



November 8, 2022

Ms. Krystle Rizzi
M-Group
499 Humboldt Street
Santa Rosa, CA 95404

Initial Study Checklist for the Foley Family Pavilion Project

Dear Ms. Rizzi;

W-Trans has completed an evaluation of the potential transportation impacts associated with the Foley Family Pavilion Project proposed to be located at 3 North Street in the City of Healdsburg. The purpose of this letter is to provide the results of our evaluation of potential transportation impacts based on criteria set forth in the California Environmental Quality Act (CEQA).

Project Description

The proposed project would repurpose a former warehouse space into a community events pavilion. The site is intended to be the home of the Healdsburg Certified Farmers' Market and a community gathering and events facility. The Farmers' Market currently occupies a field of parking spaces in the existing public lot across North Street from the project site. Additionally, the project would provide a location for community events such as musical performances, fundraisers for local non-profit organizations, antique and art fairs, bike and foot races, classes and programs, and other similar events. During some events, such as the Farmers' Market, North Street would be closed between Grove Street-Vine Street and Foss Street and used as part of the event space.

The Farmers' Market would continue to operate in a manner similar to what is currently occurring, with the same numbers of vendors on Tuesday evenings and Saturday mornings. The primary difference is that while it is currently seasonal and does not operate in January through March with the project it could be year-round. Events that would be held at the site are expected to be similar in nature to those currently occurring either at the Healdsburg Plaza or the Foss Creek Community Center.

Regulatory Setting

The *Healdsburg 2030 General Plan Policy Document*, January 2015, contains a number of principles, goals, policies, and implementation measures relevant to the transportation system, as follows.

Guiding Principle 3A. Promote safe and convenient transportation alternatives. Transportation alternatives to motor vehicles benefit the environment and public health, while meeting the needs of those unable to drive. Healdsburg's circulation system will accommodate and encourage all modes of transportation, including pedestrian, bicycle and bus and rail transit. Streets shall be designed to accommodate all modes of transportation where feasible.

Guiding Principle 3B. Promote connectivity among neighborhoods and throughout the City. Healdsburg's historic street system is a traditional interconnected grid of narrow streets, on-street parking, street trees, and sidewalks that promotes pedestrian use. The City will maintain this pattern in existing neighborhoods and encourage connectivity and inclusiveness in new areas of development, including pedestrian and bicycle linkages.

Guiding Principle 6B. Maximize opportunities for active and passive recreation. The City will work to provide parks, trails and recreation programs to meet the needs of its residents. Development on the northeast side of the City will provide connections to the Healdsburg Ridge Trail, 1 Guiding Principles Policy Document 1-6 Healdsburg 2030 General Plan Healdsburg's bicycle and pedestrian master plan, and access to vantage points and to the Russian River. Development along Foss Creek will provide connections to and extensions of the Foss Creek Pathway where feasible.

Transportation Goal T-A-13. The City will seek to improve motor vehicle, bicycle and pedestrian circulation at the intersection of Healdsburg Avenue, Mill Street and Vine Street.

Transportation Goal T-A-14. The City will work towards renovating or replacing the Russian River bridge with a sound structure that is aesthetically-pleasing and meets the needs of vehicle, pedestrian and bicycle traffic.

Transportation Goal T-D. Bicycle and pedestrian routes and facilities that provide safe and convenient access and an alternative to the use of motor vehicles.

Policy T-D-1. The use of alternative transportation modes shall be encouraged by establishing a safe and convenient bicycle and pedestrian network interconnecting residential areas with recreation, shopping and employment areas.

Policy T-D-2. The Foss Creek Pathway shall provide a central bicycle and pedestrian pathway through town.

Policy T-D-3. The City shall develop a citywide system of safe and convenient designated bikeways that serves both experienced and casual bicyclists, and which maximizes bicycle use for commuting, recreation, and local transportation.

Policy T-D-4. Provide bicycle lanes along arterial and collector streets and major access routes to schools and parks where feasible.

Policy T-D-5. The City shall promote and facilitate the use of bicycles with other transportation modes.

Implementation Measure T-12. Implement the Bicycle & Pedestrian Master Plan as opportunities arise and require development projects to dedicate land and/or construct/install bicycle and pedestrian facilities in coordination with the Plan.

Implementation Measure T-13. Designate and establish specific east-west and north-south bicycle routes through the downtown area where feasible.

