

Appendix A: EIR Noticing and Public Involvement

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City of Cloverdale
Notice of Preparation and Notice of Public Scoping Meeting
General Plan Circulation Element Update Project

Date: January 31, 2024

To: Public Agencies and Private Parties

From: Kevin Thompson, Assistant City Manager, City of Cloverdale

Subject: Notice of Preparation of an Environmental Impact Report and Public Scoping Meeting

NOTICE IS HEREBY GIVEN THAT the City of Cloverdale (Lead Agency and/or City) will prepare a Subsequent Environmental Impact Report (Subsequent EIR) to the certified Final EIR for the City of Cloverdale General Plan (State Clearinghouse [SCH] number 2007082143) for the project identified herein. The City Council certified the General Plan Final EIR on May 13, 2009.¹ The project description, location, and probable environmental effects of the General Plan Circulation Element Update Project (proposed Circulation Element Update) are described in the attached materials.

30-DAY Notice of Preparation (NOP) COMMENT PERIOD: The City is soliciting comments from public agencies, organizations, and members of the public regarding the scope and content of the Subsequent EIR and the environmental issues and alternatives to be addressed in the document. Public agencies may need to use the Subsequent EIR when considering permitting or other approvals that are germane to the agencies' responsibilities in connection with the projects.

Because of time limits mandated by State law, public agencies must submit any comments in response to this notice at the earliest possible date but not later than 30 days after receipt of this notice. The City will also accept comments from other interested parties regarding this notice during this time period. Accordingly, please provide your written response to the address shown below by **5:00 p.m. Friday, March 1, 2024**. If you wish to be placed on the notification list for this project, or if you have any questions or need additional information, please contact the person below.

Kevin Thompson, Assistant City Manager
City of Cloverdale
Planning and Community Development
124 North Cloverdale Boulevard
Cloverdale, CA 95425
Phone: 707.894.1723
Email: kthompson@ci.cloverdale.ca.us

Public Scoping Meeting

A virtual public Scoping Meeting will be held virtually over Zoom on Tuesday, February 13 at 4:00 p.m. There will not be an in-person attendance option for this Scoping Meeting. At this meeting, public agencies, organizations, and members of the public will be able to review the proposed

¹ City of Cloverdale. 2009. City of Cloverdale General Plan Update Final Environmental Impact Report.

Circulation Element Update and provide comments on the scope of the environmental review process. Please see below for Zoom Meeting Information.

Join Zoom Meeting: Tuesday February 13, 2024 at 4:00 p.m. PST.

<https://us02web.zoom.us/j/83484167821>

Meeting ID: 834 8416 7821

Passcode: 95425

Phone Number: +1 669 900 6833

Find your local number: <https://us02web.zoom.us/u/kcxF1JA38m>

GENERAL PLAN CIRCULATION ELEMENT UPDATE PROJECT

Project Location

The project site is the City of Cloverdale (City), located in Sonoma County, California (Exhibit 1). The City is situated at the northern end of Alexander Valley, where the Mayacamas Mountains meet the Coast Range. Additionally, the City is located approximately 34 miles northwest of Santa Rosa, approximately 25 miles south of Ukiah, and approximately 67 miles southeast of the town of Mendocino (Exhibit 2).

Existing Conditions

Location

The City encompasses 2.5 square miles (approximately 1,601 acres), while the City's Sphere of Influence (SOI) encompasses approximately 2.3 square miles beyond the City limits. The Russian River flows through the center of the Alexander Valley, and the developed portion of the City is located on the valley floor west of the Russian River and east of the Coast Range.

Prevalent land uses in the City include Low Density Residential, Destination Commercial, Conservation, and Medium Density Residential. Existing land uses are mapped in Exhibit 3. Regional access to the City is provided via highways and major roadways, including United States Route (US) 101, State Route (SR) 128, and Cloverdale Boulevard. In addition, Sonoma County Transit, Route 60 provides daily bus service to and from the City with connections to the greater Sonoma County area.² Amtrak Bus Thruway Service provides bus service to the City via Cloverdale Depot, located at Citrus Fair Drive and Asti Road. There are two active Cleanup and Abatement Orders listed on the Cortese List within the City.³ The first facility is Masonite Corporation Cloverdale, related to contaminated ground water, and the Cleanup and Abatement Order was put into effect on June 1, 1983. The second facility is Krasilsa Pacific Farms LLC, related to miscellaneous facility waste sources, and the Cleanup and Abatement Order was put into effect on October 21, 2019.

There are no active hazardous waste and substance sites from the Department of Toxic Substances Control (DTSC) EnviroStor database within the City, and there are 48 Leaking Underground Storage Tank (LUST) sites within the City according to the California State Water Resources Control Board's (State Water Board's) GeoTracker database. However, all 48 of these sites are listed as Completed—Case Closed.^{4,5}

² City of Cloverdale. Transit Services. Website: <https://www.cloverdale.net/267/Transit-Services>. Accessed October 26, 2023.

³ California State Water Resources Control Board (State Water Board). List of "active" Cease and Desist Orders (CDO) and Clean Up and Abatement Orders (CAO) from State Water Board. Website: <https://calepa.ca.gov/wp-content/uploads/sites/6/2016/10/SiteCleanup-CorteseList-CDOCAOList.xlsx>. Accessed December 14, 2023.

⁴ Department of Toxic Substances Control (DTSC). List of Hazardous Waste and Substances sites from Department of Toxic Substances Control (DTSC) EnviroStor database. Website: https://www.envirostor.dtsc.ca.gov/public/search?cmd=search&reporttype=CORTESE&site_type=CSITES,FUDS&status=ACT,BKLG,COM&reporttitle=HAZARDOUS+WASTE+AND+SUBSTANCES+SITE+LIST+%28CORTESE%29. Accessed December 14, 2023.

