

5.2 TRAFFIC AND CIRCULATION

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Traffic and Circulation – The Setting

INTRODUCTION

This section presents circulation impacts due to traffic associated with the proposed *Wolf House Inn* project located along Arnold Drive in the community of Glen Ellen in Sonoma County (see **Exhibit 5.2-1**). Impacts have been determined for peak traffic hours for the weekday morning and evening commute for “Near-Term Base Case” conditions (i.e., under development assumptions for 2010) and the “Long-Term Base Case” conditions (i.e., under buildout conditions of the *Sonoma County General Plan 2020*). Project circulation and parking, sight lines at driveways, need for signals or turn lanes, and construction impacts have also been evaluated.

EXISTING ROADWAYS, DRIVEWAYS, AND PARKING LOTS

Access to the project site is provided via Arnold Drive, which is oriented north / south and borders the project site to the west. North of the project site in central Glen Ellen, at its intersection with London Ranch Road, Arnold Drive changes direction and is oriented east / west, terminating at its intersection with State Route 12 (SR 12). East / west traffic to and from Glen Ellen is served by Arnold Drive and Warm Springs Road. South of Glen Ellen, primary north / south traffic flows are served by Arnold Drive and east / west flows are served by Madrone Road, Agua Caliente Road, Boyes Boulevard, and other collector roadways connecting to SR 12, the major north / south arterial roadway in Sonoma Valley. Jack London Village has two existing parking lots, referred to hereafter as the “North Parking Lot” and the “South Parking Lot”. **Exhibits 5.2-1** and **5.2-2** and the following text illustrate and describe primary roadways, driveways, and parking lots serving the project site.

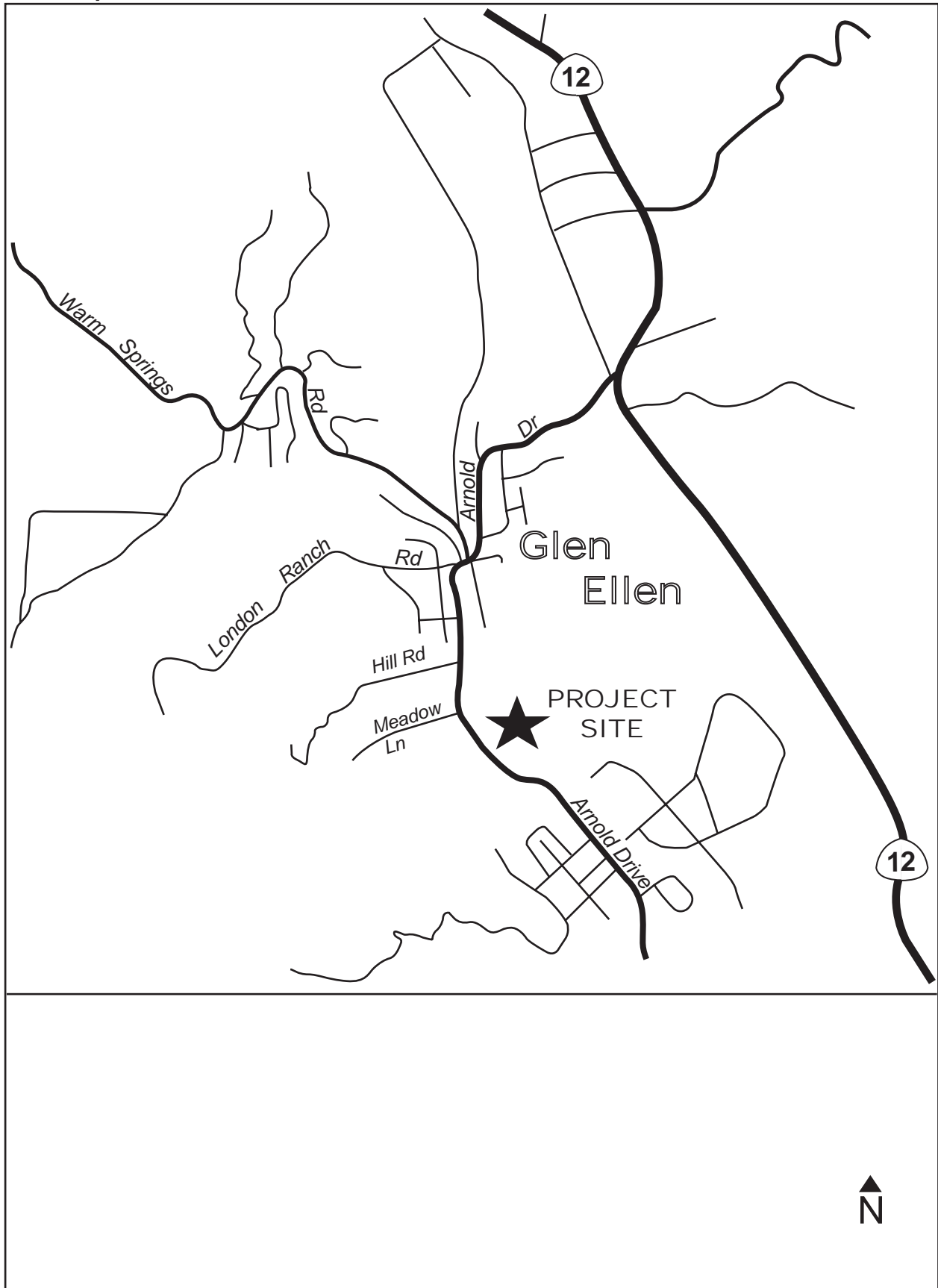
Roadways

Arnold Drive

Arnold Drive is a well-paved, level, two-lane arterial roadway serving the western side of central and southern Sonoma Valley. Arnold Drive intersects SR 12 at a signalized intersection just north of the community of Glen Ellen and extends south to an intersection with SR 116.

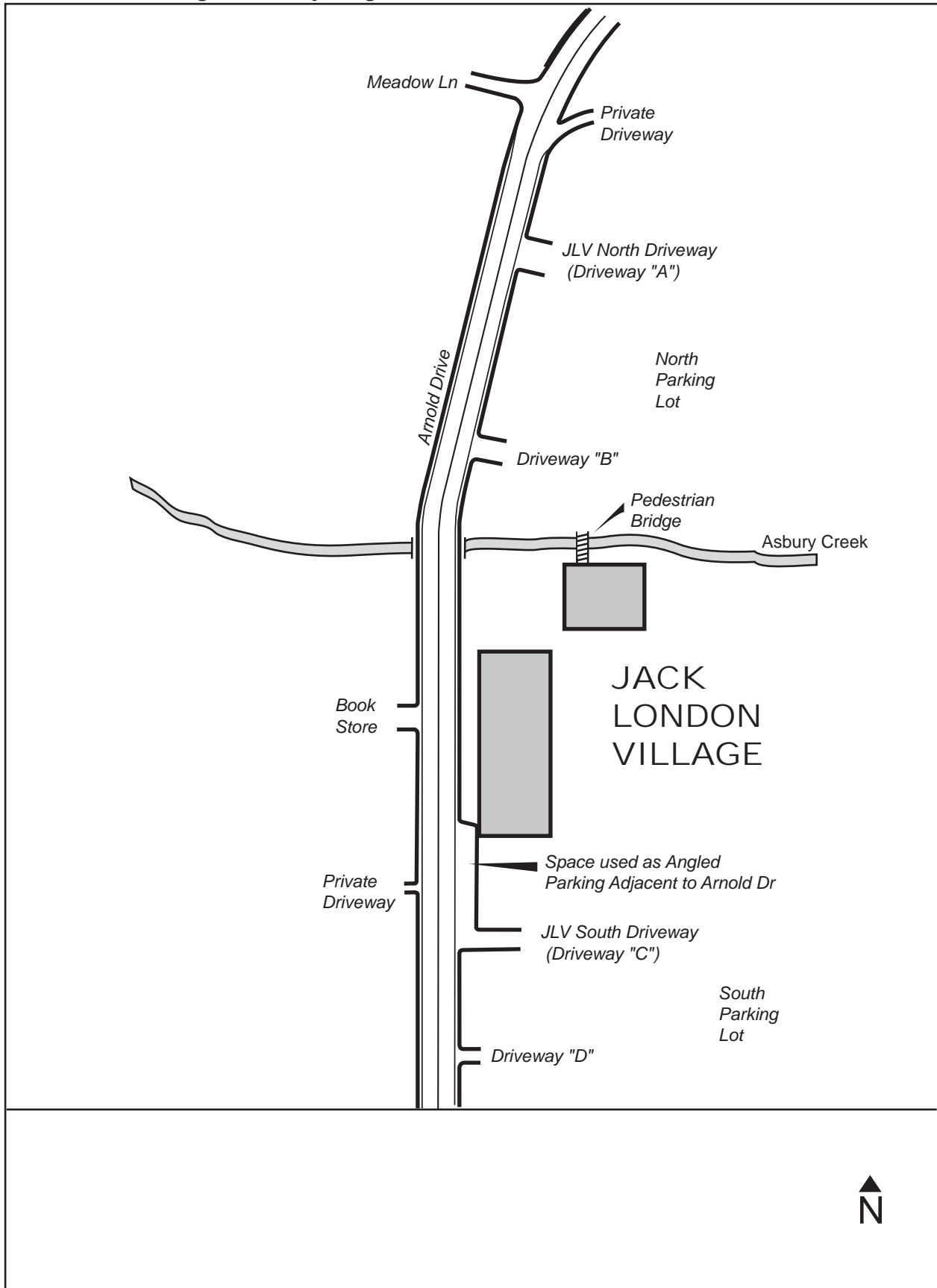
Near Jack London Village, Arnold Drive has two travel lanes with no central turn lanes or separate left or right turn lanes. The roadway follows a gradual curve fronting the center, and has 12-foot wide travel lanes with faded double yellow centerline stripes with reflectors and faded white sideline stripes. Pavement is cracking in some places. The roadway has six to seven-foot wide paved shoulders and asphalt curbs fronting Jack London Village; however, north of Jack London Village, the roadway narrows through a curve, with 11-foot wide lanes, zero to two-foot wide paved shoulders and guardrails.

**Exhibit 5.2-1
Area Map**



Source: Crane Transportation, 2007.

**Exhibit 5.2-2
Jack London Village Driveway Diagram**



Source: Crane Transportation, 2007.

The posted speed limit south of the Jack London Village is 25 miles per hour (mph), increasing to 35 mph north of Jack London Village. The roadway is posted “No Parking” on both sides in the project site vicinity; however, fronting the South Parking Lot, there is a space wide enough for angled parking along Arnold Drive which accommodates about eight vehicles. These angled parking spaces are addressed below under Observed Safety Concerns.

At its intersection with London Ranch Road, Arnold Drive has back-to-back left turn lanes between London Ranch Road and the Village Market driveway. Through this section, Arnold Drive has 12-foot wide lanes and on-street parking is allowed on one side. At its signalized intersection with SR 12, Arnold Drive has 12-foot lanes and wide, paved shoulders.

London Ranch Road

London Ranch Road is a low-volume, two-lane local roadway that extends northwest from a “Tee” intersection with Arnold Drive in Glen Ellen. It provides access to Jack London State Historic Park and residential properties. The roadway has 11-foot wide lanes and zero to six-foot wide shoulders. It is controlled by a stop sign at Arnold Drive.

Meadow Lane

Meadow Lane is an east / west, 13-foot wide one-lane driveway serving several single-family residences located in the hilly area west of the project site. Meadow Lane intersects Arnold Drive at a stop-sign controlled intersection about 140 feet north of the North Driveway (see description of driveway below). Meadow Lane widens at its intersection with Arnold Drive, and there is utility pole in the middle of the roadway: north of the pole the roadway is about ten feet wide and south of the pole the roadway is about 22 feet wide.

Hill Road

Hill Road is an east / west, two-lane County road serving residential uses. It intersects Arnold Drive at a stop-sign controlled intersection located between Meadow Lane and London Ranch Road, as shown on **Exhibit 5.2-1**.

State Route 12 (SR 12)

State Route 12 (SR 12) is a two-lane arterial roadway at its signalized intersection with Arnold Drive. It extends northerly and westerly to the cities of Santa Rosa and Sebastopol as well as to U.S. 101, and southeast to the City of Sonoma and Napa County. SR 12 has signalized intersections with Oakmont Drive and Pythian Road near Santa Rosa, at Arnold Drive near Glen Ellen, and just north of City of Sonoma. Left turn lanes are provided on the approaches to most major intersections and on the approaches to some driveways. The posted speed is 55 mph, with 40 mph posted through a broad curve just north of Arnold Drive.

Jack London Village Driveways

There are four commercial driveways along Arnold Drive serving Jack London Village. They provide access to the center’s two off-street parking lots, described below. Two driveways serve the North Parking Lot and two serve the South Parking Lot. The northernmost driveway (Driveway A – see **Exhibit 5.2-2**) is 35 feet wide, and provides two-way, primary access to the North Parking Lot. A secondary, 25-foot wide two-way driveway (Driveway B) is located at the south end of this lot

adjacent to the Jack London Village buildings. This driveway is mostly kept barricaded, preventing vehicle access.

The Jack London Village southern parking lot has a 16-foot wide primary driveway located nearest the shops (Driveway C) and a secondary, 20-foot wide driveway at the south end of the lot (Driveway D). The southernmost driveway was observed to have little use and at times is roped off, preventing vehicle access. For purposes of this study, Driveway A, the primary driveway serving the North Parking Lot, is referred to as the “North Driveway”, and Driveway C, the primary driveway serving the South Parking Lot, is referred to as the “South Driveway”. The alphabetical reference for driveways is used only when a distinction between the existing four driveways is necessary.

Jack London Village Parking Lots

There are two off-street, paved, or partially paved, parking lots serving Jack London Village, hereafter referred to as the “North” and “South” Parking Lots. The North Parking Lot is fully paved, and provides 70 striped (i.e., painted) parking spaces, including two handicapped accessible spaces. Pedestrian access to Jack London Village from this lot is via a pedestrian bridge over Asbury Creek, which runs generally east / west between the parking lot and Jack London Village.

The South Parking Lot appears to have once been paved or partially paved and graded with gravel surface. Only the northwest corner of the lot retains remnants of pavement with paint indicating parking spaces. Additional materials submitted by the project applicant (i.e., not part of the proposed project) at the request of County staff indicate that repaving and restriping of the South Parking Lot could accommodate 46 parking spaces. Therefore, for purposes of this analysis, the Jack London Village South Parking lot is assumed to accommodate 46 parking spaces with dimensions in compliance with the Sonoma County Code.

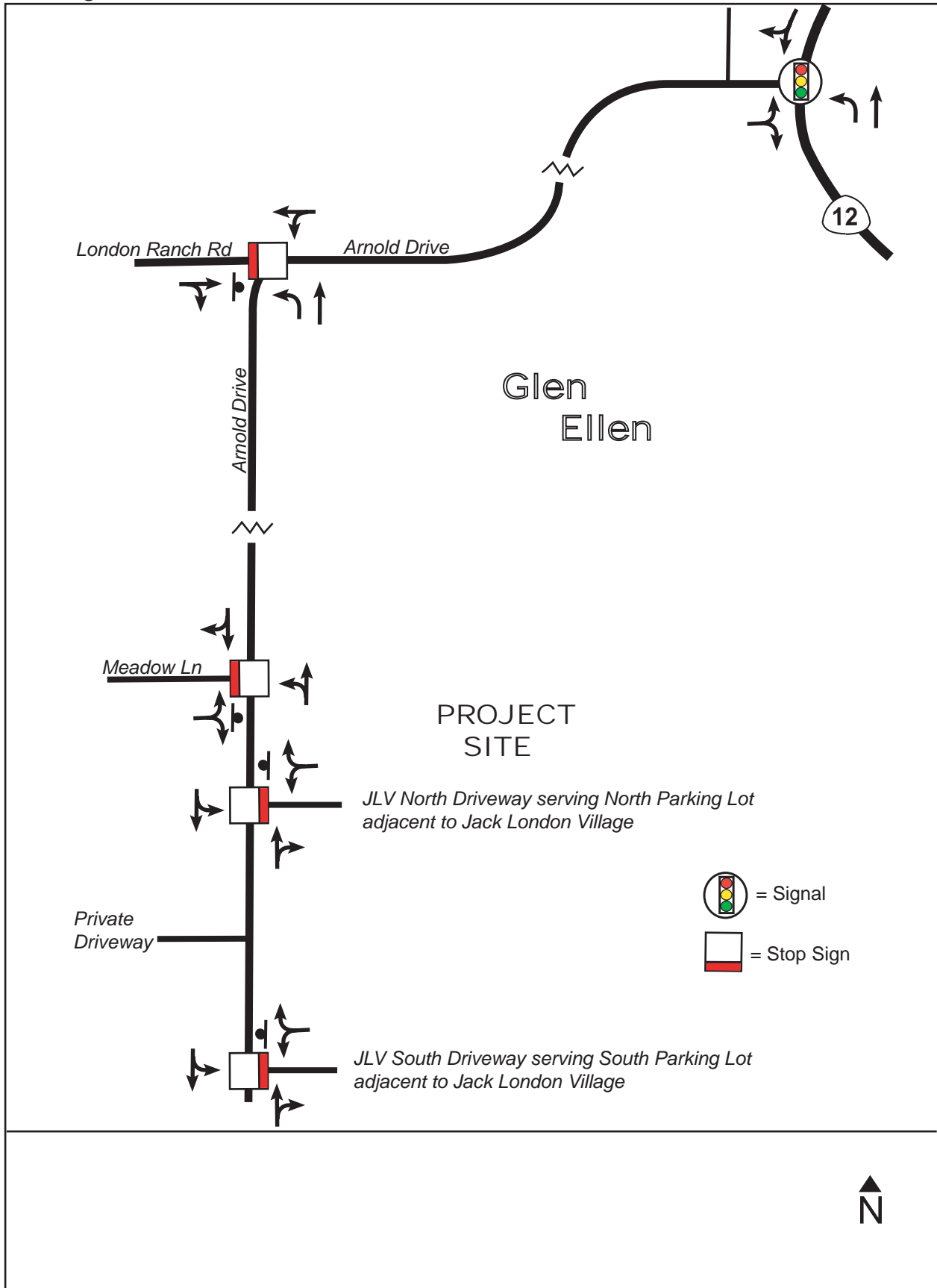
Large storage bins and / or garbage bins belonging to commercial uses in Jack London Village have been observed in the past to block use of some of the parking lot. However, a recent change of ownership resulted in cessation of the on-site olive oil production part of the business and olives are no longer delivered in large containers for storage in the parking lot.¹

Pedestrian access to the shopping center is via a stairway or ramp at the northwest end of the lot, or via a level walkway at the northeast end of the lot extending from the parking lot into landscaped areas of Jack London Village. Much of the South Parking Lot’s elevation is lower than Arnold Drive by as much as seven feet. However, vehicles have room to wait at outbound driveways from a position level with Arnold Drive therefore; the change in elevation does not present a sight line issue.

