38 Degrees North Phase 2

CITY PROJECT FILE# PRJ19-017

INITIAL STUDY/MITIGATED NEGATIVE DECLARATION

LEAD AGENCY:

CITY OF SANTA ROSA
PLANNING AND ECONOMIC DEVELOPMENT DEPARTMENT
100 SANTA ROSA AVENUE, ROOM 3
SANTA ROSA, CA 95404
CONTACT: KRISTINAE TOOMIANS, CITY PLANNER

PREPARED BY:

METROPOLITAN PLANNING GROUP
499 HUMBOLDT STREET
SANTA ROSA, CA 95404

JUNE 2020

M-GROUP

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38 DEGREES NORTH PHASE 2
CEQA ENVIRONMENTAL CHECKLIST AND INITIAL STUDY

Project Title:	38 Degrees North Phase 2
Lead agency name and address:	City of Santa Rosa Planning and Economic Development Department 100 Santa Rosa Avenue, Room 3 Santa Rosa, CA 95404
Contact person and phone number:	Kristinae Toomians, Senior Planner (707) 543-4692 Email: ktoomiansl@srcity.org
Project Location:	2660 Petaluma Hill Road Santa Rosa, Sonoma County, CA 95404 Assessor's Parcel Numbers: 044-051-055
File Number:	PRJ19-017
Project sponsor's name and address:	Dave Eadie, Senior Vice President Kennedy Wilson 151 S. El Camino Dr. Beverly Hills, CA 90212 (714) 619-7877 Email: deadie@kennedywilson.com
Property Owners:	WINCO Holdings, Inc.
General Plan Designation:	Retail / Medium Density Residential / Community Shopping Center
Zoning:	Commercial Shopping Center (CSC)
Description of project:	The project consists of the development of 172 residential apartments, a 2.54-acre open space preserve, and reservation of a 1.04-acre site for the future development of an approximately 21,000-square-foot community shopping center on an approximately 10.9-acre parcel located at 2660 Petaluma Hill Road in the City of Santa Rosa. The residential apartments would be contained within eight (8) three (3)-story buildings. Access would be provided off Petaluma Hill Road, Franz Kafka Avenue, and Farmers Lane Extension. Drive aisles would provide internal access to carports, garages and surface parking. Onsite amenities would include a club house, pool and spa area, and pedestrian pathways. The 2.54-acre open space preserve, located in in the center portion of the site, contains seasonal wetlands and an ephemeral creek, and separates the site into north and south development areas. Proposed improvements would be set back a minimum of 50 feet from the creek. A pedestrian crossing over the creek would provide connectivity between the north and southern portions of the site. The 1.04-acre future development site would allow construction of an ~21,000 square-foot community shopping center consistent with the General Plan.

Surrounding land uses and setting; briefly describe the project's surroundings:	The project site is located in Santa Rosa's Southeast quadrant, east of Petaluma Hill Road and south of Kawana Springs Road. Immediately north of the site is the 38 Degrees North Phase 1 Project (Kawana Springs Apartments), which is currently under construction with the development of 120 multi-family units. To the east of the site is the planned alignment of Franz Kafka Avenue. Franz Kafka Avenue and lands immediately to the east are currently being developed to support multi-family units as part of the Residences at Taylor Mountain Project. Farther to the east are existing single-family homes and beyond is regional open space at Taylor Mountain Regional Park. To the south of the site is the plan line for the extension of Farmer's Lane, which is currently being developed as part of the Residences at Taylor Mountain and the Taylor Mountain Estates Project (known together as the Kawana Meadows Project). A mix of agricultural and open space uses are located to the south, including Cunningham Dairy. To the west are a mix of residential, industrial, and commercial uses including Terra Springs Apartments, Goodwill, Wyatt Irrigation Supply, and various other businesses.
Other public agencies whose approval is required (e.g., permits, financial approval, or participation agreements):	Army Corps of Engineers (USACOE) for 404 Permit Regional Water Quality Control Board (RWQCB) for 401 Permit California Department of Fish and Wildlife (CDFW) for 1602 Streambed Alteration Agreement (SBAA)
Have California Native American tribes traditionally and culturally affiliated with the project area requested consultation pursuant to Public Resources Code section 21080.3.1? If so, has consultation begun?	Lytton Rancheria and Federated Indians of Graton Rancheria (FIGR) were notified on May 16, 2019. Lytton responded on May 28, 2019 requesting that a Cultural Resources Study (CRE) be prepared. The CRE was provided to Lytton on July 24, 2019. On November 12, 2019 Lytton Rancheria responded that standard cultural conditions were acceptable. FIGR did not request consultation.

38 DEGREES NORTH PHASE 2
CEQA ENVIRONMENTAL CHECKLIST AND INITIAL STUDY

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LIST OF ACRONYMS

APN	Assessor Parcel Number
BAAQMD	Bay Area Air Quality Management District
BMP	Best Management Practice
CalEEMod	California Emissions Estimator Model
CARB	California Air Resources
CBC	California Building Code
CCR	California Code of Regulations
CSC	Commercial Shopping Center (zoning district)
CDFW	California Department of Fish and Wildlife
CEQA	California Environmental Quality Act
CNEL	community noise equivalent level
CNPS	California Native Plant Society
CRHR	California Register of Historical Resources
dBA	A-weighted decibel
DEIR	Draft Environmental Impact Report
DTSC	Department of Toxic Substance Control
EIR	Environmental Impact Report
FEIR	Final Environmental Impact Report
FMMP	Farmland Mapping and Monitoring Program
FHSZ	Fire Hazard Severity Zone
GHG	greenhouse gas
HI	hazard index
HRA	Health Risk Assessment
HMBP	Hazardous Material Business Plan
IS/MND	Initial Study/Mitigated Negative Declaration
LID	Low Impact Development
LOS	Level of Service
LRA	Local Responsibility Area
mgd	million gallons per day
MBTA	Migratory Bird Treaty Act
MEI	Maximum Exposed Individual
MMRP	Mitigation Monitoring and Reporting Program
NPDES	National Pollutant Discharge Elimination System
PPV	peak particle velocity
PRC	Public Resources Code
RAFD	Rancho Adobe Fire Protection District
RCPA	Regional Climate Protection Agency
ROG	Reactive Organic Gas
RWQCB	Regional Water Quality Control Board
SCH	State Clearinghouse
SCTA	Sonoma County Transportation Authority
SRA	State Responsibility Area
SRPCS	Santa Rosa Plain Conservation Strategy
SWPPP	Storm Water Pollution Prevention Plan
SWRCB	State Water Resources Control Board
TAC	Toxic Air Contaminants
USACOE	United States Army Corps of Engineers
UGB	Urban Growth Boundary
UST	Underground Storage Tank
UWMP	Urban Water Management Plan
µg/m3	micrograms per cubic meter
VMT	Vehicle Miles Traveled

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1. INTRODUCTION

This Initial Study/Mitigated Negative Declaration (IS/MND) has been prepared in full accordance with the procedural and substantive requirements of the California Environmental Quality Act (CEQA). The analysis herein evaluates environmental impacts from the proposed 38 Degrees North Phase 2 Project, which consists of the development of eight three-story buildings containing 172 units and private amenities, preservation of 2.54 acres of open space, a 1.04-acre site reserved for the future construction of an ~21,000 square foot commercial shopping center, subterranean parking, and ancillary improvements (hereinafter referred to as the "Project").

1.1. Purpose and Intent

This IS/MND is intended to inform City decision-makers, responsible agencies, interested parties and the general public of the proposed project and its potential environmental effects. This IS/MND is also intended to provide the CEQA-required environmental documentation for all city, local and state approvals or permits that might be required to implement the proposed project.

CEQA Guidelines Section 15063(c) lists the following purposes of an Initial Study:

1. Provide the Lead Agency with information to use as the basis for deciding whether to prepare an Environmental Impact Report (EIR) or a Negative Declaration.
2. Enable an Applicant or Lead Agency to modify a project, mitigating adverse impacts before an EIR is prepared, thereby possibly enabling the project to qualify for a Negative Declaration.
3. Assist in the preparation of an EIR, if one is required.
4. Facilitate environmental assessment early in the design of a project.
5. Provide documentation of the factual basis for the finding in a Negative Declaration that a project will not have a significant effect on the environment.
6. Eliminate unnecessary EIRs.
7. Determine whether a previously prepared EIR could be used with the project.

The City of Santa Rosa, as the lead agency, has conducted an Initial Study to determine the level of environmental review necessary for the proposed project. Consistent with Section 15070(b) of the CEQA Guidelines, the Initial Study identified potentially significant effects, but:

1. Revisions in the Project plans or proposal made by or agreed to by the applicant before a proposed negative declaration and initial study are released for public review would avoid the effects or mitigate the effects to a point where clearly no significant effect would occur; and
2. There is no substantial evidence, in light of the whole record before the agency, that the Project as revised may have a significant effect on the environment.

Therefore, as the lead agency, the City of Santa Rosa has determined that a Mitigated Negative Declaration is the appropriate level of environmental review.

1.2. Public Review

In accordance with CEQA and the state CEQA Guidelines, the IS/MND prepared for the 38 Degrees North Phase 2 project will be circulated for a 30-day public review period and distributed to interested or involved

public agencies, organizations, and private individuals for review. In addition, the IS/MND has been made available for general public review at the following location:

City of Santa Rosa
Planning and Economic Development Department
100 Santa Rosa Avenue, Room 3
Santa Rosa, CA 95404
Hours: 8:00 am to 4:30 pm, Monday - Friday

During the public review period, the public will have an opportunity to provide written comments on the information contained within this IS/MND. The City will use the final IS/MND and all comments and correspondence received within the public comment period for all environmental decisions related to the proposed project.

In reviewing the IS/MND and as articulated in Section 15204(a) of the CEQA Guidelines, affected public agencies and interested members of the public should focus on the sufficiency of the document in identifying and analyzing potential impacts on the environment from the proposed project, and ways in which the significant effects of the project are proposed to be avoided or mitigated. Pursuant to Section 15204(b) of the CEQA Guidelines, such public agencies and persons should focus on the proposed finding that the Project will not have a significant effect on the environment. If public agencies or persons believe that the proposed project may have a significant effect, they should:

1. Identify the specific effect;
2. Explain why they believe the effect would occur; and
3. Explain why they believe the effect would be significant.

Finally, per Section 105204(c), reviewers should explain the basis for their comments, and should submit data or references offering facts, reasonable assumptions based on facts, or expert opinion supported by facts in support of the comments.

Comments on the IS/MND should be submitted in writing to:

Kristinae Toomians, Senior Planner
City of Santa Rosa: Planning and Economic Development Department
100 Santa Rosa Avenue, Room 3
Santa Rosa, CA 95404
Phone: (707) 543-4692
Email: ktoomians@srcity.org

2. PROJECT DESCRIPTION

2.1. Project Location

The proposed project is east of U.S. 101 within the southern portion of the City of Santa Rosa, Sonoma County, California (**Figure 1: Regional Location**). The 10.9-acre project site is located at 2660 Petaluma Hill Road (APN 044-051-055), north of Yolanda Avenue and south of Kawana Springs Road. The project site is undeveloped and consists of ruderal/non-native annual grassland, seasonal and isolated wetlands, and an ephemeral creek that bisects the central portion of the site. The project site is relatively flat, at approximately 166 feet above sea level, with a gradual slope from the northeastern portion of the site to the southwestern portion of the site.

Lands to the north, east and south of the project site are entitled for residential development and are in various stages of construction. The Kawana Meadows Project is located to the east and south of the site and includes the development of multi-family units, and single-family homes. Construction of Franz Kafka Avenue and a portion of Farmer's Lane is part of the improvement plans for the Kawana Meadows Projects. Immediately north of the site is a 5.03-acre parcel where 120 multi-family apartments (38 Degrees North Phase 1) are under construction, which is expected to be completed and operational in 2020. The site's western boundary is Petaluma Hill Road and west of Petaluma Hill Road is a mix of industrial and residential uses (**Figure 2: Project Vicinity**).

2.2. General Plan and Zoning

Per the City of Santa Rosa General Plan 2035 Land Use Diagram (October 18, 2016), the project site is designated Medium Density Residential and Retail and Business Services. The project site has a "star" symbol on the land use map indicating that it has also been identified as a community shopping center location. Pursuant to the City's General Plan (page 2-11), the vision for community shopping center is to provide a "complex of retail services and enterprises anchored by a large grocery store, and serving a community clientele." Housing must be integrated with the commercial development, but residential uses may be provided as part of a phased development. Surrounding land uses include Retail and Business Services; Medium High Density Residential; General Industry; and Mobile Homes (**Figure 3: General Plan Land Use)**.

As shown in **Figure 4: Zoning**, the zoning designation for the project site is Commercial Shopping Center (CSC). Pursuant to the Santa Rosa City Code, Title 20 Zoning, Chapter 20-23.020, the CSC zoning district provides for:

> "complexes of retail establishments, anchored by a large grocery store, serving clients from the community as a whole and in particular surrounding residential neighborhoods. These centers are intended to be designed to facilitate pedestrian and bicycle access in addition to vehicular access. Proposed commercial development is required to include a residential component when significant additions or reconstruction is proposed as noted by Section 20-23.030 (Commercial District Land Uses and Permit Requirements)."

Pursuant to the City's commercial district land uses and permit requirements, Multi-Family Dwellings are permitted uses within the CSC District. The residential density requirements for the CSC zoning district are specified in Chapter 20-23.040, Table 2-8 and provide a maximum density of 30 units per acre.

2.3. Project Description

The proposed Project, 38 Degrees North Phase 2 ("Project"), is located on a 10.9-acre parcel at 2660 Petaluma Hill Road in the City of Santa Rosa (APN 044-051-055). The Project includes the development of 172 multi-family residential units contained within eight three-story buildings, a 2.54-acre Open Space Preserve, and a 1.04-acre site for the future development of a 21,000 square-foot community shopping center. Amenities to be provided as part of the Project include an outdoor community area, a pool, deck and spa area, and a club house containing a fitness center. **Figure 5: Site Plan** shows the proposed site layout, location of the Open Space Preserve and the future community shopping center, as well as access points, drive aisles, carports and parking. A bus pullout stop with bench will be provided at the southwest corner of the project site along Petaluma Hill Road for use by Sonoma County Transit and future use by Santa Rosa CityBus.

New buildings proposed for development include eight three-story residential buildings and a clubhouse. The residential buildings are comprised of five 20-plex structures and three 24-plex structures. As proposed, each 20-plex structure contains 10 one-bedroom units, eight 2-bedroom units, and two 3-bedrooms units. Each 24-plex structure contains 10 one-bedroom units and fourteen 2-bedroom units. In total, the proposed project would introduce 80 one-bedroom/one-bath units, 82 two-bedroom/two-bath units, and 10-three bedroom/three-bath units. The proposed club house is a two-story building containing approximately 4,354 square feet and includes an outdoor community space with pool, deck and spa area, restroom facilities, a fitness room, and leasing offices.

The project site is bisected by an open drainage swale containing an ephemeral creek and isolated seasonal wetlands. These features are located within a 2.54-acre area that will be designated Open Space Preserve and will be protected and preserved as part of the Project. A pedestrian bridge will span the ephemeral creek which is roughly 30 feet wide from top of bank. The pedestrian bridge abutments will be placed outside of the top of the ephemeral creek bank, on either side, so that the bridge can span the creek without any impact to the ephemeral creek. 3:1 grading will be required for the pedestrian approaches from each side of the open space preserve up to the abutments for the pedestrian bridge.

The Project includes a 1.04-acre development site in the southwest-most portion of the site, near the intersection of Petaluma Hill Road and Farmer's Lane, that will be set aside for the future development of a 21,000 square-foot community shopping center.[1] Although the community shopping center is not being developed at this time, the future development site provides the opportunity for overall site development to be completed consistent with the General Plan Land Use Diagram and zoning designation for the parcel. This environmental document analyzes the future commercial component as part of the project for CEQA purposes, even though development of the 1.04-acre commercial site is not currently proposed, and no entitlements are being sought at this time for development of the community shopping center.

Access and Parking

The Project Site Plan (**Appendix A**) provides for multiple points of access from surrounding streets and interconnectivity with the 38 Degrees North Phase 1 development. A new 30-foot driveway would be installed to provide a single primary point of access from Petaluma Hill Road. Access would also be provided from Farmers Lane Extension via a single 35-foot-wide driveway and from Franz Kafka Avenue via two driveways. The Project's northeastern access off Franz Kafka Avenue would be 25 feet wide and its southeastern access would be 30 feet wide and located directly across Franz Kafka Avenue from Goya Street. Internal drive aisles, surface parking, and walkways would provide access to the apartment buildings and clubhouse. Drive aisles onsite range between 26 feet and 35 feet in width. A total of 270 residential parking spaces, 9 of which would be ADA-compliant and 172 of which will be covered spaces, are proposed to be accommodated within surface stalls, carports, and garages. Additionally, 8 existing carport spaces at Phase 1 will be demolished to create two drive aisle connections with Phase 2. The 8 carport spaces demolished on Phase 1 will be reconstructed on Phase 2 and will be accessible to Phase 1 residents through a cross access and reciprocal use agreement.

The Project proposes a minimum of 26 bicycle parking spaces (based on units without private garages) consisting of 3 short term parking and 23 long term bicycle parking spaces. Outdoor bicycle racks would be

1 Zoning Code Section 20-70.020 defines Large Grocery Store as "20,000 square feet in size or greater. Also includes a grocery store use located within a larger format retail store where an area 20,000 square feet in size or greater is primarily devoted to the sale of food." Community Shopping Center is a "retail complex anchored by a large grocery store." The 21,000 square foot future Community Shopping Center includes a 20,000 square foot grocery store as well as a 1,000 square foot commercial retail space.

located adjacent to entryways of buildings and the clubhouse. Bicycle parking facilities in garages would provide adequate storage space to accommodate required indoor bicycle parking for residents.

Sidewalk and walkways would be installed along the perimeter of the apartment buildings and would internally connect buildings to parking areas, the clubhouse, and common outdoor spaces. A pedestrian bridge would connect the northern and southern portions of the project by spanning the Open Space Preserve. A contiguous pedestrian sidewalk would be installed along the site frontage to Petaluma Hill Road, Farmer's Lane, and Franz Kafka Avenue.

Architecture

The proposed architecture for the residential apartments buildings is styled as a contemporary mix of framed massing and volumes using a traditional palette of materials, textures and colors. Building walls will be clad in a combination of fiber cement paneling and lap siding and will be accented with wood-look tile and screening. The siding will be painted in neutral greys and bold blues to match the hues from the approved 38 Degrees North Phase 1 buildings, to the north. Building elevations are punctuated with inset vinyl windows with fiber cement trim and feature perforated metal balcony guardrails and decorative wood-look screens. For the apartment buildings, the peak of the flat parapet is at a maximum height of 39', and for the clubhouse building, the peak of the roof is 28'. Roof finish material for all buildings is comprised of thermoplastic olefin (TPO), high density polyethylene (HDPE) or other type of thermoplastic rubberized synthetic material.

The future community shopping center has not been designed and no architectural detail is available. For purposes of this analysis it is presumed that the future community shopping center building will be of an architectural style that is compatible with surrounding development.

Landscaping and Lighting

The Conceptual Landscape Plan includes the outdoor pool, deck and spa area, a tot lot, sidewalks and pedestrian walkways, outdoor seating areas, trees and groundcover. Proposed trees include Crimson King Norway Maples, October Glory Maples, Japanese Blueberry Trees, White Crape Myrtles, Sweet Bays, Tulip Trees, Southern Magnolias, Olives, Coast Live Oaks, Valley Oaks, Chaste Trees, and Mexican Fan Palms. Groundcover includes ornamental layered landscaping. Trees and other landscaping will be planted along the perimeter of the property including street trees along Petaluma Hill Road, Franz Kafka Avenue, and Farmers Lane Extension. Landscaping would also be introduced internally within the common open space areas between buildings and walkways, and within bulb outs and planter strips near drive aisles and parking areas. Bio-retention areas will also be landscaped with an appropriate plant palette. Landscaping will be primarily drought-resistant in keeping with Santa Rosa's Water Efficient Landscape Ordinance (WELO) design requirements.

All proposed site lighting, parking area lighting, building, and pole mounted lighting has been selected based on compliance with Section 130.2(b), CGC Table 5.106.8, and Santa Rosa City Code 20-30.080(D).

Landscaping also includes onsite benches, fencing, and perimeter walls. The pool area would be encompassed by a 6-foot tall metal frame wire mesh fence. The Open Space Preserve would be surrounded by a 3-foot tall cable fence. A monument sign would be erected at the site's driveway off Petaluma Hill Road.

Offsite Improvements

Franz Kafka Avenue is currently under development as part of the Kawana Meadows Subdivision Project and the Kawana Springs Project (38° North Phase 1). Additionally, the approved Kawana Meadows Subdivision Project would construct the three-lane segment of Farmers Lane Extension, converting Petaluma Hill Road/Yolanda Avenue from a tee-intersection to a four-legged intersection.

The Project includes offsite frontage improvements to Petaluma Hill Road, Franz Kafka Avenue, and Farmers Lane Extension including sidewalks, curbs, gutters, and pavement. Full right-of-way improvements will be installed along the southside of Franz Kafka Avenue (curb, gutter, and sidewalks) adjacent to the project site. Similarly, full right-of-way improvements will be installed along the west side of Farmers Lane Extension (curb, gutter, and sidewalks) including Class II bike lane markings, and a southbound right turn lane to access the project site's southern driveway and extending to the right turn lane at Petaluma Hill Road.

Additionally, the Project includes offsite improvements to the Yolanda Avenue/Farmers Lane Extension and Petaluma Hill Road intersection. The Project will construct a left-turn lane and a shared through/right turn lane on eastbound Yolanda Avenue at Petaluma Hill Road. This improvement will consist of a three-lane section within the existing 40-foot-wide right-of-way. This section will include 11-foot through lanes in both directions and a 12-foot eastbound turn lane at the approach to Petaluma Hill Road. The improvements along Yolanda Avenue will also include a 10-foot construction easement along the northern edge of the roadway.

Offsite improvements include widening Petaluma Hill Road to include two northbound travel lanes between Yolanda Avenue and Kawana Springs Road, installing a bus stop turn out, and a Class II bike lane. Improvements include installing an eastbound left-turn and protected-phasing at Petaluma Hill Road and Yolanda Avenue/Farmers Lane Extension intersection, restriping Petaluma Hill Road north of the Yolanda Avenue/Farmers Lane Extension intersection to provide two through lanes (northbound), and a through lane and dedicated left turn lane (southbound), and restriping at the east leg of the interesction on Farmers Lane Extension to provide for dedicated left, through, and right turn lanes. Additionally, the northbound approach on Petaluma Hill Road at the Yolanda Avenue/Farmer Lane intersection will be restriped to include a left-turn pocket, two through lanes, a right turn pocket and bike lane. Along the Petaluma Hill Road frontage, the Project also includes storm drain and water main improvements, as well as the undergrounding of overhead powerlines.

Water Supply

Approximately 95 percent of the City's potable water supply comes from the Sonoma Water (formerly Sonoma County Water Agency) Aqueduct System. The City of Santa Rosa is the potable water supplier and currently provides municipal water to existing uses in the immediate vicinity of the project site. Potable water would be accommodated via the installation of water lines throughout the project site, connecting to new 12-inch diameter water mains in Petaluma Hill Road and planned improvements in Franz Kafka Avenue. Service laterals would also connect to the existing 12-inch diameter water main in Farmers Lane Extension.

Wastewater

The City of Santa Rosa provides wastewater treatment services and infrastructure currently extends to the Project site. Wastewater would be accommodated via the installation of sanitary sewer laterals throughout the project site that would connect to the existing 12-inch diameter sanitary sewer line in Petaluma Hill Road and a planned 8-inch diameter sanitary sewer line in Farmers Lane Extension. Wastewater generated by the proposed Project would be conveyed to the Laguna Wastewater Treatment Plant for processing.

Solid Waste

The City of Santa Rosa contracts with Recology Sonoma Marin to provide waste collection services. Recology will provide solid waste, recycling, and composting services to the proposed Project. Waste, recycling, and organic matter generated by the Project would be collected by a private Valet Trash service. Recycling and organic matter would be contained in one of two trash enclosures located on the project site. Valet Trash service, which has also been approved at the adjacent Phase 1 project, will haul trash to the compactor located on the Phase 1 site that will also be utilized by the Valet Trash service for Phase 2. Access and use of the Phase 1 compactor will be provided for under a cross access and reciprocal use agreement. Enclosures will be comprised of 6' masonry walls with metal doors.

Storm Drainage Infrastructure

The project will include new storm drainage infrastructure to accommodate the change in impervious surfaces that will result from development. Onsite improvements will capture storm water runoff via new storm drainpipes and convey flows to existing storm drains within Petaluma Hill Road and planned storm drains within Farmers Lane Extension.

Bioretention areas are incorporated into the site plan and are designed to capture the post development storm water runoff during precipitation events and encourage infiltration in accordance with objectives of the Low Impact Design (LID) Technical Design Manual. Proposed LID improvements include roadside bioretention planters, landscaping, permeable paving, and interceptor trees located throughout the project site.

Site Preparation and Construction

For purpose of this analysis, it is assumed that construction of the multi-family apartments would occur over an approximately 18-month construction period. Site preparation would not include demolition, as there are no structures onsite. Grubbing would include removal of six (6) trees (three of which are protected) and groundcover, which is limited to ruderal grasslands. The site is routinely mowed for weed abatement purposes and is relatively flat with the appearance of having been previously graded. Site grading will result in the distribution of soil across the site to achieve level topography. Preliminary grading indicates a balanced site, with no import or export of soils, as excess cut will be reused onsite. Following completion of site preparation and grading activities, the building pad foundations and buildings would be constructed. Utilities, storm drains, bioretention features, and other infrastructure would be installed, including new sidewalks, curbs and gutters, frontage improvements, landscaping, and lighting. Existing powerlines along the site frontage to Petaluma Hill Road would be undergrounded.

Construction equipment expected to be utilized during site preparation and grading includes tractors, backhoes, haul trucks, graders, pavers, and water trucks. All material and equipment would be staged on-site or through issuance of an encroachment permit on abutting rights-of-way.

Required Discretionary Actions

The project requires the following discretionary entitlements from the City of Santa Rosa:

- Major Design Review: For construction of 172 multi-family apartments and associated site improvements.

No entitlements are being sought at this time for the future Community shopping center. When development of the Community shopping center is proposed in the future, it will be subject to Major Design Review and possibly other entitlements depending on the nature of the application. In the future when the City receives an application for the commercial component, it will be subject to discretionary review in accordance with CEQA and assessed for consistency with this environmental document. At that time, it may be determined that the environmental analysis completed for the 38 Degrees North Phase 2 Project adequately evaluated environmental impacts associated with the commercial component or that an addendum, supplemental, or other CEQA documentation is necessary.

Other Public Agency Review

The project requires the following approvals from state regulatory agencies:

- Regional Water Quality Control Board for 401 Water Quality Certificate
- California Department of Fish and Wildlife for a 1602 Streambed Alternation Agreement
- Army Corps of Engineers for a 404 dredge and fill permit

Sustainability Measures

Sustainability measures include the implementation of California Green Building Code Standards and utilization of energy efficient building materials, appliances, lighting and mechanical systems, and water efficient plumbing systems. The project further includes provisions to meet the following mandatory requirements identified in the New Development Checklist of the Santa Rosa Climate Action Plan (CAP):

1.1.1 Comply with Cal Green Tier 1 Standards
1.3.1 Install real-time energy monitors to track energy use
1.4.2 Comply with the City's Tree Preservation Ordinance
1.4.3 Provide public and private trees
1.5 Install new sidewalks and paving with high solar reflectivity materials
4.1.2 Install bicycle parking consistent with regulation
6.1.3 Increase diversion of construction waste
7.1.1 Reduce potable water use for outdoor landscaping
7.1.3 Install City-issued water meters that track real time water use
9.1.3 Install low water use landscapes
9.2.1 Minimize construction idling time to 5 minutes or less
9.2.2 Maintain construction equipment per manufacturer's specifications
9.2.3 Limit GHG emissions by using electrified construction equipment or alternative fuels

California Native American Tribal Consultation

In accordance with AB 52 (PRC Section 21084.2), lead agencies are required to consider Tribal Cultural Resources (TCR) including a site feature, place, cultural landscape, sacred place or object, of cultural value to the tribe and is listed on the California Register of Historic Resources (CRHR) or a local register, or the Lead agency, at its discretion, chooses to treat resources as such. AB 52 mandates that a lead agency initiate consultation with a tribe with traditional and/or cultural affiliations in the geographic area where a subject project is located if a project may cause a substantial adverse change in the significance of a tribal cultural resource. Should the tribe respond requesting formal consultation, the lead agency must work with the tribe or representative thereof to identify potential impacts and develop avoidance or mitigation measures to reduce potential impacts to tribal cultural resources.

In accordance with PRC Section 21080.3.1(d), notification of the proposed project was mailed to the following local tribes on May 16, 2019:

- Federated Indians of Graton Rancheria (FIGR)
- Lytton Rancheria of California

FIGR did not respond to the notification. The Lytton Rancheria responded to notification of the project and requested that a Cultural Resources Evaluation be provided. As further described under Tribal Cultural Resources discussion, Lytton was provided with the Cultural Resources Evaluation and concurred with the recommendations set forth therein.