Implementation Measure T-14. Continue to place bicycle racks as requested by property owners and demand grows at public destinations.

Implementation Measure T-15. Continue to improve the pedestrian network interconnecting residential areas with recreation, shopping and employment as opportunities arise, including as part of development projects.

Implementation Measure T-16. Complete gaps in the city's pedestrian and bicycle systems.

Implementation Measure T-17. Maintain the city's pedestrian and bicycle systems in good condition.

Implementation Measure T-18. Implement the Foss Creek Pathway Plan, as funding allows.

Implementation Measure T-19. Require new public facilities and private developments that are suitably located to provide connections to the Foss Creek Pathway.

Implementation Measure T-20. Work closely with the Sonoma County Transit Authority and other transit service providers to develop and maintain public transportation facilities in the community

Implementation Measure PS-27. Require specific plans and other development projects to be coordinated with the Healdsburg Bicycle and Pedestrian Master Plan.

Implementation Measure PS-28. Complete gaps in the pedestrian and bicycle systems.

Implementation Measure PS-29. Maintain the pedestrian and bicycle systems in good condition.

Implementation Measure PS-30. Implement the Foss Creek Pathway Plan, as funding allows.

Implementation Measure NR-19. Complete gaps in the city's pedestrian and bicycle systems.

Implementation Measure NR-21. Require bicycle parking at multi-family, commercial and employment sites.

Implementation Measure NR-22. Bicycle racks shall continue to be placed as requested by property owners and demand grows at public destinations.

The *Healdsburg Bicycle and Pedestrian Master Plan 2013 Revision* contains a number of objectives, goals, policies, and implementation measures relevant to the transportation system as follows.

Objective 1: The Citywide Bicyclist and Pedestrian System. Establish and maintain a comprehensive citywide bicyclist and pedestrian system.

Objective 2: Design. Utilize accepted design standards and "best practices" for the development of bicyclist and pedestrian facilities.

Objective 3: Multi-Modal Integration. Develop and enhance opportunities for bicyclists and pedestrians to easily access public transit.

Objective 4: Comprehensive Support Facilities for Bicycling. Promote the development of comprehensive support facilities for bicycling.

Objective 5: Education and Promotion. Promote bicyclist and pedestrian safety and the positive benefits of bicycling and walking through programs and public outreach materials.

Objective 6: Safety and Security. Provide citywide pedestrian and bikeways that are, and are perceived to be, safe and secure

Principle Goal. To develop and maintain a comprehensive citywide bicyclist and pedestrian system that includes projects, programs and policies working together to provide safe and efficient opportunities for

bicyclists and pedestrians to access neighborhoods, school, work, shopping, services, recreation and public transportation.

Goal A. Provide safe conditions for all pathway users.

Goal B. Promote pedestrian and bicycle commute trips within the City.

Goal T-D. Bicycle and pedestrian routes and facilities that provide safe and convenient access and an alternative to the use of motor vehicles.

Policy 1.1. Develop a bicyclist and pedestrian network that provides connections to and among neighborhoods, commercial centers, schools, transit facilities, recreation, employment and other destinations according to the recommendations in this Plan.

Policy 1.2. Work to close existing facility gaps in the bicyclist and pedestrian network. 1 The “system” is defined as the whole of all of the components – physical and programmatic. 28.

Policy 1.3. Consider the needs of all types of bicyclists and pedestrians (e.g., commuters, recreationalists, children) in planning and developing a bicyclist and pedestrian network that is safe and convenient.

Policy 1.7. Require new development to provide safe, continuous and convenient pedestrian and bicyclist access within and through Healdsburg, and connect to existing facilities.

Policy 2.1. Utilize 1) Chapter 1000 “Bikeways Planning and Design” from the California Highway Design Manual (Caltrans), 2) the Manual of Uniform Traffic Control Devices (Federal Highway Administration), 3) the Guide for the Development of Bicycle Facilities (American Association of State Highway Transportation Officials – AASHTO) and 4) Guide for the Planning, Design, and Operation of Pedestrian Facilities (AASHTO), as amended, in the development of bicyclist and pedestrian facilities.

Policy 4.1. Encourage adequate bicycle parking as part of newly-developed and substantially remodeled public, commercial, industrial, and multi-family residential projects for employees, customers, residents, and other users where feasible.