A schematic diagram of roadway and primary driveway approach geometrics and control is presented in **Exhibit 5.2-3**.

¹ Crane Transportation communication with John Pflueger, Architect and Project Applicant, September 2007.

Exhibit 5.2-3
Existing Lane Geometrics and Intersection Control



Source: Crane Transportation, 2007.

EXISTING TRAFFIC VOLUMES

Weekday AM peak period (7:00 AM to 9:00 AM) and PM peak period (4:00 PM to 6:00 PM) vehicular, pedestrian, and bicycle turn movement counts were conducted by Crane Transportation Group (i.e., the EIR traffic consultant) on Friday, July 13, 2007 at the following locations:

- Arnold Drive / SR 12
- Arnold Drive / London Ranch Road
- Arnold Drive / Jack London Village North Driveway
- Arnold Drive / Jack London Village South Driveway

The morning and evening commute peak vehicular traffic hours were determined to be 7:30 AM to 8:30 AM and 4:00 PM to 5:00 PM, respectively. Volumes were compared to counts conducted in the past at Jack London Village driveways, and were increased wherever necessary to reflect the highest counts at these locations.² Exhibits 5.2-4 and 5.2-5 summarize resultant AM and PM peak hour volumes at all four intersections.

The two-way AM peak hour volume along Arnold Drive adjacent to the project site was approximately 510 vehicles per hour, while four pedestrians and six bike riders traveled north / south on Arnold Drive during this same hour.

The two-way PM peak hour volume along Arnold Drive adjacent to the project site was approximately 665 vehicles per hour, while eight pedestrians and seven bike riders traveled north / south on Arnold Drive during this same hour.

The two-way AM peak hour volume along London Ranch Road at its intersection with Arnold Drive was 75 vehicles per hour, while four pedestrians and three bike riders traveled east / west on London Ranch Road during this same hour.

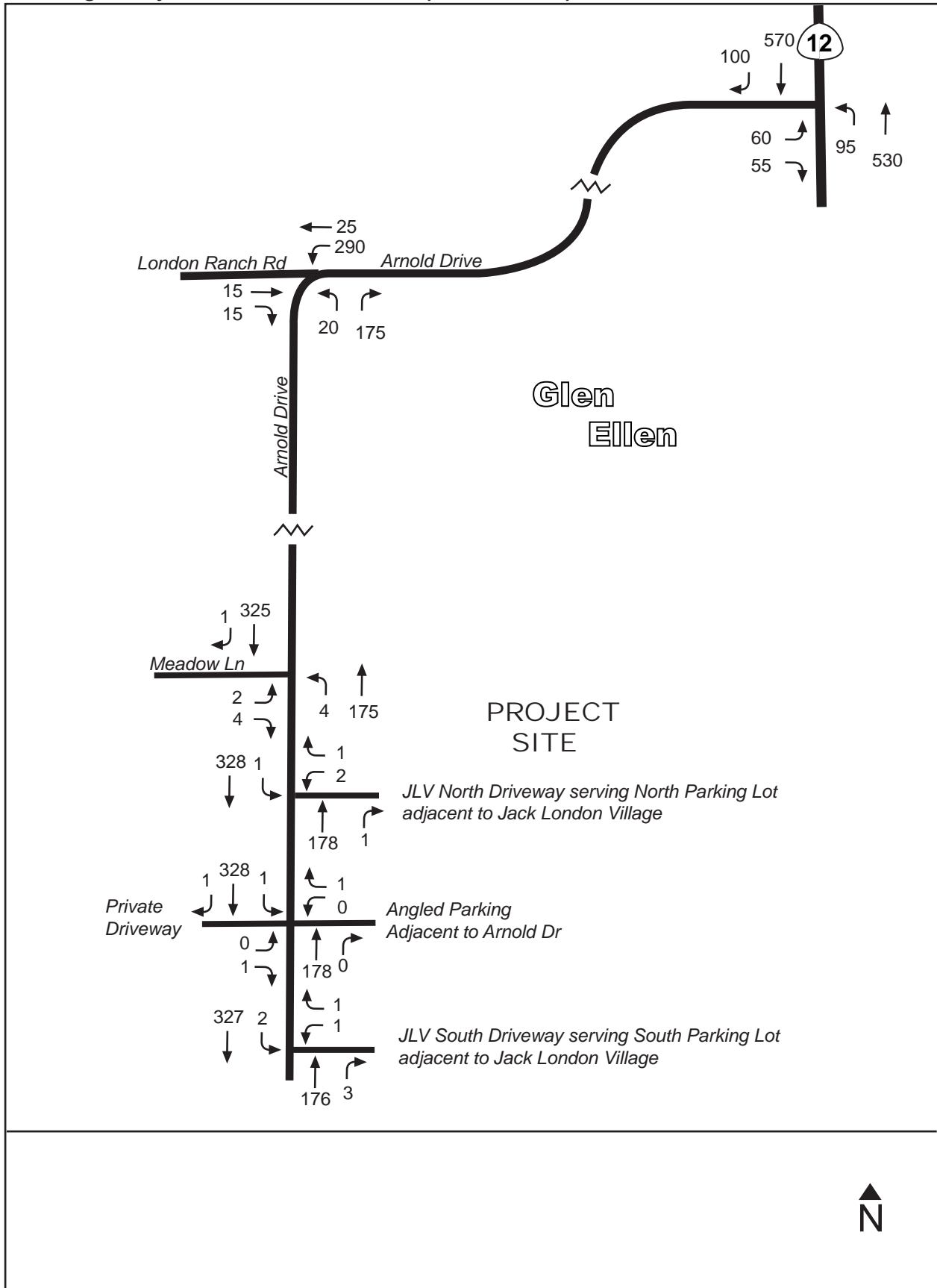
The two-way PM peak hour volume along London Ranch Road at its intersection with Arnold Drive was 165 vehicles per hour, while six pedestrians and four bike riders traveled east / west on London Ranch Road during this same hour.

The two-way AM peak hour volume along SR 12 just north of Arnold Drive was 1,260 vehicles per hour, while three pedestrians and eight bike riders traveled north / south on SR 12 during this same hour.

The two-way PM peak hour volume along SR 12 just north of Arnold Drive was about 1,545 vehicles per hour, while six pedestrians and six bike riders traveled north / south on SR 12 during this same hour.

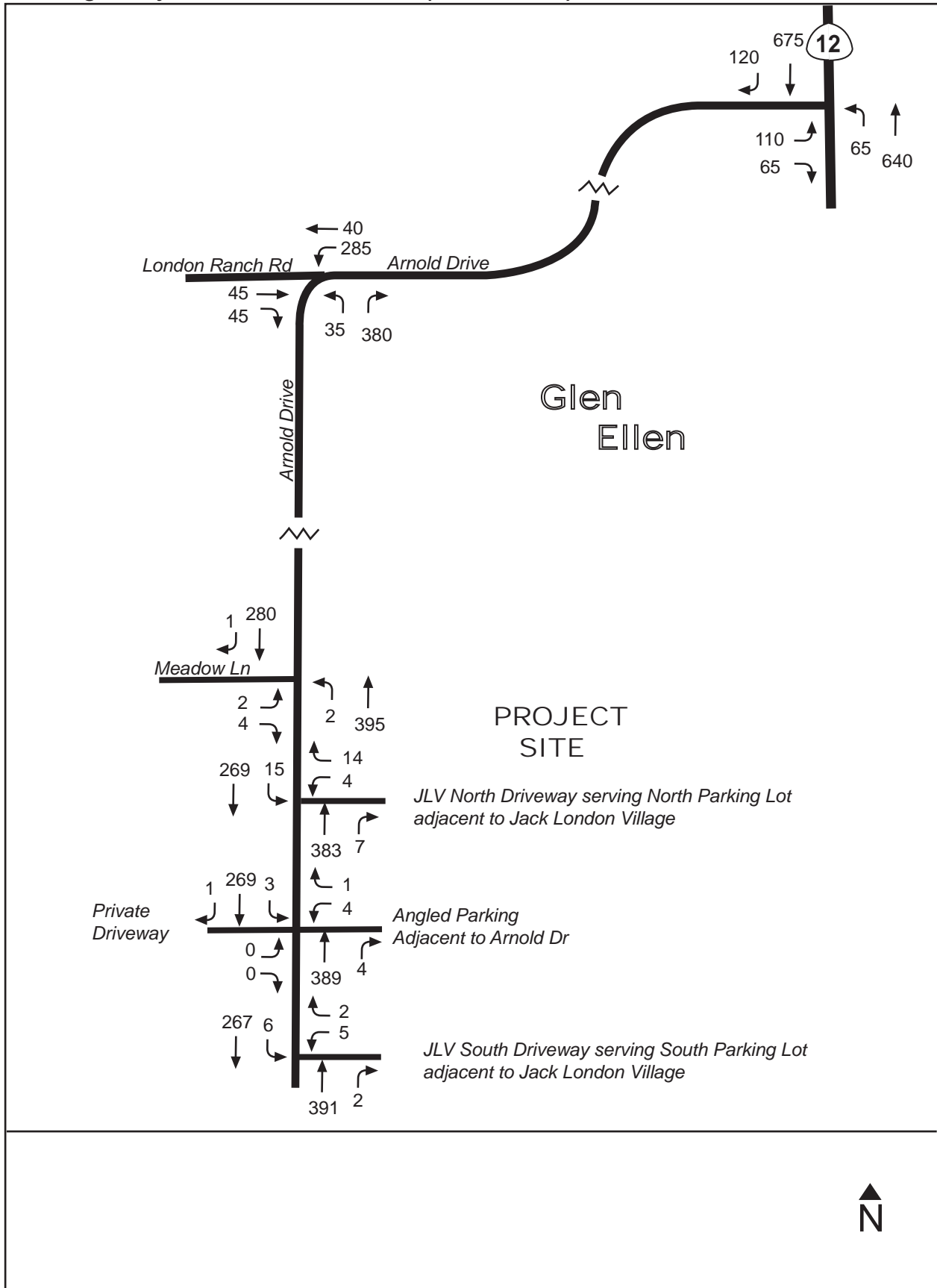
² Past counts have been conducted in July 2002 (*Traffic Impact Study for Jack London Village Inn*, TJKM Transportation Consultants) and by Crane Transportation Group in December 2005.

Exhibit 5.2-4
Existing Friday AM Peak Hour Volumes (7:30-8:30 AM)



Source: Crane Transportation, 2007.

Exhibit 5.2-5
Existing Friday PM Peak Hour Volumes (4:00-5:00 PM)



Source: Crane Transportation, 2007.

The two-way AM peak hour volume on the Jack London Village North Driveway at its intersection with Arnold Drive was five vehicles per hour.

The two-way PM peak hour volume on the Jack London Village North Driveway at its intersection with Arnold Drive was 40 vehicles per hour.

The two-way AM peak hour volume on the Jack London Village South Driveway at its intersection with Arnold Drive was seven vehicles per hour.

The two-way PM peak hour volume on the Jack London Village South Driveway at its intersection with Arnold Drive was 15 vehicles per hour.

INTERSECTION OPERATION (LEVEL OF SERVICE)

Methodology

Transportation engineers and planners commonly use a grading system called level of service (LOS) to measure and describe the operational status of the local roadway network. LOS is a description of the quality of a roadway facility's operation, ranging from LOS A (indicating free-flow traffic conditions with little or no delay) to LOS F (representing oversaturated conditions where traffic flows exceed design capacity, resulting in long queues and delays). Intersections, rather than roadway segments between intersections, are usually the capacity controlling locations for any circulation system.

Signalized Intersections

For signalized intersections, the *Highway Capacity Manual* methodology was utilized.³ With this methodology, operations are defined by the level of service and average control delay per vehicle (measured in seconds) for the entire intersection. For a signalized intersection, control delay is the portion of the total delay attributed to traffic signal operation. This includes delay associated with deceleration, acceleration, stopping, and moving up in the queue. **Exhibit 5.2-6** summarizes the relationship between delay and LOS for signalized intersections.

Unsignalized Intersections

For unsignalized (i.e., all-way stop-controlled and side-street stop-controlled) intersections, the *Highway Capacity Manual* methodology for unsignalized intersections was utilized. For side-street stop-controlled intersections, operations are defined by the LOS and average control delay per vehicle (measured in seconds), with delay typically represented for the stop sign controlled approaches or turn movements. For all-way stop-controlled intersections, operations are defined by the average control delay for the entire intersection (measured in seconds per vehicle). The delay at an unsignalized intersection incorporates delay associated with deceleration, acceleration, stopping, and moving up in the queue. **Exhibit 5.2-7** summarizes the relationship between delay and LOS for unsignalized intersections.

³ *Highway Capacity Manual*, Transportation Research Board, National Research Council, 2000.

Exhibit 5.2-6
Signalized Intersection LOS Criteria

Level of Service	Description	Average Control Delay (Seconds Per Vehicle)
A	Operations with very low delay occurring with favorable progression and / or short cycle lengths.	< 10.0
B	Operations with low delay occurring with good progression and / or short cycle lengths.	10.1 to 20.0
C	Operations with average delays resulting from fair progression and / or longer cycle lengths. Individual cycle failures begin to appear.	20.1 to 35.0
D	Operations with longer delays due to a combination of unfavorable progression, long cycle lengths, and / or high volume-to-capacity (V/C) ratios. Many vehicles stop and individual cycle failures are noticeable.	35.1 to 55.0
E	Operations with high delay values indicating poor progression, long cycle lengths, and high V/C ratios. Individual cycle failures are frequent occurrences. This is considered to be the limit of acceptable delay.	55.1 to 80.0
F	Operation with delays unacceptable to most drivers occurring due to over saturation, poor progression, or very long cycle lengths.	> 80.0

Source: 2000 Highway Capacity Manual, Transportation Research Board.

Exhibit 5.2-7
Unsignalized Intersection LOS Criteria

Level of Service	Description	Average Control Delay (Seconds Per Vehicle)
A	Little or no delays	< 10.0
B	Short traffic delays	10.1 to 15.0
C	Average traffic delays	15.1 to 25.0
D	Long traffic delays	25.1 to 35.0
E	Very long traffic delays	35.1 to 50.0
F	Extreme traffic delays with intersection capacity exceeded (for an all-way stop), or with approach/turn movement capacity exceeded (for a side street stop controlled intersection)	> 50.0

Source: 2000 Highway Capacity Manual, Transportation Research Board.

Minimum Acceptable Standards

The County of Sonoma uses LOS D as the minimum acceptable intersection operation.

Existing AM and PM Peak Hour Operation

Exhibit 5.2-8 shows that all analyzed intersections are currently operating at acceptable levels of service during the weekday AM and PM peak traffic hours. The signalized Arnold Drive at SR 12 intersection is operating acceptably at LOS A and B during the AM and PM peak hours, respectively, with minor average control delay. The stop sign controlled approach to Arnold Drive at London Ranch Road is operating acceptably at LOS B and C during the AM and PM peak hours, respectively, with moderate average control delays. The approaches to the Arnold Drive / Jack London Village North Driveway and Arnold Drive / Jack London Village South Driveway are operating acceptably at LOS A or B during the AM and PM peak hours with only minor delays for turns.