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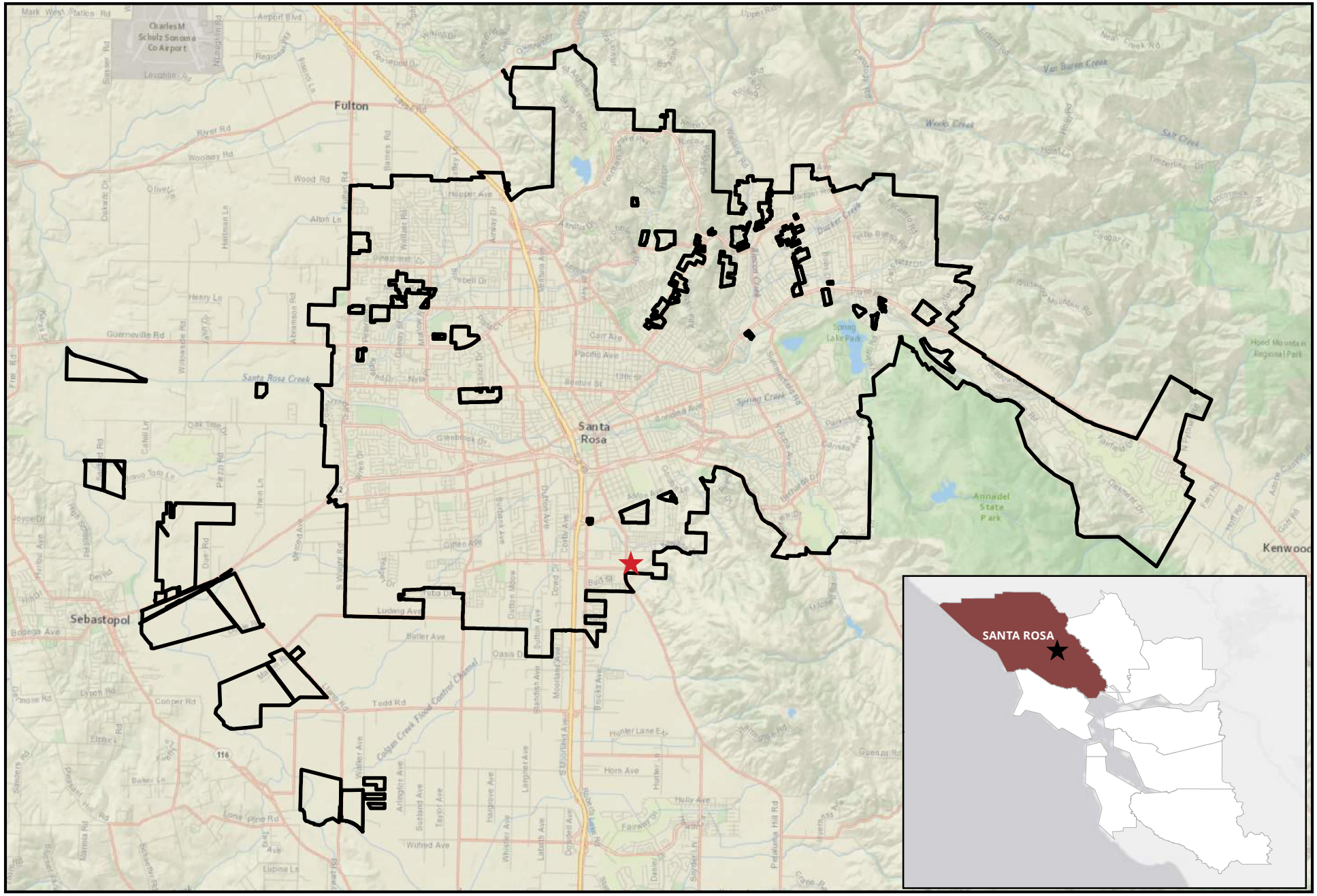
FIGURE 1



38 DEGREES NORTH PHASE 2: REGIONAL LOCATION

0 0.75 1.5 3 Miles

Data source: Sonoma County GIS; ESRI Basemap

PROJECT SITE

CITY OF SANTA ROSA

SONOMA

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FIGURE 2

38 DEGREES NORTH PHASE 2: PROJECT VICINITY

0 125 250 500 Feet

N

Data source: Sonoma County GIS; ESRI Basemap

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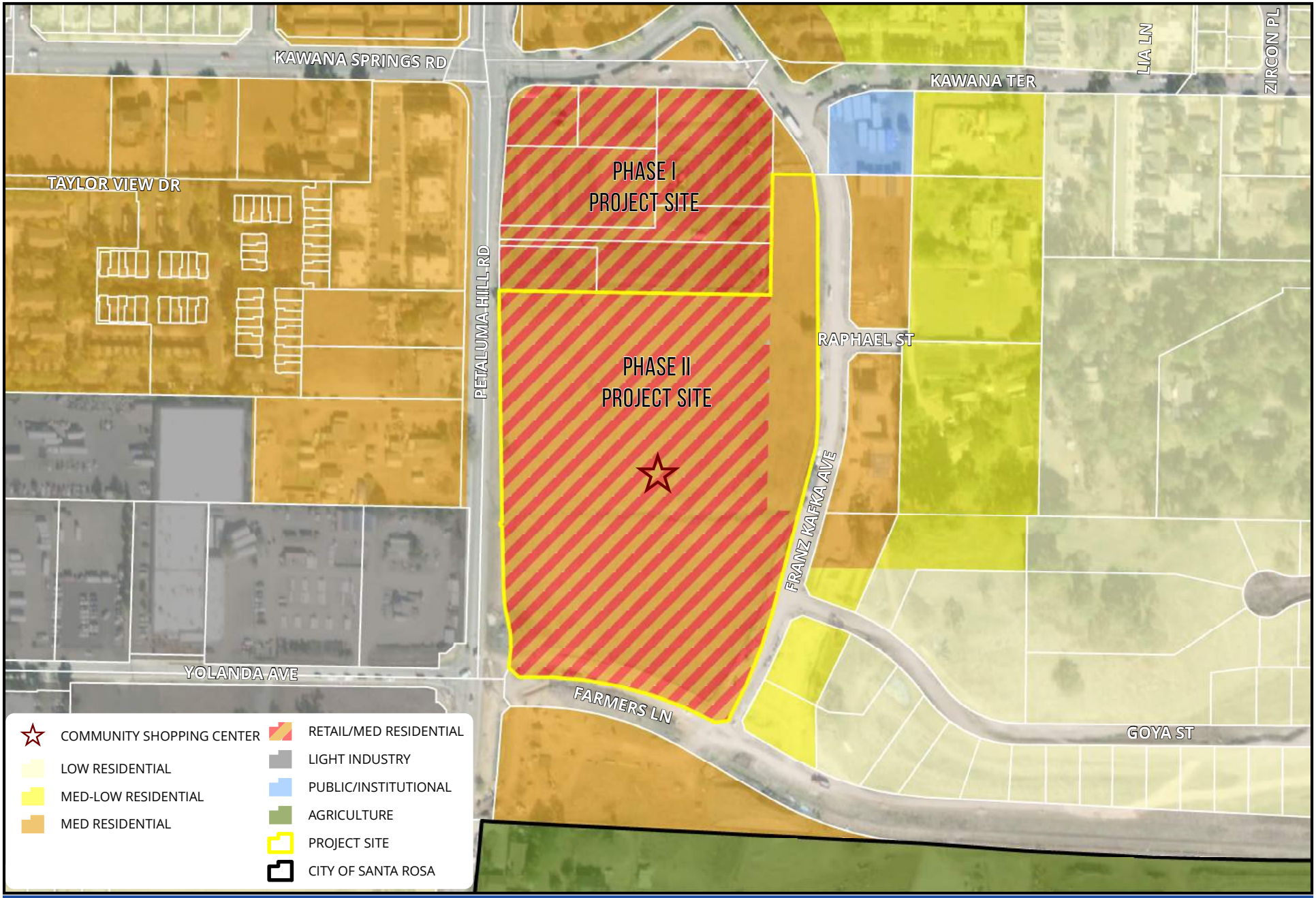
FIGURE 3



38 DEGREES NORTH PHASE 2: GENERAL PLAN LAND USE

0 125 250 500 Feet

N

Data source: Sonoma County GIS; ESRI Basemap

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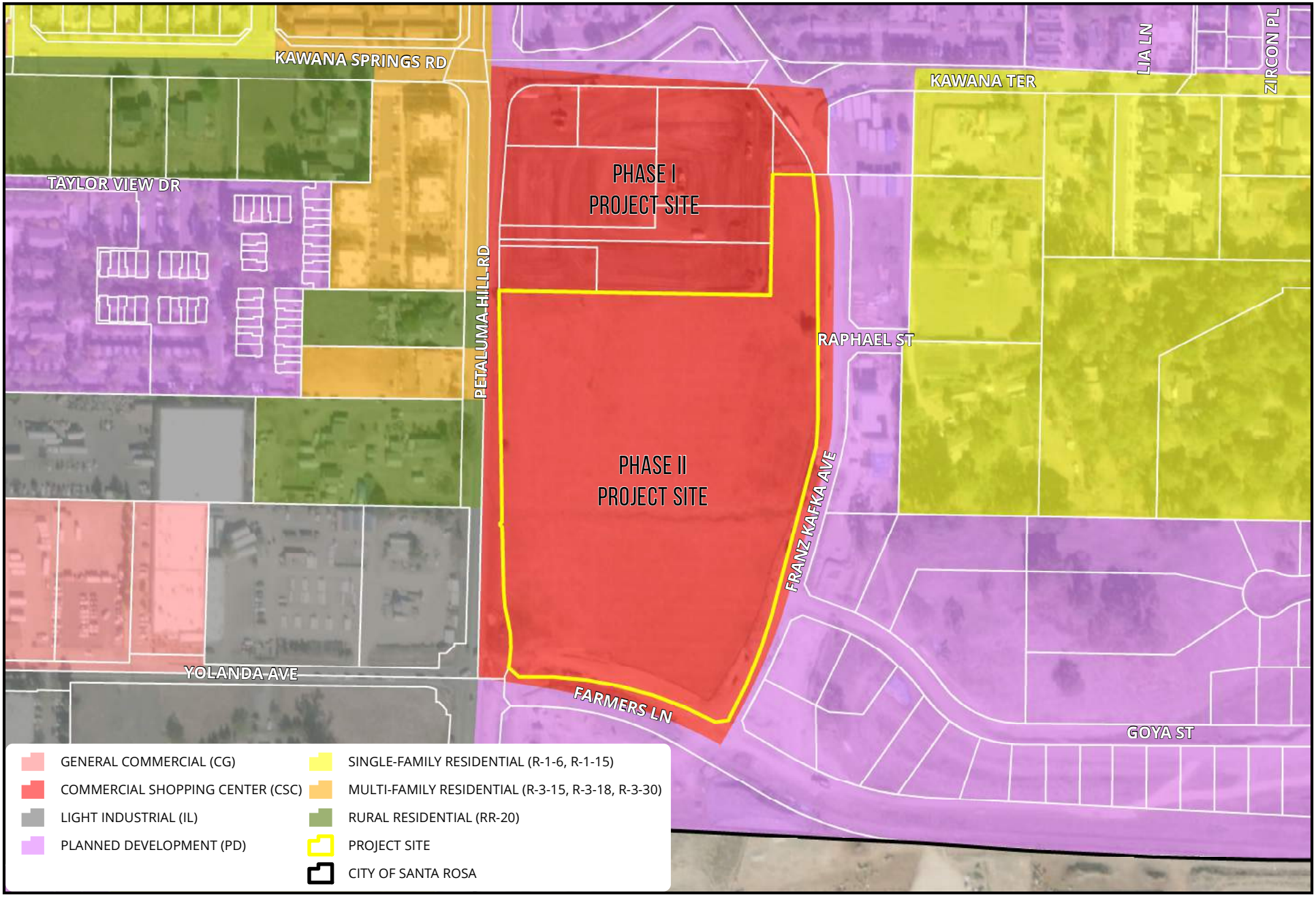
FIGURE 4



38 DEGREES NORTH PHASE 2: ZONING

0 125 250 500 Feet

N

Data source: Sonoma County GIS; ESRI Basemap

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FIGURE 5

38 DEGREES NORTH PHASE 2: SITE PLAN

0 80 160 320 Feet

N

Data source: Sonoma County GIS; TSD Engineering Plan Sheet C1, July 2019; ESRI Basemap

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3. INCORPORATION BY REFERENCE

Section 15150 of the CEQA Guidelines encourages incorporation by reference of previous environmental documents that are readily available to the public. Incorporation by reference is a necessary device for reducing the size of an IS/MND and to eliminate the need for the inclusion and repetition of copious technical and other background information into an IS/MND. Of particular relevance are the following documents presented in Section 4, all of which are hereby incorporated by reference into this IS/MND as if they were published herein. The relevant information and/or analysis that has been incorporated by reference into this IS/MND has been summarized. The environmental documents are available for public review at the Planning and Economic Development Department, 100 Santa Rosa Avenue, Room 3, Santa Rosa, California 95404, during normal business hours and online at https://srcity.org/425/Studies-Environmental-Impact-Reports.

4. RELEVANT CITY PLANNING DOCUMENTS

This section includes a description of the most relevant planning documents and regulations that are applicable to the proposed project.

4.1. City of Santa Rosa General Plan 2035

The Santa Rosa General Plan 2035 addresses issues related to physical development, growth management, transportation services, public facilities, community design, energy efficiency, greenhouse gas reduction strategies, and conservation of resources in the Planning Area. The Santa Rosa General Plan 2035 was adopted by City Council on November 3, 2009 (Resolution No. 27509).

The Santa Rosa General Plan 2035 serves the following purposes:

- Outlines a vision of long-range physical and economic development that reflects the aspirations of the community, and provides specific implementing policies that will allow this vision to be accomplished;
- Establishes a basis for judging whether specific development proposals and public projects are in harmony with said vision;
- Allows city departments, other public agencies, and private developers to design projects that will enhance the character of the community, preserve and enhance critical environmental resources, and minimize hazards; and
- Provides the basis for establishing and setting priorities for detailed plans and implementing programs such as the Zoning Code, specific and area plans, and the Capital Improvement Program.

The Santa Rosa General Plan incorporates significant policy direction from other plans. Policy references from the following plans are included in the General Plan:

- Bicycle and Pedestrian Master Plan
- Citywide Creek Master Plan
- Downtown Station Area Specific Plan
- North Santa Rosa Station Area Specific Plan
- Economic Sustainability Strategy
- Northern Downtown Pedestrian Linkages Study
- Recreation and Parks Business and Strategic Plan
- Sebastopol Road Urban Vision and Corridor Plan
- Southeast Area Plan

- Southwest Area Plan
- Climate Action Plan

The Southeast and Southwest Area Plans were superseded with the adoption of the Santa Rosa General Plan. The remainder of above-noted plans are in full effect and are referenced for additional goals, policies, and information.

4.2. City of Santa Rosa General Plan EIR

The Draft EIR for the Santa Rosa General Plan 2035 (SCH No. 2008092114) was prepared in March 2009. The Draft EIR, together with the Response to Comments document dated June 2009, constitute the Final EIR for the Santa Rosa General Plan 2035. The Final EIR was certified by the Santa Rosa City Council on November 3, 2009 (Resolution No. 27509).

The General Plan EIR reviewed all environmental impacts and effects, identified potentially significant environmental impacts, and developed measures and policies to mitigate impacts. Nonetheless, significant and unavoidable impacts were determined to occur through the implementation of the General Plan. Therefore, the City adopted a statement of overriding considerations, which balances the merits of implementing the General Plan despite the potential environmental impacts. The impacts identified as significant and unavoidable in the Santa Rosa General Plan 2035 Final EIR are:

- Increased traffic volumes, delay and a decrease in LOS on area intersections during peak hours
- Contribute to an unacceptable level of service on Highway 101
- Increase population and VMT at a rate greater than that assumed in regional air quality planning and conflict with implementation of the Bay Area Ozone Strategy
- Conflict with implementation of state or local goals for reducing greenhouse gas emissions
- Inconsistency with the 2005 Bay Area Ozone Strategy

Tiering – Santa Rosa General Plan 2035 EIR

Because CEQA discourages "repetitive discussions of the same issues" (CEQA Guidelines §15152(b)) and allows limiting discussion of a later project that is consistent with a prior plan to impacts which were not examined as significant effects in a prior EIR or to significant effects which could be reduced by revisions in the later project (CEQA Guidelines §15152(d)), no additional benefit to the environment or public purpose would be served by preparing an EIR merely to restate the analysis and the significant and unavoidable effects found to remain after adoption of all General Plan policies/mitigation measures. All General Plan policies adopted as mitigation apply to the project analyzed herein.

This environmental document tiers off the Santa Rosa General Plan 2035 EIR (SCH No. 2008092114), which was certified on November 3, 2009, to examine site-specific impacts of the proposed project, as described below. A copy of the City of Santa Rosa's General Plan and EIR are available at the Planning and Economic Development Department, 100 Santa Rosa Avenue, Room 3, Santa Rosa, California 95404, during normal business hours and online at https://srcity.org/392/General-Plan.

4.3. Santa Rosa Municipal Code

The Santa Rosa Municipal Code implements the goals and policies of the Santa Rosa General Plan by classifying and regulating the uses of land and structures within the City of Santa Rosa. In addition, the Zoning Code is adopted to protect and promote the public health, safety, and general welfare of residents, and preserve and enhance the aesthetic quality of the City.

The zoning designation for the project site is Commercial Shopping Center (CSC). Pursuant to Santa Rosa City Code, Title 20 Zoning, Chapter 20-23.080, the CSC zoning district requires "mixed use development," but permits "single-use projects" if considered through "the Design Review process provided that it is demonstrated through site planning that a well-integrated mix of commercial and residential uses is not precluded by the single-use project design."

4.4. Farmers Lane Extension EIR

The Farmer's Lane Extension Study (1988) assessed construction of a four-lane divided roadway including right-of-way acquisition, grading, utilities, and connector street intersections in eastern to southeastern Santa Rosa. A Subsequent Draft EIR was prepared for the City of Santa Rosa Farmers Lane Extension Project (SCH No. 1987122222), a proposed three- and four-lane parkway, as diagrammed in the City of Santa Rosa 2035 General. On October 7, 2003, Farmers Lane Extension's final location was formally designated by the City of Santa Rosa, the SEIR was certified (Resolution No. 25784), and the Combined Alternative 2 was approved. The impacts identified as significant and unavoidable in the SEIR for the Farmers Lane Extension were:

- Fragmentation of habitat that would interfere with the movement of wildlife including species such as the California tiger salamander
- Loss of sensitive species from vehicle collision while attempting to cross the road

4.5. Yolanda Avenue Widening Project Supplemental EIR

The Draft Supplemental EIR for the Yolanda Avenue Widening Project (SCH No. 1987122222) was prepared in July 2007. The Draft Supplemental EIR, together with the Response to Comments document constitute the Final EIR for the Yolanda Avenue Widening Project. The Final EIR was certified by the Santa Rosa City Council on September 11, 2012 (Resolution No. 28185).

The project analyzed in the EIR consisted of the widening of the Yolanda Avenue, from Santa Rosa Avenue on the west to Petaluma Hill Road on the east (a distance of about 2,800 feet). The project included the establishment of one 12-foot wide travel lane in each direction, with a center 12-foot wide two-way left turn lane. The project included the construction of five-foot wide bike lanes on both sides of the roadway, along with concrete curb and gutter on the north side of the roadway. An asphalt curb and a five-foot wide asphalt walkway was envisioned on the south side of the roadway to direct water runoff and provide for pedestrian movement as a temporary improvement until such time as properties along Yolanda Avenue develop. The project included the acquisition of additional right-of-way to accommodate the approximate 60-foot width of the reconstructed roadway.

4.6. Santa Rosa Climate Action Plan

On December 4, 2001, the Santa Rosa City Council adopted a resolution to become a member of Cities for Climate Protection (CCP), a project of the International Council on Local Environmental Initiatives (ICLEI). On August 2, 2005, the Santa Rosa City Council adopted Council Resolution Number 26341, which established a municipal greenhouse gas reduction target of 20% from 2000 levels by 2010 and facilitates the community-wide greenhouse gas reduction target of 25% from 1990 levels by 2015.

In October 2008, the Sonoma County Community Climate Action Plan (CAP) was released, which formalized countywide greenhouse gas (GHG) reduction goals. In 2009, the Regional Climate Protection Authority (RCPA) was created to improve coordination on climate change issues and establish a clearinghouse for countywide efforts to reduce GHG emissions. Also, in 2009 the City's 2035 General Plan was adopted and includes a number of policies directed at greenhouse gas emissions reduction.

On June 5, 2012, the City of Santa Rosa adopted a Climate Action Plan, which meets the programmatic threshold for a Qualified GHG Reduction Strategy, established by the Bay Area Air Quality Management District (BAAQMD) guidelines. On August 6, 2013, the City of Santa Rosa adopted a Municipal Climate Action Plan. The Project is subject to the Santa Rosa Climate Action Plan. On January 14, 2020, the Santa Rosa City Council adopted Resolution No. RES-2020-002 declaring a climate emergency and immediate emergency mobilization to restore a safe climate. The resolution establishes a 2030 carbon neutrality goal.

4.7. Santa Rosa Resilient City Measure

City Council Ordinance 2018-012, introduced at the May 1, 2018, Regular Meeting, adds Sections 20-16.060 through 20-16.090 to Chapter 20-16, Resilient City Development Measures, to address housing needs and economic development within the City of Santa Rosa following the Tubbs and Nuns fires of October 2017. The ordinance was adopted by the City Council on May 22, 2018. The Commercial Shopping Center (CSC) District was not amended by the Resilient City Measure as it already permitted multi-family development by right. The proposed 38 Degrees North Phase 2 Project would introduce 172 residential units to the City of Santa Rosa, thereby contributing to the City's housing stock.

5. ENVIRONMENTAL FACTORS POTENTIALLY AFFECTED

The environmental factors checked below would be potentially affected by this project, involving at least one impact that is a "Potentially Significant Impact Unless Mitigation is Incorporated" as indicated by the checklist on the following pages.

Aesthetics	☐	Greenhouse Gases	☒	Public Services	☐
Agricultural & Forestry	☐	Hazards & Hazardous Materials	☐	Recreation	☐
Air Quality	☒	Hydrology / Water Quality	☒	Transportation	☒
Biological Resources	☒	Land Use / Planning	☐	Tribal Cultural Resources	☒
Cultural Resources	☒	Mineral Resources	☐	Utilities / Service Systems	☐
Energy	☒	Noise	☒	Wildfire	☐
Geology / Soils	☒	Population / Housing	☐	Mandatory Findings of Significance	☒

The CEQA Initial Study (IS) Checklist and written explanations are provided in Section 6 below. The IS Checklist and narrative indicate the level of significance of the potential environmental effects of the proposed project upon each of the noted environmental resources.

6. DETERMINATION

(TO BE COMPLETED BY THE LEAD AGENCY)

On the basis of this initial evaluation:

I find that the proposed project **COULD NOT** have a significant effect on the environment. A **NEGATIVE DECLARATION** will be prepared.	
I find that although the proposed project could have a significant effect on the environment, there will not be a significant effect in this case because revisions in the project have been made by or agreed to by the project proponent. **A MITIGATED NEGATIVE DECLARATION** will be prepared.	**X**
I find that the proposed project **MAY** have a significant effect on the environment, and an **ENVIRONMENTAL IMPACT REPORT** is required.	
I find that the proposed project **MAY** have a "potentially significant impact" or "potentially significant unless mitigated" impact on the environment, but at least one effect 1) has been adequately analyzed in an earlier document pursuant to applicable legal standards, and 2) has been addressed by mitigation measures based on the earlier analysis as described on attached sheets. An **ENVIRONMENTAL IMPACT REPORT** is required, but it must analyze only the effects that remain to be addressed.	
I find that although the proposed project could have a significant effect on the environment, because all potentially significant effects (a) have been analyzed adequately in an earlier **EIR** or **NEGATIVE DECLARATION** pursuant to applicable standards, and (b) have been avoided or mitigated pursuant to that earlier **EIR** or **NEGATIVE DECLARATION**, including revisions or mitigation measures that are imposed upon the proposed project, nothing further is required.	

Kristinae Toomians 06/10/2020

Signature: Kristinae Toomians, Senior Planner **Date**

7. EVALUATION OF ENVIRONMENTAL IMPACTS

The following discussion addresses the potential level of impact relating to each aspect of the environment.

7.1. Aesthetics

Would the project:	Potentially Significant Impact	Less Than Significant with Mitigation	Less Than Significant Impact	No Impact
a) Have a substantial adverse effect on a scenic vista?	☐	☐	☒	☐
b) Substantially damage scenic resources, including, but not limited to, trees, rock outcroppings, and historic buildings within a state scenic highway?	☐	☐	☐	☒
c) Substantially degrade the existing visual character or quality of public views of the site and its surroundings? (Public views are those that are experienced from publicly accessible vantage points.) If the project is in an urbanized area, would the project conflict with applicable zoning and other regulations governing scenic quality)?	☐	☐	☒	☐
d) Create a new source of substantial light or glare which would adversely affect day or nighttime views in the area?	☐	☐	☒	☐

Sources: Santa Rosa General Plan 2035; General Plan EIR; California Scenic Highway Mapping System, https://www.arcgis.com/home/item.html?id=f0259b1ad0fe4093a5604c9b838a486a, accessed November 15, 2019; and 38 Degrees North Phase 2 Design Review Package, January 22, 2020.

Existing Aesthetics Setting:

The subject property is located within the City's Urban Growth Boundary (UGB). The entirety of the property is currently undeveloped and contains ruderal/non-native annual grassland and six trees. Historically, the site was in agricultural use since at least 1942 and was developed with former residential and/or agricultural structures.

Petaluma Hill Road from Colgan Avenue to the UGB is a City-designated Scenic Roadway in the Santa Rosa General Plan 2035, and it is further designated in the General Plan 2035 EIR as a scenic road that should be given special attention as a road that provides transitions between the rural countryside and the city's urban

area.[2] The project is adjacent to this scenic roadway and includes frontage improvements to Petaluma Hill Road (curb, gutter and sidewalks), a new access driveway, and would introduce new two- and three-story apartment buildings visible from Petaluma Hill Road.

Aesthetic and visual resources in the vicinity of the project site primarily consists of rolling hills and Taylor Mountain, which are located to the east of the subject site. Existing and approved residential developments, currently under construction, are located north, south and east of the project site. Views from Petaluma Hill Road near the project site include urban uses such as roadways, traffic signals, construction, overhead utility lines, and residential development including single-family and multifamily residences. Open space lands of the Taylor Mountain Regional Park are visible in the background. Views of foothills at the base of Taylor Mountain are partially obstructed by construction of the approved Kawana Meadows Project located east of Franz Kafka Avenue, and north and south of Farmers Lane Extension.

The 38 Degrees North Phase 2 Project is subject to Design Review in order to ensure that the architectural style, massing, color and materials, and other proposed design elements of the new development are compatible with the existing character of the site vicinity. The project site does not fall under the purview of relevant Area Specific Plans but must comply with General Plan policies set forth in the Urban Design chapter.

Aesthetics Impact Discussion:

7.1(a) (Effect a Scenic Resource or Vista) Less Than Significant Impact: The Santa Rosa General Plan 2035 EIR identifies vistas of the Sonoma Mountains and foothills as significant visual resources with notable viewpoints visible throughout the City of Santa Rosa. General Plan policies require the identification, preservation, and enhancement of scenic roads throughout the City. The General Plan calls out several policies to preserve and enhance the scenic character and aesthetic value of surrounding views from designated Scenic Roads such as Petaluma Hill Road. Visual resources present in the project area include views of Taylor Mountain Regional Park and of the Sonoma Mountains to the east.

Petaluma Hill Road from Colgan Avenue to the UGB and the future Farmers Lane Extension are recognized as scenic roads in the General Plan 2035 and General Plan 2035 EIR, the former of which is designated to be "given special attention as [a road] that provide[s] transitions between the rural countryside and the city's urban area."[3] Views to the east from Petaluma Hill Road of the Sonoma Mountains and Taylor Mountain would be partially obscured as a result of the proposed three-story apartment buildings.

Although the proposed buildings would obscure lower portions of the Taylor Mountain foothills according to a viewshed analysis and massing exhibit from Petaluma Hill Road, views of the ridgeline and mountain peak would be perceivable. Furthermore, the project is consistent with the City's development regulation governing building height. The project is also consistent with the General Plan 2035 Policy UD-C-1 by providing streetscape improvements, including new landscaping, sidewalks, curbs, and gutters along a major entry corridor (Petaluma Hill Road) into the City. Additionally, the project site has been envisioned by the General Plan to be developed at an intensity proposed by the subject project. Furthermore, lands in the immediate vicinity of the project site to the north, east, and south have been approved for residential development and construction is currently underway. Although the proposed project would result in a change from undeveloped land to urban development, scenic views from Petaluma Hill Road of Taylor Mountain would not

2 While the Zoning Code includes a Scenic Road (-SR) combining district, the project site is not additionally zoned -SR and is not subject to -SR combining district specific regulations.

3 City of Santa Rosa, General Plan 2035 Draft Environmental Impact Report, Page 4.K-2, March 2009.

be adversely impacted. Therefore, the proposed project would not have a substantial adverse effect on a scenic vista and impacts would be less than significant.

7.1(b) (Scenic Resources from Designated Scenic Highway) No Impact: The closest highway to the project site, Highway 101, is not a state designated scenic highway within the City of Santa Rosa, nor is it considered eligible to be officially designated. In addition, Highway 101 is located over 0.6 miles west of the project site. Highway 12, a state designated scenic highway, is over a mile north of the project site. As such, development of the proposed project will not damage scenic resources including, but not limited to, trees, rock outcroppings, and historic buildings viewable from a designated (or eligible) State scenic highway. Therefore, the project will have no impact due to changes in view of scenic resources from a designated scenic highway.

7.1(c) (Degrade Visual Character or Conflict with Scenic Quality) Less Than Significant Impact: The entirety of the subject property is currently undeveloped and contains ruderal/non-native annual grassland and six trees. Seasonal wetlands and a drainage channel bisect the project site.

The proposed project is subject to Design Review to ensure that the new development architectural style, massing, color and materials and design elements are compatible with the existing character of the vicinity. The 38 Degrees North Phase 2 project would be situated along the frontage of Petaluma Hill Road, Franz Kafka Avenue, and the future Farmers Lane Extension. The proposed buildings are three-stories in height, with a maximum height of 39’ 1”. The exterior building materials would be a combination of porcelain tile, horizontal lap siding and vertical panels, balcony railings, and flat roof with parapet accent elements.

As proposed, the architectural design for the structures does not significantly conflict with the established character of the surrounding development. Proposed massing, setbacks, and architectural design are reflective of that found along Petaluma Hill Road and Kawana Springs Road in the project vicinity. Furthermore, new multi-family residential developments approved by the City are currently under construction immediately adjacent to the subject site. The proposed project would not substantially degrade the visual character but would change the undeveloped parcel to a developed condition. However, the proposed buildings conform with height requirements pursuant to Santa Rosa development regulations and would introduce new landscaping including native valley oaks and coast live oaks. The proposed project would contain an open space preserve to protect a portion of the onsite wetlands and a surface drainage feature, thereby retaining an element of the undeveloped character on a portion of the project site.

While the proposed project would introduce new development on the subject property, the project is not expected to result in a substantial degradation of the visual character of the site and its surroundings because of the following: the proposed buildings respect applicable setbacks from Petaluma Hill Road, Franz Kafka Avenue, and Farmers Lane Extension and conform with height limits; the proposed development would introduce new trees and other landscaping that would screen new buildings; and the architectural design and landscaping would be compatible with surrounding land uses. Therefore, the project will have a less than significant impact to the existing visual character or quality of the site and its surroundings.

7.1(d) (Light and Glare) Less Than Significant Impact: The project site is bounded by existing and approved development currently under construction including residential and industrial land uses, as well as Petaluma Hill Road and Franz Kafka Avenue, all of which are current sources of light. Exterior lights installed in conjunction with the proposed project will result in an increase of artificial light onsite relative to existing conditions. However, the proposed project is required to conform to Santa Rosa’s Zoning Ordinance §20-30.080 Outdoor Lighting, which specifies lighting standards for all new exterior lighting, such as the provision that lighting in multi-family housing areas are not to exceed a height of 14 feet.

As an undeveloped property, the project site does not currently contain sources of light, nor does it generate glare. With the proposed project, new sources of light and glare will be introduced including exterior lights on buildings, streetlamps/pole mounted lights, automobile headlights, and lights within landscape areas and pathways. Installation of lighting at the project site would result in a minor increase in nighttime lighting relative to existing conditions.