⁵ California State Water Resources Control Board (State Water Board). List of Leaking Underground Storage Tank Sites from the State Water Board's GeoTracker database. Website: https://geotracker.waterboards.ca.gov/search?CMD=search&case_number=&business_name=&main_street_name=&city=&zip=&county=&SITE_TYPE=LUFT&oilfield=&STATUS=&BRANCH=&MASTER_BASE=&Search=Search. Accessed December 14, 2023.

Existing Circulation Element

The City of Cloverdale General Plan (General Plan) was adopted by the City Council on May 13, 2009, and was last amended on November 10, 2021. The current General Plan includes a Circulation Element that identifies guiding principles for moving people and goods within the City and identifies the infrastructure necessary to ensure that the transportation network can adequately serve the City at General Plan buildout.

The current Circulation Element utilizes Level of Service (LOS) as a threshold of significance rather than Vehicle Miles Traveled (VMT). The traditional measure of circulation system performance has been LOS, which rates roadway traffic flow characteristics from Level A (free-flowing traffic) to Level F (gridlock). LOS generally serves as an indicator of the performance of the circulation system. Poor LOS (typically Levels D, E, and F) has historically been defined as an environmental impact requiring mitigation).

Project Description

Project Summary

The City proposes to update the Circulation Element of the General Plan to address Senate Bill (SB) 743 and the transition of California Environmental Quality Act (CEQA) transportation analysis from congestion-based metrics, such as LOS, to the State-mandated metric of VMT.

The proposed Circulation Element Update would ensure consistency with State law regarding Complete Streets and would develop updated roadway cross-sections for arterials and collectors, incorporate elements from the current City Bicycle and Pedestrian Plan. The Circulation Element Update would also include new goals and policies related to VMT analysis and reductions considering the City's Climate Emergency Declaration (Resolution Number 91-2019) on September 11, 2019. The Declaration calls for a transition away from fossil fuels and an urgent collaborative mobilization effort focused on enacting policies, such as several transportation measures that would help reduce emissions, including employing an electrified fleet mix and clean vehicles, updating the Bicycle and Pedestrian Master Plan, utilizing the Complete Streets model to support multimodal transit, and continuing implementation of safe routes to school.

Circulation Element Update Policies and Programs

The proposed Circulation Element Update identifies the guiding principles for moving people and goods within the City and identifies the infrastructure necessary to assure that the transportation network will serve the City at General Plan buildout. The goals, policies, and implementation actions would support the City's compliance with State-mandated requirements to implement Complete Streets and make efforts to reduce VMT in the community.

The proposed Circulation Element Update includes policies to support additional important roadway functions, such as existing and planned bike and pedestrian circulation. The proposed Circulation Element Update also addresses transit services and the interconnection between the City's local multimodal network and regional transit and passenger rail services. Policies in the proposed

Circulation Element Update would continue the City's commitment to Complete Streets strategy to provide residents, employees, and visitors with a range of options for travel.

The proposed Circulation Element Update supports a multimodal transportation system that serves the mobility needs of all residents and manages traffic congestion as the City grows and changes. The California Complete Streets Act of 2008 (Assembly Bill 1358) defines Complete Streets as roadways that are planned, designed, constructed, and maintained to provide safe mobility for all users regardless of age and physical ability. The proposed Circulation Element Update identifies the roadway system necessary for automobile traffic by setting LOS goals, VMT goals, hierarchy of roads, and areas where road improvements are necessary.

Furthermore, since the last General Plan update, California has changed the way that environmental impacts associated with the circulation system are defined and analyzed under CEQA. As described above, the current Circulation Element uses LOS as an environmental threshold and measure of circulation system performance. On July 1, 2020, Senate Bill 743 (SB 743) became effective. Implementing SB 743, the City's environmental thresholds recognize that VMT is generally the most appropriate measure of transportation impacts. VMT is a measure of the amount of travel for all vehicles in a geographic region. Accordingly, the proposed Circulation Element Update would change the focus of the Circulation Element from widening roadways and intersections to reducing the total vehicle travel within a community.

State law does permit the City to use LOS standards and policies when evaluating development projects and planning required transportation improvements to support such development; therefore, the proposed Circulation Element Update includes goals and policies that support congestion relief (LOS) as well as reduction of total VMT.

Project Objectives

The underlying purpose of the Circulation Element Update is to address the current and future needs of residents, businesses, employees, and visitors of the City. The objectives of the proposed Circulation Element Update are as follows:

- Update City policies in the Circulation Element to comply with State law, including State regulations related to conformance with SB 743.
- Support the City's compliance with State-mandated requirements to implement Complete Streets and make efforts to reduce VMT in the community.
- Implement Complete Streets throughout the City.
- Recognize the importance of reducing VMT in the City.
- Encourage a range of options for travel to work, shopping, and leisure destinations.
- Prioritize the efficiency of goods movement.
- Adopt policies that guide the direction of physical development in the City in a way that encourages economic vitality and promotes quality of life.

Required Discretionary Approvals

Discretionary approvals and permits are required by the City for implementation of the proposed Circulation Element Update. The proposed Circulation Element Update would require the following discretionary approvals and actions:

- General Plan Amendment
- Adopt Circulation Element Update
- Certify Subsequent EIR

There are no Responsible Agencies identified for the proposed Circulation Element Update. However, a number of other agencies, including Trustee agencies, may potentially provide information as commenting agencies, pursuant to Public Resources Code Section 21080.4(a) and CEQA Guidelines Section 15375. The Draft Subsequent EIR will provide environmental information to these agencies and other public agencies, which may be required to grant approvals or coordinate with other agencies, as part of project implementation. These agencies may include, but are not limited to, the following:

- California Department of Transportation
- Bay Area Air Quality Management District

Environmental Review

Purpose

In accordance with CEQA Guidelines (14 California Code of Regulations [CCR] § 15082), the City has prepared this NOP to inform agencies and interested parties that a Subsequent EIR will be prepared for the proposed Circulation Element Update. The purpose of an NOP is to provide sufficient information about the proposed Circulation Element Update to allow agencies and interested parties the opportunity to provide a meaningful response related to the scope and content of the Subsequent EIR, including mitigation measures that should be considered and alternatives that should be addressed (CEQA Guidelines 14 CCR § 15082(b)).