INTERSECTION SIGNALIZATION REQUIREMENTS

Methodology

Traffic signals are used to provide an orderly flow of traffic through an intersection. Many times, they are needed to offer side street traffic an opportunity to access a major road where high volumes and / or high vehicle speeds block crossing or turn movements. They do not, however, increase the capacity of an intersection (i.e., increase the overall intersection's ability to accommodate additional vehicles) and, in fact, often slightly reduce the number of total vehicles that can pass through an intersection in a given period. Signals can also cause an increase in traffic accidents if installed at inappropriate locations.

There are eight possible tests for determining whether a traffic signal should be considered for installation. These tests, called "warrants", consider criteria such as actual traffic volume, pedestrian volume, presence of schoolchildren, and accident history. Usually, two or more warrants must be met before a signal is installed. This EIR has applied the test for Peak Hour Volumes also known as Warrant #3.⁴ When Warrant #3 is met, there is a strong indication that a detailed signal warrant analysis covering all possible warrants is appropriate. These rigorous analyses are described in the *2003 Manual on Uniform Traffic Control Devices* by the Federal Highway Administration.

Current Signalization Needs

Exhibit 5.2-9 shows that AM and PM peak hour volumes are currently well below peak hour warrant criteria levels at the Arnold Drive intersections with London Ranch Road, Jack London Village North Driveway and Jack London Village South Driveway.

⁴ Warrant #3 Rural (based on a population of less than 10,000) is described in *Appendix B*.

Exhibit 5.2-8(a)
Intersection Level of Service – AM Peak Hour (7:30-8:30 AM)

INTERSECTION	EXISTING (July 2007)	YEAR 2010		YEAR 2020	
		Base Case	Base Case + Project	Base Case	Base Case + Project
SR 12 / Arnold Drive	A-8.9 ^a	A-9.6	A-9.8	B-19.0	B-19.5
Arnold Drive / London Ranch Road	B-11.7 ^b	B-12.1	B-12.2	C-21.7 / A-5.7 ^a	C-22.2 / A-5.7 ^a
Arnold Drive / Jack London Village North Driveway	A-7.6 / B-11.4 ^c	A-7.6 / B-11.7	A-7.7 / B-11.7	A-9.0 / C-20.4	A-9.0 / C-20.4
Arnold Drive / Jack London Village South Driveway	A-7.6 / B-10.8 ^d	A-7.7 / B-11.1	A-7.7 / B-11.2	A-9.0 / C-18.6	A-9.0 / C-18.9

Exhibit 5.2-8(b)
Intersection Level of Service – PM Peak Hour (4:30-5:30 PM)

INTERSECTION	EXISTING (July 2007)	YEAR 2010		YEAR 2020	
		Base Case	Base Case + Project	Base Case	Base Case + Project
SR 12 / Arnold Drive	B-10.3 ^a	B-11.5	B-11.9	C-24.3	C-25.5
Arnold Drive / London Ranch Road	C-15.3 ^b	C-16.7	C-17.0	E-40.8 / A-8.3 ^a	E-43.1 / A-8.3 ^a
Arnold Drive / Jack London Village North Driveway	A-8.2 / B-12.6 ^c	A-8.3 / B-13.1	A-8.3 / B-13.5	A-8.8 / C-18.7	A-8.9 / C-20.4
Arnold Drive / Jack London Village South Driveway	A-8.2 / B-13.5 ^d	A-8.3 / B-14.0	A-8.3 / B-14.0	A-8.9 / C-21.3	A-8.9 / C-21.3

- a Signalized level of service– control delay (in seconds).
- b Side street stop sign controlled level of service–average control delay (in seconds)
- c Side street stop sign controlled level of service–average control delay (in seconds). Arnold Drive southbound left turn to North Driveway/ North Driveway westbound left turn to Arnold Drive.
- d Side street stop sign controlled level of service–average control delay (in seconds). Arnold Drive southbound left turn to South Driveway/ South Driveway westbound left turn to Arnold Drive.

Sources: Year 2000 Highway Capacity Manual Operations Methodology and Crane Transportation, 2007

Exhibit 5.2-9
Signal Warrant Criteria for AM and PM Peak Hour

INTERSECTION	EXISTING (July 2007)	YEAR 2010		YEAR 2020	
		Base Case	Base Case + Project	Base Case	Base Case + Project
AM Peak Hour (7:30 – 8:30 AM)					
Arnold Drive / London Ranch Road	No	No	No	No	No
Arnold Drive / Jack London Village North Driveway	No	No	No	No	No
Arnold Drive / Jack London Village South Driveway	No	No	No	No	No
PM Peak Hour (4:00 – 5:00 PM)					
Arnold Drive / London Ranch Road	No	No	No	Yes^a	Yes
Arnold Drive / Jack London Village North Driveway	No	No	No	No	No
Arnold Drive / Jack London Village South Driveway	No	No	No	No	No

Rural signal warrant used based on population of less than 10,000.

a Meets rural warrant from this year forward.

Source: Crane Transportation, 2007.

PLANNED IMPROVEMENTS

The *Sonoma County 1989 General Plan* designates Arnold Drive as a Secondary Arterial, in the improvement category of “Upgrade / Maintenance.” Types of improvements typical for this category are safety improvements including curvature reduction, traffic control devices, minor pavement widening, and intersection improvements such as turn lanes. The *1989 General Plan* also designates the road as a Class II Bikeway, which is a bike lane on a right-of-way for the primary use of bicycles.

A section of Arnold Drive proposed for shoulder widening extends from just south of London Ranch Road to just north of Hill Road, ending about 0.2 mile north of the project site.⁵ The Sonoma County Department of Transportation and Public Works proposes to pave the east shoulder on Arnold Drive to include a six-foot paved shoulder for emergency parking, pedestrians and bicycles. The Arnold Drive shoulder widening project was planned in response to concerns over the lack of pedestrian and bicycle facilities along the east side of Arnold Drive in the vicinity of the Village Market, located in the southeast quadrant of the Arnold Drive / London Ranch Road intersection.⁶

There are three funding sources for this project: the Sonoma Valley Traffic Mitigation Fund, County Measure M, and State Proposition 1B.⁷ The project limits (i.e., extending between London Ranch Road and just north of Hill Road) are due to funding limitations. The current schedule for the project is summer 2009, assuming that State Proposition 1B funding is in place by that time.⁸ Caltrans completed a realignment and signalization project for SR 12 at the SR 12 / Arnold Drive intersection in early spring, 2006.

OBSERVED SAFETY CONCERNS

The space used for angled parking along the east side of Arnold Drive fronting Jack London Village allows vehicles to park “head-in,” a convenient way to park immediately in front of the commercial center. However, when backing out of these spaces, there is insufficient space to buffer these maneuvers from relatively fast-moving northbound traffic on Arnold Drive. This is an existing safety concern.

Arnold Drive narrows just north of the Jack London Village. There is no shoulder along the east side of the roadway and only a narrow shoulder along the west side of the roadway through a curve with guardrail. This is an existing safety concern for all users of the roadway, particularly bicycles and pedestrians that were observed to use roadway shoulders in order to travel outside of the vehicle travel

⁵ Crane Transportation Group communication with Janice Thompson, Design Engineer, Sonoma County Department of Transportation and Public Works, October 2007.

⁶ Crane Transportation Group communication with Janice Thompson, Design Engineer, Sonoma County Department of Transportation and Public Works, October 2007.

⁷ Crane Transportation Group communication with John Maitland, Sonoma County Department of Transportation and Public Works, October 2007.

⁸ Crane Transportation Group communication with Ken Giovannetti, Engineer, Sonoma County Department of Transportation and Public Works, September 2008.

lanes. The Arnold Drive shoulder-widening project, ending about one mile north of the project site, addresses this issue for a portion of the roadway. However, from the planned southern limit of the shoulder widening project to the project site, a distance of about 0.2 mile, paved shoulders are not consistently wide enough for bicycles and pedestrians to travel outside the travel way.

Jack London Village Driveway Sight Lines

Sight lines were field measured from the position of car at a 3.5-foot eye height (i.e., driver’s eye height) stopped at the location of Jack London Village driveways to a 4.25-foot object height on the major road (i.e., Arnold Drive). **Exhibit 5.2-10** shows driveway sight lines to the north (i.e., to see southbound Arnold Drive traffic) and to the south (i.e., to see northbound Arnold Drive traffic).

The gradual curve of Arnold Drive fronting Jack London Village results in varying sight lines at the driveways. For example, sight lines from Driveway A (the primary North Driveway) are 270 feet to the north and 380 feet to the south, while sight lines from Driveway B (a barricaded driveway) are 425 to the north and 300 to the south. Sight lines from Driveway C (the primary South Driveway) are 560 to the north and 340 to the south, while sight lines from Driveway D (the southernmost driveway serving the South Parking Lot) are 675 to the north and 220 to the south.

Exhibit 5.2-10
Sight Lines from Jack London Village Driveways ^a

Driveway	Sight Line to See Southbound Traffic on Arnold Drive (Feet)	Minimum Stopping Distance on Wet Pavement (Feet)	Adequate Sight Line Distance?	Sight Line to See Northbound Traffic on Arnold Drive (Feet)	Minimum Stopping Distance on Wet Pavement (Feet)	Adequate Sight Line Distance?
A – Jack London Village North Parking Lot	270	316	No	380	261	Yes
B – Jack London Village North Parking Lot	425	316	Yes	300	261	Yes
C – Jack London Village South Parking Lot	560	316	Yes	342	261	Yes
D – Jack London Village South Parking Lot	675	316	Yes	220	261	No

^a Viewing from the stopped position of a vehicle waiting to turn onto Arnold Drive.

Sources: *A Policy on Geometric Design of Highways and Streets*, American Association of State Highway and Transportation Officials (AASHTO), Fifth Edition, 2004, and Crane Transportation, 2007.

The posted speed along Arnold Drive near the site is 25 mph just south of Jack London Village, increasing to 35 mph just to the north. However, vehicles were observed to proceed at speeds faster than posted speeds. Based upon field measurements conducted by Crane Transportation Group at existing driveways, the measured 85th percentile speed was 36 mph northbound and 41 mph southbound.⁹

Acceptable sight lines at Jack London Village driveways (i.e., corner sight distance) should be based, at a minimum, upon a stopping sight distance for vehicles traveling at a design speed (or, in this case, the 85th percentile prevailing speed, which was determined to be 36 or 41 mph), on wet pavement.^{10 11} This standard indicates that minimally adequate sight lines for a driver stopped at site-access driveway connections to Arnold Drive would be at least 261 feet to see northbound traffic and 316 feet to see southbound traffic. **Exhibit 5.2-11** provides AASHTO Stopping Sight Distance standards. Sight lines to the north from Driveway A and to the south from Driveway D do not meet the AASHTO standard. This is an existing safety concern.

Review of the last six years of accident records indicates that there were no recorded accidents along Arnold Drive at or near Jack London Village driveways.

PARKING SURVEYS AND ISSUES

Currently, there is room for approximately 113-118 parking spaces at Jack London Village. These consist of the off-street North and South Parking Lots, as well as the space used for angled parking along the east side of Arnold Drive fronting Jack London Village. All parking spaces were surveyed July 20, 2007, from 11:00 AM to 11:00 PM. **Exhibit 5.2-12** provides hourly results of the surveys, plus projected parking demand by time of day for two restaurants which were closed at the time of the surveys. The exhibit indicates a maximum demand of 65 parking spaces, occurring at 6:00 PM with full occupancy of Jack London Village's commercial and retail buildings.

⁹ The "85th percentile speed" refers to the speed of traffic at or below which 85 percent of the vehicles are moving. As described in A Policy on Geometric Design of Highways and Streets, American Association of State Highway and Transportation Officials (AASHTO), 2004, the 85th percentile measurement would represent the "pace" or "speed range" used by most drivers.

¹⁰ Based upon American Association of State Highway and Transportation Officials (AASHTO) standards.

¹¹ *A Policy on Geometric Design of Highways and Streets*, Chapter III Sight Distance, Stopping Sight Distance-Wet Conditions, American Association of State Highway and Transportation Officials (AASHTO), 2004.

Exhibit 5.2-11
Stopping Sight Distance - Wet Conditions

Design Speed (Miles Per Hour)	Stopping Sight Distance ^b (Feet)
35	250
36 ^a	261
37	272
38	283
39	294
40	305
41	316
42	327
43	338
44	349
45	360
46	373
47	386
48	399
49	412
50	425

a Bold type indicates design speed and stopping sight distance (in feet) in evaluation of the Jack London Village driveways.

b Distances are interpolated from design speeds provided in *Exhibit 3-2: Stopping Sight Distance on Grades, A Policy on Geometric Design of Highways and Streets*, American Association of State Highway and Transportation Officials (AASHTO), Fifth Edition, 2004.

Source: Crane Transportation, 2007.

Exhibit 5.2-12
Jack London Village Parking Survey
Friday, July 20, 2007

Time	North Lot	South Lot	Angled Parking	Sub Total: Surveyed Parking	Projected Parking: 2 Restaurants^a	Total
11:00 AM	18	8	4	30	11	41
12:00 Noon	18	8	6	32	19	51
1:00 PM	15	6	7	28	19	47
2:00 PM	19	3	5	27	11	38
3:00 PM	19	4	3	26	19	45
4:00 PM	20	5	6	31	24	55
5:00 PM	14	5	5	24	38	62
6:00 PM	9	4	3	16	49	65
7:00 PM	3	4	1	8	54	62
8:00 PM	5	4	0	9	54	63
9:00 PM	2	0	2	4	54	58
10:00 PM	2	0	1	3	54	57
11:00 PM	2	0	2	4	38	42

North Lot: Paved and marked, 70 spaces (2 are handicapped accessible).

South Lot: Mostly unpaved and unmarked, approximately 35 to 40 spaces.

Angled parking fronting on Arnold Drive: Paved but unmarked, space for approximately 8 Vehicles

Bold Type indicates time of maximum demand

- a Parking is projected by time of day, based upon percentages found in Shared Parking, Urban Land Institute, 1982. Per County code the two restaurants would have a combined demand of 54 spaces, including indoor and outdoor seating and storage space

Source: Crane Transportation Group

Public comments on issues of concern for this project include complaints regarding periods when the Jack London Village parking supply was exceeded due to a successful live music venue at one of the restaurants. Parking lots were filled to overflowing on Friday and Saturday evenings, and vehicles were observed to park illegally along Arnold Drive (where parking is prohibited), as well as on neighboring streets, intruding into residential neighborhoods.¹² Such activity is not currently ongoing. However live music is permitted in Jack London Village only to entertain diners in the restaurant or the two cafes. In the future, music would not be permitted to continue after normal dinner hours at the restaurant / cafes.¹³ Any new use (including a nightclub or other special event or special use) proposed at Jack London Village would require review by County staff. If the use is determined to be over and above the uses that were covered in the original Use Permit/Precise Development Plan then a new or revised Use Permit/Precise Development Permit would be required along with additional review of the project and its impacts.¹⁴

FUTURE CONDITIONS WITHOUT PROJECT

Near-Term – Year 2010

Existing Plus Approved and Pending Development Conditions – Trip Generation Near-Term Base Case (Without Project)

Projections have been developed of the added AM and PM peak hour traffic that would be expected on the local roadway system due to development of all approved, under construction, and potential developments in Sonoma County. **Exhibit 3.0-12** in **Section 3.3 Cumulative Development Assumptions** lists projects considered. In addition to traffic from the County's specific list of projects, existing counts were factored upward slightly to reflect near-term growth in regional traffic by 2010.