Automobile headlights will be introduced to the project site and could intrude onto adjacent properties if not properly screened. Based on the design of the project, new turning movements for vehicles and their headlights are not expected to significantly affect glare. Landscaping, trees, and buildings would obscure vehicle headlights, thereby impeding lighting impacts to the surrounding adjacent uses.

Additionally, the preliminary photometric plan details the light levels introduced by onsite improvements and shows that the average light level is 2.1-foot candle with a maximum of 19.7-foot candle. At the site periphery, foot candles are reduced to 0.1. In accordance with City requirements, all lighting fixtures will be downcast and outfitted with reflectors as needed to direct lights toward the site and prevent glare and intrusion onto adjacent properties. Lighting specifications presented in the preliminary site photometric plan achieve compliance with City standards pursuant to Santa Rosa City Code Title 20-30.080. Therefore, the project's potential to result in impacts that would adversely affect day or nighttime views in the area, due to new sources of light and glare, would be less than significant.

Mitigation Measures: None Required.

7.2. Agricultural and Forestry Resources

Would the project:	Potentially Significant Impact	Less Than Significant with Mitigation	Less Than Significant Impact	No Impact
a) Convert Prime Farmland, Unique Farmland, or Farmland of Statewide Importance (Farmland), as shown on the maps prepared pursuant to the Farmland Mapping and Monitoring Program of the California Resources Agency, to non-agricultural use?	☐	☐	☒	☐
b) Conflict with existing zoning for agricultural use, or a Williamson Act contract?	☐	☐	☒	☐
c) Conflict with existing zoning for, or cause rezoning of, forest land (as defined in Public Resources Code section 12220(g)), timberland (as defined by Public Resources Code section 4526), or timberland zoned Timberland Production (as defined by Government Code section 51104(g))?	☐	☐	☐	☒
d) Result in the loss of forest land or conversion of forest land to non-forest use?	☐	☐	☐	☒

e) Involve other changes in the existing environment which, due to their location or nature, could result in conversion of Farmland, to non-agricultural use or conversion of forest land to non-forest use?	☐	☐	☒	☐

Sources: Santa Rosa General Plan 2035; General Plan EIR; and California Department of Conservation Farmland Mapping and Monitoring Program.

Agricultural and Forestry Resources Setting:

The California Department of Conservation, Farmland Mapping and Monitoring Program (FMMP) classifies agricultural land according to soil quality and irrigation status. According to the California Department of Conservation's FMMP, there are approximately 15,981 acres of agricultural lands within the Santa Rosa Planning Area that are largely concentrated along the western edge of the City outside of the UGB. This acreage is further broken down into 9,657 acres of Farmland of Local Importance, 3,121 acres of Prime Farmland, and 3,203 acres of Farmland of Statewide Importance.

Farmland of Local Importance is classified as land of importance to the local agricultural economy as determined by each county's board of supervisors and a local advisory committee. Farmland of Local Importance is either currently producing or has the capability of production; but does not meet the criteria of Prime, Statewide or Unique Farmland. The hayland producing areas of the Santa Rosa Plains, Petaluma Valley, and Tubbs Island Naval Reservation are examples of Farmland of Local Importance, as are lands which are classified as having the capability for producing locally important crops such as grapes, corn, etc., but may not be planted at the present time.[4]

As stated in the General Plan EIR, approximately 1,571 acres of Farmland of Local Importance are located within the UGB, the majority of which are located in the southern sections of the UGB, with some Farmland of Local Importance located along the southeastern and western borders of the UGB adjacent to the Laguna de Santa Rosa. The majority of land within the General Plan Planning Referral Area that is classified as agricultural by the Department of Conservation comprises Farmland of Local Importance. As stated in the General Plan EIR, agricultural land within the UGB are generally vacant, open parcels.[5] The project site is classified as Farmland of Local Importance (10.08 acres) and Other Land (0.76 acres) (**Figure B-1** in **Appendix B**). No portion of the subject property is under a Williamson Act contract.

Under Public Resources Code (PRC) section 12220(g), "Forest land" is land that can support 10-percent native tree cover of any species, including hardwoods, under natural conditions, and that allows for management of one or more forest resources, including timber, aesthetics, fish and wildlife, biodiversity, water quality, recreation, and other public benefits. The subject property does not meet the definition of forest land pursuant to Section 12220(g) of the PRC. According to data obtained by the United States Department of Agriculture (USDA), Forest Service, the subject property does not contain land classified as forest land.[6] The closest lands classified as productive forest site are located approximately 1 mile northeast of the subject property (**Figure B-2** in **Appendix B**).

4 California Department of Conservation, Farmland of Local Importance Definitions, http://www.conservation.ca.gov/dlrp/fmmp/Documents/Farmland_of_Local_Importance_2016.pdf, accessed June 27, 2019.
5 Environmental Science Associates, Santa Rosa General Plan 2025, March 2009.
6 Land Classifications based on USGS Land Use and Land Cover Classification System for Use with Remote Sensor Data.

As stated in PRC section 4526, "Timberland" means land, other than land owned by the federal government and land designated as experimental forest land, which is available for, and capable of, growing a crop of trees of a commercial species used to produce lumber and other forest products, including Christmas trees.

Under Government Code section 51104(g), "Timberland production zone" or "TPZ" means an area which has been zoned pursuant to Section 51112 or 51113 and is devoted to and used for growing and harvesting timber, or for growing and harvesting timber and compatible uses, as defined in subdivision (h). With respect to the general plans of cities and counties, "timberland preserve zone" means "timberland production zone." None of the land within the project site is in a timberland zone, or within a timberland zoned Timberland Production.

Agricultural and Forestry Resources Impact Discussion:

7.2 (a-b) (Farmland Conversion, Williamson Act, Forestland, Timberland) Less Than Significant Impact: The project site is not classified as Prime Farmland, Unique Farmland, or Farmland of Statewide importance. The subject property is not zoned for agricultural uses and the project will not interfere with a Williamson Act contract.

Data obtained from the California Department of Conservation FMMP indicates the project site contains lands classified as Other Land and Farmland of Local Importance. The proposed project would convert approximately ten (10) acres of Farmland of Local Importance to non-agricultural uses. Under the General Plan, land located throughout the UGB designated as Farmland of Local Importance was anticipated to be converted to non-agricultural uses. The General Plan EIR concluded that the conversion of farmland that would happen under the General Plan would not constitute a significant loss of farmland because the proposed General Plan contains policies that ensure the maintenance and preservation of farmland outside of the UGB. As such, the conversion of approximately 10 acres of Farmland of Local Importance on the project site to urban uses is considered a less than significant impact.

7.2 (c-d) (Forestland and Timberland) No Impact: There are no forestlands or timberlands located within the project site and surrounding properties. Therefore, the project will have no impact on forestry resources.

7.2 (e) (Other conversions of Farmland or Forestland) Less Than Significant Impact: The subject property is located within the UGB and surrounded by land designated as Medium Density Residential, Medium-Low Density Residential, Light Industrial, and Retail/Medium Density Residential on the General Plan Land Use map. None of the lands surrounding the project site are under a Williamson Act contract. According to the California Department of Conservation FMMP, land adjacent to, south of, and west of the subject property are designated as Farmland of Local Importance. These properties are currently under construction with the development of residential uses consistent with the City's General Plan. As such, the proposed project would not provide an impetus for the conversion of farmland in the vicinity. Therefore, impacts from conversion of other farmlands as a result of the proposed project are less than significant.

In the absence of forestland on the subject property or surrounding properties, the proposed project would not encourage the loss or conversion of forested land to other uses. Therefore, the project will have no impacts associated with the conversion of forestlands.

Mitigation Measures: None Required.

7.3. Air Quality

Would the project:	Potentially Significant	Less Than Significant	Less Than Significant	No Impact

	Impact	with Mitigation	Impact	
a) Conflict with or obstruct implementation of the applicable air quality plan?	☐	☐	☒	☐
b) Result in a cumulatively considerable net increase of any criteria pollutant for which the project region is in non-attainment under an applicable federal or state ambient air quality standard?	☐	☒	☐	☐
c) Expose sensitive receptors to substantial pollutant concentrations?	☐	☒	☐	☐
d) Result in other emissions (such as those leading to odors) adversely affecting a substantial number of people?	☐	☐	☒	☐

Sources: Santa Rosa General Plan 2035 and EIR; BAAQMD 2017 Bay Area Clean Air Plan; BAAQMD CEQA Guidelines May 2017; 38 Degrees North Phase 2 Air Quality & Greenhouse Gas Assessment prepared by Illingworth & Rodkin, June 2020.

Air Quality Setting:

The City of Santa Rosa is located within the San Francisco Bay Area air basin, regulated by the Bay Area Air Quality Management District (BAAQMD). Air quality within the Bay Area Air Basin is influenced by natural geographical and meteorological conditions as well as human activities such as construction and development, operation of vehicles, industry and manufacturing, and other anthropogenic emission sources. The Federal Clean Air Act and the California Clean Air Act establish national and state ambient air quality standards respectively. The BAAQMD is responsible for planning, implementing, and enforcing air quality standards within the Bay Area Air Basin, including the City of Santa Rosa.

The Bay Area Air Basin is designated as non-attainment for both the one-hour and eight-hour state ozone standards; 0.09 parts per million (ppm) and 0.070 ppm, respectively. The Bay Area Air Basin is also in non-attainment for the PM_{10} and $PM_{2.5}$ state standards, which require an annual arithmetic mean (AAM) of less than 20 $\mu g/m^3$ for PM_{10} and less than 12 $\mu g/m^3$ for $PM_{2.5}$. In addition, the Basin is designated as non-attainment for the national 24-hour fine particulate matter ($PM_{2.5}$).[7] All other national ambient air quality standards within the Bay Area Air Basin are in attainment.

Air quality emissions of carbon monoxide (CO), ozone precursors (ROG and NOx), and particulate matter (PM_{10} and $PM_{2.5}$) from construction and operation are evaluated pursuant to the BAAQMD CEQA Air Quality Guidelines established in May 2010[8] and updated in May 2017. The City of Santa Rosa recognizes that these thresholds represent the best available scientific data and has elected to rely on BAAQMD Guidelines dated

7 On January 9, 2013, Environmental Protection Agency (EPA) issued a final rule to determine that the Bay Area attains the 24-hour $PM_{2.5}$ national standard. This rule suspends key State Implementation Plan requirements as long as monitoring data continues to show that the Bay Area attains the standard. Despite this EPA action, the Bay Area will continue to be designated as "non-attainment" for the national 24-hour $PM_{2.5}$ standard until such time as the Air District submits a "redesignation request" and a "maintenance plan" to EPA, and EPA approves the proposed redesignation.

8 Adopted by Board of Directors of the BAAQMD in June 2010 (Resolution No. 2010-6).

May 2017 in determining screening levels and significance.[9] BAAQMD air quality thresholds are presented in **Table 1** below.

TABLE 1: AIR QUALITY SIGNIFICANCE THRESHOLDS

Criteria Air Pollutant	Construction Thresholds	Operational Thresholds	
	Average Daily Emissions (lbs./day)	Average Daily Emissions (lbs./day)	Annual Average Emissions (tons/year)
ROG	54	54	10
NOx	54	54	10
PM_{10}	82 (Exhaust)	82	15
$PM_{2.5}$	54 (Exhaust)	54	10
CO	Not Applicable	9.0 ppm (8-hour average) or 20.0 ppm (1-hour average)	
Fugitive Dust	Construction Dust Ordinance or other Best Management Practices	Not Applicable	
Health Risks and Hazards	**Single Sources Within 1,000-foot Zone of Influence**	**Combined Sources (Cumulative from all sources within 1,000-foot zone of influence)**	
Excess Cancer Risk	>10 per one million	>100 per one million	
Hazard Index	>1.0	>10.0	
Incremental annual $PM_{2.5}$	>0.3 µg/m^3	>0.8 µg/m^3	
Greenhouse Gas Emissions			
Land Use Projects – Direct and Indirect Emissions		Compliance with a Qualified GHG Reduction Strategy OR 1,100 metric tons annually or 4.6 metric tons per capita (for 2020)	

Source: BAAQMD's May 2017 CEQA Air Quality Guidelines

Note: ROG = reactive organic gases, NOx = nitrogen oxides, PM_{10} = course particulate matter or particulates with an aerodynamic diameter of 10 micrometers (µm) or less, $PM_{2.5}$ = fine particulate matter or particulates with an aerodynamic diameter of 2.5µm or less; and GHG = greenhouse gases.

*BAAQMD does not have a recommended post-2020 GHG Threshold.

The City of Santa Rosa's General Plan sets forth policies and programs to maintain and enhance air quality.

9 In March 2012, the Alameda County Superior Court ordered BAAQMD to set aside use of the significance thresholds within the BAAQMD 2010 CEQA Guidelines and cease dissemination until they complete an assessment of the environmental effects of the thresholds in accordance with CEQA. The Court found that the thresholds, themselves, constitute a "project" for which environmental review is required. In August 2013, the First District Court of Appeal reversed the Alameda County Superior Court's decision. The Court held that adoption of the thresholds was not a "project" subject to CEQA because environmental changes that might result from their adoption were too speculative to be considered "reasonably foreseeable" under CEQA. In December 2015, the California Supreme Court reversed the Court of Appeal's decision and remanded the matter back to the appellate court to reconsider the case in light of the Supreme Court's opinion. The BAAQMD published a new version of the Guidelines dated May 2017, which includes revisions made to address the Supreme Court's opinion. The May 2017 Guidelines update does not address outdated references, links, analytical methodologies or other technical information that may be in the Guidelines or Thresholds Justification Report. The BAAQMD is currently working to update any outdated information in the Guidelines.

OSC-J-1 is particularly applicable, stating that all new construction projects shall be reviewed and require dust abatement actions as contained in the CEQA Handbook of the BAAQMD.

Air Quality Impact Discussion:

7.3(a) (Conflict with Applicable Air Quality Plan) Less Than Significant Impact: The BAAQMD adopted the 2017 Bay Area Clean Air Plan (CAP) on April 19, 2017 to comply with state air quality planning requirements set forth in the California Health & Safety Code. The 2017 CAP includes a wide range of control measures designed to decrease emissions of the air pollutants most harmful to Bay Area residents and which include particulate matter (PM), ozone (O_3), and toxic air contaminants (TACs). The CAP further endeavors to reduce emissions of methane and other "super-greenhouse gases (GHGs)" that are potent climate pollutants in the near-term and to decrease emissions of carbon dioxide by reducing fossil fuel combustion.

The proposed control strategy for the 2017 CAP consists of 85 distinct measures targeting a variety of local, regional, and global pollutants. The CAP includes control measures for stationary sources, transportation, energy, buildings, agriculture, natural and working lands, waste management, water, and super-GHG pollutants. Implementation of some of the control measures could involve retrofitting, replacing, or installing new air pollution control equipment, changes in product formulations, or construction of infrastructure that have the potential to reduce air quality impacts.

The BAAQMD CEQA Guidelines set forth criteria for determining consistency with the CAP. In general, a project is consistent if a) the project supports the primary goals of the CAP, b) includes control measures, and c) does not interfere with implementation of the CAP measures.

The proposed project would have a less than significant impact due to a conflict with the Clean Air planning efforts since, a) the project supports the goals of the CAP in that it limits urban sprawl by proposing development within existing urban limits; b) includes control measures to protect air quality during construction by implementing best control measures set forth by BAAQMD; and c) the proposed project would generate air quality emissions below the BAAQMD criteria pollutant thresholds (Section 7.3(b-c) below). Therefore, the project will have less than significant impacts due to a conflict with the regional air quality plan.

7.3(b) (Violate Air Quality Emission Standards) Less Than Significant with Mitigation: Air quality emissions associated with the proposed project would result from short-term construction activities and ongoing operation. BAAQMD Guidelines include "screening criteria" that provide a conservative estimate, above which a project would be considered to have a potentially significant impact to air quality. Projects that are below the screening criteria threshold are reasonably expected to result in less than significant impacts to air quality.

TableTABLE 2: BAAQMD SCREENING CRITERIA FOR APARTMENTS**TABLE** 2 below shows that the screening level for the development of residential apartments is 240 dwelling units and 42,000 square feet for a supermarket (presumed to be comparable to a grocery store use), above which a quantitative analysis would be warranted to determine if air quality impacts would be potentially significant.

TABLE 2: BAAQMD SCREENING CRITERIA FOR APARTMENTS

Land Use Type	Operational	Construction
Apartments Mid-Rise	494 du (ROG)	240 du (ROG)
Supermarket	42 ksf (NOX)	277 ksf (ROG)

Source: Table 3-1, pg. 3-2 Bay Area Air Quality Management District 2010 CEQA Guidelines, May 2017.
Note: du = dwelling unit and ksf = thousand square feet; NOX = oxides of nitrogen; ROG = reactive organic gases

The project proposes the development of 172 apartment units, which does not exceed the construction screening levels for criteria pollutants. Although not proposed for construction at this time, the project will reserve a 1.04-acre parcel for the future construction of an approximately 21,000 square foot grocery store. In order to understand potential air quality emissions and exposure risks from construction and operation a quantitative air quality emissions analysis was prepared by Illingworth & Rodkin and is included in full in **Appendix C** hereto. A summary of findings is presented below.

Construction Activities

Construction activities include demolition, grubbing, and the removal of vegetation and grasses, as well as grading and the construction the apartment buildings, clubhouse, frontage improvements, and associated infrastructure. During construction activities, the project would generate temporary air pollutant emissions associated with site preparation, ground disturbance, the operation of heavy-duty construction equipment, workers traveling to and from the site, and the delivery of materials. These activities would create temporary emissions of fugitive dust from site grading, and the release of toxic air contaminants, particulate matter, and ozone precursors (ROG and NOx) from combustion of fuels and the operation of heavy-duty construction equipment.

The California Emissions Estimator Model (CalEEMod) Version 2016.3.2 was used to estimate emissions from construction related activities. Emission levels were compared relative to BAAQMD significance thresholds as identified in the Table below to determine the project's potential to impact air quality. Although the commercial component is not currently proposed, the project includes a 1.04-acre portion of the site to accommodate a community shopping center in the future. To present a conservative analysis, the air quality modeling assumed that the residential and commercial components would be constructed simultaneously.

CalEEMod presents annual air quality emissions estimates for construction based on projected earthwork volumes, land use size, and land use type. A construction development scenario, including an equipment list and schedule, was provided by the project applicant. Based on the proposed use, construction activities, and equipment usage, the total project construction workdays are estimated to be 370 days. Average daily construction emissions (total construction emissions/construction workdays) of ROG, NOx, PM_{10}, and $PM_{2.5}$ are presented in **Table 3** below and show that air quality emissions generated during construction would not exceed BAAQMD significance thresholds.

TABLE 3: CONSTRUCTION PERIOD EMISSIONS

Scenario	ROG	NOx	PM_{10} Exhaust	$PM_{2.5}$ Exhaust
Total Construction Emissions (tons)	0.5	4.8	0.19	0.18
Average Daily Emissions (lbs/day)*	2.5	25.8	1.0	1.0
BAAQMD Thresholds (lbs/day)	*54*	*54*	*82*	*54*
Exceeds Threshold?	**NO**	**NO**	**NO**	**NO**

Source: BAAQMD's May 2017 CEQA Air Quality Guidelines; 38 Degrees North Phase 2 Air Quality & Greenhouse Gas Assessment prepared by Illingworth & Rodkin, May 2020.

*Assumes 370 construction workdays

Construction activities, particularly during site preparation and grading, would temporarily generate fugitive dust in the form of PM_{10} and $PM_{2.5}$. The BAAQMD CEQA Air Quality Guidelines consider contributions of fugitive dust to be less-than-significant if best management practices (BMPs) are implemented. As such, **Mitigation Measure AQ-1**, which provides for a variety of dust control measures during construction activities including watering the project site, covering haul loads, limiting idling time, and temporarily halting construction when winds are greater than 15 miles per hour, is set forth below. With the implementation of

Mitigation Measure AQ-1 (BAAQMD-recommended best management practices), construction activities will have less than significant impacts to air quality.

Operation

The proposed project will result in both stationary and mobile sources of emissions at operation. Although there are no new stationary "point sources" created (large emitters such as manufacturing plants), the project will result in area source emissions from the use of natural gas, consumer products such as solvents, cleaners, and paints, and landscaping maintenance equipment. A majority of the operational emissions will result from the operation of vehicles traveling to and from the project site (residents, deliveries, customers, and employees).

Operation of the proposed project is not expected to result in substantial air quality emissions. Lighting, electricity, water, and wastewater energy related demands are expected to be minimal as new buildings are subject to Title 24 requirements under the latest building code.

Table 2 above shows that the operational project level screening size for apartments is 494 dwelling units and 42,000 square feet for supermarkets. The project proposes 172 dwelling units and anticipates the future construction of 21,000 square feet of commercial space (presumed to be occupied by a grocery store).

Although individually these uses would screen out, because they may operate simultaneously in the future, CalEEMod was used to predict emissions at full build-out, including the proposed residential development and the future commercial component, with an expected operational year of 2023. **Table 4** shows that criteria pollutants generated at operation of the proposed residential development and the future commercial component will be below BAAQMD thresholds and impacts to air quality as a result of the project at operation will be less than significant.

TABLE 4: OPERATIONAL EMISSIONS

Scenario	ROG	NOX	PM_{10}	$PM_{2.5}$
2023 Project Operation Emissions (tons/year)	1.7	3.5	1.4	0.4
BAAQMD Thresholds (tons/year)	10	10	15	10
Exceed Threshold?	**NO**	**NO**	**NO**	**NO**
2023 Project Operational Emissions (lbs/day)	*9.2*	*19.3*	*7.8*	*2.2*
BAAQMD Thresholds (lbs/day)	54	54	82	54
Exceed Threshold?	**NO**	**NO**	**NO**	**NO**

Source: BAAQMD's May 2017 CEQA Air Quality Guidelines; 38 Degrees North Phase 2 Air Quality & Greenhouse Gas Assessment prepared by Illingworth & Rodkin, May 2020.

Additionally, operational period emissions were calculated for the residential and commercial land uses individually, represented by **Table 5** and **Table 6**, respectively. Project significance is based on Table 4 above; Table 5 and Table 6 are disclosed for informational purposes only.

TABLE 5: MULTI-FAMILY RESIDENTIAL OPERATIONAL EMISSIONS

Scenario	ROG	NOX	PM_{10}	$PM_{2.5}$
2023 Multi-Family Residential Operation Emissions (tons/year)	1.05	1.39	0.81	0.24
BAAQMD Thresholds (tons/year)	10	10	15	10
Exceed Threshold?	**NO**	**NO**	**NO**	**NO**
2023 Multi-Family Residential Operational Emissions (lbs/day)	*5.78*	*7.60*	*4.42*	*1.30*
BAAQMD Thresholds (lbs/day)	54	54	82	54
Exceed Threshold?	**NO**	**NO**	**NO**	**NO**

Source: BAAQMD's May 2017 CEQA Air Quality Guidelines; 38 Degrees North Phase 2 Air Quality & Greenhouse Gas Assessment prepared by Illingworth & Rodkin, May 2020.

TABLE 6: COMMUNITY SHOPPING CENTER OPERATIONAL EMISSIONS

Scenario	ROG	NOX	PM_{10}	$PM_{2.5}$
2023 Community Shopping Center (tons/year)	0.67	2.49	1.06	0.30
BAAQMD Thresholds (tons/year)	10	10	15	10
Exceed Threshold?	**NO**	**NO**	**NO**	**NO**
*2023 Community Shopping Center (lbs/day)**	*3.67*	*13.67*	*5.83*	*1.62*
BAAQMD Thresholds (lbs/day)	54	54	82	54
Exceed Threshold?	**NO**	**NO**	**NO**	**NO**

Source: BAAQMD's May 2017 CEQA Air Quality Guidelines; 38 Degrees North Phase 2 Air Quality & Greenhouse Gas Assessment prepared by Illingworth & Rodkin, May 2020.

As presented above, air quality emission of criteria pollutants generated by the proposed project fall below BAAQMD thresholds of significance. Therefore, criteria pollutants generated during operation of the proposed 38 Degrees North Phase 2, including simultaneous operation of the proposed residential development and the future commercial component, will be less than significant.

7.3(c) (Expose sensitive receptors to substantial pollutant concentrations) Less Than Significant with Mitigation: The BAAQMD defines sensitive receptors as "facilities or land uses that include members of the population that are particularly sensitive to the effects of air pollutants, such as children, the elderly and people with illnesses." Examples of sensitive receptors include places where people live, play or convalesce and include schools, day care centers, hospitals, residential areas, and recreation facilities.

Sensitive receptors, such as existing residents or planned future residents (currently under construction) located in proximity to the project site, may be exposed to health risks from construction exhaust emissions generated by the proposed project. Sensitive receptors that could potentially be affected by dust and equipment exhaust include existing residents in the project vicinity, new residents at the adjacent 38 Degrees North Phase 1 project to the north (currently under construction), existing apartments to the north and northwest along Kawana Springs Road, and new residents (currently under construction) adjacent to the project site, east of Franz Kafka Avenue and south of Farmers Lane Extension. To conservatively evaluate lifetime cancer risks and non-cancer health effects of concentrations resulting from project construction, emissions and dispersion modeling were conducted for the proposed residential development and the future commercial component, assuming simultaneous construction to capture the worst-case condition.

For expanded detail on the methodology used to measure construction related impacts to sensitive receptors, see the Air Quality Assessment prepared by Illingworth and Rodkin in **Appendix C.**

Construction Activities

Table 7 below shows the single source and combined cancer risk, $PM_{2.5}$ concentrations, and the non-cancer hazard index at the maximally exposed offsite individual from construction activities (including the proposed residential development and the future commercial component), as well as from other existing emissions sources (roadways and stationary sources) combined.

The maximum incremental residential infant cancer risk at the maximally exposed individual (MEI) receptor would be 46.0 in one million due to construction activities. This exceeds the BAAQMD single-source threshold of more than 10 in one million and is a potentially significant impact. However, with **Mitigation Measure AQ-2** set forth below, the infant cancer risk is reduced to 5.5, which is below the BAAQMD threshold and would reduce health risk impacts from construction of the project to less than significant levels.

The maximum-modeled annual $PM_{2.5}$ concentration, based on combined exhaust and fugitive dust, would be 0.51ug/m^3, which exceeds the BAAQMD single source threshold of more than 0.3 ug/m^3. However, with Mitigation Measure AQ-2, set forth below, the exposure risk to $PM_{2.5}$ is reduced to 0.05 ug/m^3, which is below the BAAQMD threshold and would reduce impacts to less than significant levels. The maximum computed hazard index (HI) of 0.03 is below the BAAQMD threshold of 0.1 and would not be exceeded**.**

During construction, the project will result in the emission of diesel exhaust from vehicles and heavy-duty equipment (TAC) as well as the generation of fugitive dust from grading and ground disturbing activities. To ensure that emissions generated during construction do not result in health risk impact to sensitive receptors Mitigation Measure AQ-2 shall be implemented. Mitigation Measure AQ-2 requires that off-road equipment used during construction activities achieve a fleet-wide average reduction of 80 percent, or more, in diesel particulate matter (DPM) exhaust emissions. With implementation of AQ-2, potential impacts to sensitive receptors during construction activities will be reduced to levels below significance.

Table 7 also shows health risks from cumulative sources inclusive of construction activities and existing emission sources in the immediate vicinity (roadways and a stationary source emitter). To assess the combined health risk, local roadways in the project vicinity (within 1,000 feet) that carry over 10,000 vehicles per day were evaluated. Yolanda Avenue was not included because it carries 8,345 daily vehicle trips, which is less than the BAAQMD recommended screening threshold for arterial roadways of 10,000 vehicles per day within 1,000 feet of a new receptor. Petaluma Hill Road is located immediately west of the project site and conveys approximately 18,370 average daily trips. Kawana Springs Road is located north of the project site and conveys approximately 17,240 average daily trips. Farmers Lane Extension is a planned future roadway located immediately south of the project site. A stationary source emitter was also identified approximately 1,000 feet from the project site and was considered in the combined source analysis.

As presented in **Table 7**, the combined source exposure is estimated to result in an increase cancer risk of 49.5, $PM_{2.5}$ concentration of 0.65ug/m^3, and a hazard index of 0.13, which fall below the combined source threshold of 100 in one million for the cancer risk, 0.8 ug/m^3 for $PM_{2.5}$, and 10 for the hazard index. Thus, construction activities combined with cumulative emission sources in the project vicinity would generate emissions well below the BAAQMD thresholds and cumulative impacts to offsite sensitive receptors would be less than significant.

TABLE 7: IMPACTS FROM COMBINED SOURCES DURING CONSTRUCTION AT OFFSITE MEI

SOURCE	MAXIMUM CANCER RISK (PER MILLION)	$PM_{2.5}$ CONCENTRATION (UG/M^3)	HAZARD INDEX
Project Construction			
Unmitigated	*46.0 (infant)*	*0.51*	*0.03*
Mitigated	*5.5 (infant)*	*0.05*	*<0.01*
BAAQMD Single Source Threshold	***>10.0***	***>0.3***	***>0.1***
Exceeds Threshold?			
Unmitigated	***YES***	***YES***	*NO*
Mitigated	*NO*	*NO*	*NO*
Cumulative-Source Risks			
Petaluma Hill Road (north-south) at 280 feet east ADT 18,370	2.4	0.09	<0.03
Kawana Springs (east-west) at 420 feet south ADT 17,240	0.9	0.03	<0.03
Farmers Lane Extension (east-west) at 740 feet south ADT 15,000	0.1	<0.01	<0.01
City of Santa Rosa Utilities Department (Plant #17919, Generator) at 1,000-feet	0.1	<0.01	<0.01
Cumulative Total			
Unmitigated	49.5	0.65	0.13
Mitigated	9.0	0.19	0.11
BAAQMD Combined Source Threshold	***>100***	***>0.8***	***>10.0***
Exceeds Threshold?			
Unmitigated	*NO*	*NO*	*NO*
Mitigated	*NO*	*NO*	*NO*

Source: 38 Degrees North Phase 2 Air Quality & Greenhouse Gas Assessment prepared by Illingworth & Rodkin, May 2020.

Operation

At operation, the project, as a residential development, will not generate air quality emissions that affect sensitive receptors in the vicinity of the project site. Potential impacts to sensitive receptors at operation of the project will be less than significant, as residential projects do not generate emissions that would result in health impacts.

Community Shopping Center

Although not currently proposed for development, the project provides a 1.04-acre portion of the site for a future community shopping center. Air quality emission estimates include construction of the proposed residential development and the future commercial component to provide a worst-case assessment of impacts on surrounding sensitive receptors. However, given that the future community shopping center is not proposed at this time, but is presumed to be constructed in the future, it is foreseeable that sensitive receptors, introduced by the proposed project, would be exposed to emissions generated by construction and operation of the community shopping center in the future. The following discussion considers potential impacts to new residents introduced by the project from a future community shopping center.