Environmental Review Process

Following completion of the 30-day NOP public review period, the City will incorporate relevant information into the Subsequent EIR, including results of public scoping and technical studies. The Subsequent EIR will then be circulated for public review and comment for a 45-day public review period.

The City requests that any potential Responsible or Trustee Agency responding to this notice do so in a manner consistent with CEQA Guidelines Section 15082(b). All parties that have submitted their names and email or mailing addresses will be notified throughout the CEQA review process.

A copy of the NOP as well as all project information can be found on the project website at <https://www.cloverdale.net/243/Long-Range-Planning> or in person at 124 North Cloverdale Boulevard Cloverdale, CA 95425.

Potential Environmental Effects

The program-level Subsequent EIR will evaluate whether the proposed Circulation Element Update may potentially result in one or more significant environmental effects, which will be evaluated in the relevant sections listed below. The Circulation Element Update is limited to policy changes.

Transportation and Traffic

The Subsequent EIR will analyze the potential impacts of the proposed Circulation Element Update on the circulation system, including VMT within the Planning Area and all modes of transit.

Effects Found not to be Significant

Unless specific comments are received during the NOP public comment period that indicate a potential for the proposed project to result in significant impacts, the following issues will be addressed in the Effects Found not to be Significant section of the Subsequent EIR.

Aesthetics, Light, and Glare

The proposed Circulation Element Update is limited to policy changes and does not propose any specific development or physical environmental changes. These conditions preclude the possibility of impacts on aesthetics, light, and glare; therefore, this issue will not be analyzed further by the Subsequent EIR.

Agricultural and Forestry Resources

The proposed Circulation Element Update is limited to policy changes and does not propose any specific development or physical environmental changes. These conditions preclude the possibility of impacts on agricultural and forestry resources; therefore, this issue will not be analyzed further by the Subsequent EIR.

Air Quality

The proposed Circulation Element Update is limited to policy changes and does not propose any specific development or physical environmental changes. The purpose of the policies is to improve circulation throughout the City, which would have at least a minimal reduction in mobile source emissions. These conditions preclude the possibility of impacts on air quality; therefore, this issue will not be analyzed further by the Subsequent EIR.

Biological Resources

The proposed Circulation Element Update is limited to policy changes and does not propose any specific development or physical environmental changes. These conditions preclude the possibility of impacts on biological resources; therefore, this resource section will not be analyzed further by the Subsequent EIR.

Cultural and Tribal Cultural Resources

The proposed Circulation Element Update is limited to policy changes and does not propose any specific development or physical environmental changes. These conditions preclude the possibility of impacts on cultural and tribal cultural resources; therefore, this issue will not be analyzed further by the Subsequent EIR.

Geology, Soils, and Seismicity

The proposed Circulation Element Update is limited to policy changes and does not propose any specific development or physical environmental changes. These conditions preclude the possibility of impacts on geology, soils, and seismicity; therefore, this issue will not be analyzed further by the Subsequent EIR.

Greenhouse Gas Emissions

The proposed Circulation Element Update is limited to policy changes and does not propose any specific development or physical environmental changes. The purpose of the policies is to improve circulation throughout the City, which would have at least a minimal reduction in mobile source emissions. These conditions preclude the possibility of impacts on greenhouse gas (GHG) emissions; therefore, this issue will not be analyzed further by the Subsequent EIR.

Energy

The proposed Circulation Element Update is limited to policy changes and does not propose any specific development or physical environmental changes. These conditions preclude the possibility of impacts on energy; therefore, this issue will not be analyzed further by the Subsequent EIR.

Hazards and Hazardous Materials

The proposed Circulation Element Update is limited to policy changes and does not propose any specific development or physical environmental changes. These conditions preclude the possibility of impacts on hazards and hazardous materials; therefore, this issue will not be analyzed further by the Subsequent EIR.

Hydrology and Water Quality

The proposed Circulation Element Update is limited to policy changes and does not propose any specific development or physical environmental changes. These conditions preclude the possibility of impacts on hydrology and water quality; therefore, this issue will not be analyzed further by the Subsequent EIR.

Land Use and Planning

The proposed Circulation Element Update is limited to policy changes and does not propose any changes in land use or zoning designations and does not propose any specific development or physical environmental changes. These conditions preclude the possibility of impacts on land use and planning; therefore, this issue will not be analyzed further by the Subsequent EIR.

Mineral Resources

The proposed Circulation Element Update is limited to policy changes and does not propose any specific development or physical environmental changes. These conditions preclude the possibility of impacts on mineral resources; therefore, this issue will not be analyzed further by the Subsequent EIR.

Noise

The proposed Circulation Element Update is limited to policy changes and does not propose any specific development or physical environmental changes. These conditions preclude the possibility of impacts on noise; therefore, this issue will not be analyzed further by the Subsequent EIR.

Population and Housing

The proposed Circulation Element Update is limited to policy changes and does not propose any specific development or physical environmental changes. These conditions preclude the possibility of impacts on population and housing; therefore, this issue will not be analyzed further by the Subsequent EIR.

Public Services

The proposed Circulation Element Update is limited to policy changes and does not propose any specific development or physical environmental changes. These conditions preclude the possibility of impacts on public services; therefore, this issue will not be analyzed further by the Subsequent EIR.