Near-Term Base Case (Without Project) – Trip Distribution

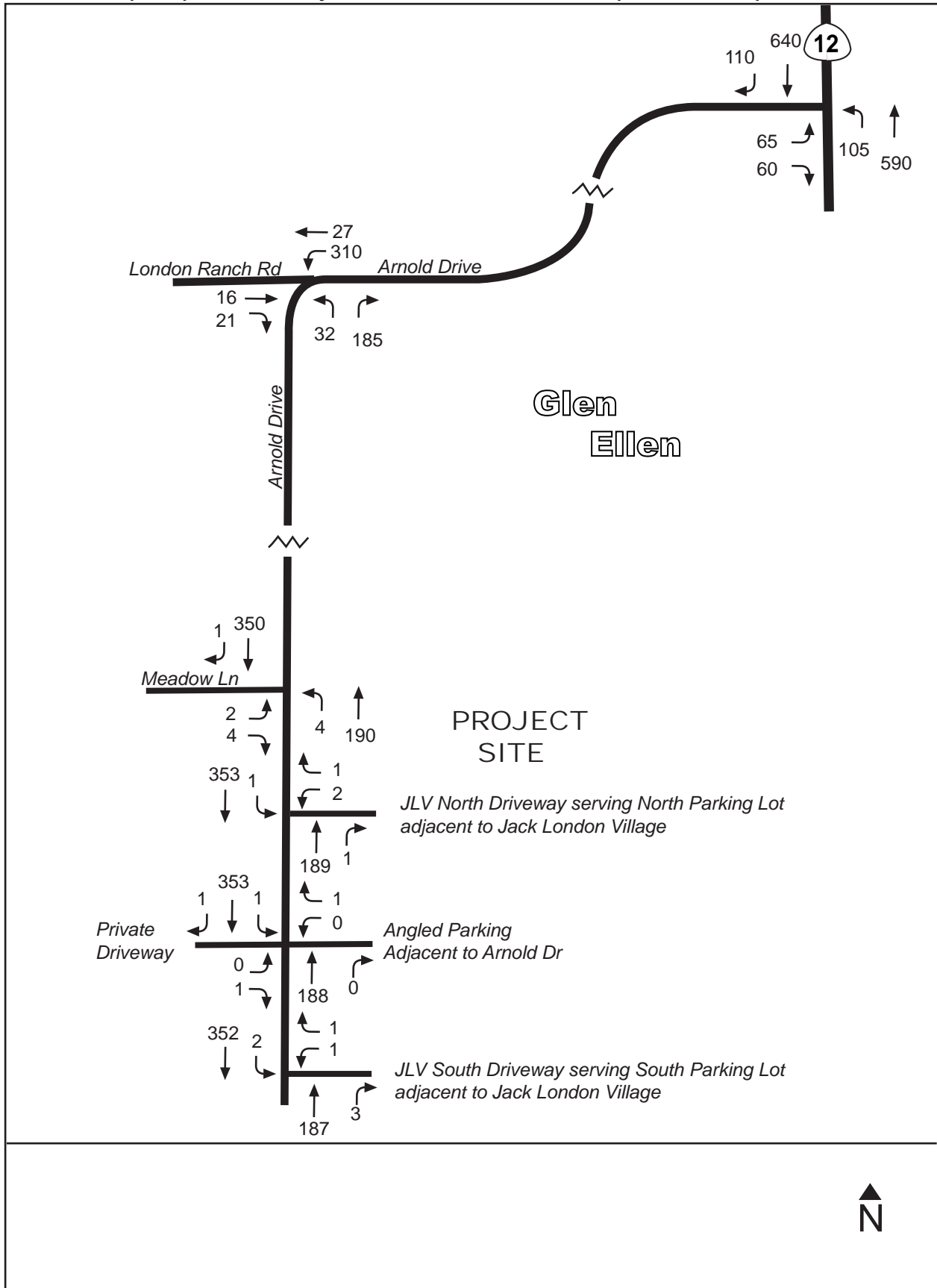
Trip generation projections have been distributed to the County's circulation system using local traffic flow patterns as well as data from regional employment distribution as indicated by census data for Sonoma County. **Exhibits 5.2-13** and **5.2-14** present resultant Near-Term Base Case (i.e., without project) AM and PM peak hour traffic volumes.

12 Letter from David Robert Fritschi, Jr. to Sonoma County PRMD Staff in response to the Notice of Preparation and comments made by attendees of the public scoping session cited parking overflow at Jack London Village in the past.

13 Crane Transportation Group communication with Paula Stamp, Planner Sonoma County Permit and Resource Management Department, June 2007.

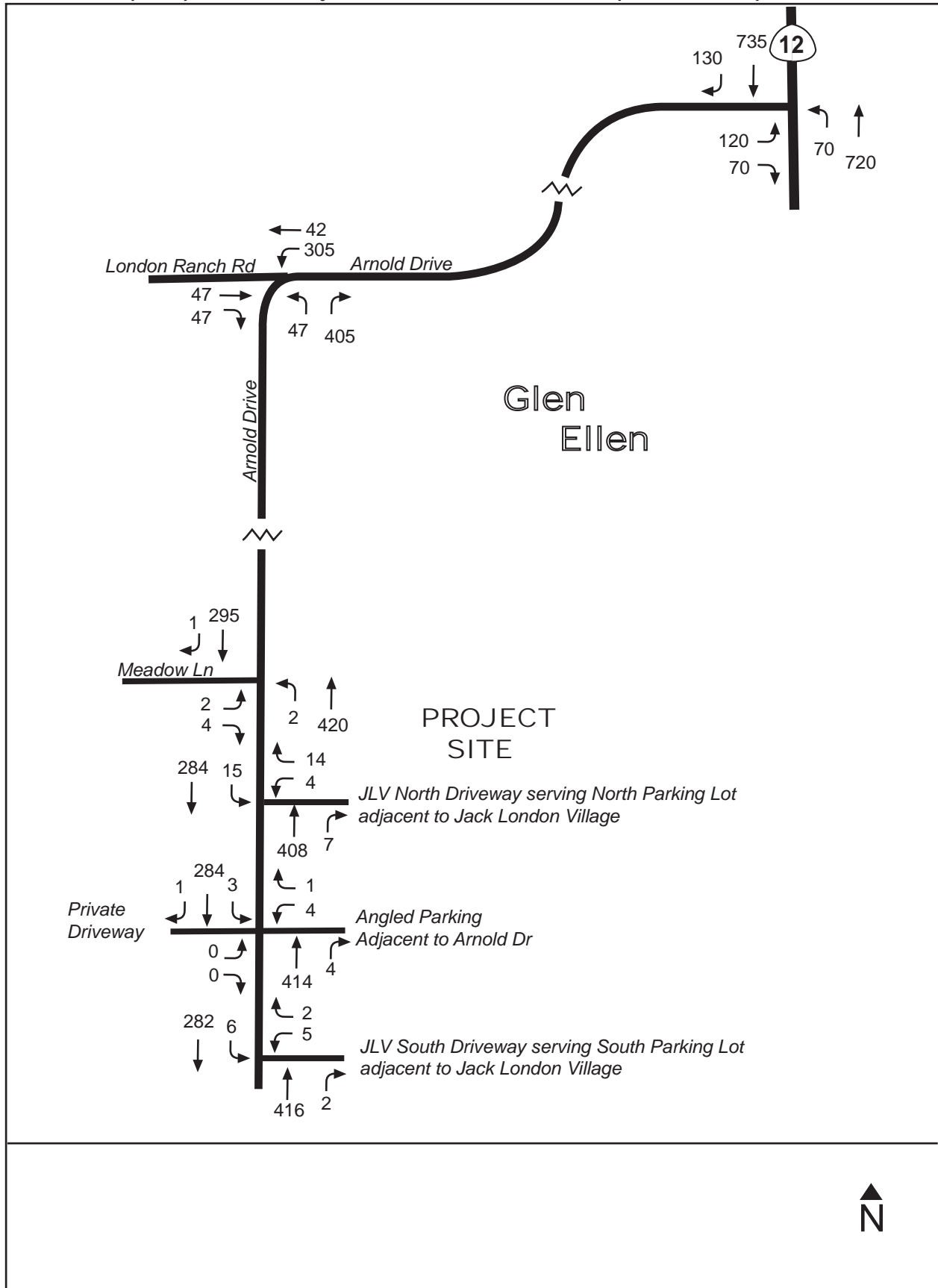
14 Nichols • Berman communication with Melinda Grosch, Sonoma County Permit and Resource Management Department, June 2008.

Exhibit 5.2-13
Near-Term (2010) Without Project AM Peak Hour Volumes (7:30-8:30 AM)



Source: Crane Transportation, 2007.

Exhibit 5.2-14
Near-Term (2010) Without Project PM Peak Hour Volumes (4:00-5:00 PM)



Source: Crane Transportation, 2007.

Near-Term Base Case (Without Project) – Intersection Operation

Exhibit 5.2-8 shows that all analyzed intersections would continue to operate at acceptable levels of service during the weekday AM and PM peak traffic hours. The signalized Arnold Drive / SR 12 intersection would continue to operate acceptably at LOS A and B during the AM and PM peak hours, respectively, with minor average control delay. The stop sign controlled approach to Arnold Drive at London Ranch Road would continue to operate acceptably at LOS B and C during the AM and PM peak hours, respectively, with relatively minor delays for turns. The approaches to the Arnold Drive / Jack London Village North Driveway and the Arnold Drive / Jack London Village South Driveway would continue to operate acceptably at LOS A or B during the AM and PM peak hours with only minor delays for turns.

Near-Term Base Case (Without Project) – Signalization Needs

AM and PM peak hour volumes would remain below peak hour warrant criteria levels at the Arnold Drive intersections with London Ranch Road, and Jack London Village North and South Driveways.

Long-Term – Year 2020

Long-Term Base Case (Without Project) – General Plan 2020 Buildout Conditions

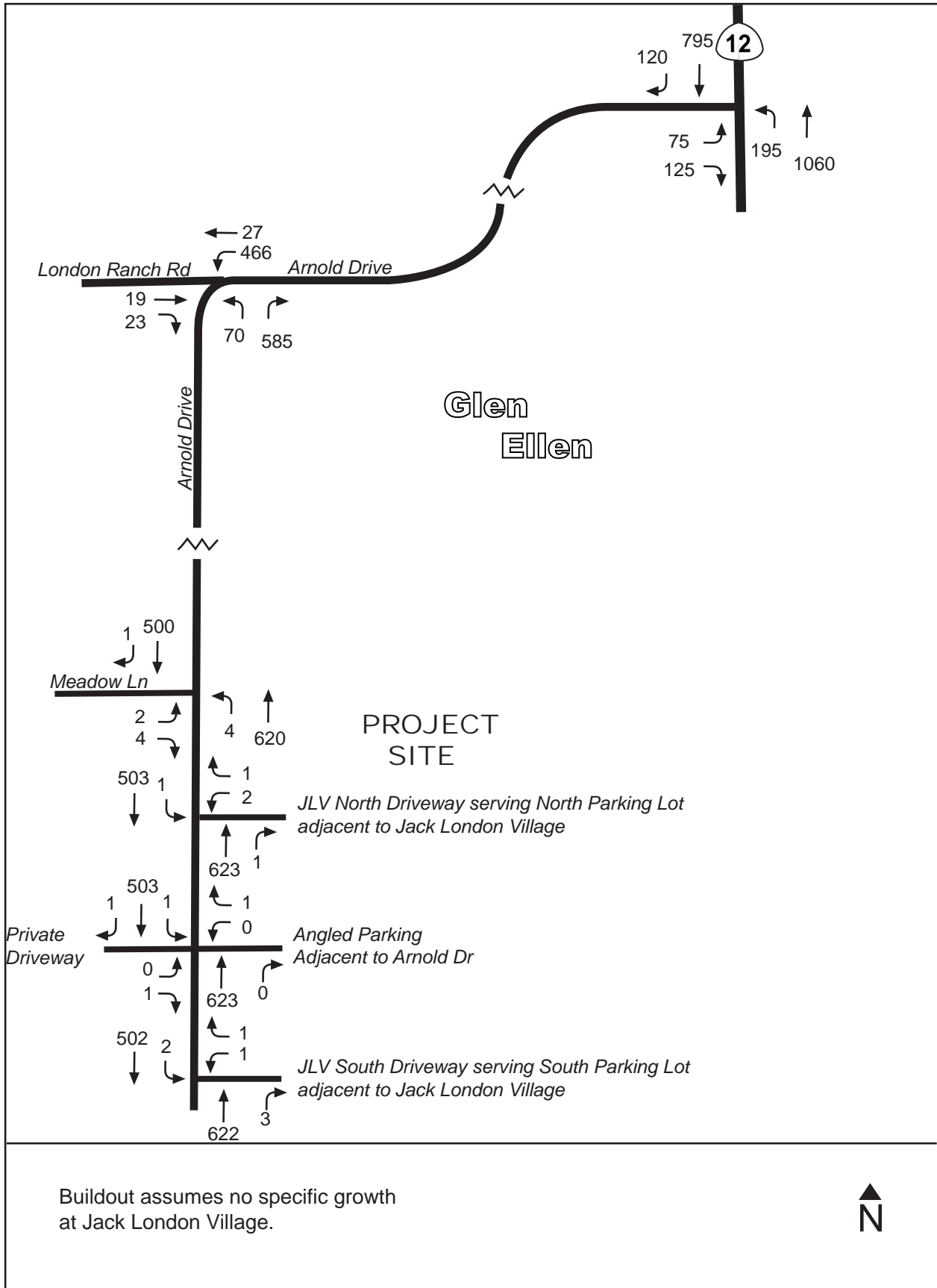
The AM and PM peak hour incremental change resulting from traffic volume projections available in County's 2020 Traffic Model were used to factor existing counts to reflect 2020 conditions at the four analysis intersections.¹⁵ **Exhibits 5.2-15** and **5.2-16** present AM and PM peak hour volumes for the Long-Term Base Case (Without Project) – General Plan 2020 Buildout Conditions.

Long-Term Base Case (Without Project) – Intersection Operation

Exhibit 5.2-8 shows three of the four analyzed intersections would operate at acceptable levels of service during the AM and PM peak hours with traffic under General Plan 2020 Buildout Conditions. The signalized Arnold Drive / SR 12 intersection would operate acceptably at LOS B and C during the AM and PM peak hours, respectively, with moderate average control delay. The stop sign controlled London Ranch Road approach to Arnold Drive would operate acceptably at LOS C during the AM peak hour with moderate delays for turns, but unacceptably at LOS E during the PM peak hour with major delays for turns. The approaches to the Arnold Drive / Jack London Village North Driveway and Arnold Drive / Jack London Village South Driveway would continue to operate acceptably at LOS A or C during the AM and PM peak hours with only minor to moderate delays for turns.

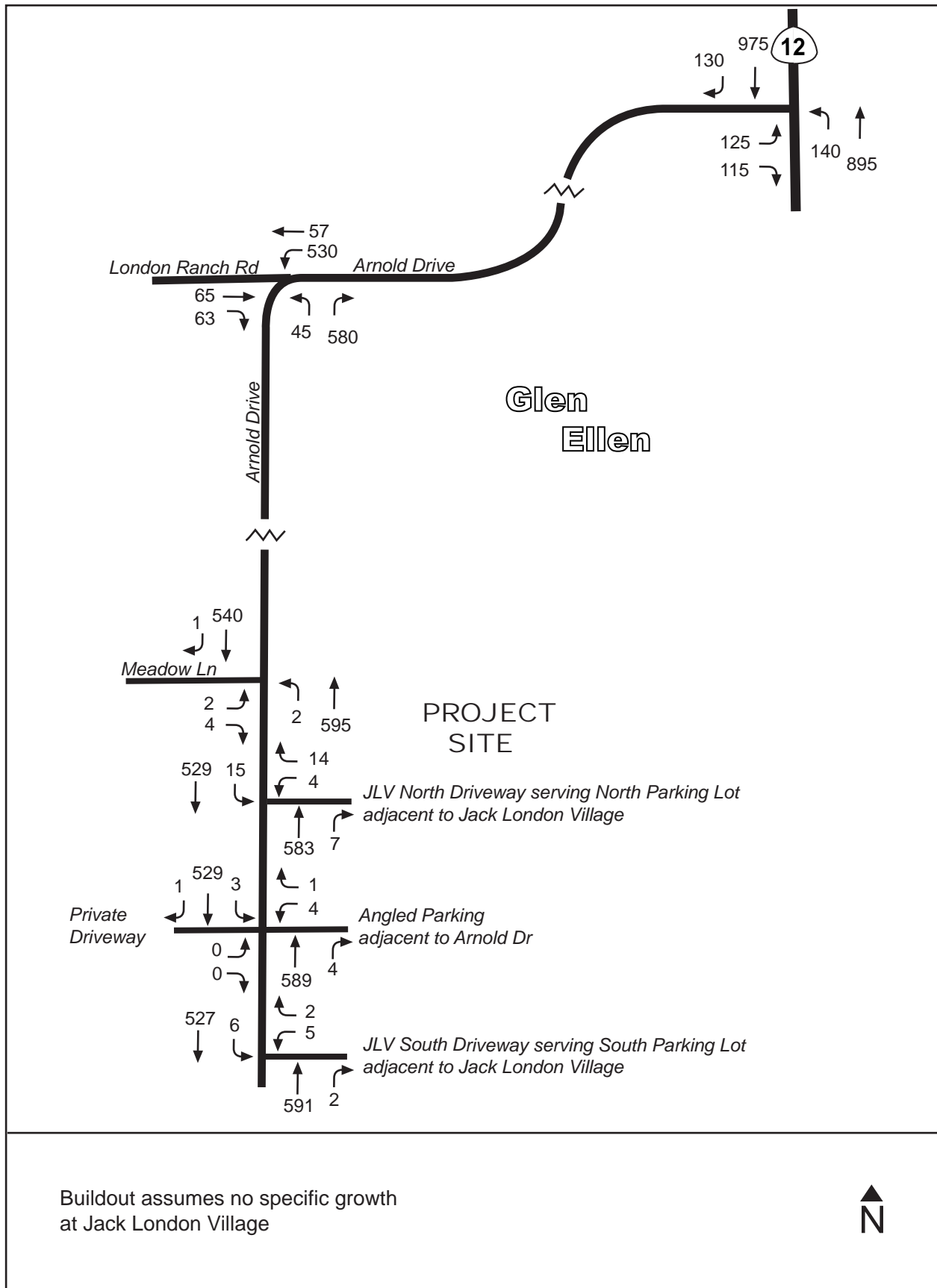
¹⁵ The "incremental change in traffic volumes" refers to the increase in traffic volumes projected by the Sonoma County Traffic Model's baseline year (i.e., 2000) to year 2020 for the AM and PM peak hours. The increment attributable from 13 years of growth (i.e., from year 2007 when traffic counts were conducted to year 2020 General Plan Buildout) was added to existing volumes to derive year 2020 volumes.