Construction of Future Community Shopping Center

Residents are considered sensitive receptors and new residents introduced by the subject project would be exposed to construction emissions in the future at the time that the commercial component is developed. The nearest residential building proposed by the project would be located approximately 40 feet from where development of the community shopping center would occur. As described above, construction activities occurring in close proximity to sensitive receptors have the potential to introduce health risks from exposure to emissions, vehicle exhaust, and dust. Construction of the community shopping center would potentially expose residents on the project site to elevated health risks. To ensure that emissions generated during construction of the community shopping center do not result in health risk impact to sensitive receptors, Mitigation Measure AQ-3 shall be implemented. Mitigation Measure AQ-3 requires that unless a project level Health Risk Assessment (HRA) demonstrates otherwise, off-road equipment used during construction shall achieve a fleet-wide average reduction of 80 percent, or more, in diesel particulate matter (DPM) exhaust emissions. With implementation of AQ-3, potential impacts to sensitive receptors during construction of the community shopping center will be reduced to levels below significance.

Operation of Future Community Shopping Center

Operational period emissions associated with the future community shopping center will be dependent on the specific design and uses. Although not proposed at this time, it is foreseeable that at operation the community shopping center would generate emissions from vehicle deliveries, employee trips, and customer trips. Assuming typical operations of a 20,000 square foot grocery store, one to two large truck deliveries per week and five to six small vehicle deliveries per day would be expected to occur. Based on the conceptual site plan for the commercial development, deliveries would be located approximately 100 feet or more from residences. Idling trucks in proximity to sensitive receptors could potentially result in health risk impacts from exposure to exhaust emissions. To ensure that operation of the community shopping center does not introduce a potential health risk to sensitive receptors, **Mitigation Measure AQ-3** directs that a project level HRA be conducted and recommendations set forth therein implemented, which may include locating delivery points at least 100 feet from sensitive receptors, providing exterior plugs at loading areas, utilizing an electric or low emissions vehicle fleet, and/or prohibiting idling of heavy-duty trucks. With implementation of AQ-3, impacts resulting from operation of the future community shopping center would be reduced to less than significant levels.

Air Quality Land Use Compatibility

New residents introduced onsite have the potential to be exposed to TACs consisting of fine particulate matter from mobile sources (i.e., vehicles) and stationary source emitters permitted by the BAAQMD. Exposure of new residents introduced by the project to air quality emissions from existing sources is not considered an environmental impact of the project but is recognized as a potential land use conflict.[10]

Sources of TACs within 1,000 feet of the project site include local arterials (Petaluma Hill Road, Kawana Springs Road, and Yolanda Avenue), and stationary source emitters including a Santa Rosa Utilities Department facility.

As demonstrated in **Table 8** below, cancer risk at the project site from local roadways is estimated to be between 0.9 and 7.3 in one million which is below the 10 in one million threshold. $PM_{2.5}$ concentrations for a roadway at the project site are estimated to be between 0.03 and 0.27 $\mu g/m^3$, which is below the BAAQMD

10 Per the California Building Industry Association v. the BAAQMD (2015), lead agencies are not required to analyze the impact of existing ambient air quality conditions on new residents.

threshold of 0.3 µg/m^3. The maximum acute and chronic hazard index would be less than 0.03 for all sources, which is below the 0.1 threshold. $PM_{2.5}$ concentrations for the single source stationary emitter is estimated to be less than 0.01 µg/m^3, which is below the BAAQMD threshold of 0.3 µg/m^3. The maximum acute and chronic hazard index would be less than 0.01, which is below the 0.1 threshold. Cancer risk at the project site from stationary source emitters is estimated to be 0.1 in one million which is below the 10 in one million threshold. Similarly, emissions from all sources combined fall below the cumulative source thresholds. Therefore, the proposed project would not result in a potential land use compatibility conflict due to introducing sensitive receptors to an area with elevated pollutant concentrations.

TABLE 8: COMMUNITY RISK IMPACT AT PROJECT SITE

SOURCE	CANCER RISK (PER MILLION)	ANNUAL $PM_{2.5}$ µG/M^3	HAZARD INDEX
Petaluma Hill (north-south) at 50 feet east ADT 18,370	7.3	0.27	<0.03
Kawana Springs (east-west) at 450 feet south ADT 17,240	0.9	0.03	<0.03
Farmers Lane Extension (east-west) at 50 feet north ADT 15,000	0.6	<0.01	<0.01
City of Santa Rosa Utilities Department (Plant #17919, Generator) at 1,000 feet	0.1	<0.01	<0.01
Construction of the Community Shopping Center	<10.0	<0.3	<1.0
BAAQMD Single Source Threshold	***>10.0***	***>0.3***	***>1.0***
Cumulative Total	<18.9	0.63	1.1
BAAQMD Cumulative Source Threshold	***>100***	***>0.8***	***>10***

Source: BAAQMD's May 2017 CEQA Air Quality Guidelines; 38 Degrees North Phase 2 Air Quality & Greenhouse Gas Assessment prepared by Illingworth & Rodkin, May 2020.

7.3(d) (Other Emissions) Less Than Significant Impact: There may occasionally be localized odors during site development associated with construction equipment, paving, and the application of architectural coatings. Any odors generated during construction would be temporary and not likely to be noticeable beyond the immediate construction zone. As a residential development, operation of the project will not create objectionable odors affecting a substantial number of people. Therefore, the project will have less than significant impacts to air quality due to objectionable odors.

The future community shopping center has the potential to introduce odors relating to food production or other commercial uses that may generate perceptible odors. However, it is not known at this time what uses might occupy the future Commercial Shopping Center. The City of Santa Rosa will consider potential odors that might be generated by the future Commercial Shopping Center and will assess uses for compatibility with surrounding receptors. It should be noted that permitted land uses within the CSC zoning district anticipated mixed-use development and allows for uses that are compatible with nearby residential use.

The project site is located approximately 300 to 1,000 feet downwind of a dairy farm that is an existing source of odors. Sensitive receptors introduced to the site by the project may be exposed to these odors that result from various sources including manure piles, lagoons, and livestock areas. Odors generated by the existing dairy farm operations may be occasionally perceptible to new residents and are dependent on wind direction and speed, atmospheric stability, and other factors. Odors from the dairy farm are not an environmental

impact of the project. Although new residents may occasionally be exposed to perceptible odors from the dairy farm operation, odors are not expected to result in a substantial land use conflict.

Mitigation Measures:

AQ-1: BAAQMD recommended Best Management Practices (BMPs) to control for fugitive dust and exhaust during all construction activities shall be incorporated into all demolition, building and grading construction plans and require implementation of the following:

1. All exposed surfaces (e.g., parking areas, staging areas, soil piles, graded areas, and unpaved access roads) shall be watered two times per day.
2. All haul trucks transporting soil, sand, or other loose material shall be covered.
3. All visible mud or dirt track-out onto adjacent public roads shall be removed using wet power vacuum street sweepers at least once per day. The use of dry power sweeping is prohibited.
4. All vehicle speeds on unpaved roads shall be limited to 15 mph.
5. All roadways, driveways, and sidewalks to be paved shall be completed as soon as practicable. Building pads shall be laid as soon as practicable after grading unless seeding or soil binders are used.
6. Idling times shall be minimized either by shutting equipment off when not in use or reducing the maximum idling time to 5 minutes (as required by the California airborne toxics control measure Title 13, Section 2485 of California Code of Regulations [CCR]). Clear signage shall be provided for construction workers at all access points.
7. All construction equipment shall be maintained and properly tuned in accordance with manufacturer's specifications. All equipment shall be checked by a certified mechanic and determined to be running in proper working condition prior to operation.
8. Post a publicly visible sign with the telephone number and person to contact at the Lead Agency regarding dust complaints. This person shall respond and take corrective action within 48 hours. The Air District's phone number shall also be visible to ensure compliance with applicable regulations.

AQ-2: To reduce potential health risk impacts during construction, the project shall develop and implement a plan demonstrating that off-road equipment used to construct the project would achieve a fleet-wide average reduction of 80 percent or more in diesel particulate matter (DPM) exhaust emissions. One feasible plan to achieve the DPM reduction could include the following:

1. All diesel-powered off-road equipment larger than 25 horsepower operating on-site for more than two days continuously shall meet U.S. EPA particulate matter emissions standards for Tier 3 engines that include CARB-certified Level 3 Diesel Particulate Filters[11] or equivalent. Equipment that achieves U.S. EPA Tier 4 engine standards for particulate matter or equipment that is electrically powered or uses non-diesel fuels would meet this requirement.
2. The simultaneous occurrence of excavation, grading, and ground-disturbing construction activities on the same area at any one time shall be limited. Activities shall be phased to reduce the amount of disturbed surfaces at any one time.

11 See http://www.arb.ca.gov/diesel/verdev/vt/cvt.htm

3. Minimize the idling time of diesel-powered construction equipment to two minutes.

AQ-3: To reduce potential health risk impacts during construction and at operation of the Community shopping center, a project level Health Risk Assessment (HRA) shall be conducted and recommendations therein implemented during all phases of construction and at operation as follows:

1. Unless otherwise demonstrated through a project level HRA at the time that an application is received for the Community shopping center, all measures set forth in AQ-2 above shall be implemented during all phases of construction. All recommendations identified in the project level HRA shall be implemented such as:
    a. Electrification of portable equipment
    b. Use of alternatively fueled (non-diesel)
    c. Use of cleaner haul truck fleet
    d. Proper staging of equipment
2. The project level HRA prepared for the Community shopping center shall evaluate operational emissions and identify avoidance and minimization to ensure that levels fall below BAAQMD thresholds for Health Risks to sensitive receptors. Such measure may include but are not limited to the following:
    a. Locate delivery points at least 100 feet from sensitive receptors
    b. Include exterior plugs at loading areas so that delivery trucks can plug in
    c. Utilize an electric or low emissions vehicle fleet
    d. Prohibit idling of heavy-duty trucks during deliveries

7.4. Biological Resources

Would the project:	Potentially Significant Impact	Less Than Significant with Mitigation	Less Than Significant Impact	No Impact
a) Have a substantial adverse effect, either directly or through habitat modifications, on any species identified as a candidate, sensitive, or special status species in local or regional plans, policies, or regulations, or by the California Department of Fish and Wildlife (Formerly Fish and Game) or U.S. Fish and Wildlife Service?	☐	☒	☐	☐
b) Have a substantial adverse effect on any riparian habitat or other sensitive natural community identified in local or regional plans, policies, regulations or by the California Department of Fish and Wildlife (formerly Fish and Game) or U.S. Fish and Wildlife Service?	☐	☒	☐	☐
c) Have a substantial adverse effect on state or federally protected wetlands (including, but not limited to, marsh, vernal pool, coastal, etc.) through direct removal, filling, hydrological interruption, or other means?	☐	☒	☐	☐
d) Interfere substantially with the movement of any native resident or migratory fish or wildlife species or with established native resident or migratory wildlife corridors, or impede the use of native wildlife nursery sites?	☐	☐	☒	☐
e) Conflict with any local policies or ordinances protecting biological resources, such as a tree preservation policy or ordinance?	☐	☒	☐	☐
f) Conflict with the provisions of an adopted Habitat Conservation Plan, Natural Community Conservation Plan, or other approved local, regional, or state habitat conservation plan?	☐	☐	☐	☒

Sources: Santa Rosa General Plan 2035; General Plan EIR; General Plan Figure 7-2: Biological Resources Map; General Plan EIR Figure 4.F-1: Special-Status Species and Sensitive Habitats Map; General Plan EIR Figure 4.F-3: Special-Status Animal Species Map; Santa Rosa Plain Conservation Strategy, prepared by U.S. Fish and Wildlife Service, December 2005; Recovery Plan for the Santa Rosa Plain, prepared by U.S. Fish and Wildlife Service, May 2016; Phase I Environmental Site Assessment, prepared by Partner Engineering and Science, Inc., Revised July 31 2019; Biological Resources Analysis for 38 Degrees North Phase 2 Project, Monk & Associates, June 2020.

Biological Resources Setting:

Biological resources are protected by statute including the Federal Endangered Species Act (FESA), the California Endangered Species Act (CESA), and the Clean Water Act (CWA). The Migratory Bird Treaty Act (MBTA) affords protection to migratory bird species including birds of prey. These regulations provide the legal protection for identified plant and animal species of concern and their habitat. In addition, regional efforts, including the Santa Rosa Plain Conservation Strategy Plan, have taken the first steps towards establishing a regional biological framework to protect the endangered California Tiger Salamander and rare plant species associated with wetland environments. The Santa Rosa Plain Recovery Plan was released by the United States Fish and Wildlife Service in June 2016 and provides a framework for the recovery of listed species.

The City of Santa Rosa and Planning Area contains streams, creeks and associated tributaries, vernal pools, grasslands, and hillsides and woodlands; all of which serve as important habitats for a variety of plant and animal species.

The project site is not located in an area identified as potentially containing sensitive species, nor is the site located in an area identified as potentially containing high quality vernal pool habitat, pursuant to Figure 7-2 of the General Plan. General Plan EIR Figure 4.F-1 shows that the project site and vicinity do not have the potential to support special-status animal species. The closest waterway to the project site is Colgan Creek, located approximately 800 feet to the north.

A Biological Resources Analysis was prepared by Monk & Associates for the subject property, which characterized existing site conditions and evaluated potential impacts to biological resources as a result of the proposed development. The information presented in the following discussion is based on the project specific Biological Resources Analysis (**Appendix D**).

The project site is located within the geographic region of Sonoma County designated by the Army Corps of Engineers (Corps) and the United States Fish and Wildlife Service (USFWS) as the "Santa Rosa Plain." The project site is currently vacant and was formerly in agricultural as early as 1942 and previously contained agricultural structures from around 1942 through 2007. There are no existing structures present on the project site. Annual grassland comprises the majority of the project site, characterized by cover of non-native grasses and ruderal forbs. Non-native grasses onsite include soft chess (*Bromus hordeaceus*), ripgut brome (*Bromus diandrus*), slender oats (*Avena barbata*), Mediterranean barley (*Hordeum marinum* ssp. *gussoneanum*), and hare barley (*Hordeum murinum* ssp. *leporinum*). Non-native forbs onsite include cut-leaf geranium (*Geranium dissectum*), common vetch (*Vicia sativa*), black mustard (*Brassica nigra*), and summer mustard (*Hirschfeldia incana*). Six trees, including a coast live oak, a weeping willow, an English walnut, a plum tree, and a black walnut are located on the project site.

The project site is bisected by a linear surface drainage feature (0.094 acres) that drains to a 0.059-acre linear wetland. Additionally, the site contains approximately 0.51 acres of wetlands, all located north of the linear drainage feature. Monk & Associates mapped the limits of the onsite wetland features and in July of 2019 the Corps confirmed the extent of jurisdictional features onsite. These "waters" provide marginal functions and services and do not support wetland species.

Biological Resources Impact Discussion:

7.4(a-b) (Adverse Effects to Sensitive Species and Habitats) Less Than Significant with Mitigation: Certain vegetation communities and plant and animal species are designated as having special-status based on their overall rarity, endangerment, restricted distribution, and/or unique habitat requirements. In general, special-status is a combination of these factors that leads to the designation of a species as sensitive. The

FESA outlines the procedures whereby species are listed as endangered or threatened and establishes a program for the conservation of such species and the habitats in which they occur. The CESA amends the California Fish and Game (Wildlife) Code to protect species deemed locally endangered and expands the number of species protected under the FESA. Below is a description of the sensitive habitats and species that could occur on the project site or in the vicinity:

Special-status Vegetation Communities and Plant Species

The project site does not contain suitable habitat to support special status plant species. The site is located outside of the Santa Rosa Plain Rare Plant Core and Management Areas identified in the USFWS' 2016 Recovery Plan. The Santa Rosa Plain Conservation Strategy designated the project site as "not likely to affect or result in take of CTS and/or federally-listed plants". Specifically, Figure 3 in the Conservation Strategy shows the project site as occurring in an area mapped as "presence of California tiger salamander is not likely and there are no listed plants in this area." Furthermore, Monk & Associates conducted three years of rare plant surveys during appropriate blooming times and no rare plants nor suitable habitat were observed. Thus, development of the project site will not affect any federally or state listed plants.

Given the context of the project site, past disturbance, negative results from three years of rare plant surveys, and that "there are no listed plants in this area" as identified in the Santa Rosa Plain Conservation Strategy, the project site is not expected to support rare plants. Therefore, the proposed project would have less than significant impacts to special-status plant species.

Special-status Animal Species

No special-status animal species have been mapped or previously recorded on or immediately adjacent to the project site. However, four special-status animal species are known to occur in the region within three miles of the project site. Species known to occur include the California tiger salamander (*Ambystoma californiense)* (CTS), white-tailed kite (*Elanus leucurus*), western pond turtle (*Emys marmorata*), and western burrowing owl (*Athene cunicularia hypugaea*).

There is no suitable habitat for either the western pond turtle or the western burrowing owl on the project site. The site lacks sufficient water habitat for the western pond turtle as there are no diving pools or aquatic vegetation. Similarly, the site lacks suitable habitat for the western burrowing owl, which are subterranean nesters that depend on other burrowing animals (such as the California ground squirrel) to excavate burrows. In Sonoma County California, ground squirrel populations are scarce to non-existent. No sign of burrowing owl, suitable donor burrows, or other indicators of this species were observed onsite. Therefore, the project site does not support habitat for the western pond turtle nor the western burrowing owl and impacts to these species as a result of the proposed project would be less than significant.

The project site does not support suitable nesting habitat for White-Tailed Kites as it lacks dense tree cover but may be used by Kites for foraging. Foraging habitat is not a protected resource and loss of foraging habitat is not considered a potential impact. Furthermore, given the amount of foraging habitat in the vicinity, conversion of the project site to a developed state would not adversely impact foraging opportunities for the White-Tailed Kite. The Migratory Bird Treaty Act (MBTA) provides for the protection of the White-Tailed Kites and other nesting bird species. To ensure compliance with the MBTA, **Mitigation Measure BIO-1** shall be implemented which provides protection to nesting birds, their eggs, and their young by restricting construction activities to outside the bird nesting season or requiring pre-construction nesting bird surveys. Implementation of Mitigation Measure BIO-1 would ensure that potential impacts to nesting birds including White Tailed Kites during the construction phase of the project would be reduced to less than significant levels.

Habitat for the California Tiger salamander (CTS) consists of grasslands and open oak woodlands that provide suitable aestivation and breeding opportunities. Based on field surveys and results from the Monk & Associates Biological Resources Assessment, the project site does not currently support CTS and is unlikely to support CTS in the future, as there is no suitable breeding habitat nor aestivation habitat onsite or in the immediate vicinity. Furthermore, the project site is located outside the USFWS area mapped as critical habitat for CTS.

The USFWS' Santa Rosa Plain Conservation Strategy designated the project site as within "Urban Growth Boundaries." As such, the USFWS anticipated development of the project site at the time the Conservation Strategy was prepared. The Conservation Strategy designates the project site as "not likely to affect or result in take of CTS and/or federally-listed plants." Additionally, the USFWS 2016 Recovery Plan for the Santa Rosa Plain shows that the project site is located outside of the Santa Rosa Plain CTS Core Management Areas. As such, the project would result in less than significant impacts to CTS.

Special-Status Species Summary

The project site located on a parcel that is substantially surrounded by existing urban uses to the north and west. To the south and east of the project site, lands are in active development with approved residential dwellings. As such, the project site is substantially surrounded by existing and pending urban development. Based on results from the site-specific Biological Resources Assessment prepared by Monk & Associates, the project site lacks suitable habitat for special status species. Mitigation Measures BIO-1 provide protection for nesting birds, which may potentially be present on site, and if present, could be impacted by the proposed project. With implementation of BIO-1 potential impacts to special status species would be reduced to levels below significance.

7.4(c) (Adverse Effects to Jurisdictional Waters) Less Than Significant with Mitigation: The project site is relatively flat, sloping gently to moderately to the south west corner of the site. The site is currently vacant and supports ruderal vegetation. There are several shallow topographic lows that collect stormwater and remain inundated or saturated in the wet months of the year. A tributary bisects the property, draining to the west, and conveys surface flows to an existing roadside ditch along Petaluma Hill Road.

A wetland delineation was conducted for the project site and submitted to the Army Corps of Engineers (Corps) for verification. On July 19, 2018, the Corps verified that the project site contains 29,107 square feet (0.668 acres) of waters of the U.S. The proposed project will protect the drainage feature (4,107 square feet or 0.094 acre) and 5,816 square feet (0.13) of seasonal wetlands in a permanent open space preserve. The project as proposed will impact 16,480 square feet (0.38 acres) of seasonal wetlands that will be filled to accommodate buildings and access aisles. Additionally, the project will impact 2,649 square feet (0.061 acre) of the roadside ditch along Petaluma Hill Road to accommodate frontage improvements including sidewalks, curb, and gutter. Under the proposed project, the existing roadside ditch will be filled and a stormdrain pipe will be installed to collect surface flows from the linear drainage feature and convey runoff to an existing culvert under the Farmers Lane Extension immediately south of the subject project site. Due to frontage improvements along Franz Kafka Avenue and Petaluma Hill Road, both the eastern and western end of the linear drainage feature, characterized as "other waters," and "drainage" will be impacted, consisting of 114 square feet (0.003 acre) and 392 square feet (0.009 acres) respectively. In addition, the project will reconstruct an existing mitigation ditch constructed by the adjacent developer of the Kawana Springs Meadows project now located along Franz Kafka Avenue in order to accommodate widening and improvements to the roadway. The mitigation ditch will be relocated within the Open Space Preserve on the project site and provide for 1:1 replacement. The proposed project will result in impacts to 19,635 square feet (0.46 acres) of waters of U.S. and State.

Fill to waters of the U.S. and/or State is considered a potentially significant impact and can be reduced to less-than-significant levels with incorporation of mitigation. **Mitigation Measure BIO-2** requires that the applicant purchase mitigation credits from an agency-approved wetland mitigation bank at a 1:1 ratio or as required by the Corps and the RWQCB. Additionally, the project shall implement a riparian planting plan that reintroduces native trees and vegetation along the linear drainage channel within the Open Space Preserve. With implementation of BIO-3, potential impacts to jurisdictional waters will be reduced to less than significant levels.

The project proposes construction of a pedestrian footbridge across the drainage feature spanning the Open Space Preserve and connecting the north and south portions of the project site. The bridge abutments would be located outside the top-of-banks but would be subject to a CDFW Streambed Alteration Agreement (SBAA) in accordance with Fish and Game code Section 1602, as construction of the bridge may potentially impact the drainage feature. Additionally, project activities would result in fill to the linear roadside ditch along Petaluma Hill Road and the relocation of the mitigation ditch along Franz Kafka Avenue which are within jurisdiction of the CDFW and are subject to a SBAA. To reduce impacts to Section 1602 jurisdictional areas, **Mitigation Measure BIO-3** shall be implemented, requiring best management practices (BMPs) to prevent construction related impacts from introducing pollutants to the drainage feature. BMPs include installation of wildlife friendly hay wattles and/or a silt fence, protecting the Open Space Preserve from construction activities, and controls on construction equipment operating within the top of bank. With implementation of measure BIO-3, impacts to CDFW jurisdictional areas will be reduced to less than significant levels.

The proposed project will result in impacts to waters of the US and waters of the State including jurisdictional waters that are regulated by the Corp, RWQCB, and the CDFW. Mitigation measures BIO-2 and BIO-3 set forth below provide compensation for fill to jurisdictional features and measures to protect features to be preserved during construction. Therefore, with implementation of mitigation measures potential impacts to jurisdictional features onsite will be reduced to less than significant levels.

7.4(d) (Adverse Effect on Wildlife Movement) Less Than Significant Impact: There is no evidence of migratory wildlife corridors or nurseries onsite. The project site is located in an area surrounded by urban development, immediately east of Petaluma Hill Road, a commuter road providing access to and from surrounding residential, commercial, and industrial areas. These conditions render the site relatively inaccessible to many species and eliminates the possibility of the site functioning as a movement corridor. In addition, the project site is not located between other local or regional open spaces and there is virtually nowhere that wildlife could be moving to or from except between developed areas. As such, development of the proposed project will not substantially interfere with the movement of fish or other wildlife species including migrating species. Therefore, the project will have less than significant impacts to wildlife corridors and species movements.

7.4(e) (Conflict with Local Ordinances) Less Than Significant with Mitigation: The City of Santa Rosa has designated valley and blue oak species with diameters of 6-inches or greater, and live, black, Oregon or White, canyon, and interior live oaks with diameters of 18-inches and greater, as “heritage trees.” Permits are also required for removal, alteration or relocation of all trees with a 4 inch or greater diameter in all zoning districts where development is being proposed or may occur in the future.

Of the six trees identified on the project site, none meet the City’s definition of a “heritage tree.” However, all six trees are greater than 4 inches in diameter and their removal requires compliance with the City’s Tree Preservation Ordinance.[12] The plum tree is exempt from the Tree Ordinance provisions (since it is a fruit tree);

[12] Pursuant to Article 4, Section 17-24.050 Permit Category II-Tree Alteration, Removal, or Relocation of a tree on Property Proposed for Development, C (1).

however, the applicant will be required to obtain a permit to remove the all other trees onsite (coast live oaks, weeping willow, black walnut, and English walnut).

To ensure that project does not conflict with the City's Tree Preservation Ordinance, **Mitigation Measure BIO-4** shall be implemented, which requires that two 15-gallon trees be planted for every tree with 6 inches of trunk diameter that is removed. Measure BIO-4 requires the planting of 34 15-gallon trees, consisting of 14 Cost live oaks, 15 weeping willows, 3 English walnut, and 2 black walnut, or as otherwise stipulated by the City of Santa Rosa. With implementation of Mitigation Measure BIO-4, the project would be in compliance with the City's tree ordinance, and potential impacts due to the removal of protected trees will be reduced to less than significant levels. Therefore, with mitigation, the project will have less than significant impacts due to conflict with local policies or ordinances protecting biological resources.

7.4(f) (Conflicts with Habitat Conservation Plans) No Impact: Sonoma County does not have any California Regional Conservation Plans, as identified in the California Department of Fish and Wildlife's (CDFW) Natural Community Conservation Planning (NCCP) Map.[13] The Santa Rosa Plain Conservation Strategy Plan (SRPCSP) and the Recovery Plan were reviewed to assess the project's potential to impact any protected plant or animal species. The two major issues for project sites that are located in the Santa Rosa Plain are: 1) the State and federally-listed California tiger salamander (*Ambystoma californiense*); and 2) the three federally and State-listed vernal pool plants (*Blennosperma bakeri, Lasthenia burkei,* and *Limnanthes vinculans*) of the Santa Rosa Plain. The SRPCSP mapping shows that the project site is in an area designated as "Presence of CTS is not likely and there are no listed plants in this area." The project site is not located within a Sonoma County CTS Core or Management Area Boundary of the Santa Rosa Plain according to the Recovery Plan.

As described above, the project site does not provide habitat for the California tiger salamander or any of the three federally and State listed plant species. Therefore, the project does not conflict with any local policies or adopted conservation plans. No impacts resulting from a conflict with an adopted conservation plan will occur from project implementation.

Mitigation Measures:

BIO-1: If construction of the project would commence during the nesting season (i.e., between February 1 and September 1), a preconstruction nesting bird survey shall be conducted on the project site and within a zone of influence (approximately 200 feet around the project site). The zone of influence includes those areas off the project site where birds could be disturbed by earth-moving vibrations or construction traffic and noise. Accordingly, the nesting survey(s) must cover the project site and an area around the project site boundary. If project site disturbance associated with the project would commence in the nesting season, nesting surveys should be completed within 15 days of commencement of construction activities.

If common birds are identified nesting on or adjacent to the project site, a non-disturbance buffer of 75 feet should be established. If nesting raptors are found on or adjacent to the project site, buffers of up to 300 feet from the nest site should be established to protect the nesting birds from harm from project related activities. A qualified ornithologist may establish smaller buffers if any bird nest is protected from disturbance by geographic barriers or the nesting birds are confirmed by the ornithologist to be acclimated to disturbance.

[13] California Regional Conservation Plans, April 2019, https://nrm.dfg.ca.gov/FileHandler.ashx?DocumentID=68626&inline, Accessed October 28, 2018=9.

Nesting buffer(s) shall be demarcated with painted orange lath or via the installation of orange construction fencing. If nesting sites are located off the project site, but within a zone of influence, buffers shall be established on the project site were buffers intersect the project site. No disturbance should be allowed within established protection buffer(s).

Typically, most raptors and passerine birds in the region of the project site are expected to complete nesting by August 1. However, many species can complete nesting by the end of June or in early to mid-July. Regardless, nesting buffers should be maintained until the end of the nesting season unless a qualified ornithologist determines that young have fledged and are independent of their nests or that the nest cycle has otherwise been completed. If buffers are removed prior to the end of the nesting season, the qualified ornithologist should prepare a report for the City of Santa Rosa that provides details about the nesting outcome and that states protective buffers are no longer required to protect nesting birds. This report should be submitted to the City of Santa Rosa a minimum of 5 days prior to the time that nest protection buffers are removed if the date of removal would be before the end of the nesting season.

BIO-2: Impacts to waters of the U.S. and/or State can be reduced to less than significant levels through various means, including avoidance, minimization of impacts, and mitigation compensation. For those jurisdictional areas that cannot be avoided, applicable permits from the Corps and RWQCB shall be acquired to authorize impacts to waters of the U.S. and State.

The project will result in the loss of 0.46 acre of waters of the U.S. and State. The applicant will be required by the Corps and RWQCB to mitigate impacts to seasonal wetlands on the project site and linear drainages including the roadside ditch along Petaluma Hill Road.

To mitigate impacts to 0.46 acre of waters of the U.S. and State, as approved by the Corps and RWQCB, the applicant shall purchase mitigation credits from an approved wetland mitigation bank at a 1:1 ratio. This mitigation ratio may be modified as otherwise required by the Corps and RWQCB at the time respective permits are issued.

As required by the RWQCB, and as necessary to reduce impacts to levels regarded as less than significant pursuant to the CEQA, the project shall also preserve the east/west drainage (4,107 square feet, 0.094 acre of other waters) and 5,816 square feet (0.13-acre) of seasonal wetland in a permanent 2.54 acre Deed Restricted Open Space Preserve.

To further mitigate impacts to waters of the U.S. and State, the applicant shall implement a riparian planting plan that prescribes the establishment of riparian trees along the east/west drainage that bisects the project site. The riparian planting area along the east/west drainage shall be preserved in a permanently protected Open Space Preserve that is approximately 50 feet wide from the edge of the jurisdictional waters both to the north and south of the east/west drainage.

Finally, the project will be required to fill and reconstruct the mitigation ditch that was constructed by Kawana Meadows along the edge of Franz Kafka to accommodate City-required widening and improvements to Franz Kafka Avenue, east of the project site. This ditch shall be reconstructed within the Open Space Preserve on the project site and shall provide 1:1 replacement for this impacted feature.

The North Coast RWQCB will also review the Storm Water Control Plan (SWCP) for this project prior to issuing a Clean Water Act Section 401 permit for the project. The SWCP must prescribe stormwater treatments that meet the NPDES C.3 Provisions (discussed in the section below) prior to the release of stormwater from the project site. In addition, prior to construction of the project, the project

proponent to file a SWPPP with the SWRCB. The prescribed SWPPP BMPs will be in place prior to the initiation of construction of the project.

