope — a helpful extra tool in the toolkit."

## APPENDIX G: WATER SUPPLY ASSESSMENT

### A. EXECUTIVE SUMMARY

The Water Supply Assessment (WSA) will provide information for use in the California Environmental Quality Act (CEQA) analysis for the proposed Springs Specific Plan (Specific Plan). The requirements for the WSA are described in the California Water Code Sections 10910 through 10915, amended by the enactment of Senate Bill 610 (SB 610) in 2002. SB 610 requires an assessment of whether available water supplies are sufficient to serve the demand generated by the new projects, as well as the reasonably foreseeable cumulative demand during normal year, single dry year, and multiple dry year conditions over the next 20 years.

This WSA builds on previous water demand projections created as part of the 2015 Urban Water Management Plan (UWMP) Water Demand Analysis and Water Conservation Measures Update worked on in conjunction with the eight other Sonoma-Marin Saving Water Partnership (SMSWP) Water Contractors and completed in July 2015. The projected demands with active and passive conservation savings from the SMSWP study were approved by Valley of the Moon Water District (the District) and presented in the 2015 UWMP submitted by the District in June 2016, after approval by its Board of Directors on June 7th. The supply information contained herein is based on the 2015 UWMP.<sup>1</sup>

<sup>1</sup> ~~However, while~~ While the foregoing is accurate, the circumstances of the District's water supply have changed in 2019. The District lost its emergency water supply from the Sonoma Development Center (SDC). The use was authorized by the SWRCB on July 3, 2002 for fire or facility failure. The agreement with the Center SDC was in place by December 2002 and existed until September 2019 when the State's General Services Department decided to close the SDC water treatment plant at the Center eliminating that supply. Without that water in the absence of that supply, the District only has can produce only 450 gallons per minute (gpm) through its local supply sources, which is insufficient to pressurize its system and fill its tanks, in the event the Sonoma Aqueduct (Aqueduct) is damaged and Sonoma Water deliveries to the District are curtailed, which is not enough water to pressurize its system and fill its tanks if the Sonoma Aqueduct is damaged and cannot deliver water. The District's immediately available emergency water supply position may have been further eroded reduced in October-November-Fall 2019 when it had to cease the use of one of its well-swell, providing that was 20% of the its local supply, was taken out of service due to damage. The District will be video the well in December 2019 evaluating the well in Winter 2019/Spring 2020 to determine if the well can be repaired, and if so, how long, if repaired, the well can reasonably remain in production.

The District is diligently acting to develop alternative local sources of water. Without the Spring Specific Plan (SSP), the District requires over 800 gpm to just provide drinking water and basic sanitation. Further, based on the tests from the SCWA reflected described at page 48 in the 2015 UWMP at page 48, the District needs over requires in excess of 1700 gpm to have a survivable level of water including basic fire flow. Given the conservation achieved by District residents achieved since 2015, the District is comfortable in stating that for current customers 1500 gpm will be required to provide service adequate for human health, sanitation, and fire flow - if service through the Aqueduct is interrupted for any significant time. If the District's damaged well can be used for several more years, then the addition of another 400 gpm of new local water over the District's total current wells' production would allow current customers to have drinking water and sanitation with no outside use and little or no fire flow.

Additionally, the Plan SSP will impact water service to the existing homes along the crest of the hills above it, the top of the District's Zone 1. Currently, these homes all currently have lower service pressure and available fire flow than that provided in other Zones and the balance of Zone 1. Allowing building along the route of as proposed in the SSP Plan, e.g. on Verano Ave, before in advance of the District



SPRINGS SPECIFIC PLAN  
APPENDIX G: WATER SUPPLY ASSESSMENT

DECEMBER 2019 DECEMBER 2019 NOVEMBER 2019

The Springs Project is contained entirely within the service area of the District, which is located in the southeastern portion of Sonoma County, immediately north of the City of Sonoma. The WSA is based on the requirement of the Springs Project of approximately 209 acre-feet per year (AFY) of additional water demand. This project includes several land use and connection types as summarized below.

The 15 new neighborhood commercial connections include 8 new dwelling units and a net increase of 53,390 non-residential sq. ft. of development yielding approximately 17 AFY of additional demand.

The 82 new commercial connections include 120 hotel rooms and 72,245 new non-residential sq. ft. of development for an approximate net increase in demand of 39 AFY.

The 6 new commercial irrigation connections yield approximately 9 AFY of additional demand.

The 50 new mixed-use connections include 138 new dwelling units and a net increase of 123,621 non-residential sq. ft. of development yielding approximately 50 AFY of additional demand.

The 3 mixed-use irrigation connections will yield approximately 5 AFY of additional demand.

The 3 new recreational connections include a reduction of 3 dwelling units and a net increase of 26,648 sq. ft. of recreational use yielding approximately 9 AFY of additional demand.

The 131 medium density residential connections include 119 single family and 113 multifamily dwelling units for an additional demand of approximately 45 AFY.

The 31 high density residential connections include 310 new multifamily dwelling units yielding approximately 35 AFY of additional demand.

has putting a tank at the top of that Zone 1 into operation, its bill will directly impact these customers' daily service and further reduce the already limited available fire flow.

Some of the foregoing requires immediate action, some can be managed over time.

As a result of these supply, storage, pressure, and fire flow issues, the District may be restricted in its future ability to sign-off on issue "will serve" letters for the impacted areas, that including the Springs Specific Plan SSP area. This caution and restriction These conditions will affect service and future issuance of will serve letters be in place until the District has secured and placed into operation additional in place local water sources for emergency service; and strategically placed storage at the top of Zone 1 to improve critical pressure and fire flow issues in the Plan SSP area.

The District appreciates the County's assistance and would greatly appreciate looks forward to the County's further direct assistance - in developing additional local sources of water to meet District emergency demands; and the need for development of a tank storage at the top of the eastern hills [Zone 1] to deliver and maintain adequate pressure and fire flow for customers in that area - as buildings are added within the Plan's area around the base of the eastern hill shift. With those changes in place the With the proposed infrastructure improvements in place, District would then have be in position to provide adequate regular normal service and emergency service water to support the Plan SSP, and pressures to maintain service pressure and fire flows to existing Zone 1 customers and the SSP.



CAL FIRE HAZARD SEVERITY ZONES in  
State Responsibility Area (SRA)



- Moderate



- High



- (Dead) End of Michael Drive (it does not continue)



-(Dead) End of Donald



-Proposed high density housing