Policy 5.3. Encourage events that introduce residents to walking and bicycling, such as bike-to-work, walk/bike-to-school days, senior walks and historic walks.

Policy 5.4. Disseminate information on the city bicyclist and pedestrian network on the City’s web site.

Policy 6.4. Improve pedestrian and bicyclist access through the Healdsburg Avenue/Mill Street-Vine Street intersection.

Policy A.3. Minimize potential conflicts among pedestrians, bicyclists, motor vehicles and railroad operations.

Policy B.2. Promote the pathway as a transportation alternative for local work and recreation trips, as well as to special civic and other events.

Policy H-K-6. Provide safe routes for bicycling and walking between housing and transit stops, commercial services and schools.

Policy NR-F-2. The City will promote land use patterns that support the use of transit systems and pedestrian and bicycle facilities.

Implementation Program H-60. Provide safe walking and bicycling facilities between housing and commercial, educational and transit destinations

Transportation Impact Discussion:

(a) Would the Project conflict with a program plan, ordinance or policy addressing the circulation system, including transit, roadway, bicycle and pedestrian facilities?

Roadway Facilities

The project site is in downtown Healdsburg on the north side of North Street, which is part of downtown Healdsburg's gridded street system. It has a speed limit of 25 mph, two lanes of traffic, and street parking on both sides in front of the project site. On the west side of the project site is the SMART rail line, including an at grade railroad crossing with signal arms and beacons on North Street.

The project would not conflict with policies pertaining to roadways and would be compatible with the surrounding low-speed, grid-oriented downtown street network.

Bicycle and Pedestrian Facilities

Pedestrian facilities include sidewalks, crosswalks, pedestrian signal phases, curb ramps, curb extensions, and various streetscape amenities such as lighting, benches, etc. There are continuous sidewalks with lighting on both sides of North Street near the project site. Nearby intersections at Grove Street-Vine Street (all-way stop-controlled) and Healdsburg Avenue (signalized) have crosswalks on all legs and pedestrian phasing at the signal. There are curb ramps at the intersection with Foss Street, but no marked crosswalk.

The Foss Creek Pathway, a Class I trail, runs near the site but on the opposite side of the SMART tracks. Currently extending from near the intersection of Healdsburg Avenue/Grove Street at the north end to First Street near the Russian River at the south end, this pathway is part of the SMART Multi-use Path system which is intended to connect from Larkspur in Marin County to Cloverdale when fully complete.

During some events the portion of North Street that is to be closed would become a pedestrian facility, providing a protected space for pedestrians and improving access between the project site and the parking lot to the south.

Section 20.16.175 of the City of Healdsburg Land Use Code states that,

"A. Lockable bicycle parking shall be provided for commercial and industrial projects with buildings greater than 5,000 square feet in size and for multi-family residential projects of ten (10) or more units.

B. Required bicycle parking shall be located in highly visible locations."

The project site plans show what appear to be racks for six bicycles near the southeastern corner of the building. The project is required to provide lockable bicycle parking, but the number of spaces required is not specified. These spaces are in highly visible location, as required.

The project would not conflict with policies or requirements pertaining to bicycle and pedestrian circulation. Though no new off-site facilities are proposed, the existing facilities are adequate, and the project would effectively integrate with existing bicycle and pedestrian facilities in the surrounding area. As required, the project includes the provision of bicycle parking in a highly-visible location.

Public Transit

There are transit stops for Sonoma County Transit Routes 60 and 67 on Healdsburg Ave at Healdsburg Plaza, about 0.19 mile from the project site. Route 60 runs from Cloverdale to Santa Rosa via Healdsburg. It operates Monday to Friday from 6:00 a.m. to 9:30 p.m. with a frequency of 2 hours. On Saturday and Sunday Route 60 runs from 6:45 a.m. to 9:30 p.m. with 2-hour headways. Route 67 is a local route that runs from the Safeway Shopping Center to the Bend Club house to Russian River Mobile Home Park. The route runs hourly Monday to Saturday from 8:30 a.m. to 4:00 p.m.

The project would not conflict with policies pertaining to public transit. Existing transit routes are adequate and have capacity to accommodate any project-generated transit trips.

Significance Finding: The Project would be expected to have a less-than-significant impact in terms of complying with plans, policies and ordinances related to circulation including those contained in the *Healdsburg 2030 General Plan Policy Document* and *Healdsburg Bicycle and Pedestrian Master Plan 2013 Revision*.