Recreation

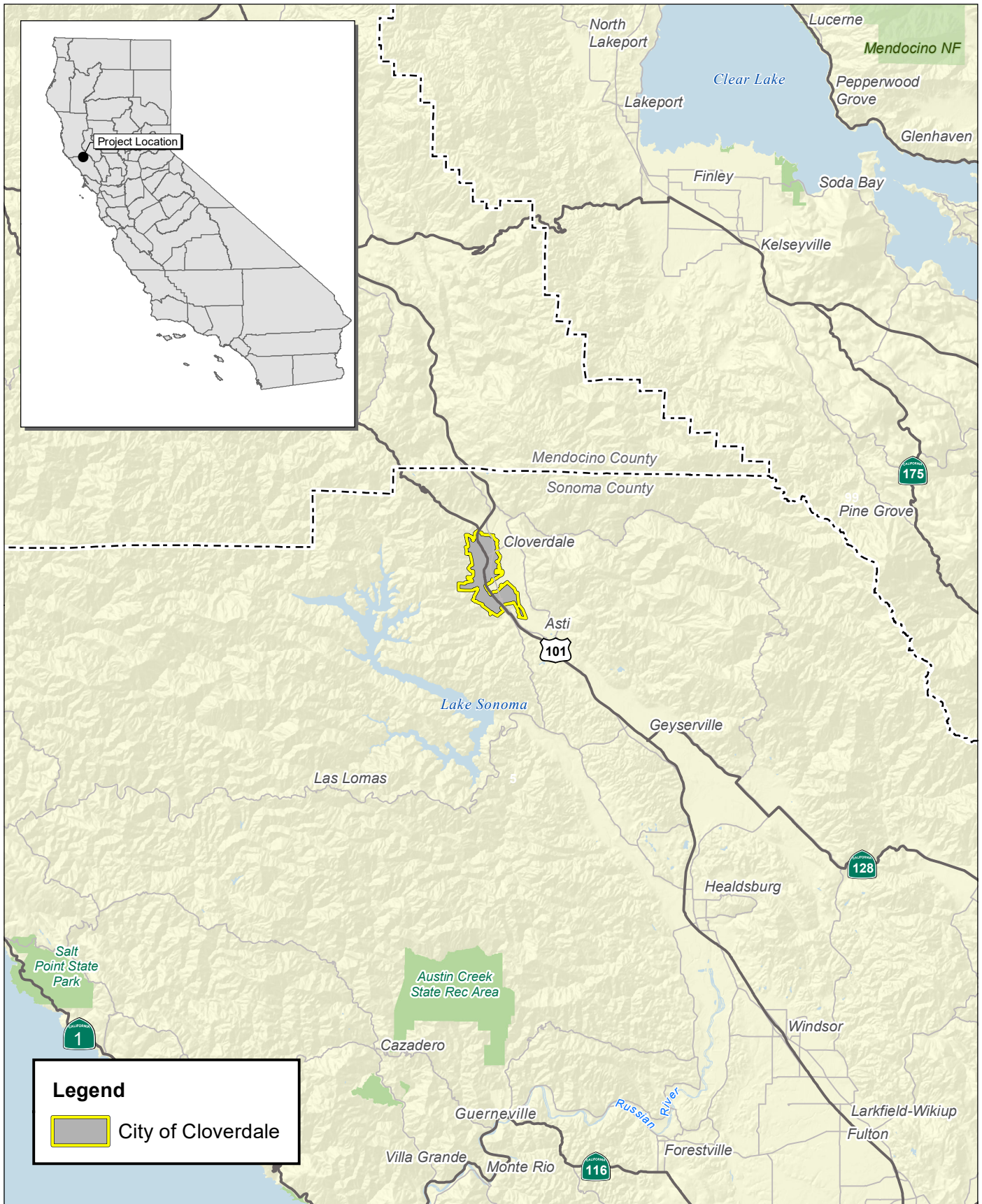
The proposed Circulation Element Update is limited to policy changes and does not propose any specific development or physical environmental changes. These conditions preclude the possibility of impacts on recreation; therefore, this issue will not be analyzed further by the Subsequent EIR.

Utilities and Service Systems

The proposed Circulation Element Update is limited to policy changes and does not propose any specific development or physical environmental changes. These conditions preclude the possibility of impacts on utilities and service systems; therefore, this issue will not be analyzed further by the Subsequent EIR.

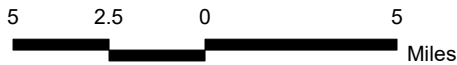
Wildfire

The proposed Circulation Element Update is limited to policy changes and does not propose any specific development or physical environmental changes. These conditions preclude the possibility of impacts on wildfire; therefore, this issue will not be analyzed further by the Subsequent EIR.



Source: Census 2000 Data, The CaSIL.