Exhibit 5.2-15
Long-Term (2020) General Plan Buildout Without Project AM Peak Hour Volumes



Source: Crane Transportation, 2007.

Exhibit 5.2-16
Long-Term (2020) General Plan Buildout Without Project PM Peak Hour Volumes



Source: Crane Transportation, 2007.

Long-Term Base Case (Without Project) – Signalization Needs

AM peak hour volumes would remain below peak hour warrant criteria levels at the Arnold Drive intersections with London Ranch Road and the Jack London Village North and South Driveways. However, PM peak hour volumes would meet signal warrant levels at the Arnold Drive intersection with London Ranch Road. If signalized, this intersection would operate acceptably at LOS A during the AM and PM peak hours, with minor average control delay. However, there is no current plan for signalization, or funding for signalization of this intersection. Therefore, this study analyzes it both as signalized and unsignalized.

Traffic and Circulation – Significance Criteria

STATE CEQA GUIDELINES

The traffic and circulation analysis uses relevant criteria from the *State CEQA Guidelines*. According to these criteria, the project would have a significant traffic and circulation impact if it would:

- Cause an increase in traffic that is substantial in relation to the existing traffic load and capacity of the street system;
- Exceed, either individually or cumulatively, a level of service standard established by the County's General Plan for designated roads or highways;
- Substantially increase hazards due to a design feature or incompatible uses;
- Result in inadequate parking capacity; or
- Result in inadequate emergency access.

SONOMA COUNTY THRESHOLDS OF SIGNIFICANCE

The County's *Thresholds of Significance, Attachment C, Traffic Impact Thresholds of Significance Criteria* define the County's adopted significance criteria for project-level and cumulative traffic impacts. According to these criteria, the project would have a significant traffic impact if it results in any of the following conditions:

- *On-site roads and frontage improvements* Proposed on-site circulation and street frontage would not meet the County's minimum standards for roadway or driveway design, or potentially result in safety hazards, as determined by the County in consultation with a registered traffic engineer;
- *Parking* Proposed on-site parking supply would not be adequate to accommodate parking demand;
- *Alternative Transportation* The project provides inadequate facilities for alternative transportation modes (e.g., bus turnouts, bicycle racks, pedestrian pathways) and / or the project creates potential conflicts with adopted policies, plans, or programs supporting alternative transportation;
- *Road Hazards* Hazards are increased due to a design feature (e.g., sharp curves or dangerous intersections) or incompatible uses (e.g., farm equipment, heavy pedestrian or truck traffic);
- *Signal Warrants* Addition of the project's vehicle or pedestrian traffic causes an intersection to meet or exceed Caltrans signal warrant criteria.

- *Turn Lanes* Addition of project traffic causes an intersection to meet or exceed criteria for provision of a right or left turn lane on an intersection approach; ¹⁶
- *Sight Lines* The project constructs an unsignalized intersection (including driveways) or adds traffic to an existing unsignalized intersection approach that does not have adequate sight lines based upon Caltrans criteria for state highway intersections and County criteria for County roadway intersections; or
- *County Intersections* The County Level of Service standard for intersections is Level of Service D or better. The project would have a significant traffic impact if the project's traffic would cause an intersection currently operating at an acceptable level of service (LOS D or better) to operate below the standard (LOS E or F). If the intersection currently operates or is projected to operate below the County standard (at LOS E or F), the project's impact is significant and cumulatively considerable if it causes the delay to increase by five seconds or more. The delay will be determined by comparing intersection operations with and without the project's traffic for both the existing baseline and project future conditions.

The above criteria apply to all signalized, all-way stop controlled, and side street controlled intersections with project traffic volumes over 30 vehicles per hour per approach or per exclusive left turn movement.

¹⁶ Based upon Caltrans criteria for State highways and *Intersection Channelization Design Guide* (NCHRP Report 279, Transportation Research Board, 1985) for county roadways.

Traffic and Circulation – Impacts and Mitigation

PROJECT TRIP GENERATION AND DISTRIBUTION

The proposed project's 46-unit condominium-hotel and spa would be expected to generate a total of 19 inbound and 13 outbound vehicle trips during the AM peak hour and 18 inbound and 22 outbound vehicle trips during the PM peak hour. Trip generation is based upon rates from the traffic engineering profession's standard source of trip rate data for hotels, as well as information provided by the project applicant regarding spa staffing and use¹⁷ (see **Exhibits 5.2-17 and 5.2-18**). The use of a standard, historically-documented hotel rate is considered conservative, in that some of the hotels on which this trip rate is based had more trip-generating potential than that of the proposed *Wolf House Inn*, with facilities such as restaurants, cocktail lounges, meeting and banquet facilities, and retail and service shops. Trip generation for the proposed spa service has been calculated separately from the *Wolf House Inn* in order to present a conservative analysis of project trip generation.

Several aspects of hotel operation can influence trip generation. For example, one aspect of hotel use that can increase trip generation is the use of one hotel unit by two families. This can be controlled by hotel management at the registration desk, and is often documented by the number of keys released per room at registration. The applicant states that each unit would have a single key (i.e., would be rented to a single family) and this would be the policy of the *Wolf House Inn* management.¹⁸

A second aspect of hotel management that can influence trip generation is special events held at the hotel. The applicant states that the hotel would have no restaurant, banquet or conference facilities that could accommodate special events.¹⁹ The applicant states that the proposed 720 square feet of meeting room space would be reserved for the use of hotel guests, only.²⁰

It should be noted that the trip generation projected for the *Wolf House Inn* is based upon the traffic engineering profession's standard source of trip rate data. No adjustments have been made to reflect operation of the *Wolf House Inn* as proposed by the applicant and described above.

Project traffic was distributed to the local roadway system based upon observed July 2007 traffic patterns, with more traffic traveling to / from the north than to / from the south on Arnold Drive.

¹⁷ *Trip Generation, Seventh Edition*, Institute of Transportation Engineers, 2003.

¹⁸ Crane Transportation Group communication with John Pflueger, Architect and *Wolf House Inn* Project Applicant, September 2007.

¹⁹ Crane Transportation Group communication with John Pflueger, Architect and *Wolf House Inn* Project Applicant, September 2007.

²⁰ Crane Transportation Group communication with John Pflueger, Architect and *Wolf House Inn* Project Applicant, September 2007.

Exhibit 5.2-17
Wolf House Inn – Project Trip Generation

Use	Size	Daily 2-Way Trips		AM Peak Hour Trips (7:30 – 8:30 AM)				PM Peak Hour Trips (4:00 – 5:00 PM)			
				In		Out		In		Out	
		Rate	Volume	Rate	Volume	Rate	Volume	Rate	Volume	Rate	Volume
Hotel ^a	46 Units	8.92	410	0.39	18	0.28	13	0.34	16	0.36	17
Spa Staff ^b	14 Employees	n/a	42 ^b	n/a	1 ^c	n/a	0	n/a	2 ^c	n/a	1 ^c
Spa Patrons – Public Use (Non- Hotel Guest, Drive- In Patrons) ^d	6 Patrons	n/a	12 ^b	n/a	0	n/a	0	n/a	0	n/a	4
Total		--	--	--	19	--	13	--	18	--	22

- a *Trip Generation, 7th Edition by the Institute of Transportation Engineers (ITE), 2003.* This trip rate is considered to be conservatively high, as it was developed from surveys of hotels larger than the proposed Wolf House Inn, with far more trip-generating activities than the proposed project. Trip generation information provided by ITE states that surveyed facilities in this land use category have supporting facilities such as restaurants, cocktail lounges, meeting and banquet rooms or convention facilities, limited recreational facilities such as pool, fitness room and/or other retail and service shops.
- b Trip generation by patrons and staff is based upon written correspondence between County staff and the applicant. See applicant’s spa staffing and utilization information in **Exhibit 5.2-18**. Daily staff trips assume 14 staff members arriving and departing, with one-half of staff members making one trip in and out for lunch or other errand during the business day.
- c Assumes most morning staff arrive after 8:30 AM (spa opens at 9:00 AM) and most staff leave after 5:00 PM (spa closes at 9:00 PM). The applicant states that many of the staff members will be independent contractors who will arrive and depart according to scheduled therapy appointments.
- d Daily trips by spa patrons assume six non-hotel guest patrons during the business day, per the applicant’s spa staffing and utilization information in **Exhibit 5.2-18**. Assumes spa patrons arrive when spa opens at 9:00 AM or later (by appointment) and all would leave by 5:00 PM (spa closes to non-hotel patrons at 5:00 PM).

Source: Crane Transportation, 2007.

Exhibit 5.2-18
Wolf House Inn – Spa Staffing and Public Usage

Spa Staffing ^a							
Hours of Operation	Number of Staff by Day						
	Sun	Mon	Tues	Wed	Thurs	Fri	Sat
9:00 AM-11:00 AM	4	3	3	4	4	4	7
11:00 AM-5:00 PM	6	4	4	7	7	7	7
5:00 PM-9:00 PM	2	2	2	3	3	3	3
Public Guest Usage ^b							
Hours of Operation	Number of Guests by Day						
	Sun	Mon	Tues	Wed	Thurs	Fri	Sat
9:00 AM-11:00 AM	4	3	3	4	4	4	7
11:00 AM-5:00 PM	6	4	4	7	7	7	7
5:00 PM-9:00 PM	2	2	2	3	3	3	3

a Many of the staff members will be independent contractors and will come and go from the property depending on scheduled therapy appointments.

b Assumes Monday through Friday that guests and public use of the facilities on average will be about equivalent. On weekends, guest utilization will be greater due to higher occupancy levels. The customer mix on weekends is estimated to be two-thirds guests and one-third public. After 5:00 PM, use will be restricted to guests only.

Source: Crane Transportation, 2007.

Exhibits 5.2-19 and **5.2-20** show the project increment of traffic volumes on the roadway system for the AM and PM peak hours.

Impact 5.2-1 Near-Term Base Case Plus Project Impacts to Study Intersections

Project traffic would not cause an intersection currently operating at an acceptable level of service (LOS D or better) to operate below the standard (LOS E or F).

Exhibits 5.2-21 and **5.2-22** show Near-Term (Year 2010) Base Case Plus Project traffic volumes on the roadway system for the AM and PM peak hours, respectively. **Exhibit 5.2-8** shows that with Near-Term Base Case Plus Project conditions, Arnold Drive intersections with SR 12, London Ranch Road and the Jack London Village North and South Driveways would operate acceptably during both the AM and PM peak hours. None of these four intersections would be degraded to unacceptable operation or would have vehicle delays increased beyond acceptable limits. Therefore, this would be a less-than-significant impact.

Mitigation Measure 5.2-1 No mitigation would be required.

Impact 5.2-2 Long-Term Base Case General Plan 2020 Buildout Conditions Plus Project Impacts to Study Intersections

Project traffic would not cause an intersection currently operating at an acceptable level of service (LOS D or better) to operate below the standard (LOS E or F). Although the intersection of Arnold Drive and London Ranch Road currently operates or is projected to operate below the County standard (at LOS E or F), project traffic would not cause the delay to increase by five seconds or more. Therefore, this would be a less-than-significant impact.

Exhibits 5.2-23 and **5.2-24** show Long-Term (Year 2020) Base Case General Plan 2020 Buildout Conditions Plus Project traffic volumes on the roadway system for the AM and PM peak hours, respectively. **Exhibit 5.2-8** shows that for this base case, Arnold Drive intersections with SR 12, and the Jack London Village North and South Driveways would operate acceptably during both the AM and PM peak hours. None of these three intersections would be degraded to unacceptable operation or would have vehicle delays increased beyond acceptable limits due to project generated traffic.

At the Arnold Drive / London Ranch Road intersection, where PM peak hour operation would be an unacceptable LOS E, project traffic would result in less than five seconds increase in delay. Therefore, this would be a less-than-significant impact.

Mitigation Measure 5.2-2 No mitigation would be required.

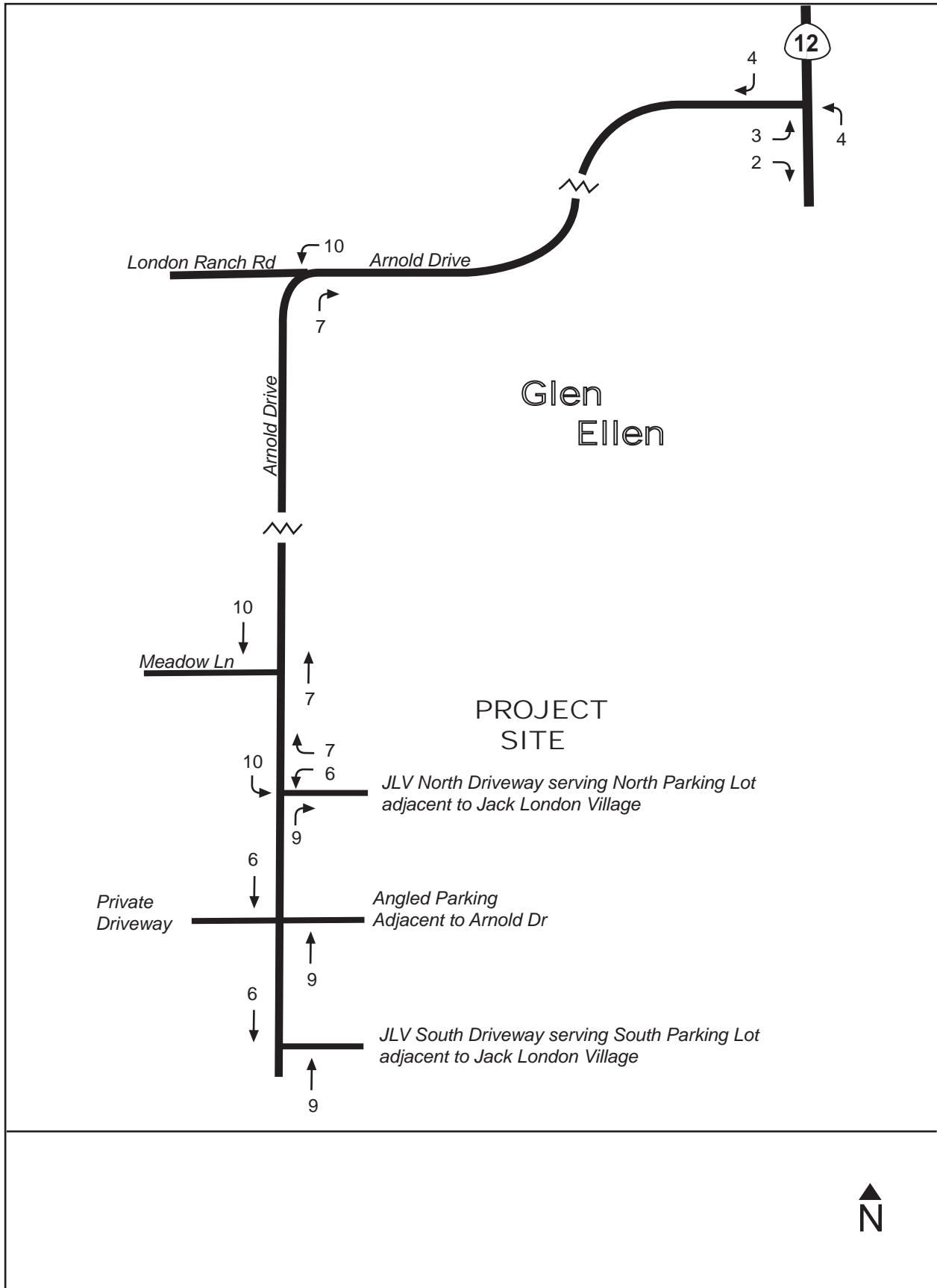
Impact 5.2-3 Intersection Signal Warrants – Near-Term Base Case Plus Project and Long-Term Base Case General Plan 2020 Buildout Conditions Plus Project

Project vehicle or pedestrian traffic would not cause an intersection to meet or exceed Caltrans signal warrant criteria. This would be a less-than-significant impact.

Project traffic would not result in increasing volumes at any analyzed intersection to meet signal warrant criteria levels for any analyzed future condition (i.e., Near-Term Base Case Plus Project and Long-Term Base Case General Plan 2020 Buildout Conditions Plus Project) (see **Exhibit 5.2-9**).

