

6.0 ALTERNATIVES TO THE PROPOSED PROJECT

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This EIR examines alternatives to the project as presently proposed. These alternatives include two on-site No Project alternatives, two off-site locations, and a Mitigated Alternative that incorporates all recommended mitigation measures in this EIR.

The alternatives were formulated to provide a realistic and representative range of potential use and development concepts for the site. The principal criterion for selecting the alternatives studied in this Draft EIR was to ensure that the range of concepts evaluated would be sufficient to provide information to the public and public officials to make decisions about the project.

An EIR conceivably can analyze an infinite number of alternatives or variations on alternatives. However, CEQA directs EIRs to analyze a reasonable range of alternatives to the project or project location, which would *feasibly attain most of the basic objectives of the project but would avoid or substantially lessen any of the significant effects of the project*. The analysis of a range of alternatives is governed by a "rule of reason" for alternatives which could feasibly attain the basic objectives of the project. It similarly is prudent to present feasible alternatives. In order for the analyses to be meaningful for readers, the alternatives must be distinct and readily discernible. This also is necessary to distinguish between their effects and determine the environmentally preferred alternative.

As discussed above, the range of alternatives to be included in an EIR should focus on those which are feasible and capable of attaining the basic objectives of the project. The project applicants' goals for the project are provided in **Section 3.2 Proposed Project**.

A "reduced project size" was considered by EIR preparers and County staff but ultimately rejected as an alternative to the proposed project. When considering a reduced project size, County staff determined that a project with fewer rooms but having the same building footprint as the proposed project (i.e., resulting in fewer but larger units) would be necessary to achieve project objectives. Subsequently, impact analyses prepared for this EIR determined that none of the impacts identified in **Chapter 5.0 Environmental Setting, Impacts, and Mitigation Measures** would be lessened by an alternative with fewer units if the building footprint would remain as proposed.

Impacts for which fewer rooms (i.e., fewer occupants and vehicles) would reduce the severity of impact, providing the building footprint remains as proposed, are typically limited to traffic and noise. In this case, the *Wolf House Inn* would not result in any significant traffic impacts to studied intersections and identified noise impacts would result from construction or were "location dependent" and not "density dependent" (i.e., they would occur due to the building's proximity to Arnold Drive and not because of the number of hotel units within the building). Similarly, impacts to Arnold Drive due to its roadway width (*Impact 5.2-4*) or due to insufficient sight lines at the site access driveways (*Impact 5.2-7*) would be due to the project site's location and not the number of hotel units proposed. Even a reduced sized building footprint would not substantially lessen these identified significant effects of the proposed project. Due to the site's proximity to Arnold Drive, the identified significant visual impact from northbound Arnold Drive (*Impact 5.8-2*) also would not be significantly lessen by a fewer number of hotel units or reduced sized building footprint. This is due to the fact that any development on the site would block existing views of the distant ridgeline and riparian vegetation along Sonoma Creek and the Sonoma Valley Regional Park. Therefore, as the purpose of alternatives is to avoid or substantially lessen *identified* impacts, a "reduced project size" that maintained the proposed building footprint was not considered as an alternative as there were no identified impacts for which it would mitigate.

6.1 ALTERNATIVE 1 – NO PROJECT / NO BUILD ALTERNATIVE

As discussed in *Chapter 3.0 Description of the Proposed Project*, the project site is the northernmost parcel of the Jack London Village. The 2.50-acre parcel contains a parking lot for the Jack London Village and vacant land. The *Sonoma County 1989 General Plan* land use designation for the northern parcel is LC - Limited Commercial and the project would require a general plan amendment to change the land use designation to GC - General Commercial.

Alternative 1, the No Project / No Build Alternative, assumes that no development would occur on the project site and there would be no changes to existing conditions on the project site, thus maintaining the status quo.

Analysis of No Project / No Build Alternative

CONSISTENCY WITH PUBLIC PLANS AND ZONING

Under the No Project / No Build Alternative, the project site would remain vacant except for the existing parking lot for the Jack London Village. Although the No Project / No Build Alternative would not conflict with the *Sonoma County 1989 General Plan*, this alternative would forego the opportunity to implement the General Plan's goals and policies applicable to the project site. The General Plan designates the project site for commercial development and the project would "buildout" the Jack London Village. With the No Project / No Build Alternative there would be no consistency issues in regard to the Sonoma County Development Code, Sonoma Valley Specific Plan, or the Glen Ellen Design Guidelines.

LAND USE

Under the No Project / No Build Alternative no land use conflicts would occur.

TRAFFIC AND CIRCULATION

Near-Term Base Case plus Project Impacts on Study Intersections

Under the No Project / No Build Alternative, no development would occur on the site. Therefore, Near-Term Base Case conditions (through 2010) would not be changed. As described in **Exhibit 5.2-8** in *Section 5.2 Traffic and Circulation*, all four analyzed intersections would operate at acceptable levels of service during the weekday AM and PM peak traffic hours without the project.

Long-Term Base Case (General Plan 2020 Buildout Conditions) plus Project Impacts on Study Intersections

Under the No Project / No Build Alternative, no development would occur on the site and the General Plan 2020 Buildout Conditions would not be changed. **Exhibit 5.2-8** shows three of the four analyzed intersections would operate at acceptable levels of service during the AM and PM peak traffic hours under buildout conditions. 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.

Provision of Safe Roadways, On- / Off-Site Circulation, and Parking

Under the No Project / No Build Alternative, no development would occur on the site. Existing safety concerns such as sightline deficiencies at the Jack London Village North Driveway and insufficient roadway width on Arnold Drive to accommodate bicycles and pedestrians would still exist. However, as the No Project / No Build Alternative would not add additional traffic to Arnold Drive, these conditions would not worsen.

NOISE

With the No Project / No Build Alternative, existing noise levels at the project site would remain unchanged. Noise impacts to adjacent residences from project construction would not occur. Predicted traffic noise levels for the year 2020 would increase by approximately two decibels on Arnold Drive near the project site. As noted in *Section 7.2 Cumulative Impacts*, this increase in noise would occur with or without the project.

AIR QUALITY

With the No Project / No Build Alternative construction related air quality impacts would not occur. With this alternative there would be no changes in greenhouse gas emissions.

HYDROLOGY AND WATER QUALITY

With the No Project / No Build Alternative, erosion and sedimentation impacts to Sonoma Creek from project construction would not occur. Nonpoint source pollutants (e.g., motor oil and brake dust) from existing use of the parking lot by visitors to Jack London Village would continue. Surface runoff and peak discharge would not increase as they would with project development. In addition, no new structures would be placed within the 100-Year Flood Hazard Area under this alternative.

BIOLOGICAL RESOURCES

Under the No Project / No Build Alternative, no development would occur on the site and existing biological resources conditions would not be changed. Compared to the proposed project, this alternative would not result in potential impacts to special status species, either by inadvertent take during construction activities or to raptor nests if established in the future. In addition, this alternative would not result in a loss of important native habitat and sensitive natural community types. The No Project / No Build Alternative would not result in a loss of sensitive riparian habitat or indirect impacts (e.g., adverse changes to water quality) to Sonoma Creek from erosion.

GEOLOGY AND SOILS

Under the No Project / No Build Alternative, no development would occur on the site and existing geology and soils conditions would not be changed. As a result, no impacts would occur.