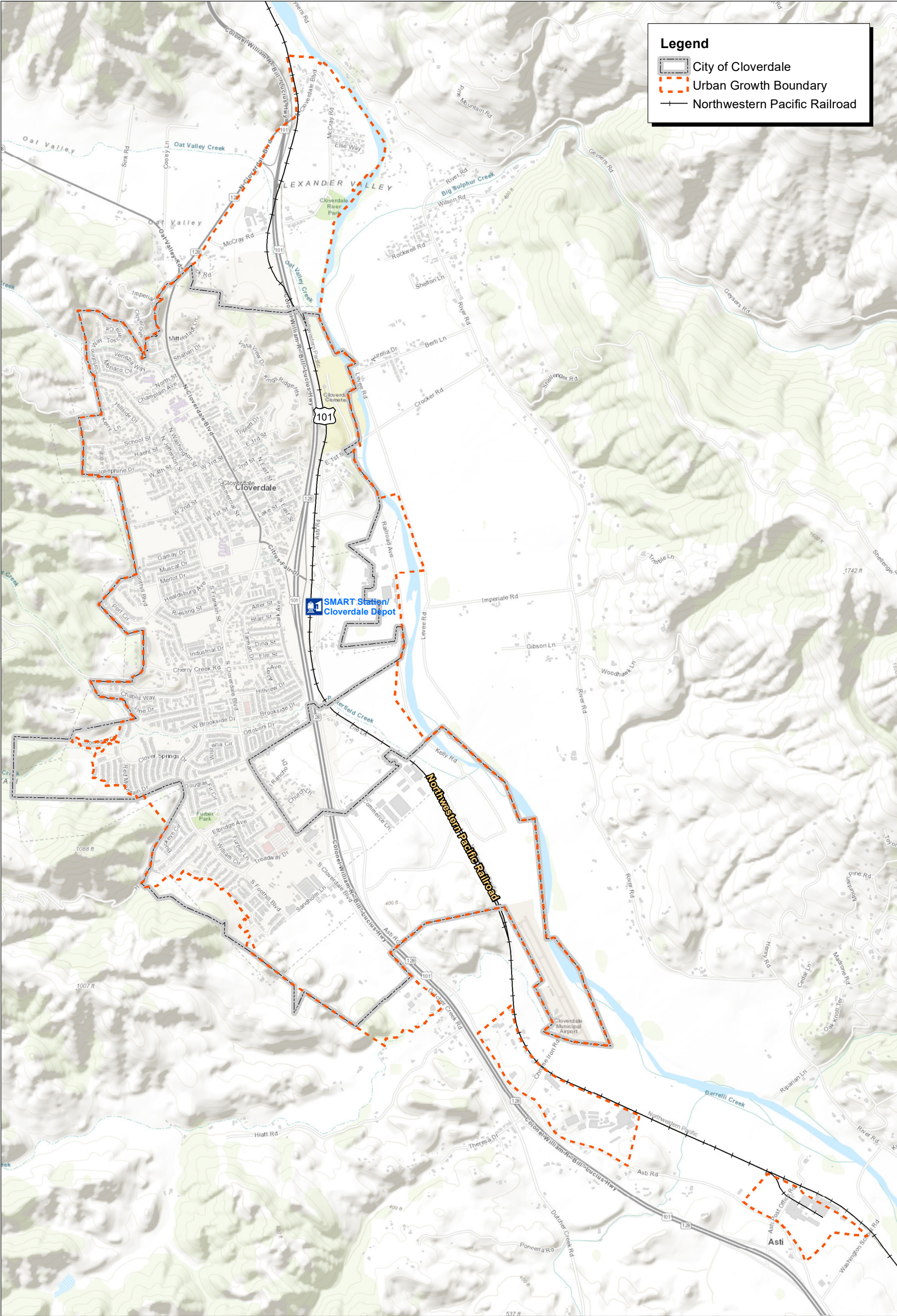
FIRSTCARBON
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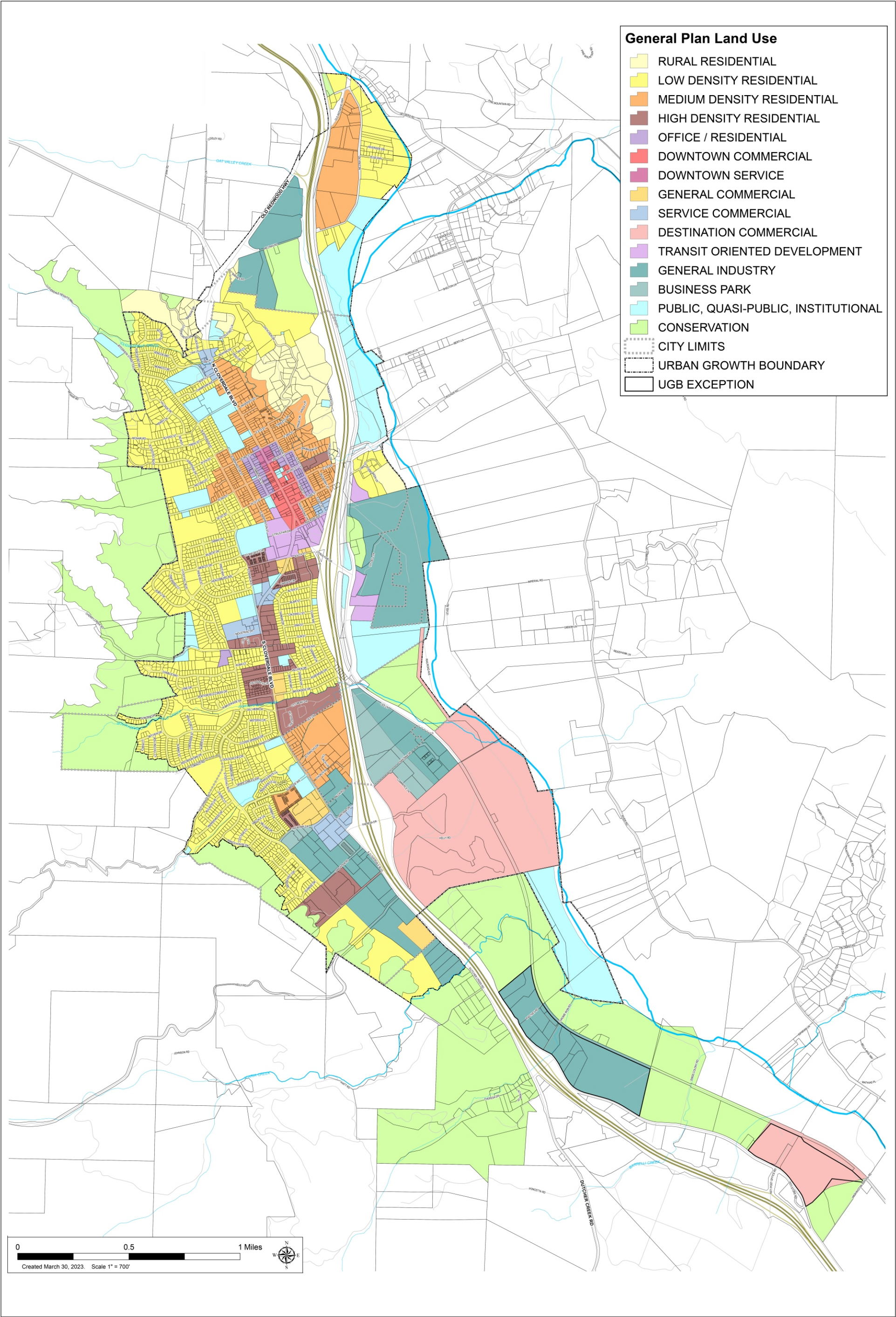
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Exhibit 1 Regional Location Map