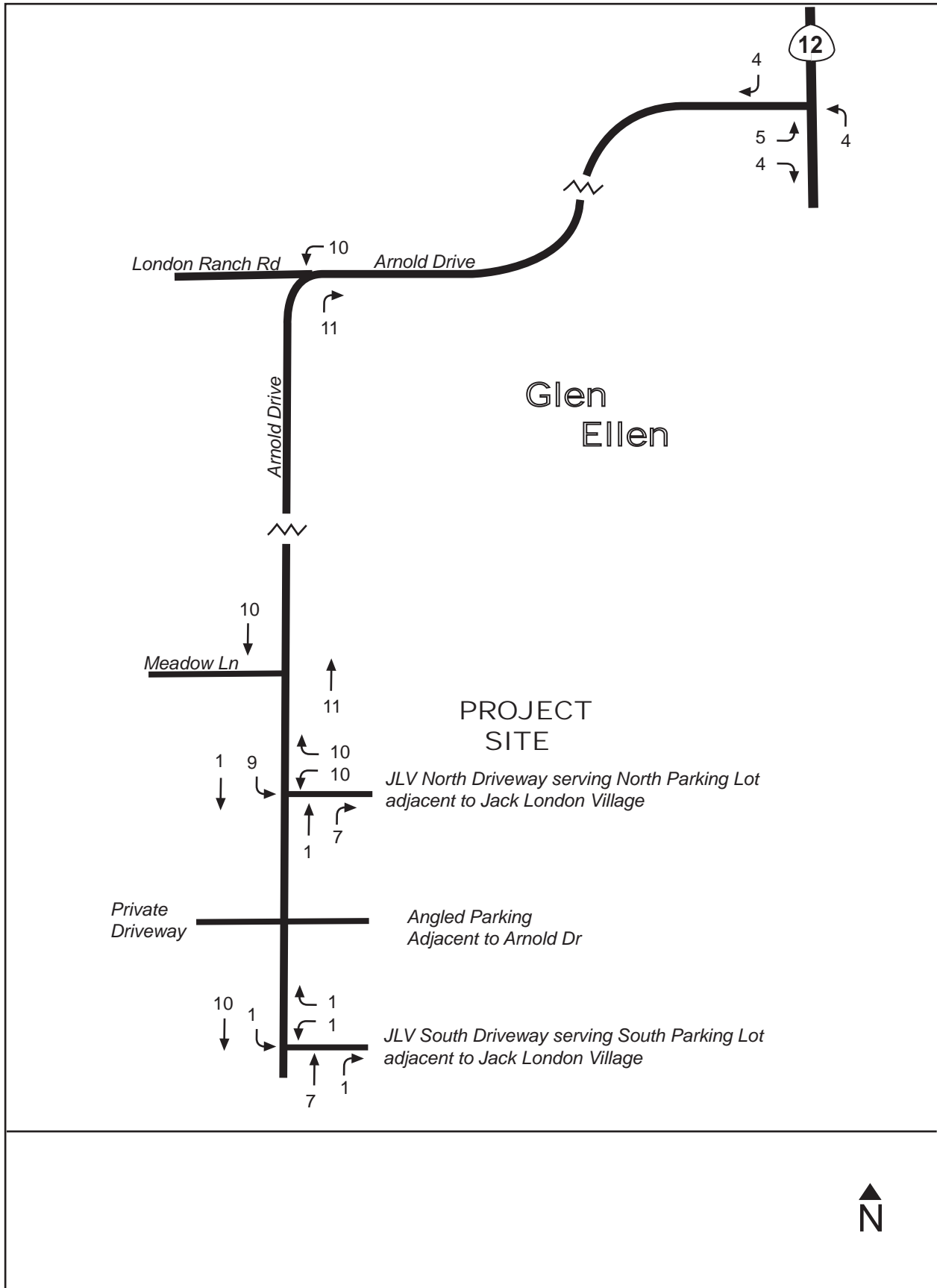
Mitigation Measure 5.2-3 No mitigation would be required.

Exhibit 5.2-19
Project Increment AM Peak Hour Volumes (7:30-8:30 AM)



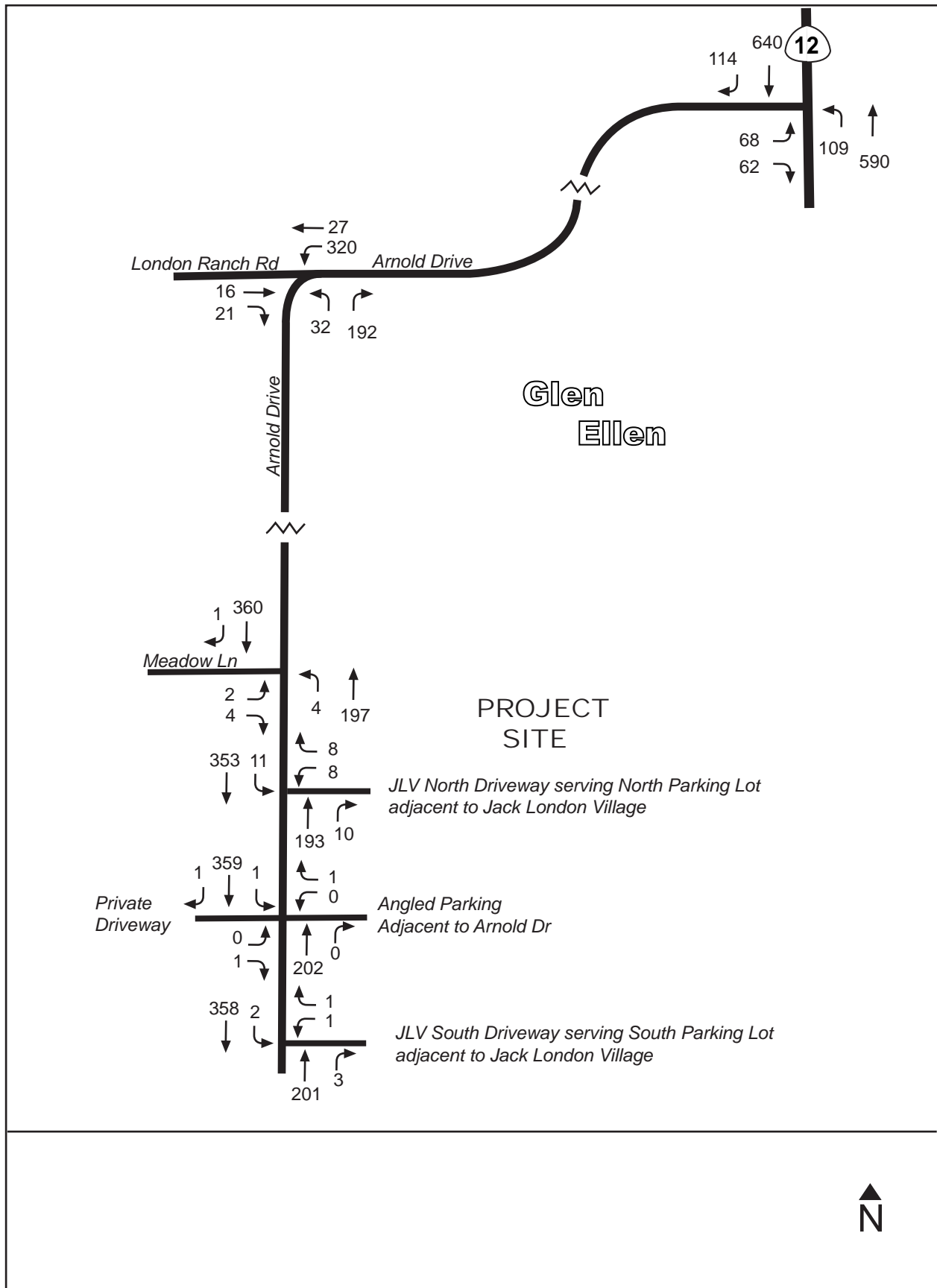
Source: Crane Transportation, 2007.

Exhibit 5.2-20
Project Increment PM Peak Hour Volumes (4:00-5:00 PM)



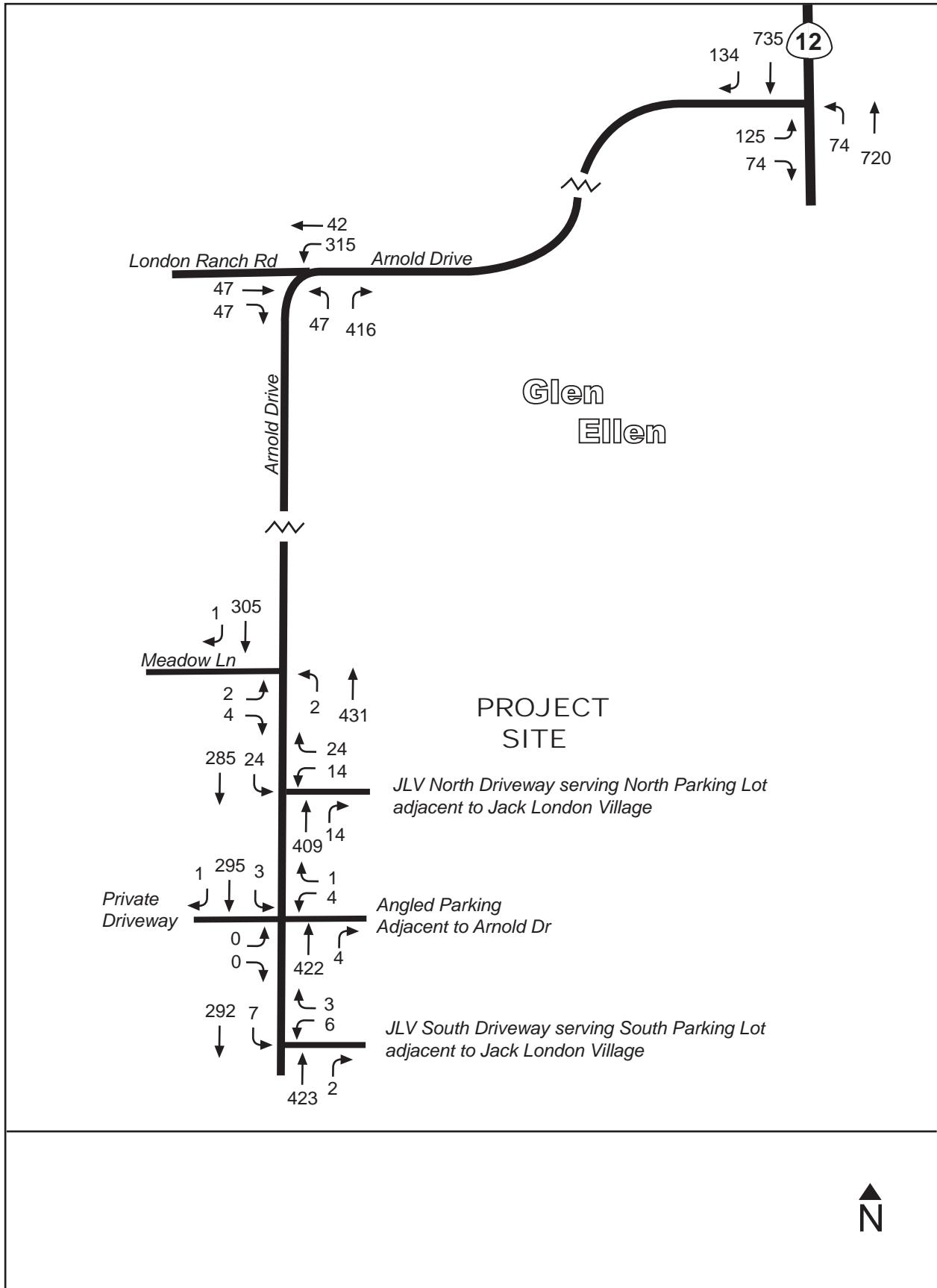
Source: Crane Transportation, 2007.

Exhibit 5.2-21
Near-Term (2010) Base Case + Project AM Peak Hour Volumes



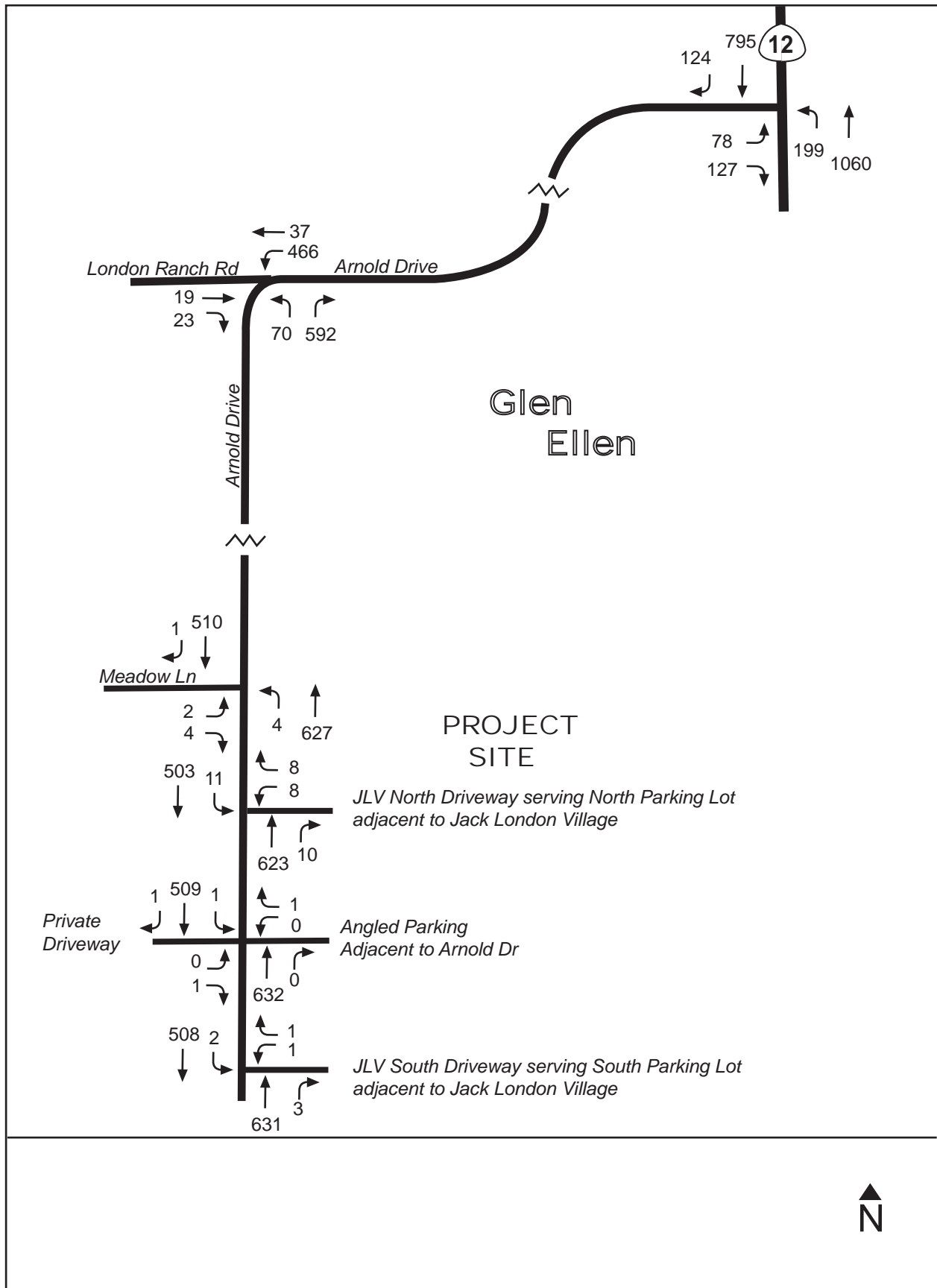
Source: Crane Transportation, 2007.