VISUAL AND AESTHETIC QUALITY

Under the No Project / No Build Alternative, existing views of the project site, Sonoma Creek, and the Mayacamas from Arnold Drive, a designated Scenic Corridor, would remain unchanged (see **Exhibits 5.8-4** and **5.8-6**). It is assumed the northern portion of the project site would remain vacant (i.e., unimproved and covered by weedy grasses) and that use of the existing parking lot for the Jack London Village would continue.

CULTURAL RESOURCES

Potential impacts to subsurface cultural deposits would not occur under the No Project / No Build Alternative as no grading or earthmoving activities would occur.

PUBLIC SERVICES

The No Project / No Build Alternative would not increase the demand for any public services studied in this EIR: Valley of the Moon Water District, Sonoma Valley Sanitation District, Glen Ellen Fire Protection District, Sonoma County Sheriff, and Sonoma County Landfill.

HAZARDOUS MATERIALS

Impacts associated with hazardous materials would not occur under the No Project / No Build Alternative. Potentially hazardous chemicals and materials present in existing on-site fill soils would remain undisturbed under this alternative.

6.2 ALTERNATIVE 2 – NO PROJECT / REASONABLY FORESEEABLE DEVELOPMENT ALTERNATIVE

The *State CEQA Guidelines* state that the no project alternative shall discuss “what would be reasonably expected to occur in the foreseeable future if the project were not approved, based on current plans and consistent with available infrastructure and community services.”¹

The *Sonoma County 1989 General Plan* land use designation for the 2.50 acre project site is LC - Limited Commercial. The project site contains four zoning districts – Planned Community (PC), Scenic Resources (SR), Secondary Floodplain (F2), and Biotic Resources (BR). The SR zone covers 30 percent of the project site depth from Arnold Drive, the F2 zone covers that portion of the project site that is within the 100-year flood hazard zone and the BR zone extends 50 feet from the top of the bank of Sonoma Creek.

Under *Alternative 2* the No Project / Reasonably Foreseeable Development Alternative a wide variety of commercial uses would be allowed. These uses could include retail businesses, personal service uses, restaurants, offices, gasoline service stations, and minimarts. In addition, under certain

¹ *State CEQA Guidelines*, Section `5`26.(e)(2).

circumstances mixed use developments (to include both commercial and residential uses) would be permitted.

The PC zoning designation would permit up to a 38,115 square foot commercial building or a 54,450 square foot mixed commercial and residential development on the 2.5 acre project site. The maximum building height would be 35 feet, thus permitting a three story building. Under this scenario (*Scenario 1*) a 38,115 square foot three story commercial building could include three floors of approximately 12,700 square feet. Retail commercial use could be located on the first floor with office uses on the second and third floor. Under the mixed used scenario (*Scenario 2*) a 54,450 square foot mixed commercial and residential building could include approximately 18,000 square feet of retail use on the first floor, 18,000 square feet of office use on the second floor and 12 housing units (approximately 1,400 square feet each) on the third floor.

CONSISTENCY WITH PUBLIC PLANS AND ZONING

Either *Scenario 1* (a commercial development on the project site), or *Scenario 2* (a mixed used commercial and residential development) would be consistent with the 1989 *General Plan* Limited Commercial land use designation. Furthermore, such a development would, in general, be consistent with the Sonoma County Development Code, Sonoma Valley Specific Plan, and the Glen Ellen Design Guidelines. Without a specific development proposal, however, it would be speculative to determine consistency of the *Alternative 2* with individual goals, policies, and other provisions of the relevant adopted public plans and zoning.

LAND USE

Land use impacts for *Alternative 2* would be similar to the proposed project.

TRAFFIC AND CIRCULATION

Under *Alternative 2 Scenario 1* (all commercial development of approximately 38,000 square feet) would generate about 1,690 daily, two-way trips, with about 28 inbound and 18 outbound trips during the AM peak hour and about 45 inbound and 58 outbound trips during the PM peak hour. **Exhibit 6.0-1** provides the details of the trip generation.

Under *Alternative 2 Scenario 2* (a mixed use development including retail and office uses plus 12 residential units) would generate about 1,080 daily, two-way trips, with about 39 inbound and 17 outbound trips during the AM peak hour and about 32 inbound and 52 outbound trips during the PM peak hour. **Exhibit 6.0-2** provides the details of the trip generation.

Exhibit 6.0-3 shows a comparison between the proposed *Wolf House Inn* project and the two scenarios possible under *Alternative 2*. In contrast to the *Wolf House Inn* project, an all commercial development (*Scenario 1*) would result in over three times the daily traffic, as well as a 42 percent increase in AM peak hour traffic and about 2.5 times the PM peak hour traffic. In contrast to the *Wolf House Inn* project, a mixed use development (*Scenario 2*) would result in over twice the daily traffic, as well as a 75 percent increase in AM peak hour traffic and slightly over twice the PM peak hour traffic.

Exhibit 6.0-1
Trip Generation - Scenario 1

Use	Size (square feet)	Daily 2-Way Trips		AM Peak Hour Trips 7:30 - 8:30				PM Peak Hour Trips 4:00 - 5:00			
		Rate	Vol	In		Out		In		Out	
				Rate	Vol	Rate	Vol	Rate	Vol	Rate	Vol
All Commercial Uses ^a	38,115	44.32	1,700	0.72	27	0.48	18	1.19	45	1.52	58

a *Trip Generation, 7th Edition* by the Institute of Transportation Engineers (ITE), 2003. Specialty Retail, Land Use 814. ITE describes this land use as “generally small strip shopping centers that contain a variety of retail shops and specialize in quality apparel, hard goods, and services, such as real estate offices, dance studios, florists and small restaurants.”

Sources: *Trip Generation, 7th Edition* by the Institute of Transportation Engineers, and San Diego Association of Governments (SANDAG) Brief Guide of Vehicular Traffic Generation Rates for the San Diego Region, July, 1998 (SANDAG rate applicable only to the commercial AM peak hour rate).

Compiled by: Crane Transportation Group

Exhibit 6.0-2
Trip Generation - Scenario 2

Use	Size	Daily 2-Way trips		AM Peak Hour Trips 7:30 - 8:30				PM Peak Hour Trips 4:00 - 5:00			
		Rate	Vol	In		Out		In		Out	
				Rate	Vol	Rate	Vol	Rate	Vol	Rate	Vol
Retail ^a	18,000 Sq. Ft.	44.32	798	0.72	13	0.48	9	1.19	22	1.52	27
Office ^b	18,000 Sq. Ft	11.01	200	1.36	25	0.19	3	0.25	5	1.24	22
Residential ^c	12 Units @ 1,400 Sq.Ft/Unit	6.72	80	0.10	1	0.41	5	0.40	5	0.22	3
Total			1078		39		17		32		52

a *Trip Generation, 7th Edition* by the Institute of Transportation Engineers (ITE), 2003, and San Diego Association of Governments (SANDAG) Brief Guide of Vehicular Traffic Generation Rates for the San Diego Region, July, 1998 (SANDAG rate applicable only to the commercial AM peak hour rate). Specialty Retail, Land Use 814. ITE describes this use as “generally small strip shopping centers that contain a variety of retail shops and specialize in quality apparel, hard goods, and services, such as real estate offices, dance studios, florists and small restaurants.”

b *Trip Generation, 7th Edition* by the Institute of Transportation Engineers (ITE), 2003. General Office, Land Use 710. ITE describes this use as “a mixture of tenants including professional services; insurance companies; investment brokers; and tenant services, such as a bank or savings and loan institution, a restaurant or cafeteria and service retail facilities.”

c *Trip Generation, 7th Edition* by the Institute of Transportation Engineers (ITE), 2003. Apartment, Land Use 220. ITE describes this use as “rental dwelling units that are located within the same building with at least three other dwelling units.”