Any other conditions that are stipulated for wetland impacts by the Corps and/or RWQCB shall also become conditions of project approval.

BIO-3: Construction of a pedestrian bridge that clear spans the east/west drainage that bisects the project site will require a CDFW Section 1602 SBAA. Any mitigation requirements stipulated in the CDFW SBAA will become conditions of project approval.

The applicant will implement appropriate BMPs to prevent construction related impacts that could introduce de minimus fill or other pollutants into the east/west drainage that bisects the project site. These measures include the installation of wildlife friendly hay wattles and/or silt fence that will prevent unintended de minimus fill impact to the drainage that bisects the project site while the pedestrian bridge is constructed. In addition, orange silt fencing shall be installed to protect the reconstructed wetlands in the eastern portion of the Open Space Preserve, which is outside of the area where span bridge construction would take place. The limits of the crossing will also be silt fenced to prevent unintended human and equipment traffic, and de minimus fill impacts to the Open Space Preserve and east/west drainage that bisects the project site.

To further mitigate impacts to 1602 jurisdictional areas, the applicant shall implement a riparian planting plan that prescribes the establishment of riparian trees along the east/west drainage that bisects the site. The riparian planting area along the east/west drainage shall be preserved in permanently protected Open Space Preserve. The project shall preserve the east/west drainage (4,109 square feet, 0.094 acre of other waters) and 5,816 square feet (0.13-acre) of seasonal wetland in a permanent 2.54-acre Deed Restricted Open Space Preserve.

Mechanized equipment shall be allowed into the Open Space Preserve only to install/construct the pedestrian bridge, pedestrian sidewalk, perimeter 3:1 transitional fill slopes, the Riparian Planting Plan and associate irrigation. At this time, a silt fence shall also be installed at the top-of-banks of the east/west drainage to ensure that there will be no inadvertent de minimus fill or intrusion impacts into the east/west drainage. Furthermore, high visibility orange fencing should be placed at the limit of work within the Open Space Preserve including silt fence and fiber roll. All disturbed areas shall be replanted with native grasses.

BIO-4: To offset removal of protected trees onsite, the planting plan shall continue to demonstrate appropriate replacement including the following 15-gallon size trees: 14 Coast live oaks, 15 weeping willows, 3 English walnut and 2 black walnuts, or as otherwise stipulated by the City. The locations of the replacement trees shall be illustrated on the final landscaping plans.

7.5. Cultural Resources

Would the project:	Potentially Significant Impact	Less Than Significant With Mitigation	Less Than Significant Impact	No Impact
a) Cause a substantial adverse change in the significance of a historical resource pursuant to § 15064.5?	☐	☐	☒	☐

b) Cause a substantial adverse change in the significance of an archaeological resource pursuant to § 15064.5?	☐	☒	☐	☐
c) Disturb any human remains, including those interred outside of formal cemeteries?	☐	☒	☐	☐

Sources: City of Santa Rosa General Plan 2035; General Plan EIR; Cultural Resources Study, prepared by Evans & De Shazo, June 28, 2019; and Cultural Resource Monitoring Plan, Prepared by Evans & De Shazo, August 20, 2019.

Cultural Resources Setting:

The City of Santa Rosa contains a number of historic and cultural resources that contribute to its unique sense of place. Some of the earliest identified archaeological resources date to the Upper Middle Period (A.D. 430-1050) when what were formerly hunter-gatherer societies began transitioning to more sedentary lifestyles and establishing small permanent villages. At the time of European contact, the Southern Pomo Indians inhabited the region known today as the Santa Rosa Planning Area. The Pomo Indians were divided into small, relatively autonomous tribes with the nearest Pomo village being the Hukabetawi, located in southwest Santa Rosa. The Santa Rosa Planning Area contains numerous identified Native American resources concentrated in and around Santa Rosa Creek and its tributaries, the alluvial plains, the hills around Annadel State Park, Laguna de Santa Rosa and the Windsor Area. Only 50% of the Santa Rosa Planning Area has been surveyed for pre-historic and archaeological resources; as such, potential remains for the discovery of archaeological resources within the boundaries of the Planning Area.

Cultural Resources Study

Evans and De Shazo (EDS) conducted a Cultural Resources Study (CRS) on June 28, 2019 (**Appendix E1**). The study includes a review of cultural resources, including buildings, structures, objects, sites, and districts, as defined by the State Office of Historic Preservation (OHP). These were reviewed through records searches, eligibility for listing in the National Register of Historic Places (NHRP), historic and modern maps and aerials, project area geology and soils, and a field survey conducted by a qualified archaeologist.

EDS conducted a records search at the Northwest Information Center (NWIC) on June 3, 2019 (NWIC File #18-2336). Twenty-three cultural resource studies have previously been conducted within a 0.25 mile radius of the project site, while four pertain to the project area (French and Fredrickson 1976 NWIC# S-256; Cole 1987 NWIC#S-9389; Hupman and Chavez 1993 NWIC#S-16076; Greene 2005 NWIC#S-30460). All four resources include historic-era built environment resources, three of which are no longer present. Three prehistoric archaeological resources have been recorded within 0.25 mile of the Project Area to the southeast of the project site.

The OHP's directory of properties in the historic property data file does not list any resources within or adjacent to the Project Area, including those listed in the NRHP, California Register of Historic Places (CRHR), listed as a California Historical Landmark, or California State Point of Historical Interest.

A review of historic maps and aerials dating between 1867 and 1994 found that a building was present within the Project Area at 2660 Petaluma Hill Road in 1916. The house appears to have existed until sometime after 1994, indicates a high potential to encounter historic-period resources onsite.

The site visit, conducted on June 13, 2019, did not yield any prehistoric or historic-era artifacts, archaeological deposits, or other cultural resource types. A review of project area soils and geology revealed the presence of Holocene-age alluvium (Qhf), indicating a moderate to high potential for buried prehistoric archaeological resources. The CRS recommended that a Cultural Resources Monitoring Plan (CRMP) be developed and implemented due to the high potential to encounter buried historic-era archaeological resources.

Cultural Resources Monitoring Plan (CRMP)

Following completion of the CRS, EDS prepared a Cultural Resources Monitoring Plan (CRMP) dated August 20, 2019 (**Appendix E2**). The CRMP establishes a monitoring plan to be followed during all ground disturbing activities and includes treatment plans in the event of discovery.

Cultural Resources Impact Discussion:

7.5(a) (Historic Resources) Less Than Significant Impact: The project site is undeveloped and lacks any buildings or structures. Due to an absence of buildings and structures on the project site, there is no potential for the project to impact historic resources. Therefore, the project would have no impact on historic buildings or structures. See discussion 7.5(b) below for potential impacts to buried cultural resources.

7.5(b-c) (Archaeological Resources and Discovery of Human Remains) Less Than Significant with Mitigation: Due to the site setting, known resources in the immediate vicinity, and presence of Holocene-age alluvial soil which formed when Native American people occupied the region of the project site, there is a moderate to high potential of encountering buried archaeological resources (prehistoric and historic era). Historic-era resources potentially include all by-products of human land use greater than 45 years of age, including alignments of stone or brick, foundation elements from previous structures, minor earthworks, brick features, surface scatters of farming or domestic type material, and subsurface deposits of domestic type material (glass, ceramic, etc.). Artifacts that are typically found associated with prehistoric sites in the area include humanly modified stone, shell, bone, or other materials such as charcoal, ash, and burned rock that can be indicative of food procurement or processing activities. In the event that archaeological resources are present onsite, ground-disturbing activities from project development could result in potentially significant impacts to buried archeological resources.

To mitigate potential impacts to buried archeological resources, **Mitigation Measure CUL-1** shall be implemented. Measure CUL-1 requires implementation of the CRMP, including adherence to the qualifications, roles, and responsibilities of the monitoring personnel, as well as the protocols and procedures set forth therein. The CRMP identifies monitoring requirements during earth-disturbing activities including full-time, part-time, and spot check procedures. Work curtailment (halting construction activities) in the area of a discovery is also presented in the CRMP and grants archeological personnel with the authority to suspend construction activities within 25 feet of a discovery. Procedures to follow in the event that human remains are discovered are identified in the CRMP and include contact with the Sonoma County Coroner, Native American Heritage Commission, and Most Likely Descendant. The CRMP also calls for coordination with Lytton Rancheria as well as the presence of a Native American monitor should any resources be discovered. Additionally, the CRMP identifies the Field Recordation and Mitigation Plan, which provides for treatment in the event that potentially significant archeological resources are discovered. Finally, the CRMP specifies the curation procedure, funding requirements, and technical reporting if data recovery and data analysis occur.

Adherence to measure CUL-1 provides for the protection and appropriate treatment of buried cultural resources including human remains should they be encountered during construction activities. Implementation of measure CUL-1 ensures that if buried cultural resources are discovered, they will be

protected, assessed, and treated in accordance with established protocol. With mitigation, the potential for the project to adversely impact cultural resource will be reduced to less than significant levels.

Mitigation Measures:

CUL-1: All provisions of the Monitoring Protocols and Procedures identified in the Cultural Resources Management Plan (CRMP) prepared by Evans & De Shazo (August 20, 2019) shall be implemented including, but not limited to the following:

1. Utilize qualified archaeological personnel for monitoring
2. Monitoring may include full-time, part-time, and/or spot checks during earth-moving activities
3. Monitors shall be granted authority to suspend construction work within 25 feet of a discovery
4. Coordination with the Sonoma County Coroner, Native American Heritage Commission, and Most Likely Descendant is required if suspected human remains are discovered
5. Ongoing coordination with Lytton Rancheria
6. Maintain daily log and weekly/monthly reports
7. Carry out the Field Recordation and Mitigation Plan
8. Curation shall be at the expense of the Project developer
9. Artifacts shall be cataloged using protocols acceptable to the David A Fredrickson Archeological Collections Facility at Sonoma State University
10. A Final CRMP shall be prepared within 90 business days following completion of ground disturbance and shall be submitted to the City, Lytton Rancheria, and the NWIC

7.6. Energy

Would the project:	Potentially Significant Impact	Less Than Significant With Mitigation	Less Than Significant Impact	No Impact
a) Result in a potentially significant environmental impact due to wasteful, inefficient, or unnecessary consumption of energy, or wasteful use of energy resources, during project construction or operation?	☐	☐	☒	☐
b) Conflict with or obstruct a state or local plan for renewable energy or energy efficiency?	☐	☒	☐	☐

Sources: Santa Rosa General Plan 2035; General Plan EIR; BAAQMD 2017 Bay Area Clean Air Plan; and City of Santa Rosa Climate Action Plan (CAP), adopted June 5, 2012.

Energy Setting:

Energy resources include electricity, natural gas, and other fuels. The production of electricity requires the consumption or conversion of energy resources, including water, wind, oil, gas, coal, solar, geothermal, and nuclear resources, into energy. Energy production and energy use both result in the depletion of nonrenewable resources (e.g., oil, natural gas, coal, etc.) and the emission of pollutants. Energy usage is typically quantified using the British Thermal Unit (BTU). The BTU is the amount of energy that is required to raise the temperature of one pound of water by one-degree Fahrenheit. The approximate amount of energy contained in a gallon of gasoline, 100 cubic feet (one therm) of natural gas, and a kilowatt hour of electricity is 123,000 BTUs, 100,000 BTUs, and 3,400 BTUs, respectively.

Electricity

The production of electricity requires the consumption or conversion of energy resources, including water, wind, oil, gas, coal, solar, geothermal, and nuclear resources, into energy. The delivery of electricity involves a number of system components, including substations and transformers that lower transmission line power (voltage) to a level appropriate for on-site distribution and use. Electricity generated is distributed through a network of transmission and distribution lines commonly called a power grid.

Energy capacity, or electrical power, is generally measured in watts while energy use is measured in watt-hours. For example, if a light bulb has a capacity rating of 100 watts, the energy required to keep the bulb on for 1 hour would be 100 watt-hours. If ten 100-watt bulbs were on for 1 hour, the energy required would be 1,000 watt-hours or 1 kilowatt-hour (kWh). On a utility scale, a generator's capacity is typically rated in megawatts, which is one million watts, while energy usage is measured in megawatt-hours (one million-watt hours) or gigawatt-hours (GWh), which is one billion watt-hours.

Natural Gas

Natural gas is a combustible mixture of simple hydrocarbon compounds (primarily methane) that is used as a fuel source. Natural gas consumed in California is obtained from naturally occurring reservoirs, mainly located outside the State, and delivered through high-pressure transmission pipelines. Natural gas is used in electricity generation, space heating, cooking, water heating, industrial processes, and as a transportation fuel. Natural gas is measured in terms of cubic feet.

California Energy Consumption

According to the California Energy Commission (CEC), total system electric generation for California in 2018 was 285,488 gigawatt-hours (GWh).[14] California's non-CO_2 emitting electric generation categories (nuclear, large hydroelectric, and renewable generation) accounted for more than 53 percent of total in-state generation for 2018. California's in-state electric generation was 194,842 GWh and electricity imports were 90,648 GWh.

According to the CEC, nearly 45 percent of the natural gas burned in California was used for electricity generation, with the remainder consumed in the residential (21 percent), industrial (25 percent), and commercial (9 percent) sectors. In 2012, total natural gas demand in California for industrial, residential, commercial, natural gas vehicles, and electric power generation was 2,313 billion cubic feet.[15]

According to the CEC, gasoline has remained the dominant fuel within the transportation sector, with diesel fuel and aviation fuels following. In 2016, California consumed approximately 15 billion gallons of gasoline and approximately 3.35 billion gallons of diesel fuel. An increasing amount of electricity is being used for transportation energy, which is attributed to light-duty plug-in electric vehicles. In 2016, transportation in California, consisting of light-duty vehicles, medium/heavy-duty vehicles, trolleys, and rail transit, consumed approximately 1.53 million megawatt hours (MWh).[16]

Santa Rosa General Plan

The proposed project is subject to the goals and policies outlined in the Santa Rosa General Plan aimed at reducing energy consumption. The following goals and policies from the General Plan are particularly applicable to the subject project:

GOAL H-G: Develop energy-efficient residential units and rehabilitate existing units to reduce energy consumption.

POLICY H-G-1: Maximize energy efficiency in residential areas.

POLICY H-G-2: Require, as allowed by CalGreen Tier 1 standards, energy efficiency through site planning and building design by assisting residential developers in identifying energy conservation and efficiency measures appropriate to the Santa Rosa area. Some of the possible techniques include: use of site daylight; cool roofs and pavement; window design and insulation; solar water heaters; use of building materials that use fewer resources (water, electricity); and use of trees for summertime shading.

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14 California Energy Commission, Total System Electric Generation (2018), https://ww2.energy.ca.gov/almanac/electricity_data/total_system_power.html, Accessed August 1, 2019.

15 California Energy Commission, Supply and Demand of Natural Gas in California, http://www.energy.ca.gov/almanac/naturalgas_data/overview.html, Accessed August 1, 2019.

16 California Energy Commission, 2017 Integrated Energy Policy Report, https://www.energy.ca.gov/2017_energypolicy/, Accessed August 1, 2019.

POLICY H-G-5: Continue to require the use of fuel-efficient heating and cooling equipment and other appliances, in accordance with CalGreen Tier 1 standards.

GOAL LUL-E: Promote livable neighborhoods by requiring compliance with green building programs to ensure that new construction meets high standards of energy efficiency and sustainable material use. Ensure that everyday shopping, park and recreation facilities, and schools are within easy walking distance of most residents.

Goal UD-G: Design residential neighborhoods to be safe, human-scaled, and livable by addressing compact development, multi-modal connectivity and reducing energy use.

Santa Rosa Climate Action Plan

The City of Santa Rosa adopted a Climate Action Plan (CAP) on June 5, 2012 to address climate change and energy conservation. The Santa Rosa CAP contains reduction measures and action items to promote energy efficiency and conservation in new buildings and facilities. Some of the action items identified in the CAP that are particularly relevant to the subject project include:

ACTION 1.1.1: Require new development to comply with the current provisions, as amended, of CalGreen, Part 11 of the California Green Building Standards Code.

ACTION 1.3.1: Require new construction and major remodels to install real-time energy monitors that allow building users to track their current energy use.

ACTION 1.4.3: Require new development to supply an adequate number of street trees and private trees.

ACTION 2.1.3: Pre-wire and pre-plumb for solar, wind, or solar thermal installations.

ACTION 3.2.2: Improve the non-vehicular transportation network serving common destinations in Santa Rosa in order to facilitate walking and biking.

ACTION 5.1.2: Install electric vehicle charging equipment.

ACTION 6.1.3: Increase diversion of construction waste.

ACTION 7.1.1: Require new development to reduce potable water use in accordance with the Tier 1 standards of CalGreen.

As further discussed in Section 7.8, Greenhouse Gas Emissions, the project complies with the City's CAP Checklist by incorporating all mandatory items or substituting optional items, which includes the action items identified above (**Appendix F**).

Santa Rosa Municipal Code

The proposed project is subject to the relevant sections of the Municipal Code related to energy conservation, including Chapter 18-42 (California Green Building Standards Code) and Chapter 18-33 (California Energy Code). The proposed project will also be subject to Section 20-30.080 (Outdoor Lighting), which requires that outdoor lighting use energy-efficient fixtures/lamps, such as high-pressure sodium, hard-wired compact fluorescent, or other lighting technology that is of equal or greater energy efficiency.

Santa Rosa Ordinance (2019-019)

On November 12, 2019, the City of Santa Rosa adopted with local amendments the 2019 California Energy Code including a reach code for All-Electric, Low Rise Residential. As a low-rise residential development, all

residential buildings (classified as "R" occupancy by local Building Code) in the proposed project will be required to meet the definition of an all-electric building design for all space heating, water heating, cooking appliances, and clothes drying appliances. No natural gas or propane plumbing will be installed in low rise residential buildings. The All-Electric reach code does not apply to the proposed community building, which would be classified as a "B" (business) or "A" (assembly) occupancy, or some combination thereof, by local Building Code.

Energy Impact Discussion:

7.6(a) (Wasteful, Inefficient, Unnecessary Consumption of Energy) Less Than Significant Impact: Development of the proposed project would involve the use of energy during construction and at operation.

Construction Activities

Site preparation, grading, paving, and building construction would consume energy in the form of gasoline and diesel fuel through the operation of heavy off-road equipment, trucks, and worker traffic. Consumption of such resources would be temporary and would cease upon the completion of construction. Due to the scale of the proposed project and the provision to limit idling set forth above in Mitigation Measure AQ-1 (Section 7.3 Air Quality), construction activities would not result in inefficient energy consumption during construction. As such, construction-related energy impacts would be less than significant.

Operation

Long-term operational energy use associated with the project includes electricity consumption associated with the new buildings (e.g., lighting, electronics, heating, air conditioning, refrigeration), energy consumption related to water usage and solid waste disposal, and fuel consumption (gasoline and diesel) from the generation of new vehicle trips.

The project is subject to local policies related to energy conservation, including the City of Santa Rosa Climate Action Plan (CAP) and the most recent General Plan. As previously discussed, the project complies with the Appendix E Checklist of the CAP by incorporating all mandatory items as well as select optional items. For example, the project will comply with the current provisions, as amended, of CalGreen, Part 11 of the California Green Building Standards Code per CAP Action 1.1.1. The project will provide a sidewalk, walkways, and bikeways to improve the non-vehicular transportation network. In compliance with CAP Action 1.4.3, a number of trees will be planted onsite and along Petaluma Hill Road, Franz Kafka Avenue and Farmers Lane Extension. The planting of primarily low water use plants, with some bioretention landscaping, will limit the water demand generated by the proposed outdoor landscaping per CAP Action 7.1.1. The proposed project will conform to Santa Rosa's Zoning Ordinance §20-30.080(B) Outdoor Lighting, which specifies lighting standards for all new exterior lighting, such as the requirement that outdoor lighting fixtures utilize energy-efficient fixtures and lamps.

Energy would be consumed through daily operation of the new buildings, the delivery of water for potable and irrigation purposes, solid waste management, and vehicle use. While the long-term operation of the project would result in an increase in energy consumption compared to existing conditions, the project will incorporate design measures (related to electricity and water use) in compliance with Title 24, the General Plan 2035, the Santa Rosa CAP, the Water Efficient Landscape Ordinance (WELO), and the Santa Rosa Municipal Code to minimize energy consumption. Additionally, the Project is subject to the City of Santa Rosa All Electric Reach Code (ORD-2019-019), which precludes multi-family developments from using natural gas and instead must rely exclusively on electricity for appliances, heating and cooling, and water heating. Therefore, operation of the proposed project would not result in the wasteful, inefficient, and unnecessary consumption of energy and impacts would be less than significant.

7.6(b) (Conflict with State or Local Plan) Less Than Significant Impact with Mitigation: As previously described, the BAAQMD adopted the 2017 CAP on April 19, 2017 to comply with state air quality planning requirements set forth in the California Health & Safety Code. The proposed control strategy for the 2017 CAP consists of 85 distinct measures targeting a variety of local, regional, and global pollutants. The CAP specifically includes control measures related to the energy sector. The energy control measures in the CAP aim to decarbonize electricity production and decrease electricity demand. The BAAQMD CEQA Guidelines set forth criteria for determining consistency with the CAP. In general, a project is consistent if; a) the project supports the primary goals of the CAP; b) includes control measures; and c) does not interfere with implementation of the CAP measures.

The proposed project would have a less than significant impact due to a conflict with the BAAQMD 2017 CAP related to energy since, a) the project supports the goals of the CAP in that it limits urban sprawl by proposing development within existing urban limits on an underutilized site; b) includes control measures to reduce construction-related energy consumption by implementing BMPs set forth by BAAQMD per Mitigation Measure AQ-1; and c) as a multi-family residential apartments project that would install energy conservation features, the proposed project would not interfere with implementation of the energy control measures identified in the 2017 CAP.

As previously described, the City of Santa Rosa adopted a CAP in 2012. The Santa Rosa CAP contains reduction measures and action items to promote energy efficiency and conservation in new buildings and facilities. As described in the Section 7.8, Greenhouse Gas Emissions, the proposed residential development project has demonstrated compliance with mandatory measures or identified acceptable substitute measures from the CAP New Development Checklist (CAP Appendix E). Therefore, the project would be consistent with the Santa Rosa CAP and would have less than significant impacts due to a conflict with the Santa Rosa CAP.

In the future, at the time that an application is received for the future community shopping center, **Mitigation Measures GHG-1 and GHG-2** shall be required of the community shopping center to ensure compliance with the City's CAP, which will maximize energy efficiency and preclude potential conflicts with state and local plans. Therefore, impacts would be reduced to levels below significance.

In December 2007, the CEC prepared the State Alternative Fuels Plan in partnership with the CARB and in consultation with the other state, federal, and local agencies.[17] The plan presents strategies and actions California must take to increase the use of alternative non-petroleum fuels in a manner that minimizes costs to California and maximizes the economic benefits of in-state production. The plan assessed various alternative fuels and developed fuel portfolios to meet California's goals to reduce petroleum consumption, increase alternative fuels use, reduce greenhouse gas emissions, and increase in-state production of biofuels without causing a significant degradation of public health and environmental quality. As a residential apartment use that would install energy conservation features in compliance with CalGreen and California Energy codes, as well as the Santa Rosa all-electric reach code, the proposed project would not conflict with or obstruct implementation of the State Alternative Fuels Plan and impacts would be less than significant.

Mitigation Measures:

ENERGY-1: To avoid potential conflicts with the City of Santa Rosa's Climate Action Plan, the future community shopping center shall implement Mitigation Measures GHG-1 and GHG-2 set forth below.

[17] California Energy Commission, Final Adopted State Alternative Fuels Plan, Adopted December 2007, https://ww2.energy.ca.gov/2007publications/CEC-600-2007-011/CEC-600-2007-011-CMF.PDF/, Accessed August 26, 2019.

7.7. Geology and Soils

Would the project:	Potentially Significant Impact	Less Than Significant With Mitigation	Less Than Significant Impact	No Impact
a) Directly or indirectly cause potential substantial adverse effects, including the risk of loss, injury, or death involving:				
i. Rupture of a known earthquake fault, as delineated on the most recent Alquist-Priolo Earthquake Fault Zoning Map issued by the State Geologist for the area or based on other substantial evidence of a known fault? Refer to Division of Mines and Geology Publication 42.	☐	☐	☐	☒
ii. Strong Seismic ground shaking?	☐	☐	☒	☐
iii. Seismic-related ground failure, including liquefaction?	☐	☐	☒	☐
iv. Landslides?	☐	☐	☐	☒
b) Result in substantial soil erosion or the loss of topsoil?	☐	☒	☐	☐
c) Be located on a geologic unit or soil that is unstable, or that would become unstable as a result of the project, and potentially result in on or off-site landslide, lateral spreading, subsidence, liquefaction or collapse?	☐	☐	☒	☐
d) Be located on expansive soil, as defined in California Building Code, creating substantial direct or indirect risks to life or property?	☐	☒	☐	☐
e) Have soils incapable of adequately supporting the use of septic tanks or alternative waste water disposal systems where sewers are not available for the disposal of waste water?	☐	☐	☐	☒
f) Directly or indirectly destroy a unique paleontological resource or site or unique geologic feature?	☐	☒	☐	☐

Sources: Santa Rosa General Plan 2035; General Plan EIR; General Plan Figure 12-3; California Building Code Section 1803.5.3; and Geotechnical Engineering Study, prepared by Youngdahl Consulting Group, Inc., January 15, 2019.

Geology and Soils Setting:

The City of Santa Rosa is located within the San Andreas Fault system, which is 44 miles wide and extends throughout much of the North Bay region. The project site is located in the southern portion of Santa Rosa. The nearest active fault to the project site is the Rodgers Creek Fault, located approximately 1.25 miles to the east (**Figure B-3** in **Appendix B**). The project site is not located within the Alquist-Priolo Zone, as represented in Figure 12-3 of the Santa Rosa General Plan 2035 (**Figure B-4** in **Appendix B**). However, the project site is located within a seismic hazard area expected to experience violent ground shaking during an earthquake (**Figure B-5** in **Appendix B**).

The branches of the Rodgers Creek fault zone have not been historically active, but there is evidence of activity within the last 11,000 years, a relatively short time period in terms of geologic activity. The Rodgers Creek fault traverses the eastern portion of the City's UGB. Potential exists for geologic hazards in and around the UGB associated with ground shaking, including liquefaction, ground failure, and seismically induced landslides.

A major seismic event on one of the active faults near the City of Santa Rosa could result in violent to moderate ground shaking. Strong ground shaking would be expected from earthquakes generated by nearby faults including the Rodgers Creek fault (traverses City's UGB), Maacama fault (15 miles north), San Andreas fault (14 miles southwest), and the West Napa fault (30 miles southeast). Other principal faults capable of producing ground shaking in Santa Rosa include the Hayward fault, San Gregorio-Hosgri Fault Zone, the Calaveras fault, and the Concord-Green Valley fault.

Due to conditions found in Santa Rosa, a site-specific Geotechnical Engineering Study was prepared by Youngdahl Consulting Group, Inc. on January 15, 2019 (**Appendix G**). The following information was identified for the project site based on the investigation:

- Native subsurface materials encountered at the site generally consisted of clays, silts, and sands, with loose upper soil layers of depths up to 1 foot. Fill soils may also be present at various locations throughout the site, which consist primarily of clays found in depths of 5 to 8.5 feet below ground surface. Below the clay soils were dense to very dense silts and sands with varying levels of cementation.
- Groundwater was encountered at depths of approximately 47 feet below ground surface (bgs) in a September 2015 observation. The Department of Water Resources well records indicate groundwater in the vicinity ranges from 10 to 60 feet bgs.
- The project site has a low potential for seismic hazards including liquefaction, surface rupture, and settlement.
- Onsite soils exhibit clays with a high potential for expansion in response to changes in moisture. Special considerations should be made for these conditions, including moisture cut-off barriers for foundation systems and focused attention to drainage and long-term moisture stability.
- Potentially corrosive soils may exhibit sulfide attack of concrete. This warrants use of Type I/II Portland cement in concrete construction and future site visits from a certified corrosion engineer to recommend mitigations if metallic pipes or structural elements are to be in contact with or buried in soil.
- Structures onsite would be adequately support by any of the following methods: 1) deepened continuous foundations with lime treatment or import fill; 2) continuous shallow foundations on imported fill; or 3) a post-tension slab on grade foundation.

Paleontological Resources

The Santa Rosa General Plan does not identify the presence of any paleontological or unique geological resources within the boundaries of the City's planning area. A paleontological resources search performed using the University of California Museum of Paleontology's (UCMP) Miocene Mammal Mapping Project (MioMap) indicated no previous finds of paleontological resources on or in the immediate vicinity of the project site. According to the MioMap database, the closest paleontological finds are located over 11 miles from the project site.[18]

Geology and Soils Impact Discussion:

7.7(a.i) (Faults) No Impact: Fault rupture occurs when the ground surface fractures as a result of fault movement during an earthquake and almost always follows preexisting fault traces, which are zones of weakness. Given that the project site is not part of the Alquist-Priolo Earthquake fault zone and no identified active faults traverse the site, there is no expectation that the site would be vulnerable to fault rupture. The nearest fault with surface rupture is the Rodgers Creek Fault. The Alquist-Priolo Zone of the Rodgers Creek Fault is located approximately 1.25 miles east of the project site (**Figure B-4** in **Appendix B**). As such, there is no risk of fault-related ground rupture during earthquakes within the limits of the site due to a known Alquist-Priolo Earthquake Fault Zone. Therefore, there are no impacts expected due to fault rupture at the project site.

7.7(a. ii) (Ground-Shaking) Less Than Significant Impact: The proximity of the City to the active Rodgers Creek Fault places it within Zone 9 of the Modified Mercalli Intensity Shaking Severity Level (**Figure B-5** in **Appendix B**). As such, the project site holds potential to expose people or structures to substantial adverse effects resulting from strong seismic ground shaking. The resulting vibrations would likely cause primary damage to proposed buildings and improvements with secondary effects being ground failures in loose alluvium or poorly compacted fill. Both the primary and secondary effects pose a potential risk of loss of life or property.

The intensity of earthquake motion will depend on the characteristics of the generating fault, distance to the fault and rupture zone, earthquake magnitude, earthquake duration, and site-specific geologic conditions. As stated in the Geotechnical Engineering Study, the project site is primarily underlain by Quaternary Age alluvial fan and fluvial terrace deposits, which are poorly sorted stream and basin deposits of sand and silt. The site may also have pockets of Late Tertiary Sonoma Volcanics consisting of andesite and basalt and small areas containing diatomite and diatomaceous mudstone. As such, the study recommends that's the project site be classified as Site Class D in accordance with Section 1613.3.2 of the 2016 CBC and Table 20.3-1 of ASCE 7-10. Site Class D requirements include recommendations for foundation types, appropriate structural systems, and ground stabilization strategies.