Exhibit 5.2-22
Near-Term (2010) Base Case + Project PM Peak Hour Volumes



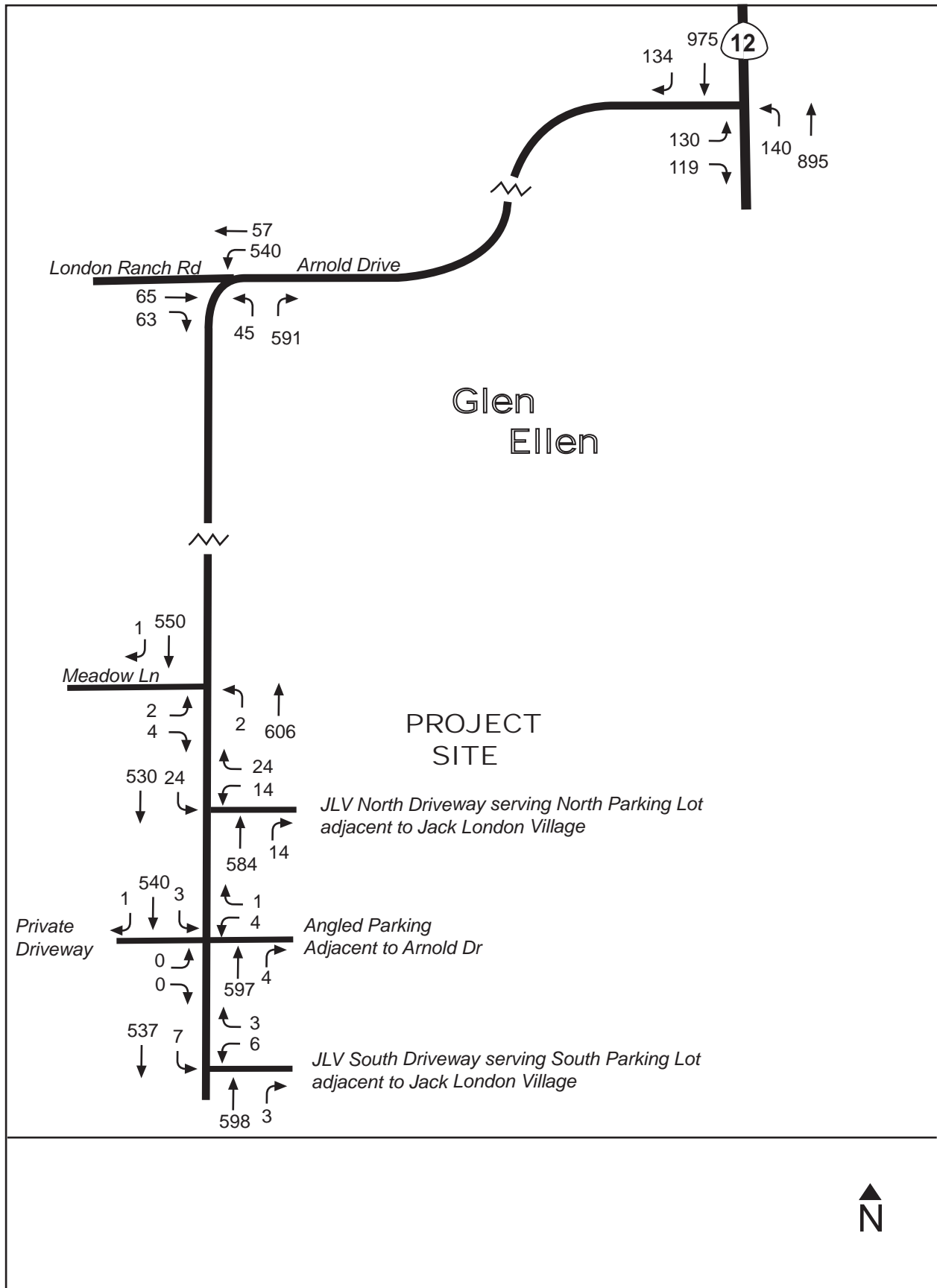
Source: Crane Transportation, 2007.

Exhibit 5.2-23
Long-Term (2020) General Plan Buildout + Project AM Peak Hour Volumes



Source: Crane Transportation, 2007.

Exhibit 5.2-24
Long-Term (2020) General Plan Buildout + Project PM Peak Hour Volumes



Source: Crane Transportation, 2007.

Impact 5.2-4 Insufficient Roadway Width Along Arnold Drive

The Wolf House Inn would add vehicles, pedestrians, and bicyclists to Arnold Drive, a designated secondary arterial and Class II Bikeway which does not meet County standards for roadway width between the project site and central Glen Ellen. This would be a significant impact.

The proposed project would add vehicles, pedestrians, and bicyclists to Arnold Drive, all of which would travel through sections of Arnold Drive adjacent to and north of the site where the roadway travel lane width and shoulder width do not meet County standards. Paved shoulders are too narrow for pedestrians or bikes to travel outside the vehicle travel way. The planned Arnold Drive Shoulder Widening Project would not extend far enough south along Arnold Drive to serve project-generated vehicles, pedestrians, and bicycles traveling to and from central Glen Ellen and Jack London Village. This would be a significant impact.

DISCUSSION OF ARNOLD DRIVE SHOULDER WIDENING ISSUES

The Arnold Drive Shoulder Widening Project will pave the east shoulder on Arnold Drive to include a six-foot paved shoulder for emergency parking, pedestrians, and bicycles. The southern project limit is Hill Road, north to London Ranch Road in Glen Ellen. The pavement widening will vary from four to six feet, with two-feet of gravel shoulder backing where space allows.²¹ Due to cost, existing topography and the amount of earth and trees that would need to be removed, the current shoulder widening project will be limited to one side of the road only (the east side).²² Continuation of the widening project from its current terminus south to the Jack London Village North Driveway would provide for pedestrian and bicycle access between Jack London Village and downtown Glen Ellen.

Based on a preliminary review of information at the Sonoma County Department of Transportation and Public Works continuation of the shoulder widening to the south appears feasible if funds are available for the project. It appears that widening could begin at the current terminus of the shoulder widening project just north of Hill Road and extends south for about 0.2-mile to the Jack London Village North Driveway.²³ At this time it is not known if any additional right-of-way would need to be purchased to complete the shoulder widening. Roadway widening projects require research, as well as on-the-ground, precise, physical surveys to determine legal rights-of-way. This was necessary for the current Arnold Drive Shoulder Widening project and would be required for the continuation of the shoulder widening.

²¹ *Arnold Drive Shoulder Widening Project Initial Study*, Sonoma County PRMD, undated.

²² Crane Transportation Group communication with Ken Giovannetti, Engineer, Sonoma County Department of Transportation and Public Works, September 2008.

²³ Crane Transportation Group communication with Ken Giovannetti, Engineer, Sonoma County Department of Transportation and Public Works, September 2008.

Sonoma County prepared a Mitigated Negative Declaration for the Arnold Drive Shoulder Widening project.²⁴ The Initial Study noted several potential impacts of the Arnold Drive Shoulder Widening project. These impacts include potential impacts to biological resources (including tree removal and impacts to Sonoma Creek), construction noise impacts, and constructed related traffic impacts. With the incorporation of the recommended mitigation measures all of the identified impacts would be reduced to a less-than-significant level. Without a specific design, it is speculative to estimate potential impacts from the extension of the Arnold Drive Shoulder Widening project to the project site. It is likely, however, that the impacts, and needed mitigation measures, would be similar to those identified for the current project.

Mitigation Measure 5.2-4(a) The applicant shall provide improvements along its Arnold Drive frontage to meet County standards (i.e., provide a 12-foot wide, paved travel lane and six-foot wide paved shoulder), for this roadway which is designated as a secondary arterial and Class II Bikeway.

Mitigation Measure 5.2-4(b) The applicant shall widen the roadway shoulder between the project site and the terminus of the Arnold Drive Shoulder Widening Project to provide a pedestrian/bicycle facility in accordance with County guidelines, or as modified subject to County approval, along this approximately 0.2-mile section of Arnold Drive.

Significance After Mitigation Implementation of Mitigation Measures 5.2-4(a) and 5.2-4(b) (i.e., widening of Arnold Drive to meet County standards along the project site frontage as well as between the site frontage and the terminus of the Arnold Drive Shoulder Widening Project) would reduce this impact to a less-than-significant impact.

Responsibility and Monitoring The applicant would be responsible for funding improvements to Arnold Drive. Sonoma County PRMD and Department of Transportation and Public Works would work with the applicant to design the required improvements and acquire the needed rights-of-way. The County would be responsible for monitoring implementation of these measures. .

Impact 5.2-5 Parking Safety on Arnold Drive

Proposed parking along Arnold Drive would create a safety concern. This would be a significant impact.

The project proposes to eliminate the space used for approximately eight angled parking spaces along Arnold Drive, and replace them with six parallel spaces. Parking maneuvers in and out of parallel spaces could create a safety concern along this roadway for through traffic (i.e., northbound vehicles, bicycles, and pedestrians).

This would be a significant impact. The following mitigation would be required.

Mitigation Measure 5.2-5 In order to reduce safety concerns associated with proposed parallel parking along Arnold Drive, the proposed six parallel spaces intended to replace angled parking fronting Jack London Village shall be reduced to three parallel spaces to ensure easy ingress and egress to and from these spaces. This should eliminate the need for parking maneuvers in and out of these spaces involving backing into the northbound travel lane on Arnold Drive.

²⁴ *Mitigated Negative Declaration, Arnold Drive Shoulder Widening Project*, Sonoma County Permit and Resource Management Department, undated.

Significance After Mitigation Mitigation Measure 5.2-5 would allow more room to access the parallel parking spaces along Arnold Drive, yet avoid parking maneuvers that might encroach upon the travel lane. Implementation of Mitigation Measure 5.2-5 would reduce the identified safety concern from parallel parking on Arnold Drive to a less-than-significant impact.

Responsibility and Monitoring The applicant would be responsible to revise the site plan to show three parallel parking spaces in the location currently used for angled parking along Arnold Drive. The County would be responsible for monitoring implementation of these measures.

Impact 5.2-6 Consistency with County Standards for Parking Lot Dimensions

Proposed parking lot dimensions would not meet the County's minimum design standards. This would be a significant impact.

The proposed *Wolf House Inn* would be constructed immediately north of and adjoining the Jack London Village North Parking Lot and would have use of both the North and South Parking Lots under a reciprocal parking arrangement described in **Section 3.2 Proposed Project**. Vehicles parking at the *Wolf House Inn* would use the South Parking Lot if the North Parking Lot is full, and the applicant states that valet parking would be available to guests at all times.

It is anticipated that the South Parking Lot would be improved (i.e., repaved and striped) consistent with County requirements as a condition of project approval. In addition, the applicant states the South Parking Lot would be kept clear of storage and / or garbage containers from commercial uses in Jack London Village.²⁵ The North Parking Lot would be re-striped with three rows of 90-degree parking spaces separated by wide parking aisles. The central aisle would be aligned with the hotel entrance, and would have a landscaped pedestrian walkway connecting the hotel entrance to the pedestrian bridge access to Jack London Village at the south end of the parking lot. Vehicles would enter the site via the North Driveway and either self-park, or leave the vehicle at the hotel entrance for valet parking in the North or South Parking Lots.

Proposed width of parking spaces for the North Parking lot would not meet County standards. **Exhibit 3.0-5** illustrates the North Parking Lot would have parking stalls with approximately 8.5 feet by 15 feet dimensions; however, the County standard is nine feet by 20 feet for standard spaces and eight feet by 16 feet for compact spaces. Parking aisle widths would exceed County minimum standards. Proposed parking aisles are shown to be 30 feet wide, whereas the County standard for parking aisles serving 90-degree parking spaces is 27 feet.²⁶ In addition, a 7.5 feet by 25 feet long loading dock is shown on the west side of the *Wolf House Inn* buildings; however, the County standard for a loading dock is twelve feet by 40 feet.

This would be a significant impact. The following mitigation would be required.

Mitigation Measure 5.2-6 In order to meet County standards for parking lot dimensions, parking spaces must be shown (re-drawn) on the project *Site Plan* to meet County standards for minimum

²⁵ Crane Transportation Group communication with John Pflueger, Architect and *Wolf House Inn* Project Applicant, September 2007.

²⁶ The County has an informal policy of allowing approximately 30 percent compact spaces, and the drive aisle width can be reduced to 25 feet if the width of the full size parking spaces is increased to ten feet. E-mail memorandum from Nick Chase, PRMD to Melinda Grosch, PRMD, March 4, 2008.

widths and lengths while maintaining sufficient width parking aisles. Re-striping to meet County standards must be shown to maintain the 68 spaces proposed for the North Parking lot. This may involve provision of angled parking, which can improve space efficiency, but would dictate the direction of traffic flow through the parking lot. The loading dock must be shown to conform to County standards for minimum width and length. This may affect the ease of use of the seven parking spaces shown adjacent to the loading dock. For this reason, it is suggested that the seven spaces be managed by the *Wolf House Inn* staff, and possibly reserved for use by hotel employees. Employees could arrange to move a parked truck if necessary or wait to park or unpark in these spaces before or after the loading dock is in use.

Significance After Mitigation Implementation of Mitigation Measure 5.2-6 would bring parking lot design into conformance with County standards and reduce this impact to a less-than-significant level.

Responsibility and Monitoring The applicant would be responsible to revise the design of the parking lot to comply with County minimum standards. The County would be responsible for monitoring implementation of these measures.

Impact 5.2-7 Provision of Safe Roadways – Driveways and Driveway Sight Lines

Proposed site access driveways would have insufficient sight lines to see vehicles traveling on Arnold Drive. In addition, Driveway C does not meet County standards for minimum width. Such safety concerns would represent a significant impact.

The proposed North Driveway (i.e., existing Driveway A) would provide primary access to the *Wolf House Inn*. The site plan shows the existing 35-foot wide Driveway A would be narrowed by about five feet to a 30-foot width. Driveway B would be permanently blocked to vehicle access by 90-degree parking spaces. Widths of Driveways C and D would remain as they are today, with the Driveway C approximately 16 feet wide and Driveway D about 20 feet wide. Driveway C would not meet the County's minimum standard for driveway width. **Exhibit 3.0-5** does not show frontage improvements along Arnold Drive, other than providing several feet of widening to accommodate right turns in and right turns out (i.e., increased inbound right-turn deceleration space and outbound right turn acceleration space).

As described in the setting section, driveway sight lines were field measured from the position of car at a 3.5-foot eye height (i.e., driver's eye height) stopped at the location of the proposed project access driveway to a 4.25-foot object height on the major road (i.e., Arnold Drive). **Exhibit 5.2-10** shows driveway sight lines to the north (i.e., to see southbound Arnold Drive traffic) and to the south (i.e., to see northbound Arnold Drive traffic). The gradual curve of Arnold Drive fronting Jack London Village results in varying sight lines. Sight lines from the proposed North Driveway (narrowed by five feet from the existing width of Driveway A) are approximately 270 feet to the north and 380 feet to the south. Sight lines from Driveway C are approximately 560 feet to the north and 340 feet to the south. Sight lines from Driveway D are approximately 675 feet to the north and 220 feet to the south.

The posted speed along Arnold Drive near the site is 25 mph just south of Jack London Village, increasing to 35 mph just to its north. However, as stated in the setting section, vehicles were observed to proceed at speeds faster than posted speeds. Based upon field measurements conducted

by the EIR Traffic Consultant along the Jack London Village frontage of Arnold Drive, the measured 85th percentile speed was 36 mph northbound and 41 mph southbound.²⁷

Based upon the American Association of State Highway and Transportation Officials (AASHTO) standards, acceptable sight lines (i.e., corner sight distance) should be based, at a minimum, upon a stopping sight distance for vehicles traveling at 36 or 41 mph, on wet pavement.²⁸ This standard indicates that minimally adequate sight lines for a driver stopped at the site access driveway connections to Arnold Drive would be at least 261 feet to see northbound traffic and 316 feet to see southbound traffic. **Exhibit 5.2-11** provides AASHTO Stopping Sight Distance standards.

Accordingly, the proposed North Driveway's 270-foot sight line (looking north on Arnold Drive) would not meet the 316-foot sightline necessary to see traffic traveling southbound on Arnold Drive. In addition, Driveway D's 220-foot sightline (looking south on Arnold Drive) would not meet the 261-foot sight line necessary to see traffic traveling northbound on Arnold Drive. Furthermore, Driveway C would not meet the County's minimum standard for driveway width. These conditions would result in a significant impact.

Mitigation Measure 5.2-7(a) The following measures would be required to mitigate insufficient sight line distance at project driveways:

- Relocate the proposed North Driveway (i.e., Driveway A) south by approximately 50 feet, or a sufficient distance to obtain adequate sight lines specified above, and
- Close Driveway D to eliminate inadequate sight line distance from this driveway or, alternatively, restrict use of this driveway to maintenance and emergency vehicle access, only.

Mitigation Measure 5.2-7(b) Widen Driveway C from the existing 16 feet to at least 20 feet to better accommodate two-way traffic and comply with minimum County standards for driveway width.

Significance After Mitigation Implementation of Mitigation Measures 5.2-7(a) and 5.2-7(b) would reduce the identified deficiencies for sight lines and driveway width to a less-than-significant impact. Implementation of Mitigation Measure 5.2-6(c) would bring Driveway C into compliance with County standards.

Responsibility and Monitoring The applicant would be responsible for relocating the North Driveway on the *Site Plan* and showing improvements to the South Parking Lot (closure or restriction of access to Driveway D and widening of Driveway C). Sonoma County PRMD would be responsible for monitoring implementation of this measure.

²⁷ The "85th percentile speed" refers to the speed of traffic at or below which 85 percent of the vehicles are moving. As described in *A Policy on Geometric Design of Highways and Streets*, American Association of State Highway and Transportation Officials (AASHTO), 2004, the 85th percentile measurement would represent the "pace" or "speed range" used by most drivers.

²⁸ *A Policy on Geometric Design of Highways and Streets*, Chapter III Sight Distance, Stopping Sight Distance-Wet Conditions, American Association of State Highway and Transportation Officials (AASHTO), 2004.

Impact 5.2-8 Provision of Safe Roadways – Turn Lanes

Project traffic would cause an intersection to meet or exceed criteria for provision of turn lanes on an intersection approach. This would be a significant impact.