Source: *Trip Generation, 7th Edition* by the Institute of Transportation Engineers, 2003 and San Diego Association of Governments (SANDAG) Brief Guide of Vehicular Traffic Generation Rates for the San Diego Region, July, 1998 (SANDAG rate applicable only to the commercial AM peak hour rate).

Compiled by: Crane Transportation Group

Exhibit 6.0-3
Alternative 2 Peak Hour Trips

Use	Daily 2-Way Trips	AM Peak Hour Trips 7:30 - 8:30		PM Peak Hour Trip 4:00 - 5:00	
	Volume	In	Out	In	Out
		Vol	Vol	Vol	Vol
Wolf House Inn	464	19	13	18	22
Scenario 1	2,400	39	26	65	82
Scenario 2	1,080	39	17	32	52

Source: *Trip Generation, 7th Edition by the Institute of Transportation Engineers, 2003, and San Diego Association of Governments (SANDAG) Brief Guide of Vehicular Traffic Generation Rates for the San Diego Region, July, 1998 (SANDAG rate applicable only to the commercial AM peak hour rate).*

Compiled by: Crane Transportation Group

Near-Term Base Case plus Alternative 2 Impacts on Study Intersections

Because *Scenario 1* would generate the most number of daily trips it was further evaluated for its impact on study area intersections. **Exhibit 6.0-4** shows that with Near-Term Base Case Plus *Scenario 1* 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. The same as for the proposed project, this would be a less-than-significant impact.

Long-Term Base Case (General Plan 2020 Buildout Conditions) plus Alternative 2 Impacts on Study Intersections

Exhibit 6.0-4 also shows that with Long-Term (Year 2020) Base Case General Plan 2020 Buildout Conditions Plus *Scenario 1* conditions traffic volumes on the roadway system for the AM and PM peak hours, 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. The same as for the proposed project, 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.

Exhibit 6.0-4(a)

Alternative 2 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-10.0	B-19.0	B-19.7
Arnold Drive / London Ranch Road	B-11.7 ^b	B-12.1	B-12.3	C-21.7 / A-5.7 ^a	C-22.5 / 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-9.1 / C-20.9
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-19.0

Exhibit 6.0-4(b)

Alternative 2 Intersection Level of Service – PM Peak Hour (4:00-5:00 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-12.9	C-24.3	C-28.0
Arnold Drive/London Ranch Road	C-15.3 ^b	C-16.7	C-17.7	E-40.8 / A-8.3 ^a	E-46.6 / A-8.3 ^a
Arnold Drive / Jack London Village North Driveway	A-8.2 / B-11.8 ^c	A-8.3 / B-12.2	A-8.4 / C-15.3	A-8.9 / C-15.9	A-9.1 / D-25.1
Arnold Drive / Jack London Village South Driveway	A-8.2 / B-13.5 ^d	A-8.3 / B-14.0	A-8.3 / B-14.4	A-8.9 / C-21.3	A-8.9 / C-22.1

- 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

At the Arnold Drive / London Ranch Road intersection, PM peak hour operation would be an unacceptable LOS E, and signal warrant #3 would be met for Long-Term (2020) General Plan Buildout Base Case conditions. Unlike the proposed project, *Scenario 1* traffic would result in an increase in delay of over five seconds. Therefore, this would be a significant impact, requiring mitigation. **Exhibit 6.0-4** shows that if mitigated by installation of a traffic signal at this intersection, operation would be an acceptable LOS A during both the AM and PM peak hours. ²

Provision of Safe Roadways, On- / Off-Site Circulation, and Parking

Impacts related to Arnold Drive (*Impact 5.2-4*), provision of safe roadway due to driveways and driveway sight lines (*Impact 5.2-7*) and turn lanes (*Impact 5.2-8*) would be equivalent to the proposed project.

For both development scenarios under *Alternative 2* the parking requirement, based on the Sonoma County Code, would be approximately 190 parking spaces. This would compare with an estimated parking requirement for the proposed project of 159 parking spaces. Even with shared parking with Jack London Village, as proposed for the *Wolf House Inn* project, it may not be possible to provide adequate parking on-site. This would be a significant impact.

NOISE

As discussed in **Section 5.3 Noise** the project site would be exposed to noise levels with an L_{dn} of 60 to 64 dBA generated by traffic traveling on Arnold Drive. In the future, increases in traffic volume along Arnold Drive would result in a future L_{dn} of 62 dBA to 66 dBA. *Scenario 1* which would include retail commercial and office use would be compatible with these noise levels. ³ *Scenario 2* would include residential use on the third level. Because the exterior noise level would exceed an L_{dn} of 60 dBA the interior noise levels of the residential uses would need to be controlled to an L_{dn} of 45 dBA. It would, therefore, be necessary to incorporate mitigation measures in the residential units to control the interior noise level to an L_{dn} of 45 dBA.

Unlike the proposed project, *Alternative 2* would likely not include swimming holes near the north end of the project site. Without the swimming holes nearby residents would not be exposed to noise levels in excess of the County's Noise Level Performance standard from the swimming holes. Operation of rooftop equipment would still generate noise that would exceed levels specified in the *1989 Noise Element*. Construction noise (*Impact 5.3-4*) would be the same for *Alternative 2* as for the proposed project. Mitigation would be the same as that of the proposed project.

² Long Term (2020) Base Case Plus Alternative 2 PM peak hour traffic volumes at the Arnold Drive / London Ranch Road intersection would result in increasing volumes *already projected to meet signal warrant criteria levels during the PM peak hour for Long Term (2020) Base Case conditions*. In other words, Alternative 2 traffic alone would not trip the volume warrant criterion for signalization, but would contribute to volumes already exceeding warrant criterion levels.

³ *General Plan Guidelines, Appendix C: Noise Element Guidelines*, State of California Governor's Office of Planning and Research, 2003.

AIR QUALITY

From an air quality standpoint, *Alternative 2* would be equivalent to the proposed project. Mitigation measures for construction related air quality impacts would be required for this impact. Greenhouse gas emissions would be the same as with the proposed project.

HYDROLOGY AND WATER QUALITY

Under *Alternative 2* hydrology and water quality impacts would be the same as for the proposed project. For example, this alternative would result in the same construction related impacts (*Impact 5.5-1*) and nonpoint source pollution impacts (*Impact 5.5-2*) as the proposed project. Mitigation would be the same as that of the proposed project.

BIOLOGICAL RESOURCES

Under *Alternative 2* biological resources impacts would be the same as for the proposed project. For example, impacts to special-status plant and animal species (*Impact 5.6-1*), sensitive natural communities (*Impact 5.6-2*) and to wetlands and drainages (*Impact 5.6-3*) would be the same as the proposed project. Mitigation would be the same as that of the proposed project.

GEOLOGY AND SOILS

Under *Alternative 2* geology and soils impacts would be the same as for the proposed project. Mitigation would be the same as that of the proposed project.

VISUAL AND AESTHETIC QUALITY

Under *Alternative 2* the maximum building height would be 35 feet, thus permitting a three story building. Depending on the elevation of the ground floor of this alternative the visual impacts of this alternative could be greater than the proposed project for both the view from southbound Arnold Drive (*Impact 5.8-1*) and northbound Arnold Drive (*Impact 5.8-2*). This is because for the proposed project a portion of the existing fill would be removed to provide for a partial ground floor ten feet below the existing parking lot. Although the proposed project would also be a three-story building, because the ground floor would be located below the existing grade it would appear as a two-story building from Arnold Drive. Therefore, from Arnold Drive *Alternative 2* would appear to be taller (a full three stories) than the proposed project.