Conformance with standards set forth in the Building Code of Regulations, Title 24, Part 2 (the California Building Code 3.7-20 Chapter 3: Setting, Impacts, and Mitigation Measures [CBC]) and the California Public Resources Code, Division 2, Chapter 7.8 (the Seismic Hazards Mapping Act) ensure that potential impacts from seismic shaking are maintained at less than significant levels. Adherence to Class D specifications for ground motion parameters in particular will ensure that the proposed buildings and associated improvements onsite would not expose people or structures to substantial adverse effects, including the risk of loss, injury, or death

[18] University of California Museum of Paleontology, Miocene Mammal Mapping Project (MioMap), http://www.ucmp.berkeley.edu/miomap/, accessed February 2020.

as a result of seismic activity. Therefore, potential impacts from ground shaking will have a less than significant impact.

7.7(a. iii) (Seismic-Related Ground Failure/Liquefaction) Less Than Significant: Liquefaction is a phenomenon associated with fine-grained, loosely-packed sands and gravels subjected to ground shaking as a result of seismic activity. Liquefaction can lead to total and/or differential settlement and is largely dependent upon the intensity of ground shaking and response of soils underlying the site. As shown on **Figure B-6** in **Appendix B**, the project site is mapped as having a moderate susceptibility to liquefaction.

Subsurface materials encountered during the geotechnical observations at three locations consisted of medium stiff to stiff clays and sands to depths of 5-8 feet bgs underlain by interbedded moderately cemented sand silt to depths of 5 to 10 feet. These units were underlain by very dense to strongly cemented sandy silts to the maximum depth of exploration of 21.5 feet. The geotechnical engineering study concluded that there is a low risk of seismically induced damage due to liquefaction, surface ruptures, and settlement.

As previously stated, the foundation and structural design for the proposed buildings will meet the latest CBC regulations as well as state and local standards for seismic safety. As such, potential impacts including the risk of loss, injury, or death involving seismic-related ground failure and liquefaction will be less than significant.

7.7(a. iv) (Landslide) No Impact: The risk of landslide is dictated by several factors including precipitation conditions, soil types, steepness of slope, vegetation, seismic conditions, and level of human disturbance. When certain conditions are present, landslides can be triggered as a result of seismic activity. Landslides have been known to occur within Sonoma County, but are typically confined to slopes steeper than 15% and occur in areas underlain by geologic units that have demonstrated stability problems. Based on the site's relatively flat topography, the subject project is not located in an area susceptible to landslides. Therefore, the project will have no impacts due to loss of structures or life from landslides.

7.7(b) (Soil Erosion) Less Than Significant Impact with Mitigation: Construction of the project will require site preparation including grubbing (removal of vegetation) and grading to achieve a uniform distribution of soil across the project site. These ground disturbing activities have the potential to result in soil erosion or the loss of topsoil if not properly controlled.

Soil erosion will be controlled through best management practices (BMPs) and adherence to a Storm Water Pollution Prevention Plan (SWPPP) throughout site preparation and construction activities (Section 7.9 Hydrology/Water Quality). Further, in order to ensure that potential impacts related to soil erosion are reduced to levels below significant, **Mitigation Measure GEO-1**, set forth below, requires the applicant to submit an erosion control plan that identifies measures to be implemented during construction and establishes controls for grading activity during the rainy season. GEO-1 further requires compliance with the City's Grading and Erosion Control Ordinance, City Code Chapter 19-64. Implementation of GEO-1 will avoid potentially effects from erosion and loss of topsoil and will ensure that impacts are reduced to less than significant levels.

7.7(c) (Unstable Geologic Unit) Less Than Significant: Lateral spreading, lurching, and associated ground failure can occur during strong ground shaking on certain soil substrate typically on slopes. Lurching generally occurs along the tops of slopes where stiff soils are underlain by soft deposits or along steep channel banks whereas lateral spreading generally occurs where liquefiable deposits flow towards a "free face," such as channel banks, during an earthquake.

As previously discussed, the project site is relatively flat and does not contain steep channel banks. Additionally, as discussed under topic 7.7(a.iii) above, there is a low risk of liquefaction at the project site.

Therefore, potential impacts related to lateral spreading, lurching, and associated ground failure are considered less than significant.

7.7(d) (Expansive Soils) Less than Significant with Mitigation: Typically, soils that exhibit expansive characteristics are found within the upper five feet of the ground surface. Over long-term exposure to wetting and drying cycles, expansive soils can experience volumetric changes. The adverse effects of expansive soils include damage to foundations, utilities and infrastructure, paved roads and streets, and concrete slabs. Expansion and contraction of soils, depending on the season and the amount of surface water infiltration, could exert enough pressure on structures to result in cracking, settlement, and uplift.

The geotechnical investigation found that the near surface native clays and sandy clays are expansive and sensitive to changes in moisture variation. In order to ensure that the presence of expansive soils does not result in significant impacts, **Mitigation Measure GEO-2** requires implementation of the recommendations set forth in the geotechnical engineering report, including those related to subgrade improvements and fill placement. For example, all subgrades proposed to support slab-on-grade floors should be lime treated to a depth of 18 inches below finished grade or consist of 18 inches of non-expansive import soils. Implementation of Measure GEO-2 will reduce potential impacts from expansive soils to levels below significance.

7.7(e) (Septic Tanks) No Impact: The proposed project would connect to the existing sanitary sewer system that conveys effluent to the City's wastewater treatment facility. There are no onsite septic tanks or alternative wastewater treatment facilities proposed as part of the Project. Therefore, there would be no impacts due to the disposal of wastewater where sanitary sewers are not available.

7.7(f) (Paleontological Resources) Less Than Significant with Mitigation: The Santa Rosa General Plan does not identify the presence of any paleontological or unique geological resources within the boundaries of the City's planning area. There is a low potential for paleontological resources to be present on the project site. Nevertheless, the potential remains for the discovery of buried paleontological resources. Because the potential for inadvertent discovery of paleontological or unique geological resources exists, **Mitigation Measure GEO-3**, as set forth below, shall be implemented. GEO-3 will ensure that proper procedures are followed in the event of a paleontological discovery; thereby reducing potential impacts to levels below significance.

Mitigation Measures:

GEO-1: Prior to issuance of a grading permit, an erosion control plan along with grading and drainage plans shall be submitted to the Building Division of the City's Department of Planning and Economic Development. All earthwork, grading, trenching, backfilling, and compaction operations shall be conducted in accordance with the City of Santa Rosa's Grading and Erosion Control Ordinance, Chapter 19-64 of the Santa Rosa Municipal Code). These plans shall detail erosion control measures such as site watering, sediment capture, equipment staging and laydown pad, and other erosion control measures to be implemented during construction activity on the project site.

GEO-2: All applicable recommendations set forth in the Geotechnical Engineering Study (January 15, 2019, prepared by Youngdahl Consulting Group, Inc.) for the subject property, including, but not limited to grading, drainage, excavation, foundations systems, and compaction specifications shall be incorporated. Final grading plan, construction plans, and building plans shall demonstrate that recommendations set forth in the geotechnical reports have been incorporated into the design of the project and to the satisfaction of the City of Santa Rosa city Engineer.

GEO-3: In the event that paleontological resources, including individual fossils or assemblages of fossils, are encountered during construction activities all ground disturbing activities shall halt and a qualified paleontologist shall be procured to evaluate the discovery and make treatment recommendations.

7.8. Greenhouse Gas Emissions

Would the project:	Potentially Significant Impact	Less Than Significant with Mitigation	Less Than Significant Impact	No Impact
a) Generate greenhouse gas emissions, either directly or indirectly, that may have a significant impact on the environment?	☐	☒	☐	☐
b) Conflict with an applicable plan, policy or regulation adopted for the purpose of reducing the emissions of greenhouse gases?	☐	☒	☐	☐

Sources: Santa Rosa General Plan 2035; General Plan EIR; BAAQMD 2017 Bay Area Clean Air Plan; BAAQMD CEQA Guidelines 2017; City of Santa Rosa Climate Action Plan (CAP), adopted June 5, 2012; and 38 Degrees North Phase 2 Air Quality & Greenhouse Gas Assessment prepared by Illingworth & Rodkin, May 2020; 38 Degrees Phase 2 CAP Appendix E Checklist, prepared October 16, 2019.

Greenhouse Gas Setting:

Greenhouse gases (GHGs) are generated naturally from geological and biological processes as well as through human activities including the combustion of fossil fuels and industrial and agricultural processes. GHGs include carbon dioxide (CO_2), nitrous oxide (N_2O), methane (CH_3), chlorofluorocarbons, hydrofluorocarbons, and perfluorocarbons.

While GHGs are emitted locally, they have global implications. GHGs trap heat in the atmosphere, which heats up the surface of the Earth. This concept is known as global warming and is contributing to climate change. Changing climatic conditions pose several potential adverse impacts including sea level rise, increased risk of wildfires, degraded ecological systems, deteriorated public health, and decreased water supplies.

To address GHGs at the State level, the California legislature passed the California Global Warming Solutions Act in 2006 (Assembly Bill 32), which requires that statewide GHG emissions be reduced to 1990 levels by 2020. Executive Order (EO) S-3-05 provides the California Environmental Protection Agency with the regulatory authority to coordinate the State's effort to achieve GHG reduction targets. EO S-3-05 goes beyond AB 32 and calls for an 80 percent reduction below 1990 levels by 2050. Senate Bill 375 has also been adopted, which seeks to curb GHGs by reducing urban sprawl and limiting vehicle miles traveled.

The City of Santa Rosa has adopted local regulations to address GHG emissions. On December 4, 2001 the Santa Rosa City Council adopted a resolution to become a member of Cities for Climate Protection (CCP), a project of the International Council on Local Environmental Initiatives (ICLEI). On August 2, 2005, the Santa Rosa City Council adopted Council Resolution Number 26341, which established a municipal greenhouse gas reduction target of 20% from 2000 levels by 2010 and facilitates the community-wide greenhouse gas reduction target of 25% from 1990 levels by 2015. In October 2008, the Sonoma County Community Climate Action Plan was released, which formalized countywide greenhouse gas reduction goals. On June 5, 2012, the City of Santa Rosa adopted its own Climate Action Plan, which meets the programmatic threshold for a

Qualified GHG Reduction Strategy, established by the Bay Area Air Quality Management District (BAAQMD) guidelines. On August 6, 2013, the City of Santa Rosa adopted a Municipal Climate Action Plan. On January 14, 2020, the Santa Rosa City Council adopted Resolution No. RES-2020-002 declaring a climate emergency and immediate emergency mobilization to restore a safe climate. The resolution establishes a 2030 carbon neutrality goal.

The BAAQMD CEQA Air Quality Guidelines, which included thresholds of significance for greenhouse gas emissions, were established in May 2010 and updated in May 2017. With release of the 2017 Bay Area Clean Air Plan (CAP) and the associated EIR, it is expected that updated thresholds and guidelines may be developed in the near term. The BAAQMD is currently working to update any outdated information in the Guidelines. Based on the BAAQMD Guidelines established to meet SB 32 target[19] for year 2020, a project is considered to have a less-than-significant impact due to GHG emissions if it:

1. Complies with an adopted Qualified GHG Reduction Strategy;
2. Emits less than 1,100 metric tons (MT) CO_2e per year; or
3. Emits less than 4.6 MT CO_2e per service population per year (residents and employees).

The City of Santa Rosa has elected to rely on compliance with the City's Climate Action Plan. The Santa Rosa Climate Action Plan (CAP) is a Qualified GHG Reduction Strategy because it contains a baseline inventory of greenhouse gas emissions from all sources, sets forth greenhouse gas emission reduction targets that are consistent with the goals of AB 32, and identifies enforceable GHG emission reduction strategies and performance measures.

The City's Climate Action Plan follows both the State CEQA Guidelines and BAAQMD's guidelines by incorporating the standard elements of a Qualified GHG Reduction Strategy. Standard elements of a Qualified GHG Reduction Strategy include measures or a group of measures (including performance standards) that demonstrates with substantial evidence that, if implemented on a project-by-project basis, these measures would collectively achieve specified emissions levels. The GHG reduction measures included in the CAP demonstrate the City's ability to reach a GHG reduction target of 25% below 1990 levels, by year 2020. Emissions reductions were also quantified for three other years: 2010, 2015 and 2035. Emissions reductions for 2010 demonstrated the emissions reduction progress that the City had already made by implementing measures of the CAP, while the 2015, 2020 and 2035 emissions reductions indicated the potential reductions that will be achieved by implementation of these measures over the next several years.

The BAAQMD has not yet updated their recommended GHG emissions thresholds to address target reductions past year 2020. However, consistent with current State directives (AB 32 and AB 398), the updated target is expected to require an additional 40% reduction in GHG emissions by year 2030. Applied to the BAAQMD 2020 service population threshold, this would equate to 2.8 MT CO_2e per year per service population, by year 2030. The Santa Rosa CAP calculated GHG emissions reductions with implementation of the CAP not just for comparison to the 2020 targets but also out to year 2035, to be consistent with the planning horizon of the General Plan. As summarized on page ES-7 of the CAP, implementation of the measures of the Santa Rosa CAP are expected to decrease GHG emissions to 2.3 MTCO2e per person per year by year 2035. While this timeframe is five years after an assumed 2030 target threshold, the CAP notes that a reduction to 2.9 MTCO2e per person per year in 2020, and with assumed steady reductions over time, it can

[19] SB 32 was signed into law on September 8, 2016, it expands upon Assembly Bill (AB 32), the California Global Warming Solutions Act of 2006, and sets into action the mandated GHG reduction target established by Executive Order B-30-15.

be concluded that emissions would be below 2.8 MTCO2e per person per year (or a 40% reduction below 2020 thresholds) by year 2030.

The Santa Rosa CAP demonstrates that it would meet the anticipated State 2030 GHG emissions reductions targets. If a project can demonstrate consistency with the Santa Rosa CAP, its impacts related to GHG emission by year 2030 would be considered less than significant and fully consistent with State GHG emissions reduction requirements, with no need to quantify project-specific emission. This is consistent with BAAQMD guidelines related to the analysis of projects under the 2020 GHG emissions reduction targets, as applied to the updated 2030 targets.

Greenhouse gas emissions and regulatory context are discussed in **Appendix C: Air Quality & GHG Assessment**. As presented therein, the proposed project is analyzed for consistency with the Santa Rosa CAP 2035 in order to assess level of significance due to GHG emissions. **Appendix F** to this document contains the CAP New Development Checklist for the proposed project.

Greenhouse Gas Emissions Impact Discussion:

6.8(a-b) (Significant GHG Emissions, Conflict with GHG Plan) Less Than Significant Impact with Mitigation: The proposed project will result in the generation and emission of GHGs during construction and operation. The proposed project is presumed to be constructed over an approximately 18-month period and is expected to be operational in 2023. The project is subject to the City of Santa Rosa's CAP to meet AB 32 requirements and must incorporate the mandatory items therein or identify suitable substitute measures.[20] The following summarizes the project's commitments to implementing the mandatory CAP items, identifies optional items that will be implemented, and presents measures that are not applicable to the subject project:

Mandatory Items

1.1.1 Comply with Cal Green Tier 1 Standards[21]: The project complies with Cal Green Tier 1 standards and will be conditioned accordingly through site development, building design and landscaping.

1.1.3 After 2020, all new development will utilize zero net electricity[22]: The project will comply with the CalGreen and California Building and Energy Code requirements in effect at the time of building permit application submittal.

1.3.1 Install real-time energy monitors to track energy use: The proposed project will comply with CalGreen and California Energy codes in effect at the time of building permit application submittal.

1.4.2 Comply with the City's Tree Preservation Ordinance: To comply with the City's Tree Preservation Ordinance, replacement trees of the same genus and species as the removed trees, or as otherwise stipulated by the City, will be planted. The ratio of removal to replacement will be as stipulated in the Santa Rosa Tree Ordinance. (City Code section 17-24.050 City's tree ordinance)

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[20] Appendix E of the Climate Action Plan states that, "To be in compliance with the CAP, all measures denoted with an asterisk [mandatory items] are required in all new development projects unless otherwise specified. If a project cannot meet one or more of the mandatory requirements, substitutions may be made from other measures listed at the discretion of the Community Development Director."

[21] Tier 1 CALGreen does not include "net zero" GHG assumptions for development. In addition, current CA Green Building Code Standards apply to all projects and has been determined by the Director to be an acceptable substitution for CAP Goal 1 – 1.1.3. Therefore, strict compliance with CAP Goal 1 – 1.1.3 is not achievable and not required.

[22] Goal 1.1.3 was adopted to coincide with CA Energy Codes. Since the CAP adoption, the CEC has determined that it is not possible to achieve net zero on a wholesale basis and "net zero" has been removed from the CA Energy Codes.

1.4.3 Provide public & private trees in compliance with the zoning code: The proposed project would provide new public and private trees. According to the Landscape Plan, approximately 45 new trees would be planted along Petaluma Hill Road, Farmers Lane Extension, and Franz Kafka Avenue. Additional trees are proposed along the southern and western perimeters of the subject property, and throughout the interior portions of the site. As such, the preliminary landscaping plan demonstrates consistency with the requirements set forth for the provision of public and private trees for new development.

1.5 Install new sidewalks and paving with high solar reflectivity materials: New sidewalks and other paved surfaces would contain materials exhibiting high solar reflectivity. The existing unpaved portions of the project site are to be surfaced in accordance with the City's Construction Specification Standards for sidewalks, crosswalks, and parking lots.

4.1.2 Install bicycle parking consistent with regulation: Section 20-36.040 of the Santa Rosa Municipal Code sets forth the number of bicycle parking stalls required. For the proposed project, the Municipal Code requires one bicycle space for every 4 units if units do not have a private garage or private storage space for bike storage. Additionally, up to 15 percent of bicycle parking spaces may be provided as short-term facilities. As proposed, the project will provide 68 private garages and a minimum of 3 short-term and 23 long-term bicycle parking spaces. As such, the project is consistent with §26-36.040.

4.3.5 Encourage new employers of 50+ to provide subsidized transit passes: As a residential development, the project will not introduce 50 or more new employees. Thus, this item is not applicable.

5.2.1 Provide alternative fuels at new refueling stations: The project does not consist of new public refueling stations. Thus, this item is not applicable.

6.1.3 Increase diversion of construction waste**:** The contractor will prepare and implement a Construction Waste Management Plan outlining proposed efforts to minimize construction waste disposal and maximize recycling prior to the commencement of project construction. Additionally, this is a requirement of the CalGreen Building Code.

7.1.1 Reduce potable water use for outdoor landscaping: The planting of primarily low water use plants with some moderate water use trees will limit the water demand generated by the proposed outdoor landscaping. There is no turf proposed as part of the project and all landscaping will be equipped with smart controllers for irrigation. Trees will be irrigated via separate dedicated bubbler circuits. The preliminary landscaping plan is consistent with the City of Santa Rosa Water Efficiency Landscape Ordinance (WELO).

7.1.3 Use water meters which track real time water use: The City Water of Santa Rosa currently does not provide meters that are capable of tracking real time water use; however, the City has data logging equipment that can provide such information.

7.3.2 Meet on-site meter separation requirements in locations with current or future recycled water capabilities: The project site is not located proximate to current or future recycled water capabilities and is therefore not available. Thus, this item is not applicable.

9.1.3 Install low water use landscapes: As depicted on the Preliminary Landscaping Plan all plantings will comply with the City's Water Efficient Landscape Ordinance (WELO). All irrigation will occur with automatic water conserving irrigation system designed to meet the requirements of Santa Rosa's WELO. As proposed, the preliminary landscape plan meets the requirements of the City of Santa Rosa WELO.

9.2.1 Minimize construction equipment idling time to 5 minutes or less: Provisions in contractor agreements will require that construction equipment idling time be limited to 5 minutes or less during all stages of construction.

9.2.2 Maintain construction equipment per manufacturer's specs: Provisions in contractor agreements will require that all construction equipment be maintained per specifications established by the manufacturer.

9.2.3 Limit GHG construction equipment emissions by using electrified equipment or alternative fuels: The use of electric equipment and/or equipment using alternative fuels will be included in contractor agreements and provisions therein.

Voluntary Items

Pursuant to the Appendix E checklist of the Santa Rosa CAP, the project is voluntarily implementing the following measures which may serve as suitable substitutes to mandatory items not being implemented as described above:

2.1.3 Pre-wire and pre-plumb for solar thermal or PV system: The proposed project will include pre-wiring for solar PV on clubhouse rooftop.

3.2.2 Improve non-vehicular network to promote walking and biking: The project includes installation of sidewalks and pathways onsite that will provide connectivity internally and with the surrounding community.

3.2.3 Support mixed-use, higher density development near services: The project proposes 172 residential units on 9.86 acres (17.44 units per acre) adjacent to future commercial uses on 1.04 acres.

3.5.1 Unbundle parking from property cost: Consistent with the Santa Rosa City Code the project meets the 1 parking space per unit requirement. Additional parking spaces, beyond 1 parking space per unit, will be subject to a fee imposed by the property manager on tenants.

3.6.1 Install calming features to improve ped/bike experience: Interior connections and paths are designed to improve and promote pedestrian and bicycle experiences.

4.1.1 Implement the 2018 Bicycle and Pedestrian Master Plan: The project includes construction of sidewalks, pathways, bicycle parking, and Class II bike lanes along Petaluma Hill Road frontage and Farmers Lane Extension, supporting the City's Bicycle and Pedestrian Master Plan.

4.2.2 Provide safe spaces to wait for bus arrival: A bus pullout stop with bench will be provided at the southwest corner of the project site along Petaluma Hill Road.

4.5.1: Include facilities for employees that promote telecommuting**:** The proposed project will provide wiring for internet to all units, thus providing a means for an alternative to commuting.

5.1.2 Install electric vehicle charging equipment: The proposed project will install required conduits to allow for future electric charging stations per City Code.

9.1.2 Provide outdoor electrical outlets for charging lawn equipment: Outdoor outlets suitable for charging lawn equipment will be provided at the clubhouse building and within residential building electrical closets.

Construction GHG Emissions

Construction of the 38 Degrees North Phase 2 project will result in GHG emissions from heavy-duty construction equipment, worker trips, and material delivery and hauling. Construction GHG emissions are

short-term and will cease once construction is complete. GHG emissions were computed to be 828 metric tons of CO_2e for the total construction period.

The BAAQMD has not established thresholds of significance for GHG emissions resulting from construction activities. Rather, BAAQMD encourages the incorporation of best management practices (BMP) to reduce GHG emissions during construction. As stated under the air quality topic above, mitigation measures AQ-1 and AQ-2 will be implemented, which will further reduce GHG emissions generated during construction activities.

The 38 Degrees North Phase 2 project would result in a potential impact to GHGs if it failed to implement the City of Santa Rosa's Climate Action Plan (CAP). As described above, the proposed project complies with the CAP in that it will implement all mandatory items and has committed to implementing voluntary items as well. Construction activities for the subject project will increase diversion of construction waste (6.1.3), limit idling time to 5 minutes or less (9.2.1), ensure that construction equipment is maintained in proper working order pursuant to the manufacturer's specifications (9.2.2), and utilize electric equipment or alternative fuels (9.2.3). Therefore, the project has demonstrated compliance with the CAP and construction-related activities will result in less than significant impacts related to GHG emissions.

Operational GHG Emissions

Operational GHG emissions are ongoing for the life of the project and result from onsite lighting, heating, and cooling of buildings and structures, the treatment and transport of water and wastewater, solid waste disposal, maintenance activities, and vehicle trips associated with residents, workers, and visitors to the site.

For operational impacts, the BAAQMD recommends applying screening criteria based on development type before conducting a detailed estimation of whether a project would have a potential for exceeding the GHG emission thresholds. The screening criteria were derived using default assumptions as well as modeling for indirect emissions (e.g., motor vehicles, electric generation, solid waste, and water use). Projects below the screening criteria are considered to emit GHG emissions below the threshold of significance at operation.

Table 9 provides the screening levels for GHG's. The project proposes 172 multi-family units within eight three-story apartment buildings. The screening level for apartments – mid-rise is 87 dwelling units and 8,000 square feet for Supermarkets. As such, the project is above the screening level for GHG emissions at operation and a project specific GHG emission was conducted and is presented in **Appendix C.**

TABLE 9: BAAQMD GREENHOUSE GAS SCREENING

Land Use Type	Project	Operational BAAQMD Screening Level	Above Screening Level?
Apartments – mid-rise	252 du	87 du	Yes
Supermarket	21 ksf	8 ksf	Yes

Source: Table 3-1, pg. 3-2 Bay Area Air Quality Management District 2010 CEQA Guidelines, May 2017.
Note: du = dwelling unit, ksf = 1,000 square feet

CalEEMod version 2016.3.2 and project vehicle trip generation rates were used to estimate daily emissions associated with operation of the project, including the proposed residential development and the future commercial component. Using the 2019 person per household population size of 2.65 for the City of Santa Rosa and a rate of four workers per 1,000 square feet of gross leasable area, the service population for the project was estimated to be 456 residents and 84 employees for a total of 540 individuals. For information purposes only **Table 10**, **Table 11**, and **Table 12** show the project's annual GHG emission in metric tons of carbon dioxide equivalence (CO_2e) for 2023, 2030, and 2035: the 172 multi-family residential development,

the future community shopping center, and the combination of both residential and the future community shopping center.

TABLE 10: ANNUAL PROJECT GHG EMISSIONS FOR MULTI-FAMILY RESIDENTIAL (METRIC TONS CO_2E PER YEAR)

SOURCE CATEGORY	PROPOSED IN 2023	PROPOSED PROJECT IN 2030	PROPOSED PROJECT IN 2035
Area	9	9	9
Energy Consumption	293	293	293
Mobile	857	714	670
Solid Waste Generation	52	52	52
Water Usage	13	13	13
Total	1,230	1,087	977
Service Population Emissions	2.7	2.4	2.3

38 Degrees North Phase 2 Air Quality & Greenhouse Gas Assessment prepared by Illingworth & Rodkin, June 2020.

TABLE 11: ANNUAL PROJECT GHG EMISSIONS (CO_2E) FOR FUTURE COMMUNITY SHOPPING CENTER

SOURCE CATEGORY	PROPOSED IN 2023	PROPOSED PROJECT IN 2030	PROPOSED PROJECT IN 2035
Area	<1	<1	<1
Energy Consumption	167	167	167
Mobile	1,234	1,036	976
Solid Waste Generation	60	60	59
Water Usage	3	3	2
Total	1,456	1,267	1,207
Service Population Emissions	17.4	15.8	14.4

38 Degrees North Phase 2 Air Quality & Greenhouse Gas Assessment prepared by Illingworth & Rodkin, June 2020.

TABLE 12: ANNUAL PROJECT GHG EMISSIONS (CO_2E) RESIDENTIAL + COMMERCIAL

SOURCE CATEGORY	PROPOSED IN 2023	PROPOSED PROJECT IN 2030	PROPOSED PROJECT IN 2035
Area	9	9	9
Energy Consumption	460	460	460
Mobile	1,634	1,372	1,293
Solid Waste Generation	112	112	112
Water Usage	22	22	22
Total	2,237	1,975	1,895
Service Population Emissions	4.1	3.7	3.5

38 Degrees North Phase 2 Air Quality & Greenhouse Gas Assessment prepared by Illingworth & Rodkin, June 2020.

Includes both Multi-Family Residential and Community Shopping Center Land Uses

As seen in **Table 10,** the service population emissions for the residential component would generate 2.7 MT CO_2e per year per service population in 2023. In 2030 the service population emissions for the residential development would generate 2.4 MT CO_2e per year per service population. In 2035 the service population emissions for the residential development would generate 2.3 MT CO_2e per year per service population. The proposed residential development has demonstrated compliance with the City's CAP. As such, emissions of GHGs from the proposed residential project would be less than significant.

Table 11 shows emissions from the future community shopping center and **Table 12** shows emission from the community shopping center combined with the proposed residential. Because the future community shopping center is not proposed at this time, but will be required to demonstrate compliance with the City of Santa Rosa's Climate Action Plan and must implement all mandatory requirements therein or identify acceptable substitutions, the following Mitigation Measures have been identified. In order to ensure that the future community shopping center combined with the proposed 172-unit residential development does not result in GHG impacts at operation, **Mitigation Measure GHG-1** shall be implemented, which requires that the future community shopping center demonstrate compliance with the City's CAP. Further, **Mitigation Measure GHG-2** shall be required of the future community shopping center to ensure compliance with the City's CAP Checklist and SB 32 or as otherwise identified by the BAAQMD or the City of Santa Rosa.

With the substitutions noted above, the project conforms to mandatory items identified in the Appendix E checklist and is in conformance with the City's Climate Action Plan. As proposed, construction activities and operation of the proposed project would be conducted in a manner that is consistent with the City of Santa Rosa's qualified CAP. Based on the above analysis, information presented in the Air Quality Report, and implementation of mitigation measures GHG-1 and GHG-2 set forth below, the project, inclusive of the future community shopping center would not generate greenhouse gas emissions, either indirectly or indirectly, that would have a significant impact on the environment. Therefore, impacts from GHG emissions generated by the project, inclusive of the future commercial shopping center, would be reduced to less than significant levels.

Mitigation Measures:

GHG-1: Santa Rosa's CAP Appendix E New Development Checklist or other qualified GHG program in effect, shall be submitted along with any application for the future community shopping center, demonstrating compliance with all mandatory requirements of the Santa Rosa's CAP Appendix E New Development Checklist, except where the item is not applicable or where a suitable substitution is provided.

GHG-2: Prior to development of the community shopping center, a GHG reduction strategy shall be developed and approved by the City. This strategy shall identify measures to reduce the commercial GHG emissions to levels that meet thresholds associated with either:

1. Targets identified in the City's Climate Action Plan that are consistent with current State goals of achieving reductions consistent with SB 32, or
2. Operational thresholds set forth by the BAAQMD for post 2020 thresholds if published by BAAQMD and accepted by the City of Santa Rosa, or as otherwise identified by the BAAQMD, the City of Santa Rosa, or other appropriate entity at the time the community shopping center is proposed.

Measures to meet these thresholds shall be identified through a refined analysis GHG emissions of the final design at the time that a future commercial component is proposed. Measures that would be included in the commercial portion of the project may include the following:

- Installation of solar power systems or other renewable electric generating systems that provide electricity to power on-site equipment and possibly provide excess electric power; Install efficient space and water heating systems;
- Construct onsite or fund off-site carbon sequestration projects (such as a forestry or wetlands projects for which inventory and reporting protocols have been adopted). If the project develops an off-site project, it must be registered with the Climate Action Reserve or otherwise approved by the BAAQMD in order to be used to offset Project emissions;
- Purchase of carbon credits to offset Project annual emissions. Carbon offset credits must be verified and registered with The Climate Registry, the Climate Action Reserve, or another source approved by the California Air Resources Board or BAAQMD. The preference for offset carbon credit purchases include those that can be achieved as follows: 1) within the City; 2) within the San Francisco Bay Area Air Basin; 3) within the State of California; then 4) elsewhere in the United States. Provisions of evidence of payments, and funding of an escrow-type account or endowment fund would be overseen by the County;
- Develop and implement a transportation demand management (TDM) program to further reduce mobile GHG emissions.
- Purchase carbon-free generated electricity from Sonoma Clean Power (i.e. EverGreen Mix).