Project traffic would increase southbound left turns at the North Driveway to a level meeting criteria for provision of a left turn lane on the intersection approach.²⁹ PM peak hour southbound left turns into the North Driveway would increase to 24 vehicles per hour (i.e., on average, approximately one left turn every 2.5 minutes) with project volumes. See **Appendix B** for a discussion of the necessary warrants for Provision of Left Turn Lanes. This would be a significant impact.

Mitigation Measure 5.2-8 Provide a southbound left turn lane on Arnold Drive at the North Driveway.

Significance After Mitigation Implementation of Mitigation Measure 5.2-8 would reduce this impact to a less-than-significant level.

Mitigation Measures 5.2-7 and 5.2-8 could adversely affect existing vegetation along Arnold Drive. Installation of the additional southbound left turn lane on Arnold Drive at the North Driveway onto the site could affect a number of native trees recognized as "protected trees" under the Tree Protection and Replacement Ordinance of Sonoma County (Sonoma County Tree Ordinance No. 4044), which regulates the removal of certain designated trees, including oaks, madrone, redwood, big leaf maple, and California bay having a minimum trunk diameter of nine inches measured at 4.5 feet above grade. Of particular concern along the Arnold Drive frontage of the site is a mature valley oak with a 36-inch trunk diameter, which is located within ten feet of the existing edge of pavement. Four other protected trees, including a multiple trunk oak, grow close enough to the existing roadway that they could be damaged or removed to accommodate the additional turn lane recommended as mitigation. Mitigation Measure 5.6-5(b) requires the applicant to retain a certified arborist to prepare a tree evaluation, and develop detailed guidelines to protect and minimize damage to individual protected trees. Where complete avoidance to all trees is not feasible, a tree replacement program would be required.

Responsibility and Monitoring The applicant would be responsible for design and funding of a southbound left turn lane that would be acceptable to County engineers. The Sonoma County PRMD and County engineers would be responsible for approving the design and monitoring its implementation.

Impact 5.2-9 Parking Supply

Proposed on-site parking supply would be adequate to accommodate typical day and evening parking demand. This would be a less-than-significant impact.

Proposed Parking Calculation

The parking calculation provided by the applicant states that proposed parking lot configurations would provide 68 parking spaces in the North Parking Lot, 46 spaces in the South Parking Lot, and six

²⁹ Based upon Caltrans criteria for State highways and TRB Circular 279 (*Warrants for Provision of Left Turn Lanes*) for county roadways.

parallel parking spaces in the area fronting Arnold Drive.³⁰ Thus, for purposes of this evaluation, the total proposed parking supply is 120 spaces.

Redesign of the North Parking Lot to comply with County Code requirements for vehicle and delivery truck parking space and aisle width dimensions, as well as reduction of the six parallel spaces to three spaces (per Mitigation Measures 5.2-5 and 5.2-6) would result in a total of 117 parking spaces on the site.

Parking Required by Sonoma County Code

It is necessary to determine whether the proposed parking is adequate for the project in combination with all existing uses in Jack London Village (assuming full occupancy of the retail space in the center). **Exhibit 5.2-25** describes parking requirements established in the Sonoma County Code (County Code) for all uses in Jack London Village plus the proposed *Wolf House Inn* (including spa facilities). In accordance with these requirements, 101 parking spaces would be required for all individual uses in Jack London Village. This requirement does not take into account any potential for shared parking.

As shown on **Exhibit 5.2-25**, the County Code requires one parking space per hotel unit and one parking space for the manager. Therefore, the hotel portion of the project would require 47 parking spaces. The County Code does not specifically address spa parking requirements; thus, parking required by the spa is based upon the applicant's statement of required staffing and public guest usage by day and by hour. On a Friday between 11:00 AM and 5:00 PM, the spa would require up to seven parking spaces for employees and four parking spaces for guests. Therefore, the maximum parking requirement for the proposed inn and spa per the County Code would be 58 parking spaces.

Accordingly, the combined code-required parking for the JLV shopping center and proposed hotel and spa would be 159 parking spaces.

Potential for Shared Use Parking

Spa peak parking demand would not coincide with the peak parking demand for the hotel. Therefore, it would be reasonable to characterize the hourly parking requirements of the hotel and spa together to determine the project's parking demand throughout the day and evening.

Because the project would share parking spaces with an existing commercial use (i.e., Jack London Village), hourly surveys were conducted of the North and South Parking Lots on a summer Friday in July 2007 from 11:00 AM to 11:00 PM to determine the number of Jack London Village parking spaces in use throughout the day.

Many jurisdictions, including Sonoma County, encourage determination of hourly parking demand for mixed use developments to determine the potential for shared parking. For example, shops and offices with a closing time of 5:00 PM vacate parking spaces that can then serve restaurants or lodging facilities as demand increases for these uses in the evening. The mixed uses at Jack London Village have such characteristics.

³⁰ Parking calculation provided by John Pflueger, Architect and Project Applicant on July 2007.

Exhibit 5.2-25
Parking Space Requirements Per County Code

Uses	Number of Parking Spaces	Amount of Dining (Square Feet)		Amount of Retail (Square Feet)		Amount of Office (Square Feet)		Amount of Kitchen / Back Bar / Service / Restrooms / Storage / Circulation (Square Feet)		Total Square Feet	Total Required Parking
		Use	Required Parking	Use	Required Parking	Use	Required Parking	Use	Required Parking	Rate	Volume
Existing Uses											
Main Restaurant Building		1740	29.00			400	1.6	2832	1.4	4972	32
Outdoor Seating Area		448	7.47								7.5
Olive Press	1			550	2.2	750	3.0	2046	1.02	3346	6.22
Retail-Chocolat	2			800	4.0	360	1.44	830		1990	5.44
Olive and Vine	3	450	7.47	750	3.75			900		1850	11.25
Former History Center-Retail	4 thru 7			640	3.2					640	3.2
Office	8					160	0.64			160	0.64
Hallway, Restrooms, Storage-Retail	18, 19			400	2					400	2
Jack's Wine Bar	20, 21, 22	488	8.13			240	0.96	962		1690	9.09
Outdoor Seating Area		304	5.06								5
Office	24, 25					440	1.76	180		600	1.76
Retail	26 thru 28			1584	6.3	216	0.86	640		2440	7.16

Uses	Number of Parking Spaces	Amount of Dining (Square Feet)		Amount of Retail (Square Feet)		Amount of Office (Square Feet)		Amount of Kitchen / Back Bar / Service / Restrooms / Storage / Circulation (Square Feet)		Total Square Feet	Total Required Parking
		Use	Required Parking	Use	Required Parking	Use	Required Parking	Use	Required Parking	Rate	Volume
2nd Floor VAT Building Offices	30, 30a, 30b					2165	8.66	316		2481	8.66
Creekside Tower	31					125	0.5			125	0.5
<i>SUBTOTAL</i>		<i>3,430</i>	<i>57.13</i>	<i>4,724</i>	<i>21.45</i>	<i>4,856</i>	<i>19.42</i>	<i>10,000</i>	<i>2.42</i>	<i>21,808</i>	<i>101</i>
<i>Proposed Uses</i>											
Proposed 46-Room Wolf House Inn											47
Spa Staff											7
Maximum Public Spa Guests											4
										<i>SUBTOTAL</i>	<i>58</i>
										<i>TOTAL EXISTING + PROPOSED</i>	<i>159</i>

- a Parking space requirement per Article 86 of the County of Sonoma Zoning Ordinance
 Retail: 1 space/200 sq. ft
 Restaurant: 1 space/60 sq ft dining area
 Office: 1 space/250 sq. ft, minimum 4 spaces
 Hotel: 1 space/unit plus 1 space for manager
 Storage: 1 space/ 2000 sq. ft.
 Spa: N/A – projected based upon hourly numbers of employees and public guests by time of day and day of week. See **Exhibit 5.2-18**.

Source: Crane Transportation based upon data supplied by the applicant and County staff guidance regarding storage space, 2007.

Exhibit 5.2-26 demonstrates the shared use parking potential. County Code parking requirements (shown in **Exhibit 5.2-25**) have been applied to the square footages of each type of land use in Jack London Village (i.e., restaurant, retail, and office). Hotel and spa parking requirements were then added to these totals. Hourly demand percentages were then applied based upon historical studies of parking demand by hour of day.³¹ **Exhibit 5.2-26** shows that the peak parking requirement for the project plus a fully occupied Jack London Village would occur at 8:00 PM and 10:00 PM when 99 parking spaces would be in use.

Conclusion

The 120 parking spaces (or 117 parking spaces, per Mitigation Measures 5.2-5 and 5.2-6) proposed in the North and South parking lots would not be sufficient to comply with County Code requirements for each individual parking use. However, proposed parking would meet that required based upon shared use parking calculations.

Mitigation Measure 5.2-9 No mitigation would be required.

Impact 5.2-10 Event Parking Supply

Proposed on-site parking supply might not be adequate to accommodate one large, or two or more concurrent planned or unplanned events at the Wolf House Inn and Jack London Village. This would be a significant impact.

Neighborhood concerns regarding parking at Jack London Village have been extensively documented through correspondence with the County and in scoping meetings for the proposed project. Concerns focus on the potential for commercial uses at Jack London Village resulting in overflow parking, as has occurred in the past due to live music performances at one of the restaurants no longer in operation.

As discussed above, any new use proposed at Jack London Village would require review by County staff. If the use is determined to be over and above the uses that were covered in the original Use Permit/Precise Development Plan than a new or revised Use Permit/Precise Development Permit would be required along with additional environmental review in conformance with CEQA.³² Such review may result in the need to provide additional parking.

Commentors observed that the County rarely enforces the no parking restrictions along Arnold Drive and expressed skepticism concerning the County's ability to effectively manage or restrict entertainment venues and other uses that might draw frequent event parking, such as live music performances, to Jack London Village.

While the shared use parking calculations indicate that proposed parking would be adequate, future operation of the *Wolf House Inn* as well as existing and future uses of the Jack London Village could exceed the parking supply, as has historically occurred. This would be a significant impact.

³¹ Hourly parking demand percentage data taken from *Shared Parking*, Urban Land Institute, 1982.

³² Nichols • Berman communication with Melinda Grosch, Sonoma County Permit and Resource Management Department, June 2008.

Exhibit 5.2-26
Wolf House Inn Plus Jack London Village Parking Space Demand

Proposed Wolf House Inn and Spa plus Jack London Village – Land Use and Parking Requirement	MIDNIGHT - 1:00 AM		1:00 - 2:00 AM		2:00 - 3:00 AM		3:00 - 4:00 AM		4:00 - 5:00 AM		5:00 - 6:00 AM		6:00 - 7:00 AM	
	%	Spaces	%	Spaces	%	Spaces	%	Spaces	%	Spaces	%	Spaces	%	Spaces
Wolf House Inn** 47 Spaces ^a	100	47	100	47	100	47	100	47	100	47	100	47	100	47
Spa** 11 Spaces ^b	n/a	0	n/a	0	n/a	0	n/a	0	n/a	0	n/a	0	n/a	0
JLV Restaurants 59, 52 Spaces ^c	50	26	0	0	0	0	0	0	0	0	0	0	0	0
JLV Retail 23 Spaces ^d	0	0	0	0	0	0	0	0	0	0	0	0	2	1
Office 19 Spaces ^e	0	0	0	0	0	0	0	0	0	0	0	0	2	4
TOTAL PARKING SPACE DEMAND		73		47		47		47		47		47		52

Proposed Wolf House Inn and Spa plus Jack London Village – Land Use and Parking Requirement	7:00 - 8:00 AM		8:00 - 9:00 AM		9:00 - 10:00 AM		10:00 - 11:00 AM		11:00 - Noon		Noon - 1:00 PM		1:00 - 2:00 PM	
	%	Spaces	%	Spaces	%	Spaces	%	Spaces	%	Spaces	%	Spaces	%	Spaces
Wolf House Inn** 47 Spaces ^a	85	40	65	31	55	26	45	21	35	16	30	14	30	14
Spa** 11 Spaces ^b	n/a	1	n/a	2	n/a	5	n/a	7	n/a	7	n/a	9	n/a	9
JLV Restaurants 59, 52 Spaces ^c	0	0	0	0	0	0	0	0	20	12	35	21	35	21
JLV Retail 23 Spaces ^d	10	2	25	6	70	16	80	18	90	21	95	22	100	23
Office 19 Spaces ^e	50	10	90	17	100	19	100	19	88	17	92	17	98	19
TOTAL PARKING SPACE DEMAND		53		56		66		65		73		83		86

Proposed Wolf House Inn and Spa plus Jack London Village – Land Use and Parking Requirement	2:00 - 3:00 PM		3:00 - 4:00 PM		4:00 - 5:00 PM		5:00 - 6:00 PM		6:00 - 7:00 PM		7:00 - 8:00 PM		8:00 - 9:00 PM	
	%	Spaces	%	Spaces	%	Spaces	%	Spaces	%	Spaces	%	Spaces	%	Spaces
Wolf House Inn** 47 Spaces ^a	35	16	35	16	45	21	60	28	70	33	75	35	90	42
Spa** 11 Spaces ^b	n/a	9	n/a	9	n/a	9	n/a	3	n/a	3	n/a	3	n/a	3
JLV Restaurants 59, 52 Spaces ^c	20	12	35	21	45	27	70	36 ^c	90	47	100	52	100	52
JLV Retail 23 Spaces ^d	100	23	90	21	70	16	62	14	5	1	5	1	2	1
Office 19 Spaces ^e	95	18	75	14	40	8	20	4	8	2	7	1	5	1
TOTAL PARKING SPACE DEMAND		78		72		72		85		86		92		99

Proposed Wolf House Inn and Spa plus Jack London Village – Land Use and Parking Requirement	9:00 - 10:00 PM		10:00 - 11:00 PM		11:00 - Midnight	
	%	Spaces	%	Spaces	%	Spaces
Wolf House Inn** 47 Spaces ^a	95	45	100	47	100	47
Spa** 11 Spaces ^b	n/a	0	n/a	0	n/a	0
JLV Restaurants 59, 52 Spaces ^c	100	52	100	52	70	36
JLV Retail 23 Spaces ^d	0	0	0	0	0	0
Office 19 Spaces ^e	0	0	0	0	0	0
TOTAL PARKING SPACE DEMAND		97		99		83

* Parking percentages by time of day are based upon historical data contain in Shared Use Parking, Urban Land Institute, 1982.

** Indicates elements of the proposed project.

a Wolf House Inn (hotel) parking requirement is calculated per County code: 1 space per unit, plus 1 space for the hotel manager.

b Wolf House Inn Spa parking requirement is based upon the applicant’s statement of staffing, public use of spa and hours of operation – see Exhibit 5.2-18.

c Restaurant parking requirement is calculated per County code: 1 space/60 sq. ft. dining area. After 5:00 PM the Olive and Vine Restaurant closes, thus parking spaces are reduced by 7 spaces after 5:00 PM.

d Retail parking requirement is calculated per County code: 1 space/200 sq. ft.

e Office parking requirement is calculated per County code: 1 space/250 sq. ft.

Source: Crane Transportation, 2007.

Mitigation Measure 5.2-10 The applicant, in consultation with Jack London Village, shall prepare a parking management plan to address parking demand at all times, focusing on event activity to insure sufficient on-site parking at all times. The applicant and Jack London Village shall make provision for valet parking of guests to manage parking during peak demand periods, as needed. The applicant and Jack London Village shall coordinate event activities at all times to insure no overlapping events, or single events so large that the on-site parking supply would be exceeded. The management plan shall incorporate monitoring and enforcement provisions as well as remedies to permanently reduce parking demand if demand is found to exceed supply during the initial years of hotel operation. Remedies shall include measures such as mandatory valet parking of all hotel guests to manage hotel parking at all times, and/or reduction in rooms available for rent and/or cessation of public use of the spa.

Significance After Mitigation Implementation of Mitigation Measure 5.2-10 would reduce insufficient parking supply to a less-than-significant impact.

Responsibility and Monitoring The applicant in close coordination with Jack London Village, would be responsible for preparation of the parking management plan for review and approval by Sonoma County PRMD. Sonoma County PRMD would be responsible for enforcing measures to maintain adequate parking for Jack London Village and proposed *Wolf House Inn*.

Impact 5.2-11 Facilities for Alternative Transportation Modes

The project would not provide adequate bicycle facilities as required by adopted County policies, plans, and programs that support alternative transportation. This would be a significant impact.

Site plans and other materials provided by the applicant do not indicate that the proposed project would provide adequate bicycle facilities such as lockers, racks, or other parking facilities. The Sonoma County Code requires one bicycle space per five required vehicle parking spaces. Therefore, this would be a significant impact.

Mitigation Measure 5.2-11 The applicant shall provide adequate bicycle facilities, at a ratio of one bicycle parking space per every five required vehicle parking spaces.

Significance After Mitigation Implementation of Mitigation Measure 5.2-11 would reduce impacts associated with inadequate bicycle facilities and consistency with County requirements to a less-than-significant level.

Responsibility and Monitoring The applicant would be responsible for providing adequate bicycle parking. The Sonoma County PRMD would be responsible for monitoring implementation of this measure.