CULTURAL RESOURCES

Under *Alternative 2* cultural resources impacts would be the same as for the proposed project. Mitigation would be the same as that of the proposed project.

PUBLIC SERVICES

Under *Alternative 2* public services impacts would be the same as those of the proposed project. Similar to the proposed project, *Alternative 2* would have an inadequate fireflow and construction and

operation of this alternative would result in an increased demand for disposal of solid waste. Mitigation would be similar to the proposed project.

HAZARDOUS MATERIALS

Under *Alternative 2* hazardous materials impacts would be the same as for the proposed project. Mitigation would be the same as that of the proposed project.

6.3 ALTERNATIVE 3 – MITIGATED ALTERNATIVE

Alternative 3 would develop the *Wolf House Inn* as it is presently proposed; a 46-unit condominium hotel and spa. Under *Alternative 3*, all mitigation measures recommended in this EIR would be incorporated into project design. For each topical area, *Alternative 3* would include the following measures:⁴

TRAFFIC AND CIRCULATION

- Improve Arnold Drive frontage to provide a 12-foot wide, paved travel lane and six-foot wide paved shoulder, consistent with County standards for this roadway; a designated secondary arterial and Class II Bikeway;
- Develop shoulder widening improvements between the project site and the terminus of the Arnold Drive Shoulder-Widening Project;
- Redesign of parking spaces and loading dock to meet County standards;
- Reconfigure six angled parking spaces fronting Jack London Village to three parallel spaces;
- Relocate the proposed North Driveway (i.e., Driveway A) south by approximately 50 feet, or a sufficient distance to obtain adequate sight lines;
- Close Driveway D to eliminate inadequate sight line distance or, alternatively, restrict use of this driveway to maintenance and emergency vehicle access, only;
- 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;
- Provide a southbound left turn lane on Arnold Drive at the North Driveway;
- 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.

⁴ This is only a summary of mitigation measures recommended in *Chapter 5.0 Environmental Setting, Impacts, and Mitigation Measures*. All provisions of the mitigation measures would be included under *Alternative 3*.

- Provide adequate bicycle facilities, at a ratio of one bicycle parking space per every five required vehicle parking spaces.

NOISE

- Submit an acoustical report to Sonoma County Permit and Resource Management Department (PRMD) that demonstrates how interior noise levels would be controlled to an Ldn of 45 dBA since outdoor levels exceed an Ldn of 60 dBA;
- Design rooftop equipment so as to comply with the noise level limits set forth in Table NE-2 of the *Sonoma County 1989 General Plan* Noise Element.
- Construct a sound wall located along the north side of the project site, adjacent to the proposed swimming holes to reduce noise; and
- Apply identified measures in Mitigation Measure 5.3-4 to reduce construction noise.

AIR QUALITY

- Apply identified measures in Mitigation Measure 5.4-1 to reduce construction air quality impacts.
- Apply design measures to reduce greenhouse gas emissions.

HYDROLOGY AND WATER QUALITY

- Develop and implement a Storm Water Pollution Prevention Plan (SWPPP) to protect water quality during and after construction;
- Prepare a County approved Erosion Control Plan;
- Upgrade the streambank protection along Sonoma Creek adjacent to the sewer line;
- Incorporate stormwater quality Best Management Practices (BMPs) that provide for permanent treatment of project site runoff;
- Prepare a detailed Drainage Plan that minimizes changes in post-development runoff, site peak flows, and stream velocities as compared with pre-development conditions.
- Adhere to all design requirements set forth in the Flood Damage Prevention Ordinance (Chapter 7B) of the Sonoma County Code, for structures / improvements placed in the 100-Year flood hazard zone.
- Obtain a Streambed Alteration Agreement from the California Department of Fish and Game.

BIOLOGICAL RESOURCES

- Revise the proposed *Tentative Map* and *Preliminary Landscape Plan* to avoid removal of native riparian trees and ensure protection of the sensitive habitat along Sonoma Creek, Asbury Creek, and the unnamed drainage on the site (see specifics in Mitigation Measure 5.6-1(a));
- Take adequate measures to avoid any inadvertent take of listed species during construction (see specifics in Mitigation Measure 5.6-1(b));
- Avoid active raptor nests near proposed grading during the nesting period;
- Revise *Preliminary Landscape Plan* to protect and enhance the sensitive riparian woodland habitat on the site (see specifics in Mitigation Measure 5.6-2);

GEOLOGY AND SOILS

- Reduce impacts to residents and structures from strong seismic ground shaking through compliance with California Building Code, compliance with a design level geotechnical investigation report and structural design plans, and complete final design review and obtain a building permit;
- Construct the project in accordance with geotechnical recommendations inside and outside the 50-foot creek setback including provisions for maximum cut and fill slopes, include permanent subsurface drains for retaining walls, and drainage measures shall be designed to prevent soil erosion on slopes,
- Adopt and implement a Long-Term Slope Stability Plan within the 50-foot creek setback;
- Design and construct the *Wolf House Inn* in accordance with updated geotechnical recommendations to mitigate conditions of fill soils present on the project site; and
- Mitigate expansive soils by measures in conformance with recommendations of a licensed Geotechnical Engineer.

VISUAL AND AESTHETIC QUALITY

- Revise the *Preliminary Landscape Plan* to include additional native trees and vegetation within the proposed planters along frontage of Arnold Drive sufficient to screen the proposed development adequately;
- Proposed landscaping, signage, elevations, and colors and materials shall receive review and approval from applicable County design review committees;
- Minimize daytime glare through the application of non-glare window glazing; and
- Submit a detailed Lighting Plan to applicable design review committees for approval.

CULTURAL RESOURCES

- Train workers involved in ground disturbing activities to recognize archaeological resources (e.g., historic and prehistoric artifacts typical of the general area), procedures to report such discoveries, and other appropriate protocols;
- Stop all work in the event that archaeological artifacts, features or other cultural deposits are encountered in the immediate vicinity of the find until the discovery area can be evaluated by an archaeologist;
- Discontinue work in the event that human skeletal remains are discovered anywhere on the site and contact the Sonoma County Coroner. Take appropriate actions if skeletal remains are found to be prehistoric Native American (not modern).

PUBLIC SERVICES

- Achieve sufficient fireflow to the project site through consultation with Valley of the Moon Water District, Glen Ellen Fire Protection District, and Sonoma County Department of Emergency Services.

HAZARDOUS MATERIALS

- Prepare a long-term Stormwater Pollution Prevention Plan (SWPPP) to prevent runoff from dumpsters, maintenance areas, and any other areas where potentially hazardous or hazardous materials are stored or used from discharging into site waterways and into Sonoma Creek.

Analysis of Alternative 3

CONSISTENCY WITH ADOPTED PUBLIC PLANS AND ZONING

Alternative 3 would have the same consistency with analyzed adopted public plans and zoning as the proposed project. It would be the County's responsibility to make a final determination as to the consistency of the proposed project with these plans.

LAND USE

Alternative 3 would result in less-than-significant land use impacts. Impacts associated with land use conflicts such as traffic, noise, and visual impacts are evaluated below.

TRAFFIC AND CIRCULATION

Near-Term Base Case plus Project Impacts on Study Intersections

As *Alternative 3* would generate the same traffic as the proposed project, Near-Term Base Case conditions (through 2010) would be the same. Accordingly, all four analyzed intersections would operate at acceptable levels of service during the weekday AM and PM peak traffic hours.