CITY OF CLOVERDALE
GENERAL PLAN CIRCULATION ELEMENT UPDATE PROJECT
NOTICE OF PREPARATION



Source: ESRI Aerial Imagery.



Source: City of Cloverdale.





NATIVE AMERICAN HERITAGE COMMISSION

CITY OF CLOVERDALE
RECEIVED

FEB 15 2024

February 6, 2024

Kevin Thompson
City of Cloverdale
124 North Cloverdale Blvd
Cloverdale CA 95425CHAIRPERSON
Reginald Pagaling
ChumashVICE-CHAIRPERSON
Buffy McQuillen
Yokayo Pomo, Yuki,
NomlakiSECRETARY
Sara Dutschke
MiwokPARLIAMENTARIAN
Wayne Nelson
LuiseñoCOMMISSIONER
Isaac Bojorquez
Ohlone-CostanoanCOMMISSIONER
Stanley Rodriguez
KumeyaayCOMMISSIONER
Laurena Bolden
SerranoCOMMISSIONER
Reid Milanovich
CahuillaCOMMISSIONER
VacantEXECUTIVE SECRETARY
**Raymond C.
Hitchcock**
Miwok, NisenanNAHC HEADQUARTERS
1550 Harbor Boulevard
Suite 100
West Sacramento,
California 95691
(916) 373-3710
nahc@nahc.ca.gov
NAHC.ca.gov

Re: 2024010982, General Plan Circulation Element Update Project, Sonoma County

Dear Mr. Thompson:

The Native American Heritage Commission (NAHC) has received the Notice of Preparation (NOP), Draft Environmental Impact Report (DEIR) or Early Consultation for the project referenced above. The California Environmental Quality Act (CEQA) (Pub. Resources Code §21000 et seq.), specifically Public Resources Code §21084.1, states that a project that may cause a substantial adverse change in the significance of a historical resource, is a project that may have a significant effect on the environment. (Pub. Resources Code § 21084.1; Cal. Code Regs., tit.14, § 15064.5 (b) (CEQA Guidelines § 15064.5 (b)). If there is substantial evidence, in light of the whole record before a lead agency, that a project may have a significant effect on the environment, an Environmental Impact Report (EIR) shall be prepared. (Pub. Resources Code §21080 (d); Cal. Code Regs., tit. 14, § 5064 subd.(a)(1) (CEQA Guidelines §15064 (a)(1)). In order to determine whether a project will cause a substantial adverse change in the significance of a historical resource, a lead agency will need to determine whether there are historical resources within the area of potential effect (APE).

CEQA was amended significantly in 2014. Assembly Bill 52 (Gatto, Chapter 532, Statutes of 2014) (AB 52) amended CEQA to create a separate category of cultural resources, "tribal cultural resources" (Pub. Resources Code §21074) and provides that a project with an effect that may cause a substantial adverse change in the significance of a tribal cultural resource is a project that may have a significant effect on the environment. (Pub. Resources Code §21084.2). Public agencies shall, when feasible, avoid damaging effects to any tribal cultural resource. (Pub. Resources Code §21084.3 (a)). **AB 52 applies to any project for which a notice of preparation, a notice of negative declaration, or a mitigated negative declaration is filed on or after July 1, 2015.** If your project involves the adoption of or amendment to a general plan or a specific plan, or the designation or proposed designation of open space, on or after March 1, 2005, it may also be subject to Senate Bill 18 (Burton, Chapter 905, Statutes of 2004) (SB 18). **Both SB 18 and AB 52 have tribal consultation requirements.** If your project is also subject to the federal National Environmental Policy Act (42 U.S.C. § 4321 et seq.) (NEPA), the tribal consultation requirements of Section 106 of the National Historic Preservation Act of 1966 (154 U.S.C. 300101, 36 C.F.R. §800 et seq.) may also apply.

The NAHC recommends consultation with California Native American tribes that are traditionally and culturally affiliated with the geographic area of your proposed project as early as possible in order to avoid inadvertent discoveries of Native American human remains and best protect tribal cultural resources. Below is a brief summary of portions of AB 52 and SB 18 as well as the NAHC's recommendations for conducting cultural resources assessments.

Consult your legal counsel about compliance with AB 52 and SB 18 as well as compliance with any other applicable laws.

7. Conclusion of Consultation: Consultation with a tribe shall be considered concluded when either of the following occurs:

- a. The parties agree to measures to mitigate or avoid a significant effect, if a significant effect exists, on a tribal cultural resource; or
- b. A party, acting in good faith and after reasonable effort, concludes that mutual agreement cannot be reached. (Pub. Resources Code §21080.3.2 (b)).