7.9. Hazards/Hazardous Materials

Would the project:	Potentially Significant Impact	Less Than Significant with Mitigation	Less Than Significant Impact	No Impact
a) Create a significant hazard to the public or the environment through the routine transport, use, or disposal of hazardous materials?	☐	☐	☒	☐
b) Create a significant hazard to the public or the environment through reasonably foreseeable upset and accident conditions involving the release of hazardous materials into the environment?	☐	☐	☒	☐
c) Emit hazardous emissions or handle hazardous or acutely hazardous materials, substances, or waste within one-quarter mile of an existing or proposed school?	☐	☐	☐	☒
d) Be located on a site that is included on a list of hazardous materials sites compiled pursuant to Government Code Section 65962.5 and, as a result, would create a significant hazard to the public or the environment?	☐	☐	☒	☐
e) For a project located within an airport land use plan or, where such a plan has not been adopted, within two miles of a public airport of public use airport, would the project result in a safety hazard or excessive noise for people residing or working in the project area?	☐	☐	☐	☒
f) Impair implementation of or physically interfere with an adopted emergency response plan or emergency evacuation plan?	☐	☐	☐	☒
g) Expose people or structures, either directly or indirectly, to a significant risk of loss, injury or death involving wildland fires.	☐	☐	☒	☐

Sources: Santa Rosa General Plan 2035; General Plan EIR; Phase I Environmental Site Assessment, prepared by Partner Engineering and Science, Inc., Revised July 31 2019; Annex to 2010 Association of Bay Area Governments Local Hazard Mitigation Plan Taming Natural Disasters, adopted June 15, 2011; and Santa Rosa Local Hazard Mitigation Plan, 2016.

Hazards/Hazardous Material Setting:

The California Department of Toxic Substances Control (DTSC) defines a hazardous material as: "a substance or combination of substances that, because of its quantity, concentration or physical, chemical, or infectious characteristics, may either: 1) cause, or significantly contribute to an increase in mortality or an increase in serious, irreversible, or incapacitating illness; or 2) pose a substantial present or potential hazard to human health or the environment when improperly treated, stored, transported, disposed of, or otherwise managed." Regulations governing the use, management, handling, transportation and disposal of hazardous waste and materials are administered by Federal, State, and local governmental agencies. Pursuant to the Planning and Zoning Law, DTSC maintains a hazardous waste and substances site list, also known as the "Cortese List."

Hazardous waste management in the City of Santa Rosa is administered by the Sonoma County Waste Management Agency (SCWMA) through the Countywide Integrated Waste Management Plan. The Consolidated Unified Protection Agency (CUPA), under the auspices of the Santa Rosa Fire Department, manages the acquisition, maintenance, and control of hazardous waste for all activities within the City of Santa Rosa.

In 2005 the Association of Bay Area Governments (ABAG) released "Taming Natural Disasters", which acts as a multi-jurisdictional local hazard mitigation plan for the San Francisco Bay Area. The intent of the plan is to enhance disaster resilience throughout the region, pursuant to the Disaster Mitigation Act of 2000. The Plan was updated in 2010 and has since been approved by the Federal Emergency Management Agency (FEMA) and formally adopted by ABAG.

The City of Santa Rosa's "Annex to 2010 Association of Bay Area Governments Local Hazard Mitigation Plan Taming Natural Disasters," prepared June 15, 2011, complies with the Federal Disaster Mitigation Act of 2000 by demonstrating a commitment to increasing disaster resilience within the City's jurisdiction. As required by the Disaster Mitigation Act, the City of Santa Rosa updates this Plan at least once every five years and is monitored on an on-going basis by the City's Fire Department. The City Council adopted the latest Local Hazard Mitigation Plan on January 10, 2017 (Resolution No. 2017-004).

The California Department of Forestry and Fire Protection (CAL FIRE) is required by law to map areas of significant fire hazards based on fuels, terrain, weather, and other relevant factors. CAL FIRE's Statewide and County maps (adopted November 2007) depict Fire Hazard Severity Zones (FHSZs) that are within the State Responsibility Area (SRA). The SRA is the area of the state where the State of California is financially responsible for the prevention and suppression of wildfires. The SRA does not include lands within city boundaries or in federal ownership. The FHSZs in the SRA are further classified as having a Moderate, High, or Very High hazard severity.

In addition, CAL FIRE has prepared and transmitted recommendations for Very High FHSZs in those areas where local governments have financial responsibility for wildland fire protection, known as Local Responsibility Areas (LRAs). Only lands zoned as Very High FHSZ are identified within the LRA. The majority of the City of Santa Rosa, including the project site, is categorized as Non-VHFHZ by CAL FIRE (**Figure B-7** in **Appendix B**). The project site is located near the southern boundary of the City and is within one half-mile of an area classified as a Moderate Fire Hazard Severity Zone in a State Responsibility Area.

Phase I Environmental Site Assessment

In accordance with the American Society for Testing and Materials (ASTM) Standard Practice E1527-13 and the Environmental Protection Agency (EPA) Standards and Practices for All Appropriate Inquiries (40 CFR Part 312), Partner Engineering and Science, Inc., prepared a Phase I Environmental Site Assessment (ESA) for the subject

property on March 12, 2018, revised July 31, 2019 (**Appendix H**). The Phase I ESA discusses the Recognized Environmental Conditions (RECs), Controlled Recognized Environmental Conditions (CRECs), Historical Recognized Environmental Conditions (HRECs), and "environmental issues" of the project site. The Phase I ESA identified the following:

- The subject property was developed with former residential and/or agricultural structures from at least 1942 through at least 2007.

- No evidence of RECs, CRECs, HRECs, Other Environmental Considerations (OECs), or environmental issues were found during the Phase I ESA.

According to available historical sources, the subject property has been developed for agricultural use since at least 1942. Orchard agricultural use onsite ended around 1965 and since then the subject property has remained undeveloped. Given the amount of time that has passed since agricultural uses were present onsite, no further action or investigation was recommended in the Phase I ESA.

Hazards/Hazardous Materials Impact Discussion:

7.9(a-b) (Routine Transport, Upset and Accident Involving Release) Less Than Significant: Site preparation and construction activities will result in the temporary presence of potentially hazardous materials including, but not limited to, fuels and lubricants, paints, solvents, insulation, electrical wiring, and other construction related materials onsite. Although these potentially hazardous materials may be present onsite during construction, the project is required to comply with all existing federal, state and local safety regulations governing the transportation, use, handling, storage and disposal of potentially hazardous materials. Once construction is complete there will not be ongoing use or generation of hazardous materials onsite. Therefore, the impact of a significant hazard to the public or the environment through reasonably foreseeable upset and accident conditions involving the release of hazardous materials into the environment would be less than significant. Additionally, prior to the commencement of site preparation, a Storm Water Pollution Prevention Plan (SWPPP) that includes Best Management Practices (BMPs) will be prepared and implemented during all construction activities (see Hydrology/Water Quality discussion below). Therefore, the impact of hazards to the public or the environment through the routine transport, use, or disposal of hazardous materials from the proposed Project would be less than significant.

7.9(c) (Emit or Handle Hazardous Material within ¼ Mile of Sites) No Impact: The project site is not located within a quarter mile of a school. The nearest school, Kawana Elementary School, is located approximately 0.75 mile from the subject property. There are no activities associated with the proposed 38 Degrees North Phase 2 Project that would pose a threat to schools from the release or handling of hazardous materials. Thus, the project would not result in any increased risk of exposure to existing or planned schools as a result of development. Therefore, no impacts related to the emission or handling of hazardous, or acutely hazardous materials within one-quarter mile of an existing or proposed school are expected.

7.9(d) (Existing Hazardous Material Sites) Less Than Significant: The California Environmental Protection Agency (CAL-EPA) annually updates the California Hazardous Waste and Substances Site List (also known as the "Cortese List"). The Department of Toxic Substances Control (DTSC) compiles a record of sites to be included on the list, which is then submitted to the CAL-EPA.

As part of the Phase I ESA, Partner Engineering and Science Inc., conducted a search of available environmental records, which indicated that the project site is not listed in any known records or databases. As described in the Phase I ESA, there is a potential that agricultural related chemicals, such as pesticides, herbicides, and fertilizers, may have been used and stored onsite in the distant past. However, based on a review of aerial photographs, the subject property hasn't been used for agricultural purposes since the early

1960's and it is likely that residual agricultural chemicals (if any) would have degraded. In addition, a Phase 2 ESA subsurface investigation conducted on the adjacent parcel to the north, which had a similar history of agricultural use, identified only de minimis concentrations of pesticides and no further action or investigation was recommended. Based on the reported results of the adjacent Phase 2 ESA, and the time that has elapsed since the subject property was actively utilized for planting and harvesting crops, no further action or investigation is warranted regarding the former agricultural use of the subject property. Therefore, because there are no known contaminants on the project site that can be found on a list pursuant to Government Code Section 65962.5, impacts due to an existing hazardous material site is less than significant.

7.9(e) (Public Airport Land Use Plans) No Impact: The project is not located within the boundaries of an airport land use plan nor is it located in direct proximity to a private airstrip. The nearest airport is the Charles M. Schulz – Sonoma County Airport located approximately 8.5 miles northwest of the project site. Therefore, no impacts associated with airport-related hazards will result from the proposed project.

7.9(f) (Impair Emergency Response Plan) No Impact: None of the proposed site improvements are expected to impair the implementation of, or physically interfere with, an adopted emergency response plan or emergency evacuation plan. The project includes adequate onsite access to accommodate emergency vehicles, including adequate driveway/drive aisle width and turning radii.

California has developed an emergency response plan to coordinate emergency services by federal, state, and local government, including responding to hazardous materials incidents. The State Office of Emergency Services (OES) employs a Hazardous Materials Division, which enforces multiple programs that address hazardous materials. The City of Santa Rosa has adopted a Local Hazard Mitigation Plan. The proposed project does not include any elements that would interfere with an adopted emergency or evacuation plan and no impacts are anticipated.

7.9(g) (Wildland Fire Hazards) Less Than Significant Impact: Wildland fires are of concern particularly in expansive areas of native vegetation of brush, woodland, grassland. The project site is located within the City's UGB and surrounded by roadways, developed land, and lands undergoing construction to support residential development. The project site is categorized as a Non-VHFHZ by CAL FIRE and surrounded by land designated as Non-VHFHZ on all sides. However, the project site is located approximately 0.2 miles from a large expanse of land designated as "Moderate Fire Hazard Severity Zone" by CAL FIRE (**Figure B-7** in **Appendix B**).

The Santa Rosa Fire Department (SRFD) is responsible for protecting life, property, and the environment from fire. The Fire Department responds to calls including structure, wildland, and other fires. The City operates ten fire stations, which are strategically located throughout the community to provide timely response The SRFD responds to more than 25,000 calls for service per year, including hazardous materials incidents. According to the General Plan, two new fire stations are planned for construction, one of which would be located at the corner of Kawana Springs Road and Franz Kafka Avenue. In addition, the City has an agreement with the Rincon Valley Fire District, which integrates its station on Todd Road into the citywide response matrix. Therefore, impacts related to the exposure of people or structures to a significant risk of loss, injury or death involving wildland fires is less than significant.

Mitigation Measures: None Required.

7.10. Hydrology and Water Quality

Would the project:	Potentially Significant Impact	Less Than Significant with Mitigation	Less Than Significant Impact	No Impact
a) Violate any water quality standards or waste discharge requirements or otherwise substantially degrade surface or ground water quality?	☐	☒	☐	☐
b) Substantially decrease groundwater supplies or interfere substantially with groundwater recharge such that the project may impede sustainable groundwater management of the basin?	☐	☐	☒	☐
c) Substantially alter the existing drainage pattern on the site or area, including through the alteration of the course of a stream or river or through the addition of impervious surfaces, in a manner which would:	☐	☐	☒	☐
i) result in substantial erosion or siltation on- or off-site;	☐	☐	☒	☐
ii) substantially increase the rate or amount of surface runoff in a manner which would result in flooding on- or offsite;	☐	☐	☒	☐
iii) create or contribute runoff water which would exceed the capacity of existing or planned stormwater drainage systems or provide substantial additional sources of polluted runoff; or	☐	☐	☒	☐
iv) impede or redirect flood flows?	☐	☐	☒	☐
d) In flood hazard, tsunami, or seiche zones, risk release of pollutants due to project inundation?	☐	☐	☐	☒
e) Conflict with or obstruct implementation of a water quality control plan or sustainable groundwater management plan?	☐	☒	☐	☐

Sources: Santa Rosa General Plan 2035; General Plan EIR; Geotechnical Engineering Report, prepared by Youngdahl Consulting Group, Inc., January 15, 2019; and Initial Storm Water Low Impact Development Plan, prepared by TSD Engineering, Inc., January 27, 2020.

Hydrology and Water Quality Setting:

The City of Santa Rosa is located within the Santa Rosa Creek watershed, which drains runoff from the Mayacamas Mountains to the east and discharges to Laguna de Santa Rosa. The primary drainage course in Santa Rosa is the Santa Rosa Creek and its tributaries. Mark West Creek drains the northern portion of the city; Naval Creek the westernmost portion, and Todd Creek the southernmost portion of the City's planning area. All of these tributaries drain through Laguna de Santa Rosa to the Russian River, which ultimately discharges to the Pacific Ocean.

Sonoma Water (formerly Sonoma County Water Agency) manages flood control facilities throughout the County, including flood Zone 1A, within which the entire City of Santa Rosa is located. Sonoma Water is responsible for structural repairs to culverts and spillways, maintenance of channels, and debris removal to maintain hydraulic capacity of all waterways within Zone 1A.

Surface water quality is regulated by the North Coast RWQCB via the Water Quality Control Plan for the North Coast (Basin Plan). The RWQCB is responsible for implementing Section 401 of the Clean Water Act through the issuance of a Clean Water Certification when development includes potential impacts to jurisdictional areas such as creeks, wetlands, or other Waters of the State. As described in Section 7.4(c) of this document, the project is subject to Section 401 of the Clean Water Act because there are identified waters of the State that will be impacted by the project.

The proposed project is subject to the RWQCB Municipal Regional Stormwater NPDES Permit (municipal separate stormwater system "MS4"), Order No. R1-2015-0030, NPDES Permit No. CA0025054.[23] As part of a medium MS4, Santa Rosa is required to maintain authority within its boundaries to control discharges to the MS4 through ordinance, statute, permit, contract, or similar to means. Such control is maintained by enforcing Title 16 of the Santa Rosa Municipal Code.

Dischargers whose projects disturb one or more acres of soil, or whose projects disturb less than one acre, but are part of a larger common plan of development that in total disturbs one or more acres, are required to obtain coverage under the General Permit for Discharges of Storm Water Associated with Construction Activity Construction General Permit Order 2009-0009-DWQ (as amended by 2010-0014-DWQ and 2012-0005-DWQ) from the State Water Resources Control Board.[24] Construction activity subject to this permit includes clearing, grading, and disturbances to the ground such as stockpiling or excavation. The Construction General Permit requires a Storm Water Pollution Prevention Plan (SWPPP) by a certified Qualified SWPPP Developer.

The proposed project will be subject to the National Pollution Discharge Elimination System (NPDES) General Permit No. CAS000002 for Discharges of Storm Water Runoff Associated with Construction Activity (General Permit). Construction activities on more than one acre are subject to NPDES permitting requirements including the preparation of a SWPPP. The SWPPP includes specifications for Best Management Practices (BMPs) to be implemented during construction activities to control potential discharge of pollutants from the

[23] California Regional Water Quality Control Board North Coast Region NPDES Permit, Order No. R1-2015-0030, NPDES Permit No. CA0025054, October 8, 2015, https://www.waterboards.ca.gov/northcoast/board_decisions/adopted_orders/pdf/2015/151008_0030_phaseIpermitrenewal.pdf accessed February 2020.

[24] State Water Resources Control Board, Construction General Permit Order 2009-0009-DWQ, http://www.waterboards.ca.gov/water_issues/programs/stormwater/construction.shtml, Accessed August 29, 2018.

construction area. Additionally, the SWPPP describes measures to prevent pollutants in runoff after construction is complete and develops a plan for inspection and maintenance of the project facilities.

Further, development projects in the City of Santa Rosa that create or replace 10,000 square feet or more of impervious area are subject to the City's Standard Urban Stormwater Mitigation Plan (SUSMP) requirements. The City of Santa Rosa requires compliance with the Low Impact Development (LID) Technical Design Manual. LID strategies include draining impervious surfaces to landscaped areas, such as the use of bio-retention[25] features to capture runoff and encourage infiltration onsite, thereby decentralizing stormwater treatment and integrating it into the overall site design.

An Initial Storm Water Low Impact Development Plan dated January 27, 2020 was prepared by TSD Engineering, Inc. for the Project. The plan summarizes the existing site conditions, describes the pollution prevention, runoff reduction measures, the types of BMPs that will be implemented, and identifies the maintenance and funding for the establishment and ongoing operation of BMPs. Interceptor trees will be planted throughout the project site and along frontages to Petaluma Hill Road, Franz Kafka, and Farmer Lane Extension. Roof gutter down spouts of new apartment buildings and the clubhouse will be detached and convey runoff to landscaped areas. Runoff from impervious surfaces will be routed through bio-retention basins. The stormwater system has been designed to capture 100% of runoff generated from a one-inch rain event in a 24-hour period as demonstrated in the Initial Plan per City of Santa Rosa Standard.

The City of Santa Rosa collects Capital Facilities Fees as a means of ensuring that new development does not result in a deterioration of existing service levels including the storm drain system. The fees provide for the ongoing maintenance and expansion of the City's storm drain system. The project's contribution of these fees helps to ensure the ongoing maintenance and systematic expansion of facilities as planned for in the City's Capital Improvements Plan.

The Federal Emergency Management Agency's (FEMA's) flood hazard mapping program provides important guidance for the City in planning for flooding events and regulating development within identified flood hazard areas. FEMA's National Flood Insurance Program is intended to encourage State and local governments to adopt responsible floodplain management programs and flood measures. As part of the program, the FEMA defines floodplain and floodway boundaries that are shown on the Flood Insurance Rate Maps (FIRMs). The project site is located in FEMA Area of Minimal Flood Hazard, Zone X, as delineated on map numbered 06097C0737F (**Figure B-8** in **Appendix B**). According to this designation, the project site is subject to 500-year flooding and identified as an area that has a 0.2 percent chance of being flooded in a given year.

Hydrology and Water Quality Impact Discussion:

7.10(a,e) (Violations of Water Quality Standards) Less Than Significant Impact with Mitigation: Construction activities have the potential to result in runoff that contains sediment and other pollutants that could degrade water quality if not properly controlled. Sources of potential pollution associated with construction include fuel, grease, oil and other fluids, concrete material, sediment, and litter. These pollutants have the potential to result in impacts due to chemical contamination from the presence of construction equipment and materials that could pose a hazard to the environment or degrade water quality if not properly managed.

In order to ensure that proper controls and treatment are in place to prevent the runoff of storm water, the

[25] Bio-retention areas function as a soil and plant-based filtration and infiltration feature that removes pollutants through natural physical, biological, and chemical treatment processes.

project shall adhere to NPDES requirements including the preparation and implementation of a SWPPP as discussed above, and compliance with the RWQCB Order No. R1-2015-0030, Waste Discharge Requirements. Erosion control requirements are stipulated in the NPDES Permit issued by the RWQCB. These requirements include the preparation and implementation of a SWPPP that contains BMPs. The purpose of the SWPPP is to identify potential sediment sources and other pollutants and prescribe BMPs to ensure that potential adverse erosion, siltation, and contamination impacts would not occur during construction activities.

Mitigation Measure HYDRO-1 below requires that the project implement a SWPPP with BMPs that include, but are not limited to, fiber roll protection at all drains, the use of gravel at access driveways during construction, designated washout areas, and the development and implementation of a hazardous materials spill prevention plan. These and other BMPs are designed to protect water quality from potential contaminants in stormwater runoff emanating from construction sites. With implementation of HYDRO-1, the project's potential to result in a violation of water quality standards during construction would be reduced to levels below significance.

Groundwater was encountered at depths of approximately 47 feet below the ground surface.[26] Although groundwater is not expected to be encountered during construction (including the proposed residential development and the future community shopping center), the depth to groundwater may fluctuate and if encountered during construction could potentially impact water quality if not properly discharged. The discharge of construction dewatering could result in increased sediment loads to the storm drain system, which could impact water quality if not properly controlled. **Mitigation Measure HYDRO-2** requires that the project comply with waste discharge requirement specified by the RWQCB, including the reuse of dewaters onsite, allowing settlement of sediment to occur prior to release, and other BMPs. With implementation HYDRO-2, the project's potential to result in a violation of water quality standards due to dewatering associated with construction would be reduced to levels below significance.

At operation, stormwater runoff could degrade water quality via non-point contaminants such as oils, grease, and exhaust that settles onsite. Permanent stormwater BMPs have been designed in accordance with the City of Santa Rosa's Low Impact Development (LID) Technical Design Manual. As described above, the Initial Storm Water Low Impact Development Plan incorporates BMPs that will adequately protect water quality at operation. The proposed Project would not result in any other discharges, including wastewater discharges that would affect water quality. Therefore, the project would have less than significant impacts to water quality at operation.

7.10(b) (Groundwater Supply and Recharge) Less Than Significant Impact: The proposed project will utilize potable water from the City's water system for all onsite water needs including indoor use and outdoor irrigation. Utilities, including water, will connect to the project site via Franz Kafka Avenue, Petaluma Hill Road, and Farmers Lane Extension. The proposed project will increase water demand relative to existing water use on the site. The use of high efficiency appliances and fixtures for interior water use and smart controller and irrigation for outdoor water demand will minimize the new water demand generated onsite. The project's water demand is consistent with the City's overall water demand that is anticipated by the Santa Rosa General Plan 2035 and Urban Water Management Plan. The project would not substantially increase water use or deplete groundwater supplies. Nor would the project interfere with groundwater recharge. While the natural recharge potential at the site ranges from low to high, the project site is not located in an area identified for

[26] Youngdahl Consulting Group, Inc., Geotechnical Engineering Report, January 15, 2019.

groundwater recharge activities.[27] Therefore, the project will have a less than significant impact to groundwater supplies and recharge.

7.10(ci-civ) (Drainage Pattern, Runoff and Storm Drain Capacity) Less Than Significant Impact: Currently, precipitation on the project site flows in a westerly direction following the site's topographical contours. The Project will introduce impervious surfaces onsite including building footprints, sidewalks, and parking lots. Although the development will result in an increase in impervious surfaces as compared with existing conditions of the site, the project has been designed in accordance with the City's Standard Urban Storm Water Mitigation Plan (SUSMP) guidelines that require the integration of Low Impact Design (LID) measures into site designs.

New storm drainage infrastructure would also be installed to accommodate the increase in impervious surfaces that would result from development. The proposed LID measures are expected to be sufficient to accommodate increased surface flows generated by the project. As described above, the proposed project will achieve the Design Goal of one hundred percent (100%) volume capture from a one-inch rain event in a 24-hour period. As such, the project will not substantially increase the rate or amount of surface runoff.

The flow of storm water runoff would be retained and continue to be conveyed to the existing regional storm drain facilities. As such, project construction will not substantially alter the existing drainage pattern on the site. Additionally, through implementation of the Initial Storm Water Low Impact Development Plan, the proposed project would not substantially increase the rate or amount of surface runoff in a manner that would result in flooding on- or off-site. Therefore, impacts to the drainage pattern and storm drain system as a result of the proposed project would be less than significant.

7.10 (d) (Flood Hazards, Seiche, Tsunami, Mudflow) No Impact: The project site is not located within a 100-year flood hazard area, as shown on FEMA's National Flood Hazard Layer (panel 06097C0737F) and General Plan Figure 12-4: Flood Zones Map. The project site is located in FEMA Area of Minimal Flood Hazard Zone X, as delineated on map numbered 06097C0737F (**Figure B-8** in **Appendix B**). According to this designation, the project site is subject to 500-year flooding and identified as an area that has a 0.2 percent chance of being flooded in a given year. The project would have no impacts due to placing housing or structures within a 100-year flood hazard area. As no habitable structure would be placed within a flood hazard area, there would be no impact due to significant risk, of loss, injury, or death associated with the project. The site is not located within an inundation area of a levee or dam, nor is the site expected to be impacted by inundation, as shown on General Plan Figure 12-4. Therefore, there would be no impact associated with these risks due to flooding or inundation from a seiche, tsunami or mudflow.

Mitigation Measures:

HYDRO-1: In accordance with the National Pollution Discharge Elimination System (NPDES) regulation, the applicant shall prepare and implement a Storm Water Pollution Prevention Plan (SWPPP) prior to construction. The SWPPP shall address erosion and sediment controls, proper storage of fuels, identification of BMPs, and use and cleanup of hazardous materials. A Notice of Intent, fees, and other required documentation shall be filed with the Regional Water Quality Control Board. During construction a monitoring report shall be conducted weekly during dry conditions and three times a day during storms that produce more than 1/2" of precipitation.

[27] Figure 2 Natural Recharge Potential, Sonoma County Water Agency, Laguna-Mark West Creek Watershed Planning Scoping Study, Final Screening Technical Memorandum, May 2012.

HYDRO-2: Should construction dewatering be required, the applicant shall either reuse the water on-site for dust control, compaction, or irrigation, retain the water on-site in a grassy or porous area to allow infiltration/evaporation, or obtain a permit to discharge construction water to a sanitary sewer or storm drain. Discharges to the sanitary sewer system shall require a one-time discharge permit from the City of Santa Rosa Utilities Department. Measures may include characterizing the discharge and ensuring filtering methods and monitoring to verify that the discharge is compliant with the City's local wastewater discharge requirements. Discharges to a storm drain shall be conducted in a manner that complies with the Regional Water Quality Control Board Waste Discharge Requirements for Low Threat Discharges to Surface Waters in the North Coast Region. In the event that groundwater is discharged to the storm drain system, the Applicant shall submit permit registration documents and develop a Best Management Practices/Pollution Prevention Plan to characterize the discharge and to identify specific BMPs, such as sediment and flow controls sufficient to prevent erosion and flooding downstream.

7.11. Land Use and Planning

Would the project:	Potentially Significant Impact	Less Than Significant with Mitigation	Less Than Significant Impact	No Impact
a) Physically divide an established community?	☐	☐	☐	☒
b) Cause a significant environmental impact due to a conflict with any land use plan, policy, or regulation adopted for the purpose of avoiding or mitigating an environmental effect?	☐	☒	☐	☐

Sources: Santa Rosa General Plan 2035; General Plan EIR; and Noise Contours; and 38 Degrees North Environmental Noise and Vibration Assessment, prepared by Illingworth & Rodkin, September 6, 2019.

Land Use and Planning Setting:

The City of Santa Rosa encompasses 41.7 square miles, with an UGB covering approximately 45 square miles. The City exhibits a wide range of existing land uses, including residential, commercial, and industrial uses. The residential land uses in the City's UGB accounts for the largest share of the overall acreage, occupying about half of the total acreage. Public and open space land uses account for approximately ¼ of the total acreage. The balance, approximately ¼ of the total acreage, consists of vacant land, commercial, office and industrial uses.

The project site is located within the limits of the City of Santa Rosa. The project site exhibits a General Plan land use designation of Medium Density Residential and Retail and Business Services. The zoning designation for the project site is Commercial Shopping Center (CSC). Surrounding land uses include Planned Development, Light Industrial, Rural Residential, and Multi-Family Residential. Additionally, the project site is adjacent to active residential development to the north, east and south.

The project site has a "star" symbol on the land use map indicating that it has also been identified as a community shopping center location. Pursuant to the City's General Plan (page 2-11), the vision for community shopping center is to provide a "complex of retail services and enterprises anchored by a large grocery store,

and serving a community clientele." The Project provides 1.04-acres in the southwest-most portion of the site, near the intersection of Petaluma Hills Road and Farmer's Lane, that will be set aside for the future development of a 21,000 square-foot community shopping center.[28]

Land Use and Planning Impact Discussion:

7.11(a) (Divide An Established Community) No Impact: Division of an established community typically occurs when a new physical feature, in the form of an interstate or railroad, physically transects an area, thereby removing mobility and access within an established community. The division of an established community can also occur through the removal of an existing road or pathway, which would reduce or remove access between a community and outlying areas.

The project would not introduce a new physical feature that would remove mobility and access within an established community. Likewise, the project does not propose the removal of an existing road or pathway that could reduce or remove access between a community and outlying areas. Therefore, the project would have no impact due to the physical division of an established community.

7.11(b) (Land Use Plan, Policy, Regulation Conflict) Less Than Significant Impact with Mitigation: The proposed project is required to comply with the Santa Rosa General Plan 2035 and the Santa Rosa Zoning Ordinance. The proposed project has been reviewed for consistency with these established regulations as described below.

Santa Rosa General Plan 2035

The proposed project would achieve several of the goals set forth in the Santa Rosa General Plan 2035. The project achieves Goal GM-A by focusing development within the City's UGB and thereby avoiding urban sprawl. The project fulfills General Plan Policy LUL-E-2, which calls for the fostering of livability within neighborhoods by providing 172 multi-family housing units to accommodate a diverse range of needs and introducing additional housing units in close proximity to proposed and existing shopping centers (South Santa Rosa Shopping Center and Santa Rosa Marketplace) and public transit. General Plan Policy OSC-B-3 (maintaining creek corridors in new residential development) would be supported by providing a 2.54-acre Open Space Preserve for an open drainage swale containing an ephemeral creek and isolated seasonal wetlands. Additionally, LUL-G would be supported because the project retains a 1.04-acre portion of the site to support a future community shopping center. Although the community shopping center is not being developed at this time, the future development site ensure that the project is consistent with the General Plan Land Use Diagram.

The Housing Element of the General Plan envisions a diversity of housing options in Santa Rosa, including a variety of housing sizes and types, such as single-family, townhomes, and multi-family units in different parts of the city at varied prices. By providing 172 multi-family residential units, the project complies with Housing Element Goal H-A, which strives to meet the housing needs of all Santa Rosa residents. By developing the vacant site with 172 residential units on 9.86 acres (17.44 units per acre), the project complies with Policy H-A-2, which aims to meet Santa Rosa's housing needs through increased densities. As described in Section 7.6

28 Zoning Code Section 20-70.020 defines Large Grocery Store as "20,000 square feet in size or greater. Also includes a grocery store use located within a larger format retail store where an area 20,000 square feet in size or greater is primarily devoted to the sale of food." Community Shopping Center is a "retail complex anchored by a large grocery store." The 21,000 square foot future Community Shopping Center includes a 20,000 square foot grocery store as well as a 1,000 square foot commercial retail space.

Energy, the project fulfills Housing Element Goal H-G, by developing energy-efficient residential units. Therefore, the proposed project is generally consistent with the goals and policies of the Housing Element.