Long-Term Base Case (General Plan 2020 Buildout Conditions) plus Project Impacts on Study Intersections

Under *Alternative 3*, three of the four analyzed intersections would operate at acceptable levels of service during the AM and PM peak traffic hours under buildout conditions, same as the proposed project. 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. Since the additional delay would be less than five seconds, this would be a less-than-significant impact.

Provision of Safe Roadways, On- / Off-Site Circulation, and Parking

With incorporation of mitigation measures in the EIR (including relocation and closure of site access driveways, and revised parking lot design), *Alternative 3* would result in less-than-significant impacts associated with sightline deficiencies and inconsistencies with County standards for parking lot dimensions. Mitigation measure 5.2-4 would add a shoulder to one side of Arnold Drive between the south end of a County widening project and the *Wolf House Inn* site. With this improvement, *Impact 5.2-4 Insufficient Roadway Width along Arnold Drive* would improve roadway width resulting in increased safety for vehicles, bicyclists, and pedestrians between the project site and downtown Glen Ellen.

NOISE

Alternative 3 would result in less-than-significant noise impacts to adjacent residences and from traffic along Arnold Drive. When incorporated into project design, features such as the soundwall / barrier and appropriate rooftop equipment would result in less-than-significant noise impacts from operation of the *Wolf House Inn*. Similarly, with the incorporation of noise construction mitigation measures noise levels during anticipated phases of construction would be reduced to a less-than-significant level.

AIR QUALITY

With the incorporation of construction related mitigation measures air quality construction impacts of *Alternative 3* would be less-than-significant.

HYDROLOGY AND WATER QUALITY

Alternative 3 would incorporate recommended mitigation measures in this EIR such as the preparation of a Stormwater Pollution Prevention Program (SWPPP), an Erosion Control Plan, and bank stabilization along Sonoma Creek, into project design. Accordingly, *Alternative 3* would result in

less-than-significant hydrology and water quality impacts such as erosion and sedimentation of Sonoma Creek, increased peak flows, and placement of structures in the 100-Year Flood Hazard Area.

BIOLOGICAL RESOURCES

Alternative 3 would incorporate recommended mitigation measures into project design such as revisions to the *Preliminary Landscape Plan* to preserve sensitive natural communities, retain on-site trees, and avoid raptor nests during nesting season. Therefore, compared to the proposed project, *Alternative 3* would result in less-than-significant impacts to special-status species, sensitive natural communities, wetlands / jurisdictional waters, and habitat connectivity.

GEOLOGY AND SOILS

Alternative 3 would incorporate identified mitigation measures into project design such as compliance with California Building Code, compliance with a design level geotechnical investigation report, and preparation of a slope stability plan. As a result, *Alternative 3* would result in less-than-significant geology and soils impacts as compared to the proposed project.

VISUAL AND AESTHETIC QUALITY

Alternative 3 would incorporate additional vegetative screening along Arnold Drive into the project design. Therefore, as opposed to the proposed project, *Alternative 3* would result in less-than-significant impacts to views of Sonoma Creek and the Mayacamas from vehicles, bicyclists and pedestrians traveling northbound on Arnold Drive, a designated Scenic Corridor. In addition, *Alternative 3* would result in less-than-significant impacts associated with nighttime lighting and glare through the preparation and implementation of a lighting plan consistent with standards prescribed in this EIR.

CULTURAL RESOURCES

Similar to the proposed project, *Alternative 3* would result in less-than-significant impacts to historical buildings present at the Jack London Village. With incorporation of mitigation measures related to work stoppage and worker training, *Alternative 3* would result in less-than-significant impacts to subsurface cultural deposits, including human remains, that may be encountered during grading and construction activities.

PUBLIC SERVICES

Alternative 3 would result in a similar demand for public services from Valley of the Moon Water District, Sonoma Valley Sanitation District, Glen Ellen Fire Protection District, Sonoma County Sheriff, and solid waste disposal as would the proposed project. Compared to the proposed project, *Alternative 3*, would result in less-than-significant impacts associated with insufficient fireflow and disposal of construction waste with incorporation of mitigation measures into project design.

HAZARDOUS MATERIALS

Alternative 3 would incorporate the preparation of a long-term Stormwater Pollution Prevention Plan (SWPPP) into project design. Therefore, impacts associated with accidental release of hazardous materials (e.g., pool chemical spill, runoff from dumpsters to Sonoma Creek) would be less-than-significant. Similar to the proposed project, the presence of hazardous chemicals in on-site fill soils would be a less-than-significant impact.

6.4 ALTERNATIVE SITE ANALYSIS

EIRs analyze off-site alternatives to determine if any of the significant effects of the project would be avoided or substantially lessened by putting the project in another location. The analyses of the proposed project plus *Alternative 3* in this chapter demonstrate that all of the project's significant physical effects can be mitigated successfully on-site. However, that fact alone would not eliminate the need to evaluate project development at alternative sites. It also is necessary to determine whether feasible alternative locations exist.

A feasible alternative is defined as one where development could occur in a reasonable period of time taking into account economic, legal, social, and technological factors. Factors considered in determining the feasibility of alternative sites include site suitability for development, economic viability, availability of infrastructure, general plan consistency, other plans or regulatory limitations, jurisdictional boundaries, and an applicant's ability to acquire the site. No single factor makes a site infeasible. Because CEQA requires analysis of a range of reasonable alternatives that would feasibly attain most project objectives, only infeasible alternative sites which would not meet a majority of project objectives would be dismissed.

Possible alternative sites were assessed to determine whether they could accommodate the proposed *Wolf House Inn*. An alternative site should meet the following criteria:

- The alternative site(s) should be vacant, privately-owned land. Developed sites or sites already committed to another development which proposes land uses different from those of the proposed project would not be considered potential sites. However, developed sites, such as golf courses, that have adequate space to accommodate the proposed project would be considered potential sites. Permanent park, open space, or other lands designated for non-developed uses were eliminated as alternative sites;
- Consistent with the *Sonoma County 1989 General Plan*, the alternative site(s) should be within an Urban Service Area;
- The alternative site(s) should be capable of allowing development according to the proposed project. This means the alternative site(s) should be large enough to accommodate a 46-unit condominium hotel;
- The alternative site(s) should be in one land holding and free of encumbrances that would prevent or substantially restrict development;

Sonoma County Permit and Resource Management Department examined the availability of off-site alternative locations within the *Sonoma County 1989 General Plan* planning areas. Based on this review, two potential alternative sites were identified. These two sites are discussed below:

Alternative Site 1

Alternative Site 1 is the Sonoma Golf Club at 17700 Arnold Drive in Sonoma (see **Exhibit 6.0-5**). The site is located approximately 3.2 miles south of the project site along the west side of Arnold Drive. The 177-acre golf course (APN 133-130-007) is comprised of rolling terrain highlighted by oak trees, lakes and views of the Mayacamas and neighboring vineyards. The Golf Club includes restaurant, pool and other services for its members. The site is mostly rectangular shaped except for its angular boundary with Arnold Drive. The site is located adjacent to / within the Sonoma Valley Urban Service Area. The *Sonoma County 1989 General Plan* land use designation is Recreation / Visitor-Serving Commercial.