8. Recommending Mitigation Measures Agreed Upon in Consultation in the Environmental Document: Any mitigation measures agreed upon in the consultation conducted pursuant to Public Resources Code §21080.3.2 shall be recommended for inclusion in the environmental document and in an adopted mitigation monitoring and reporting program, if determined to avoid or lessen the impact pursuant to Public Resources Code §21082.3, subdivision (b), paragraph 2, and shall be fully enforceable. (Pub. Resources Code §21082.3 (a)).

9. Required Consideration of Feasible Mitigation: If mitigation measures recommended by the staff of the lead agency as a result of the consultation process are not included in the environmental document or if there are no agreed upon mitigation measures at the conclusion of consultation, or if consultation does not occur, and if substantial evidence demonstrates that a project will cause a significant effect to a tribal cultural resource, the lead agency shall consider feasible mitigation pursuant to Public Resources Code §21084.3 (b). (Pub. Resources Code §21082.3 (e)).

10. Examples of Mitigation Measures That, If Feasible, May Be Considered to Avoid or Minimize Significant Adverse Impacts to Tribal Cultural Resources:

- a. Avoidance and preservation of the resources in place, including, but not limited to:
 - i. Planning and construction to avoid the resources and protect the cultural and natural context.
 - ii. Planning greenspace, parks, or other open space, to incorporate the resources with culturally appropriate protection and management criteria.
- b. Treating the resource with culturally appropriate dignity, taking into account the tribal cultural values and meaning of the resource, including, but not limited to, the following:
 - i. Protecting the cultural character and integrity of the resource.
 - ii. Protecting the traditional use of the resource.
 - iii. Protecting the confidentiality of the resource.
- c. Permanent conservation easements or other interests in real property, with culturally appropriate management criteria for the purposes of preserving or utilizing the resources or places.
- d. Protecting the resource. (Pub. Resource Code §21084.3 (b)).
- e. Please note that a federally recognized California Native American tribe or a non-federally recognized California Native American tribe that is on the contact list maintained by the NAHC to protect a California prehistoric, archaeological, cultural, spiritual, or ceremonial place may acquire and hold conservation easements if the conservation easement is voluntarily conveyed. (Civ. Code §815.3 (c)).
- f. Please note that it is the policy of the state that Native American remains and associated grave artifacts shall be repatriated. (Pub. Resources Code §5097.991).

11. Prerequisites for Certifying an Environmental Impact Report or Adopting a Mitigated Negative Declaration or Negative Declaration with a Significant Impact on an Identified Tribal Cultural Resource: An Environmental Impact Report may not be certified, nor may a mitigated negative declaration or a negative declaration be adopted unless one of the following occurs:

- a. The consultation process between the tribes and the lead agency has occurred as provided in Public Resources Code §21080.3.1 and §21080.3.2 and concluded pursuant to Public Resources Code §21080.3.2.
- b. The tribe that requested consultation failed to provide comments to the lead agency or otherwise failed to engage in the consultation process.
- c. The lead agency provided notice of the project to the tribe in compliance with Public Resources Code §21080.3.1 (d) and the tribe failed to request consultation within 30 days. (Pub. Resources Code §21082.3 (d)).

The NAHC's PowerPoint presentation titled, "Tribal Consultation Under AB 52: Requirements and Best Practices" may be found online at: http://nahc.ca.gov/wp-content/uploads/2015/10/AB52TribalConsultation_CalEPAPDF.pdf

3. Contact the NAHC for:
 - a. A Sacred Lands File search. Remember that tribes do not always record their sacred sites in the Sacred Lands File, nor are they required to do so. A Sacred Lands File search is not a substitute for consultation with tribes that are traditionally and culturally affiliated with the geographic area of the project's APE.
 - b. A Native American Tribal Consultation List of appropriate tribes for consultation concerning the project site and to assist in planning for avoidance, preservation in place, or, failing both, mitigation measures.
4. Remember that the lack of surface evidence of archaeological resources (including tribal cultural resources) does not preclude their subsurface existence.
 - a. Lead agencies should include in their mitigation and monitoring reporting program plan provisions for the identification and evaluation of inadvertently discovered archaeological resources per Cal. Code Regs., tit. 14, § 15064.5(f) (CEQA Guidelines § 15064.5(f)). In areas of identified archaeological sensitivity, a certified archaeologist and a culturally affiliated Native American with knowledge of cultural resources should monitor all ground-disturbing activities.
 - b. Lead agencies should include in their mitigation and monitoring reporting program plans provisions for the disposition of recovered cultural items that are not burial associated in consultation with culturally affiliated Native Americans.
 - c. Lead agencies should include in their mitigation and monitoring reporting program plans provisions for the treatment and disposition of inadvertently discovered Native American human remains. Health and Safety Code § 7050.5, Public Resources Code § 5097.98, and Cal. Code Regs., tit. 14, § 15064.5, subdivisions (d) and (e) (CEQA Guidelines § 15064.5, subds. (d) and (e)) address the processes to be followed in the event of an inadvertent discovery of any Native American human remains and associated grave goods in a location other than a dedicated cemetery.

If you have any questions or need additional information, please contact me at my email address:

Cameron.Vela@NAHC.ca.gov.

Sincerely,

Cameron Vela

Cameron Vela
Cultural Resources Analyst

cc: State Clearinghouse

From: [Johannes Hoevertsz](#)
To: [Kevin Thompson](#)
Cc: [Rafael Miranda](#); [Maddie Dolan](#)
Subject: Re: Cloverdale Circulation Element Update
Date: Monday, February 26, 2024 10:44:19 AM

Caution: This is an external email and may contain suspicious subject or content. Please take care when clicking links or opening attachments. When in doubt, please contact your IT Department

Hi Kevin,

I have reviewed the document and have no comments.