(b) Would the Project conflict or be inconsistent with CEQA Guidelines section 15064.3, subdivision (b)?

The project would provide a space for continuation of events that are already occurring in the City of Healdsburg. The weekly Farmers' Markets would move across the street or one block from their current locations, though parking for both events would continue to be served by the same parking lots, so no change in VMT would be anticipated. The expansion of the Markets into the winter months would result in an increase in VMT; however, as the market can be considered local-serving retail, its VMT impact is considered less-than-significant per screening guidance contained in the *Transportation Impacts (SB 743) CEQA Guidelines Update and Technical Advisory*, California Governor's Office of Planning and Research (OPR), July 2021.

Similarly, use of the project site for events would result in nominal changes to travel patterns, though as the site is located more centrally than the Foss Creek Community Center, there could be a slight reduction in VMT associated with events relocated to the project site. Further, the types of events cited as being anticipated are intended for local residents and supportive of existing activities and land uses in the surrounding downtown area. By integrating additional space for community functions and local events, the project would function similarly to local-serving retail in that it is likely to shift where travel to such activities occurs but would not be expected to generate entirely new vehicular travel that would result in increased VMT at the regional level. The project's location in a downtown area that is walkable, bikeable, and accessible to transit will also result in lower auto usage and VMT than would be generated at less central locations. Accordingly, the event component of the project would also therefore be expected to have a less-than-significant impact on VMT.

Significance Finding: The project would have a less-than-significant VMT impact.

(c) Would the Project substantially increase hazards due to a geometric design feature (e.g., sharp curves or dangerous intersections) or incompatible uses (e.g., farm equipment)?

When North Street is closed for the Farmers' Market and other events drivers attempting to travel through the area will have their route blocked. These drivers will need to divert to either Matheson Street or Grant Street to travel around the closure. Similarly, drivers wishing to access Lot A will need to use the south entrance on Matheson Street instead of accessing it from North Street. Pedestrian and bicycle traffic will not be affected by the street closure as bicyclists could walk their bicycles through the closed area as it would serve as a pedestrian mall. Signing would need to be deployed on both Grove Street-Vine Street and Healdsburg Avenue to warn drivers in advance of the need to detour around the closed section of North Street.

While drivers will be unable to turn into the block from Grove Street-Vine Street as the closure will occur at the intersection, drivers who turn in to North Street traveling westbound will need to be able to turn around to exit the area. Provisions should be made to accommodate U-turns at the closure by either using Foss Street or the alley at 30 North Street.

Mitigation Measure T-c-1: Traffic control plans should be developed to provide adequate advance notice of the closure of North Street and direct traffic to the detour route. Additionally, the plans should provide for a turn-around area to allow drivers who enter the block west of Healdsburg Avenue to turn around and exit the area.

Significance Finding: The project would have a less-than-significant impact on safety with mitigation.

(d) Would the Project result in inadequate emergency access?

The closest Fire Station to the project site is on the southwest corner of the intersection of Healdsburg Avenue/Grant Street and the Police Department is located on Center Street south of Matheson Street. The section of North Street that would be blocked off for the Farmer's Markets and other events is not along a primary route between these stations and any destination that could not be reached as quickly by another route. Emergency responders could use Grant Street or Matheson Street to reach any destinations near the project site. To ensure that emergency responders are not delayed due to an event, notification should be provided indicating when street closures are scheduled.

Mitigation Measure T-d-1: The Police and Fire Departments shall be notified of the schedule of all events that would result in closure of North Street.

Significance Finding: The project would have a less-than-significant impact on emergency access with mitigation.

Conclusions and Recommendations

- The project would be adequately served by off-site facilities for pedestrians, bicyclists, and transit riders and is not in conflict with any policies associated with transportation.
- The proposed project would have a less-than-significant impact on VMT.
- The project has a potentially significant impact on safety that could be mitigated through application of appropriate traffic control during events that require closure of North Street.

- The project would have a potentially significant impact on emergency response that should be mitigated by providing notification to emergency responders in advance of any closure of North Street.

We hope this information is of assistance to staff in preparing the environmental clearance documentation for the proposed project. Thank you for giving us the opportunity to provide these services.

Sincerely,



Dalene J. Whitlock, PE, PTOE
Senior Principal



DJW/djw/HEA080.L1

Copy to: Mr. Mark Themig, City of Healdsburg