This site is located outside of the 100-Year Flood Hazard Area. The site is subject to Very Strong (VIII) seismic groundshaking with high landslide potential. The property is not within in a wildland fire risk area.⁵

Alternative Site 2

Alternative Site 2 is the Los Arroyos Golf Club located at 5000 Stage Gulch Road at its intersection with Watmaugh Road (see **Exhibit 6.0-5**). The site is located approximately 8.0 miles south of the project site just west of Arnold Drive. The 48.5-acre site (APN 142-042-020) contains a nine-hole public golf course. The site is located in unincorporated Sonoma County outside the Sonoma Valley Urban Service Area. The *Sonoma County 1989 General Plan* land use designation is Recreation / Visitor-Serving Commercial.

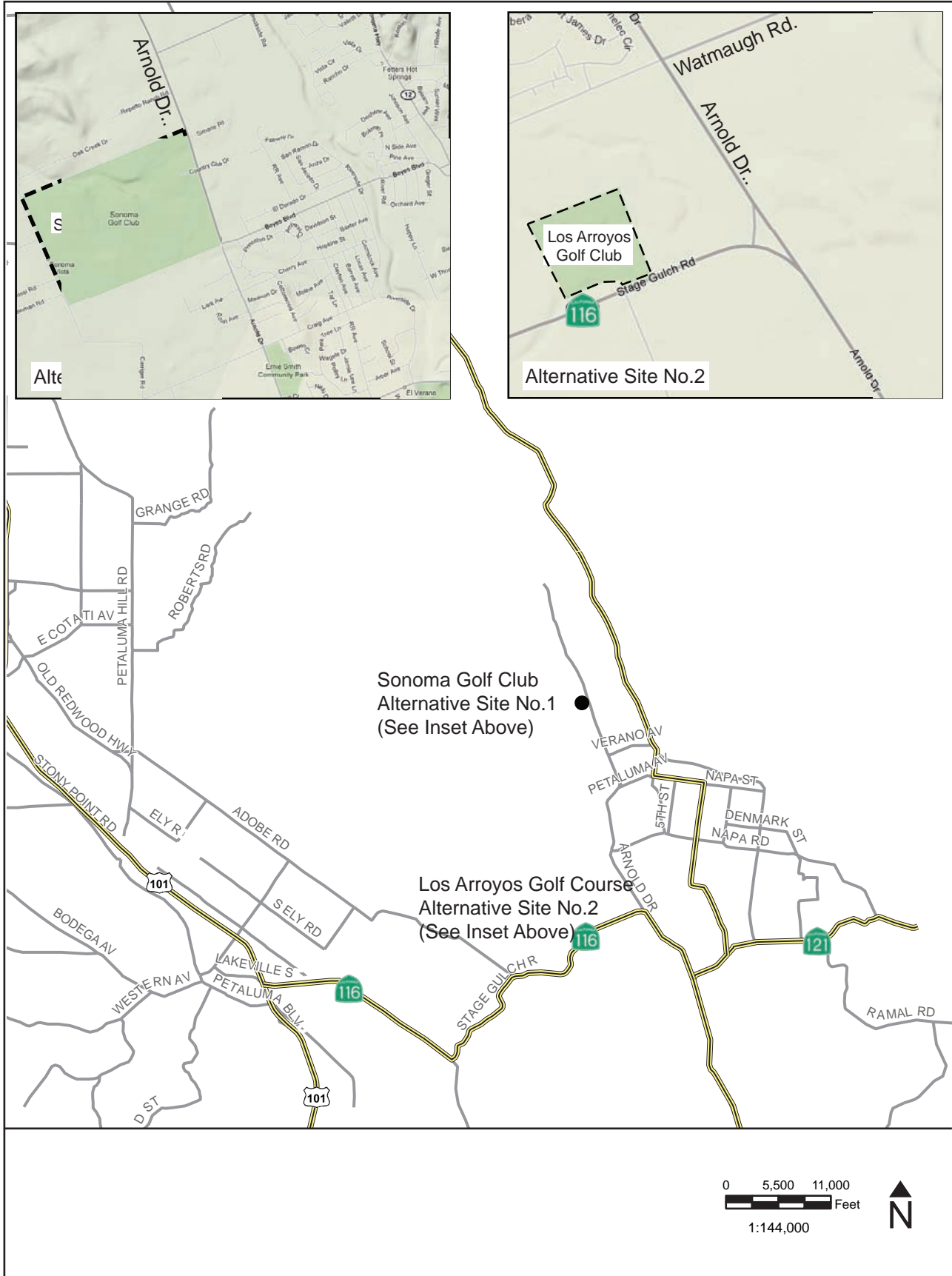
The site is flat, rectangular, and contains support structures related to the golf course. The site contains numerous trees, water features related to the golf course, and is crossed by Rogers Creek and its tributary. The site is within or adjacent to the 100-Year Flood Hazard Area.⁶ The site is subject to Very Strong (VIII) seismic groundshaking with high landslide potential.⁷

⁵ *Figure PS-1i, Sonoma County General Plan, County of Sonoma, 2003.*

⁶ *Figure PS-1i, Sonoma County General Plan, County of Sonoma, 2003.*

⁷ *Figure PS-1i, Sonoma County General Plan, County of Sonoma, 2003.*

**Exhibit 6.0-5
Location of Off-Site Alternatives**



Sources: Sonoma County PRMD and Nichols Berman, August 2007.

Analysis of Alternative Sites

Neither of the two alternative sites would provide significant advantages over the project site. As stated above, the analyses of the proposed project plus *Alternative 3* (Mitigated Alternative) in this chapter demonstrate that the project's significant physical effects can be mitigated successfully on-site.

The *1989 General Plan* designates both alternative sites as RVSC - Recreation / Visitor-Serving Commercial. This land use designation provides sites for both outdoor recreation uses and the commercial service needs of visitors and travelers and includes as a permitted use, lodging facilities that may not exceed 50 rooms per site in rural areas and 200 rooms per site in urban service areas. Lodging facilities with up to 100 rooms per site in rural areas may be permitted where serviced by public sewer provided; however, that such use is compatible with and does not adversely affect adjacent agricultural, resource, and rural residential uses.

Alternative Site 1 (Sonoma Golf Course) is located adjacent to / within the Sonoma Valley Urban Service Area. Therefore, development at this location (i.e., at a scale and density similar to the proposed project) would be consistent with *1989 General Plan* goals to locate development within existing Urban Service Areas in order to protect agricultural, biological, open space, and other resources within the county.

Land use impacts (e.g., noise) for Alternative Site 1 would be similar to or less than those of the proposed project. Depending on the design of Alternative Site 1, it would be likely that development of the *Wolf House Inn* would be compatible with adjacent areas as the site is large enough (177 acres) to locate development at sufficient distance from existing residential uses and Arnold Drive. In addition, it is likely that on-site natural resources (e.g., U.S. Geological Survey blue line stream) could be avoided.

Development of Alternative Site 2 (Los Arroyos Golf Course) would conflict with *1989 General Plan* goals, as this site is located outside of the Sonoma Valley Urban Service Area. While the RVSC land use designation would still permit lodging facilities up to 50 rooms, Alternative Site 2 is located adjacent to agricultural, biological, and scenic resources that would constrain development and could result in land use conflicts similar to or greater than those of the proposed project. Agricultural land is located adjacent to this site both south and west of Highway 116. As described above, Rodgers Creek (a US Geological Survey blue line stream) crosses this site. In addition, the site is located along Highway 116, a designated Scenic Corridor and adjacent agricultural lands south of the site are part of a designated Scenic Landscape Unit.