Thank you,

Johannes

From: Kevin Thompson <KThompson@ci.cloverdale.ca.us>
Date: Thursday, February 15, 2024 at 9:46 AM
To: Johannes Hoevertsz <Johannes.Hoevertsz@sonoma-county.org>
Cc: Rafael Miranda <RMiranda@ci.cloverdale.ca.us>, Maddie Dolan <mdolan@fcs-intl.com>
Subject: Cloverdale Circulation Element Update

EXTERNAL

Hi Johannes,

Please see the attached notice indicating the City of Cloverdale is updating our General Plan Circulation Element. At this point we're soliciting comments on the scope of our EIR.

If you don't have comments, would you mind sending me a quick email stating no comments, if you do have comments, that's fine also. Feel free to forward to other county departments.

Thanks,

Kevin

Kevin Thompson, Assistant City Manager / Community Development Director

City of Cloverdale
124 N. Cloverdale Blvd.
Cloverdale, CA 95425
Office: (707) 894-1723
www.cloverdale.net

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California Department of Transportation

DISTRICT 4
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P.O. BOX 23660, MS-10D | OAKLAND, CA 94623-0660
www.dot.ca.gov



March 1, 2024

SCH #: 2024010982
GTS #: 04-SON-2024-00857
GTS ID: 31932
Co/Rt/Pm: SON/VAR/VAR

Kevin Thompson, Assistant City Manager
City of Cloverdale
124 North Cloverdale Blvd
Cloverdale, CA 95425

Re: General Plan Circulation Element Update Project — Notice of Preparation (NOP) for Draft Environmental Impact Report (DEIR)

Dear Kevin Thompson:

Thank you for including the California Department of Transportation (Caltrans) in the environmental review process for the City of Cloverdale's General Plan Circulation Element Update Project. We are committed to ensuring that impacts to the State's multimodal transportation system and to our natural environment are identified and mitigated to support a safe, sustainable, integrated, and efficient transportation system.

The Local Development Review (LDR) Program reviews land use projects and plans to ensure consistency with our mission and state planning priorities. The following comments are based on our review of the January 2024 NOP.

Project Understanding

The proposed Circulation Element Update identifies the guiding principles for moving people and goods within the City of Cloverdale and identifies the infrastructure necessary to assure that the transportation network will serve the City at General Plan buildout. The goals, policies, and implementation actions would support the City's compliance with State-mandated requirements to implement Complete Streets and make efforts to reduce VMT in the community.

Travel Demand Analysis

With the enactment of Senate Bill (SB) 743, Caltrans is focused on maximizing efficient development patterns, innovative travel demand reduction strategies, and multimodal improvements. For more information on how Caltrans assesses Vehicle

Miles Traveled (VMT) analysis for land use projects, please review Caltrans' Transportation Impact Study Guide ([link](#)).

If the project meets the screening criteria established in the City's adopted VMT policy to be presumed to have a less-than-significant VMT impact and exempt from detailed VMT analysis, please provide justification to support the exempt status in alignment with the City's VMT policy. Projects that do not meet the screening criteria should include a detailed VMT analysis in the DEIR, which should include the following:

- VMT analysis pursuant to the City's guidelines. Projects that result in automobile VMT per capita above the threshold of significance for existing (i.e., baseline) city-wide or regional values for similar land use types may indicate a significant impact. If necessary, mitigation for increasing VMT should be identified. Mitigation should support the use of transit and active transportation modes. Potential mitigation measures that include the requirements of other agencies such as Caltrans are fully enforceable through permit conditions, agreements, or other legally-binding instruments under the control of the City.
- A schematic illustration of walking, biking and auto conditions at the project site and study area roadways. Potential traffic safety issues to the State Transportation Network (STN) may be assessed by Caltrans via the Interim Safety Guidance ([link](#)).
- The project's primary and secondary effects on pedestrians, bicycles, travelers with disabilities and transit performance should be evaluated, including countermeasures and trade-offs resulting from mitigating VMT increases. Access to pedestrians, bicycle, and transit facilities must be maintained.

Multimodal Transportation Planning

Please review and include the reference to the *Caltrans District 4 Pedestrian Plan* (2021) and the *Caltrans District 4 Bike Plan* (2018) in the DEIR. These two plans studied existing conditions for walking and biking along and across the STN in the nine-county Bay Area and developed a list of location-based and prioritized needs.

Please note that any Complete Streets reference should be updated to reflect Caltrans Director's Policy 37 ([link](#)) that highlights the importance of addressing the needs of non-motorists and prioritizing space-efficient forms of mobility, while also facilitating goods movement in a manner with the least environmental and social impacts. This supersedes Deputy Directive 64-R1, and further builds upon its goals of focusing on the movement of people and goods.

Equity and Public Engagement

We will achieve equity when everyone has access to what they need to thrive no matter their race, socioeconomic status, identity, where they live, or how they travel. Caltrans is committed to advancing equity and livability in all communities. We look

Kevin Thompson, Assistant City Manager
March 1, 2024
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forward to collaborating with the City to prioritize projects that are equitable and provide meaningful benefits to historically underserved communities.

Caltrans encourages the City to foster meaningful, equitable and ongoing public engagement in the General Plan Circulation Element Update process to ensure future transportation decisions and investments reflect community interests and values. The public engagement process should include community-sensitive and equity-focused approaches seeking out the needs of individuals from underserved, Tribal, and low-income communities, the elderly, and individuals with disabilities.

Thank you again for including Caltrans in the environmental review process. Should you have any questions regarding this letter, please contact Llisel Ayon, Associate Transportation Planner, via LDR-D4@dot.ca.gov. For future early coordination opportunities or project referrals, please contact LDR-D4@dot.ca.gov.

Sincerely,



for YUNSHENG LUO
Branch Chief, Local Development Review
Office of Regional and Community Planning

c: State Clearinghouse