Primary access to Alternative Site 1 would be achieved from Arnold Drive through existing site access to Sonoma Golf Club facilities. Access to Alternative Site 2 would probably be from Stage Gulch Road (Highway 116). Traffic impacts to roadways and intersections at / near both alternative sites would likely be similar to or greater than those of the proposed project. Arnold Drive north of Watmaugh Road (near Alternative Site 2), which currently operates at an acceptable Level of Service 'B' (LOS B) during the AM peak hour, is projected to operate at an unacceptable LOS E by 2020.⁸ Arnold Drive north of Verano Avenue (near Alternative Site 1), which operates an acceptable LOS C

⁸ Based on the Sonoma County Travel Model prepared for the Sonoma County General Plan 2020 Update.

and B during the AM and PM peak hours respectively, is projected to operate at an unacceptable LOS of F and E during the AM and PM peak hours, respectively, by 2020. Access at both sites would likely be located on relatively straight roads with sufficient width and sightline distances such that identified safety concerns of the proposed project would not occur.

Based on the information available, it does not appear that other environmental conditions examined in this EIR such as geology and soils, cultural resources, public services and hazardous materials, would pose significant constraints to development of either alternative site at a scale and density similar to the proposed project. However, with the incorporation of the recommended mitigation measures into the proposed project neither of the alternative sites would appear to result in an environmentally superior project to that proposed.

Furthermore, based on the information available, it cannot be determined that the project applicant has the ability to acquire, control, or otherwise have access to either of the alternative sites. Since the project applicant does not own or control either alternative site and since the applicant's ability to purchase either alternative site is purely speculative, it must be determined that no feasible alternative locations for the proposed project exist.

6.5 ENVIRONMENTALLY SUPERIOR ALTERNATIVE

On the basis of the discussion of the proposed project and the two on-site alternatives, the EIR finds that the No Project / No Build Alternative (*Alternative 1*) would be the environmentally superior alternative as it would avoid the environmental impacts associated with construction and operation of the proposed project.

The *CEQA Guidelines* (section 15126[d]) states that if the environmentally superior alternative is the No Project / No Build Alternative, the EIR shall also identify an environmentally superior alternative among the other alternatives. Based on a comparison of the environmental impacts of the on-site alternatives, *Alternative 3* is superior to the proposed project due to its incorporation of recommended mitigation measures into project design. *Alternative 3* would result in less-than-significant impacts in all topical areas analyzed in this EIR. Therefore, *Alternative 3* would be the environmentally superior alternative among the other alternatives.

Exhibit 6.0-6 summarizes the impacts for the *Wolf House Inn* project and each of the two on-site alternatives. In the following exhibit, "LTS" denotes impacts determined to be less-than-significant. "S" denotes significant impacts that would be reduced to less-than-significant with implementation of mitigation measures. "SU" denotes significant unavoidable impacts (i.e., impacts that would not be reduced to less-than-significant with implementation of mitigation measures).

**Exhibit 6.0-6
 Impact Comparison**

Impact	Proposed Project	Alternative 1	Alternative 2	Alternative 3
Land Use				
5.1-1 Consistency with Applicable Land Use Plans	S	LTS	LTS	LTS
5.1-2 Land Use Conflicts	LTS	LTS	LTS	LTS
Traffic and Circulation				
5.2-1 Near-Term Base Case Plus Project Impacts to Study Intersections	LTS	LTS	LTS	LTS
5.2-2 Long-Term Base Case General Plan 2020 Buildout Conditions Plus Project Impacts to Study Intersections	LTS	LTS	S	LTS
5.2-3 Intersection Signal Warrants – Near-Term Base Case Plus Project and Long-Term Base Case General Plan 2020 Buildout Conditions Plus Project	LTS	LTS	S	LTS
5.2-4 Insufficient Roadway Width Along Arnold Drive	S	S	S	S
5.2-5 Parking Safety on Arnold Drive	S	LTS	S	LTS
5.2-6 Consistency with County Standards for Parking Lot Dimensions	S	LTS	NA	LTS
5.2-7 Provision of Safe Roadways – Driveways and Driveway Sight Lines	S	S	S	LTS
5.2-8 Provision of Safe Roadways – Turn Lanes	S	LTS	S	LTS
5.2-9 Parking Supply	LTS	LTS	S	LTS
5.2-10 Event Parking Supply	S	LTS	NA	LTS
5.2-11 Facilities for Alternative Transportation Modes	S	LTS	NA	LTS

Impact	Proposed Project	Alternative 1	Alternative 2	Alternative 3
Noise				
<i>5.3-1 Land Use Compatibility and Traffic Noise</i>	S	LTS	S	LTS
<i>5.3-2 Operational Noise</i>	S	LTS	S	LTS
<i>5.3-3 Project Traffic Noise</i>	LTS	LTS	LTS	LTS
<i>5.3-4 Construction Noise and Vibration</i>	S	LTS	S	S
Air Quality				
<i>5.4-1 Expose Sensitive Receptors to Substantial Air Pollutant Levels</i>	S	LTS	S	S
<i>5.4-2 Conflict With or Obstruct Implementation of the Applicable Air Quality Plan</i>	LTS	LTS	LTS	LTS
<i>5.4-3 Cumulative Greenhouse Gas Emissions</i>	NA	NA	NA	NA
Hydrology and Water Quality				
<i>5.5-1 Soil Erosion from Grading and Construction Activities</i>	S	LTS	S	LTS
<i>5.5-2 Nonpoint Source Pollution in Receiving Waters</i>	S	LTS	S	LTS
<i>5.5-3 Increased Surface Runoff</i>	S	LTS	S	LTS
<i>5.5-4 Placement of Structures in 100-Year Flood Hazard Area</i>	S	LTS	S	LTS
Biological Resources				
<i>5.6-1 Special-Status Species</i>	S	LTS	S	LTS
<i>5.6-2 Sensitive Natural Communities</i>	S	LTS	S	LTS
<i>5.6-3 Wetlands and Drainages</i>	S	LTS	S	LTS
<i>5.6-4 Wildlife Habitat and Connectivity</i>	S	LTS	S	LTS
<i>5.6-5 Conformance with Local Policies and Ordinances</i>	S	LTS	S	LTS
Geology and Soils				
<i>5.7-1 Seismic Ground Shaking</i>	S	LTS	S	LTS
<i>5.7-2 Seismic Related Ground Failure, Including Liquefaction</i>	LTS	LTS	LTS	LTS
<i>5.7-3 Landslides and Slope Instability</i>	S	LTS	S	LTS
<i>5.7-4 Unstable Geologic Unit or Soils</i>	S	LTS	S	LTS

Impact	Proposed Project	Alternative 1	Alternative 2	Alternative 3
<i>5.7-5 Expansive Soils</i>	S	LTS	S	LTS
Visual and Aesthetic Quality				
<i>5.8-1 View from Southbound Arnold Drive North of Jack London Village (Viewpoint No. 1)</i>	LTS	LTS	LTS	LTS
<i>5.8-2 View from Northbound Arnold Drive at Jack London Village (Viewpoint No. 2)</i>	S	LTS	S	LTS
<i>5.8-3 Light Pollution and Nighttime Sky</i>	S	LTS	S	LTS
Cultural Resources				
<i>5.9-1 Potential Subsurface Cultural Deposits</i>	S	LTS	S	LTS
<i>5.9-2 Historical Structures of Glen Ellen</i>	LTS	LTS	LTS	LTS
Public Services				
<i>5.10-1 Project Water Demand</i>	LTS	LTS	LTS	LTS
<i>5.10-2 Inadequate Fireflow</i>	S	LTS	S	LTS
<i>5.10-3 Increased Wastewater Treatment Demand</i>	LTS	LTS	LTS	LTS
<i>5.10-4 Increased Demand for Fire Protection and Emergency Medical Services</i>	LTS	LTS	LTS	LTS
<i>5.10-5 Wildland Fire</i>	LTS	LTS	LTS	LTS
<i>5.10-6 Increased Demand for Police Protection Services</i>	LTS	LTS	LTS	LTS
<i>5.10-7 Increased Demand for Solid Waste Services</i>	S	LTS	LTS	LTS
Hazardous Materials				
<i>5.11-1 Accidental Release of Hazardous Materials</i>	S	LTS	S	LTS
<i>5.11-2 Soil Contamination</i>	LTS	LTS	LTS	LTS

- a S = Significant (impact would be less-than-significant with implementation of mitigation measures)
 SU = Significant Unavoidable (impact would remain significant even with implementation of mitigation measures)
 LTS = Less-Than-Significant
 NA = Not Applicable (in some cases due to inadequate information about the alternative to make a determination)

Source: Nichols • Berman

LAND USE

The proposed project, *Alternative 2*, and *Alternative 3* would result in less-than-significant land use impacts. Impacts associated with land use conflicts (e.g., traffic, noise, and visual impacts) are evaluated below. *Alternative 1* (No Project / No Build) would not result in any land use impacts as no development would occur.

TRAFFIC AND CIRCULATION

Project Generated Traffic

The proposed project and *Alternative 3* would have similar less-than-significant traffic impacts at each of the four intersections studied in this EIR. At the Arnold Drive / London Ranch Road intersection, PM peak hour operation would be an unacceptable LOS E, and signal warrant #3 would be met for Long-Term (2020) General Plan Buildout Base Case conditions. Unlike the proposed project, *Alternative 2* traffic would result in an increase in delay of over five seconds. Therefore, this would be a significant impact, requiring mitigation. *Alternative 1* (No Project / No Build) would not result in any project generated traffic as no development would occur.

The proposed project and *Alternative 2* would result in significant impacts associated with insufficient roadway width along Arnold Drive, sightline deficiencies, parking lot dimensions inconsistent with County requirements, and the need for a left turn lane on Arnold Drive. *Alternative 1* (No Project / No Build) would avoid these impacts, although existing safety concerns from sightline deficiency at Jack London Village driveways and insufficient roadway width along Arnold Drive would remain. Under *Alternative 3*, mitigation measures incorporated into project design (e.g., relocation of site access driveway) would result in less-than-significant impacts for all studied impacts.

NOISE

The proposed project would result in significant noise impacts associated with traffic noise and land use compatibility with the *Wolf House Inn* in close proximity to Arnold Drive, operational noise impacts associated with rooftop equipment and swimming holes, and construction noise. Except for impacts associated with the swimming holes, *Alternative 2* would result in similar impacts. Project generated traffic would result in less-than-significant increases in traffic noise on Arnold Drive. Implementation of recommended mitigation measures would reduce noise impacts to a less-than-significant level.

While noise impacts would not occur under *Alternative 1* (No Project / No Build), traffic noise on Arnold Drive would increase by two decibels with or without project development.

Under *Alternative 3*, recommended mitigation measures (e.g., noise wall / barrier) would be incorporated into project design. Such measures would result in less-than-significant impacts for traffic noise and land use compatibility, operational noise, and increased noise from project generated traffic along Arnold Drive.

AIR QUALITY

The proposed project and *Alternative 2* would result in significant construction related air quality impacts. *Alternative 3* would result in less-than-significant air quality construction impacts as recommended mitigation measures would be incorporated into project design.

HYDROLOGY AND WATER QUALITY

The proposed project and *Alternative 2* would result in significant impacts to Sonoma Creek associated with erosion and sedimentation, nonpoint source pollution, increased surface runoff, and the placement of structures within the 100-Year Flood Hazard Area. In comparison, *Alternative 1* (No Project / No Build) would not result in any impacts as no changes to the site would occur. With incorporation of identified mitigation measures (e.g., preparation of a Stormwater Pollution Prevention Program [SWPPP], use of Best Management Practices, etc.) into project design, *Alternative 3* would result in less-than-significant hydrology and water quality impacts.

BIOLOGICAL RESOURCES

The proposed project and *Alternative 2* could result in significant impacts associated with special-status species, sensitive natural communities, wetlands and drainages, habitat connectivity, and conformance with local policies and ordinances. The identified significant biological resources impacts would be reduced to a less-than-significant level with implementation of the mitigation measures identified in this EIR. Compared to the proposed project, *Alternative 1* (No Project / No Build) would not result in any impacts to biological resources, as no development would occur. *Alternative 3* would result in less-than-significant impacts to identified biological resources as recommended mitigation measures would be incorporated into project design.

GEOLOGY AND SOILS

The proposed project and *Alternative 2* would result in significant impacts associated with seismic ground shaking, seismic related ground failure (including liquefaction), landslides and slope instability, and development on unstable geologic unit and soils or expansive soils. In comparison, *Alternative 1* (No Project / No Build) would not result in any geological or soils impacts as no development would occur. With incorporation of mitigation measures into project design, *Alternative 3* would result in less-than-significant geology and soils impacts.

VISUAL AND AESTHETIC QUALITY

The proposed project and *Alternative 2* would result in significant visual impacts associated with the view from northbound traffic on Arnold Drive and the creation of additional sources of glare and nighttime lighting. The identified significant visual and aesthetic quality impacts would be reduced to a less-than-significant level with implementation of the mitigation measures identified. In comparison, *Alternative 1* (No Project / No Build) would result in no significant visual and aesthetic quality impacts as no development would occur. *Alternative 3* would result in less-than-significant impacts to visual resources and aesthetic quality of the site as recommended mitigation measures would be incorporated into project design.

CULTURAL RESOURCES

The proposed grading and construction activities could result in significant impacts to subsurface cultural deposits, including human remains if present. Identified mitigation measures would reduce this impact to a less-than-significant level. Compared to the proposed project and *Alternative 2*, *Alternative 1* (No Project / No Build) would not disturb potential cultural resources as no development would occur. *Alternative 3* would result in less-than-significant impacts to visual cultural resources as recommended mitigation measures would be incorporated into project design. The proposed project, *Alternative 1* (No Project / No Build) and *Alternative 3* would have less-than-significant impacts to identified historical resources present at Jack London Village.

PUBLIC SERVICES

The proposed project and *Alternative 2* would result in significant impacts with respect to inadequate fireflow (i.e., water available for fire suppression), and the increased demand for solid waste disposal. Identified mitigation measures would reduce these impacts to a less-than significant level. Impacts associated with the provision of water supply; wastewater treatment; and fire; emergency, and police protection services would be less-than-significant with implementation of the proposed project and *Alternative 2*. In comparison, *Alternative 1* (No Project / No Build) would not result in any impacts as no development would occur. *Alternative 3* would result in less-than-significant public services impacts with incorporation of mitigation measures into project design.

HAZARDOUS MATERIALS

The proposed project and *Alternative 2* could result in a significant impact associated with accidental release of hazardous materials (e.g., leaking dumpsters, spilled pool chemicals) into Sonoma Creek. This impact would be reduced to a less-than-significant level with implementation of the mitigation measures identified. The proposed project and *Alternative 2* would result in a less-than-significant impact with respect to the presence of contaminated fill soils present on-site. In comparison, *Alternative 1* (No Project / No Build) would not result in any impacts associated with either the accidental release of hazardous materials or the disturbance of soils as no development would occur. *Alternative 3* would result in less-than-significant hazardous materials impacts with incorporation of mitigation measures into project design.