The Noise and Safety Element of the General Plan requires that interior noise levels be maintained at 45 dBA L_{dn} (day-night average sound level) or less for residences. As discussed in Section 7.13, Noise, the exterior noise level at the western façade of residential units facing Petaluma Hill Road (Building #s 6 and 7) is calculated to be up to 73 dBA L_{dn} and up to 66 dBA L_{dn} at Building 1. These exterior noise levels, due to ambient conditions from roadway vehicle noise, have the potential to result in a conflict with the City's Noise and Safety Element. To ensure that noise compatibility conflicts are not introduced, **Mitigation Measure LU-1**, as set forth shall be implemented. As further described in the Section 7.13 Noise, Measure LU-1 identifies performance standards to achieve interior noise levels of 45 dBA by requiring that buildings 1, 6, and 7 include forced air ventilation systems and use sound rated windows and doors. With LU-1, acceptable interior noise levels would be achieved, and the project would be consistent with the goals and policies of the Noise and Safety Element.

The Santa Rosa General Plan Land Use Compatibility Standards (Figure 12-1) indicates that noise levels for multi-family residential uses are considered normally acceptable in noise environments up to 65 dB CNEL/L_{dn}, conditionally acceptable between 60 and 70 dB CNEL/L_{dn}, normally unacceptable between 70 and 75 dB CNEL/L_{dn}, and clearly unacceptable above 75 dB CNEL/$L_{dn.}$ The western façade of Buildings 6, which fronts onto Petaluma Hill Road would be exposed to future traffic noise levels of up to approximately 74 dBA L_{dn}. Although residents of these units could potentially be exposed to normally unacceptable outdoor noise levels on the private balconies, residents may elect to remain indoors during high traffic volumes, where noise levels meet the 45 dBA Ldn standard. Therefore, the proposed project is generally consistent with the Land Use Compatibility Standards.

Zoning Ordinance

The zoning designation for the project site is Commercial Shopping Center (CSC). Pursuant to Santa Rosa City Code, Title 20 Zoning, Section 20-23.020, the CSC zoning district is designated for: "areas appropriate for complexes of retail establishments, anchored by a large grocery store, serving clients from the community as a whole and in particular surrounding residential neighborhoods. These centers are intended to be designed to facilitate pedestrian and bicycle access in addition to vehicular access. Proposed commercial development is required to include a residential component when significant additions or reconstruction is proposed as noted by Section 20-23.030 (Commercial District Land Uses and Permit Requirements), Table 2-6 and Section 20-23.080." The community shopping center District permits multi-family development by right. The proposed 38 Degrees North Phase 2 Project would introduce 172 residential units to the City of Santa Rosa, thereby contributing to the City's housing stock. Construction of 172 multi-family residential apartments and a 1.04-acre development site reserved for a 21,000 square foot community shopping center on the project site is consistent with the CSC zoning district.

The City of Santa Rosa parking standards (Zoning Ordinance §20-36.040) requires projects to provide on-site parking based on land use and project size. Based on the City's parking requirements, 350 parking spaces for automobiles are required for the 172 residential units. The project proposes to provide 270 parking spaces, which is 73 spaces below the City's parking requirements. In accordance with Zoning Code §20-36.050 (Adjustments to parking requirements) the applicant is requesting a 23% percent reduction to the parking standards, which is within the 25% threshold allowed by the City. If granted by the City of Santa Rosa, the proposed project will be consistent with the parking requirements of the zoning ordinance. As described below in the Transportation section, although a shortfall in parking would be inconsistent with City standards, it does not result in an environmental impact.

The City of Santa Rosa bicycle parking standards (Zoning Ordinance §20-36.040) requires projects to provide on-site bicycle parking and storage facilities. The proposed project includes parking facilities to secure at least 26 bicycles on-site (23 long-term spaces and 3 short-term spaces) in addition to 68 private garages with storage space to accommodate bicycles. As such, adequate bicycle parking facilities will be provided onsite and the proposed project will be consistent with the bicycle parking requirements of the zoning ordinance.

Santa Rosa's Zoning Ordinance §20-30.080 Outdoor Lighting specifies lighting standards for all new exterior lighting, such as the provision that lighting in multi-family housing areas shall not exceed a height of 14 feet. A photometric plan was prepared for the subject project and shows that lighting introduced onsite would result in an average of 2.1-foot candles with 0.0-foot candles at the site periphery and up to 19.7-foot candles at the interior. Lighting specifications are compliant with City standards. Therefore, the project is consistent with the lighting requirements of the zoning ordinance.

Santa Rosa's Zoning Ordinance §20-52.030 Design Review establishes procedures for the City's review of the design aspects of proposed development. As proposed, the massing, setbacks, and architectural design of the project are reflective of that found along Petaluma Hill Road, Yolanda Avenue, and in the project vicinity. Therefore, the project is generally consistent with the Design Review Guidelines and the Zoning Ordinance.

Conclusion

The proposed project is not expected to conflict with any applicable land use plan, policy, or regulation. The project achieves goals, policies, and programs of the General Plan by focusing development within the City's UGB. Additionally, the project will introduce new residential dwelling units within the City of Santa Rosa, satisfying the need to provide housing and accommodate growth consistent with the General Plan's Housing Element. Furthermore, the project provides a 1.04-acre site to accommodate a community shopping center in the future. Thus, the proposed project is generally consistent with the General Plan 2035 and zoning regulations established by the City of Santa Rosa. The project would not conflict with any applicable regulations or policies established by the City that would result in a direct or indirect environmental impact.

As described above, the project has the potential to conflict with a land use noise compatibility standard due to siting new sensitive receptors in close proximity to existing noise sources (roadways). Mitigation Measure LU-1 set forth below and as further described in Section 7.13 Noise, would provide sound rated windows, doors and construction techniques to ensure that new residents introduced onsite are not exposed to elevated ambient noise levels. Measure LU-1 ensures that the proposed project does not introduce a General Plan conflict. With sound insulation incorporated into the new residential buildings, new sensitive receptors would not be exposed to elevated ambient noise levels and a potential General Plan conflict would be avoided.

In the future at the time a development application is received for the future commercial shopping center it will be subject to design level review to assess land use compatibility. Depending on the precise design, proposed uses, and operation, land use compatibility measures may be imposed on the future commercial shopping center. However, as conceptually designed and with the mitigation measures identified herein, the project including the future commercial shopping center is not expected result in a land use conflict. Therefore, the project's impacts due to a conflict with City regulations would be reduced to less than significant levels.

Mitigation Measures:

LU-1: For consistency with the General Plan, the following noise insulation features shall be implemented:

- Provide a suitable form of forced-air mechanical ventilation, as determined by the local building official, for all residential buildings, so that windows can be kept closed to control noise.

- Provide sound-rated windows and doors for Buildings 1, 6, and 7 to maintain interior noise levels or below the City's 45 dBA L_{dn} interior noise threshold. Preliminary calculations show that sound-rated windows and doors with minimum STC ratings of 30 would be satisfactory for units located in Buildings 6 and 7. Windows and doors for Building 1 would require STC ratings of 28 to meet the interior noise threshold. Standard residential grade windows and doors (minimum STC 26) would be required for all remaining units.
- A qualified acoustical specialist shall prepare a detailed analysis of interior residential noise levels resulting from all exterior sources during the final design phase of the project pursuant to requirements set forth in the General Plan and State Building Code. The study will review the final site plan, building elevations, and floor plans prior to construction and confirm building treatments necessary to reduce interior noise levels to 45 dBA L_{dn} or less. Treatments would include, but are not limited to, sound-rated windows and doors as specified above, acoustical caulking, protected ventilation openings, etc. The specific determination of what noise insulation treatments are necessary shall be conducted on a unit-by-unit basis during final design of the project. Results of the analysis, including the description of the necessary noise control treatments, shall be submitted to the City, along with the building plans and approved design, prior to issuance of a building permit.

7.12. Mineral Resources

Would the project:	Potentially Significant Impact	Less Than Significant with Mitigation	Less Than Significant Impact	No Impact
a) Result in the loss of availability of a known mineral resource that would be of value to the region and the residents of the state?	☐	☐	☐	☒
b) Result in the loss of availability of a locally-important mineral resource recovery site delineated on a local general plan, specific plan or other land use plan?	☐	☐	☐	☒

Sources: Santa Rosa General Plan 2035; General Plan EIR; and Sonoma County Aggregate Resources Management Plan, as amended through December 7, 2010.

Mineral Resources Setting:

The California Surface Mining and Reclamation Act of 1975 (SMARA) identifies mineral resources within California and requires the classification of mineral resources based on their relative value for extraction. According to the Division of Mine Reclamation, California Department of Conservation there are no mineral resources in or around the project site.[29]

[29] California Department of Conservation, California Geological Survey, Special Report 205, Plates 1A, 1B, 1C, 2A, and 2B, 2013.

Mineral Resources Impact Discussion:

7.12(a-b) (Mineral Resources or Resource Plans) No Impact: There are no known mineral resources within the project site boundaries or on land in close proximity. The project site has not been delineated as a locally important resource recovery site according the Santa Rosa General Plan 2035 and EIR. The project site has not been delineated as a quarry site or expansion area according to the Sonoma County Aggregate Resources Management Plan. Development of the project site will not result in the loss of availability of known mineral resources, including those designated as "locally-important." Therefore, the proposed project will have no impact that results in the loss of availability of mineral resources.

Mitigation Measures: None Required.

7.13. Noise

Would the project result in:	Potentially Significant Impact	Less Than Significant with Mitigation	Less Than Significant Impact	No Impact
a) Generation of a substantial temporary or permanent increase in ambient noise levels in the vicinity of the project in excess of standards established in the local general plan or noise ordinance, or applicable standards of other agencies?	☐	☒	☐	☐
b) Generation of excessive groundborne vibration or groundborne noise levels?	☐	☒	☐	☐
c) For a project located within the vicinity of a private airstrip or an airport land use plan or, where such a plan has not been adopted, within two miles of a public airport or public use airport, would the project expose people residing or working in the project area to excessive noise levels?	☐	☐	☐	☒

Sources: Santa Rosa General Plan 2035; General Plan EIR; Santa Rosa Municipal Code: Chapter 17; General Plan Figure 12-1: Land Use Compatibility Standard and Figure 12-2; and Noise Contours; and 38 Degrees North Environmental Noise and Vibration Assessment, prepared by Illingworth & Rodkin, September 6, 2019.

Noise Setting:

Noise is generally defined as unwanted sound. It is characterized by various parameters that include the rate of oscillation of sound waves that cause pitch (frequency), the speed of propagation, and the pressure level or energy content (amplitude). The sound pressure level is the most common descriptor used to characterize the loudness of an ambient (existing) sound level. The decibel (dB) scale is used to quantify sound intensity but given that the human ear is not equally sensitive to all frequencies in the entire spectrum, noise measurements are weighted more heavily for frequencies to which humans are sensitive in a process called "A-weighting," written as "dBA" and referred to as "A-weighted decibels". In general, human sound perception is such that a change in sound level of 1 dB cannot typically be perceived by the human ear, a change of 3 dB

is just noticeable, a change of 5 dB is clearly noticeable, and a change of 10 dB is perceived as doubling the sound level. The Community Noise Equivalent (CNEL) is a measure of cumulative noise in a community, with a 5-dB penalty added to evening (7:00 PM to 10:00 PM) and a 10-dB penalty addition to nocturnal (10:00 PM to 7:00 AM) noise levels. The Day/Night Average Sound Level (L_{dn} or DNL) differs from CNEL only in that the three-hour evening time period used in CNEL is grouped into the daytime period.

Noise sources within Santa Rosa primarily include vehicular traffic, aircraft, trains, industrial activities, and mechanical equipment including refrigeration units, heating and cooling, and ventilation. Commercial and general industrial land uses are typically considered the least noise-sensitive, whereas residences, schools, hospitals, and hotels are considered to be the most noise-sensitive.

The Santa Rosa General Plan Land Use Compatibility Standards (Figure 12-1) indicates that noise levels for multi-family residential uses are considered normally acceptable in noise environments up to 65 dB CNEL/L_{dn}, conditionally acceptable between 60 and 70 dB CNEL/L_{dn}, normally unacceptable between 70 and 75 dB CNEL/L_{dn}, and clearly unacceptable above 75 dB CNEL/L_{dn}.

The project site is bounded by established residential and general industrial land uses. The project site is situated approximately 0.6 miles east of Highway 101, one mile east of the Sonoma-Marin Area Rail Transit (SMART) corridor, 1.3 miles south of Highway 12, and over 8 miles southeast of the Sonoma County Airport. The primary noise sources that contribute to the ambient noise environment onsite are vehicular traffic on nearby roadways (Petaluma Hill Road and Yolanda Avenue), construction noise from surrounding development (38 Degrees North Phase 1 and the Kawana Meadows Project), and Highway 101. The project site is located within the 60-dBA noise contour of Highway 101, as indicated in General Plan Figure 12-2: Noise Contours.

The project site is located in close proximity to existing sensitive receptors including existing surrounding residential uses to the north, east, and west of the project site.

Noise Significance Criteria

The following criteria are used to evaluate the significance of environmental noise impacts resulting from the proposed project:

- Operational Noise in Excess of Standards. A significant noise impact would be identified if project operations would generate noise levels that exceed applicable noise standards presented in the Santa Rosa General Plan or Municipal Code.

- Permanent Noise Increase. A significant permanent noise increase would occur if project traffic resulted in an increase of 3 dBA L_{dn} or greater at noise-sensitive land uses where existing or projected noise levels would equal or exceed the noise level considered satisfactory for the affected land use (60 dBA L_{dn} for single-family residential areas) and/or an increase of 5 dBA L_{dn} or greater at noise-sensitive land uses where noise levels would continue to be below those considered satisfactory for the affected land use.

- Temporary Noise Increase. A significant temporary noise impact would be identified if construction-related noise would temporarily increase ambient noise levels at sensitive receptors as follows. Hourly average noise levels exceeding 60 dBA L_{eq} at the property lines shared with residential land uses, and the ambient noise level by at least 5 dBA L_{eq}, for a period of more than one year would constitute a significant temporary noise increase at adjacent residential land uses. Hourly average noise levels exceeding 70 dBA L_{eq} at the property lines shared with commercial land uses, and the ambient by at

least 5 dBA L_{eq}, for a period of more than one year would constitute a significant temporary noise increase at adjacent commercial land uses.

- Groundborne Vibration Level. A significant impact would be identified if construction of the project would expose persons to excessive vibration levels. Groundborne vibration levels exceeding 0.3 in/sec PPV would have the potential to result in cosmetic damage to buildings.

Noise and Vibration Assessment

In accordance with the City of Santa Rosa's General Plan Policy NS-B-4, acoustical specialists Illingworth & Rodkin performed an acoustical study to document ambient noise conditions and provide recommendations to ensure that noise levels achieve 45 dBA L_{dn} for all habitable rooms and 60 dBA L_{dn} in outdoor private and shared recreational facilities (**Appendix I**). The Noise and Vibration Assessment applied the noise significance criteria above in evaluating environmental noise impacts caused by the proposed project.

A noise monitoring survey was performed as part of the noise assessment beginning Monday, June 10, 2019 through Wednesday, June 12, 2019. The monitoring survey included two long-term measurements and three short-term measurements. A summary of the results of the short-term measurements is shown in **Table 13**.

TABLE 13: SUMMARY OF SHORT-TERM NOISE MEASUREMENT DATA

ID	Location (Date, Time)	Measured Noise Levels (dBA)					Primary Noise Source
		L_1	L_{10}	L_{50}	L_{90}	L_{eq}	
ST-1	South End of Pern Place (6/12/19, 3:10 p.m. to 3:20 pm)	53	46	42	41	44	Traffic on Kawana Terrace
ST-2	South End of Site ~ 710 feet from Petaluma Hill Road (6/12/19, 3:30 p.m. to 3:40 p.m.)	58	51	46	44	49	Traffic on Petaluma Hill Road
ST-3	25 feet from the center of Kawana Springs Road (6/12/19, 4:00 p.m. to 4:00 p.m.)	74	70	62	61	66	Traffic on Kawana Springs Road, Construction

Source: Table 4 Environmental Noise and Vibration Assessment, prepared by Illingworth & Rodkin, September 6, 2019.

Long-term noise measurement LT-1 was made in an oak tree just outside the front yard fence of 1386 Petaluma Hill Road, finding the primary noise source at this location to be traffic along Petaluma Hill Road. Hourly average noise levels at LT-1 ranged from 69 to 74 dBA L_{eq} during daytime hours and from 56 to 71 dBA L_{eq} during evening hours.

LT-2 was located at the southwest corner of 1150 Franz Kafka Avenue, finding the primary noise source at this location to be the construction of the 38 Degrees North Phase 1 project. Hourly average noise levels at LT-2 ranged from 46 to 61 dBA L_{eq} during the day and from 46 to 55 dBA L_{eq} at night.

Noise Impact Discussion:

7.13(a) (Exceed Established Noise Standards) Less Than Significant Impact with Mitigation: The proposed project will generate noise on a temporary basis during construction activities and on an ongoing basis upon occupancy.

Construction Noise

Neither the City of Santa Rosa nor the State of California specify quantitative thresholds for the impact of temporary increases in noise due to construction. The noise threshold for construction applied for this project is based on the 45-dBA noise level, at which speech interference occurs indoors. Assuming a 15 dB exterior-to-interior reduction for standard residential construction with windows open and a 25 dB exterior-to-interior reduction for standard commercial construction, assuming windows closed, this would correlate to an exterior threshold of 60 dBA L_{eq} at adjacent residential land uses and 70 dBA L_{eq} at commercial land uses.

Construction of the proposed project would result in temporary and intermittent noise increases onsite and in the project vicinity from the use of construction equipment. Construction noise associated with the proposed project would be perceptible to established uses in the immediate vicinity including nearby existing residences to the north, northeast, east, and west, and employees and customers of nearby businesses at commercial/industrial operations to the west.

Noise impacts resulting from construction of the project depend upon the noise generated by various pieces of construction equipment, the timing and duration of noise-generating activities, and the distance between construction noise sources and noise-sensitive areas. Construction noise impacts primarily result when construction activities occur during noise-sensitive times of the day (e.g., early morning, evening, or nighttime hours), the construction occurs in areas immediately adjoining noise-sensitive land uses, or when construction occurs over extended periods of time.

Construction of the proposed project is anticipated to occur over an 18-month period and would include site preparation, grading and excavation, foundation construction, trenching, building erection, and paving. During each stage of construction, there would be a different mix of equipment operating, and noise levels would vary based on the amount of equipment in operation and the location at which the equipment is operating. Typical demolition and construction equipment generate maximum noise levels within the range of 80 to 90 dBA at a distance of 50 feet from the source.

Typical hourly average (L_{eq}) construction-generated noise levels for the proposed project by construction phase are presented in **Table 14** below, including construction equipment expected to be used at each phase. Noise levels are estimated at property lines of adjacent properties to the north, south, east, and west of the project with propagation distances estimated from the center of the project site.

Ambient noise levels during daytime hours while the project is under construction would range from 66 to 74 dBA L_{eq}, as presented in Table 14. Receptors east of the project site would experience ambient noise levels ranging from 46 to 61 dBA L_{eq} during daytime hours. Construction activities could thus generate noise levels exceeding 60 dBA L_{eq} at sensitive receptors surrounding the site during project construction. In addition, daytime ambient noise levels could be increased by 5 L_{eq} or more at existing sensitive receptors to the east of the site during the construction period, which is expected to last over one year. As such, this is considered a potentially significant impact as nearby residents would be temporarily exposed to elevated noise levels.

As such, **Mitigation Measure NOI-1** shall be implemented which requires best construction management practices to reduce construction noise levels emanating from the site by limiting construction hours and minimizing disruption and annoyance due to noise exposure. With implementation of mitigation measure NOI-1, exposure of existing residents to excessive noise levels generated during construction activities including the subject residential development and the future commercial component will be reduced to less than significant levels.

TABLE 14: CONSTRUCTION NOISE LEVELS AT EXISTING RESIDENCES DURING CONSTRUCTION

Construction Phase	Time Duration	Construction Equipment (Quantity)	Calculated Hourly Average L_{eq} at Residence, dBA			
			North Res (310ft)	South Res (480ft)	East Res (385ft)	West Res (305ft)
Site Preparation (18 days)	9/7/2020-9/25/2020	Scraper (1) Grader (1) Rubber-Tired Dozer (1) Tractor/Loader/Backhoe (1) Off-Highway Truck (1)	73	69	71	73
Grading/Excavation (32 days)	9/28/2020-10/30/2020	Excavator (1) Grader (1) Rubber-Tired Dozer (1) Tractor/Loader/Backhoe (1) Truck-Stockpile on-sites (1)	73	69	71	73
Foundation (60 days)	10/26/2020-12/25/2020	Tractor/Loader/Backhoe (1) Excavator (1) Skid Steer (1) Concrete Pre-Mix Truck (1) Concrete Pump (1)	72	68	70	72
Trenching/Utilities (67 days)	11/2/2020-1/8/2021	Tractor/Loader/Backhoe (1) Excavator (1) Skid Steer (1) Plate Compactor (1)	72-73[a]	68-70[a]	70-72[a]	72-74[a]
Building-Framing & Exterior (179 days)	11/30/2020-5/28/2021	Air Compressor (1) Aerial Lift (2) Rough Terrain Forklift (1)	71-74[a]	67-70[a]	69-72[b]	71-74[b]
Paving/Hardscape (116 days)	9/6/2021-12/31/2021	Concrete Pre-Mix Truck (1) Concrete Pump (1) Paver (1) Paving Equipment (1) Roller (1) Tractor/Loader/Backhoe (1) Skid Steer (1)	73	69	71	73
Misc[c] (Deliveries/ Day-to-Day) (515 days)	9/7/2020-2/4/2022	Crane (1) Forklift (3) Generator Set (1) Tractor/Loader/Backhoe (1) Welder (1)	70	66	68	70

Source: Table 8 Environmental Noise and Vibration Assessment, prepared by Illingworth & Rodkin, September 6, 2019.

[a] The range of levels for the trenching/utilities phase reflects the trenching/utilities equipment only and the overlapping period with the foundation phase.

[b] The range of levels for the building-framing and exterior phase reflects the building-framing and exterior equipment only and the overlapping period with the trenching/utilities and foundation phases

[c] The miscellaneous equipment would be used on a day-to-day basis throughout project construction, and the noise generated from such equipment are included in the previous rows for each phase of construction.

Operational Noise Environment

At operation, the proposed 38 Degrees North Phase 2 Project would contribute to the ambient noise environment from the introduction of mechanical equipment, parking lot, pool and tot lot activities, and additional vehicles traveling on roadways, as well as operational noise in the future when the community shopping center is constructed.

The City of Santa Rosa Municipal Code Section 17-16.030 defines ambient base noise levels of 55 dBA L_{eq} from 7:00 a.m. to 7:00 p.m., 50 dBA L_{eq} from 7:00 p.m. to 10:00 p.m., and 45 dBA L_{eq} from 10:00 p.m. to 7:00 a.m. for single-family residential areas. Multi-family ambient base noise levels are 5 dBA higher. Commercial ambient base noise levels are 10 dBA higher.

Mechanical Equipment

Mechanical equipment noise is limited to not exceed the ambient base noise level by more than 5 dBA. This analysis assesses mechanical equipment noise generated by the project against the more conservative nighttime residential threshold of 50 dBA L_{eq} (5 dBA above the ambient base noise level of 45 dBA). The proposed project will include mechanical equipment such as heating, ventilation, and air conditioning systems (HVAC). Conservative assumptions were made in the noise analysis of mechanical equipment, assuming up to eight HVAC units would operate simultaneously from the same relative location at the end of a building. The loudest scenario was calculated by estimating HVAC noise levels at the property lines of the nearest existing and future residential land uses surrounding the site. **Table 15** estimates noise levels generated by mechanical equipment from the proposed building located nearest to the property line.

As presented in **Table 15**, noise generated by mechanical equipment from new residential buildings introduced by the proposed project would not approach or exceed established thresholds (5 dBA above ambient base noise level criteria). Mechanical equipment from other buildings onsite would result in lower noise levels, as they are located at the site interior. Therefore, mechanical equipment noise would have less-than-significant impacts on ambient noise levels.

TABLE 15: ESTIMATED MECHANICAL EQUIPMENT NOISE GENERATED AT RESIDENTIAL BUILDINGS

Surrounding Residential Land Use	Nearest Project Building	Distance from edge of Project Building to Nearest Residential Property Line	Estimated Mechanical Equipment Noise Level
Single-family residences west of the site, opposite Petaluma Hill Road	Building 6	70 feet	35 to 45 dBA
Multi-family residences north of the site, part of Phase 1 construction	Building 3	30 feet	42 to 52 dBA
Single-family residences east of the site, opposite Franz Kafka Avenue	Building 3	85 feet	33 to 43 dBA
Multi-family residences south of the site, opposite Farmers Lane Extension	Building 1	95 feet	32 to 42 dBA

Source: Table 5 Environmental Noise and Vibration Assessment, prepared by Illingworth & Rodkin, September 6, 2019.

Parking Lot

Parking would be provided to residences throughout the site with the largest concentration of parking between buildings 5 and 8, which provides noise shielding for surrounding residences from parking lot activities. Noise sources associated with surface parking include loud engines, car alarms, squealing tires, door slams, and human voices. Typical noise levels from a car traveling at 15 mph or a car starting would reach a maximum of approximately 50 to 60 dBA with an hourly average of 40 dBA L_{eq} at a distance of 50 feet.

As such, noise from parking lot activities would not exceed the City's base level thresholds for single-family or multi-family uses. Therefore, impacts to onsite and offsite residents from parking lot noise generated by the project would be less than significant.

Outdoor Pool

An outdoor pool area and surrounding 6-foot fence would be constructed as part of the proposed project. At a distance of 3 feet, noise from conversation, laughing, and other pool activities would generate noise levels of 60 to 65 dBA. The facility would be located 275 feet from the nearest off-site residences at Franz Kafka Avenue, generating noise levels of 21 to 26 dBA. This is well below the City's base level thresholds for single-family and multi-family uses. Therefore, noise levels from the outdoor pool facility would result in less-than-significant impacts.

Tot Lot

Playgrounds typically produce noise levels ranging from 59 to 67 dBA at a distance of 50 feet due to children playing, outdoor voices, and conversations. These estimates are conservative, as the proposed tot lot would likely serve no more than a few children at any given time. The nearest residences off-site with a direct line-of-sight to the tot lot would be the future residences approximately 255 feet south of the site. At this distance, noise emanating from the tot lot would be 53 dBA. This is below the City's base level thresholds for single-family and multi-family uses. Therefore, noise levels from the tot lot would result in less-than-significant impacts.

Project-Generated Traffic Noise

Based on General Plan Policy NS-B-14, a significant impact would occur if a) the proposed project would result in a permanent noise level increase due to project-generated increase of 5 dBA L_{dn} or greater within 250 feet of sensitive receptors with a future noise level of less than 60 dBA L_{dn}, or b) the noise level increase is 3 dBA or greater at sensitive receptors with a future noise of 60 dBA L_{dn} or greater. Due to future noise levels in the project vicinity at LT-1 and LT-2 projected to reach 75 dBA L_{dn} and 60 dBA L_{dn} respectively, a significant impact would occur if project-generated traffic resulted in a noise level increase of 3 dBA L_{dn}. For reference, a 3 dBA L_{dn} noise increase would be expected if the project would double existing traffic volumes along a roadway.

As discussed in Section 7.17 Transportation and Circulation, traffic counts conducted at eight intersections in the project vicinity. Based on a comparison between existing traffic volumes and project generated trips (inclusive of trips generated by the proposed residential development and the future community shopping center) plus existing volumes, the traffic noise increase attributable to the project would be 1 dBA L_{dn} or less along all roadways assessed in the project vicinity. The increase in traffic noise generated by the project would be indistinguishable from existing traffic noise and would be below the noise significance criteria of 3 dBA L_{dn} for permanent noise increases. As such, the project's contribution to the existing ambient noise levels from increased traffic would result in less than significant impacts.

Future Community Shopping Center

The future community shopping center would contribute to the ambient noise environment from mechanical equipment, delivery trucks, and parking lot activities.

Mechanical equipment such as HVAC, condensers and intake and exhaust fans are expected to be included in the future community shopping center design. The number, capacity, and location of such units would influence the mechanical equipment noise exposure at surrounding noise sensitive receptors, including new on-site residences introduced by the proposed project. Typical intake and exhaust fans and small condensing units produce noise levels of 55 to 65 dBA at a distance of 3 feet, or up to 73 dBA at 10 feet for larger units. Conservatively, the mechanical equipment noise generated at the future commercial space is assumed to result in a potentially significant impact to surrounding noise-sensitive receptors.

As such, **Mitigation Measure NOI-2** shall be implemented, which calls for the selection of mechanical equipment that is suitable for siting in proximity to sensitive receptors and once identified that equipment be reviewed by a qualified acoustic consultant to determine specific noise reduction measures for the future community shopping center necessary to comply with the City's dBA L_{eq} residential noise limit at the nearest residential property lines. Implementation of Mitigation Measure NOI-2 would reduce impacts of the future commercial mechanical equipment to less-than-significant levels.

The future community shopping center, once operational, would include multiple truck deliveries each week. Heavy-duty trucks typically generate maximum noise levels of 70 to 75 dBA at a distance of 50 feet, while smaller to medium sized trucks typically generate maximum noise levels of 60 to 65 dBA at the same distance. Backup alarms can vary depending of type and directivity of the sound, but maximum noise levels are typically between 65 to 75 dBA at a distance of 50 feet.

Future off-site residences to the south and east would be shielded from loading dock activities (shown to be sited in the northwest portion of the commercial building) by the future commercial building and residential buildings proposed as part of the subject project. New residences introduced onsite from the proposed project would be exposed to noise from truck deliveries to the future community shopping center. Under worst-case conditions (2 heavy truck deliveries and 6 medium truck deliveries in 1 hour), hourly average noise levels would be 50 to 52 dBA at buildings 2 and 7 located approximately 250 and 200 feet from the loading dock. Noise exposure to other buildings onsite would result in lower levels, as they are located farther away from buildings 2 and 7 and are screened by intervening buildings.

Assuming that delivery truck frequency and hours will be restricted to 7:00 a.m. to 7:00 p.m., noise resulting from truck delivery activities would be less-than-significant. In the event that operations or delivery hours are greater than presumed here, then a supplemental noise analysis would be warranted at the time that the future community shopping center is proposed.

As conceptualized the future community shopping center proposes 33 surface level parking spaces and an additional 60 spaces underground. Underground parking lot noise would not impact surrounding uses. Maximum noise levels resulting from the surface parking lot of the future community shopping center would be up to 62 dBA L_{max}, with an hourly average noise level of 32 dBA L_{eq} at the nearest onsite residence. Noise levels from parking lot activity would be less at other onsite and offsite residences in the vicinity because they are located farther away, and noise attenuates with distance. Noise levels generated from the future parking lot activity would not exceed the City's noise standards. Therefore, the future community shopping center would result in less than significant impacts due to parking lot noise.

Noise and Land Use General Plan Consistency

At operation, the proposed project would introduce new sensitive noise receptors (residents) to an area that is subject to noise levels that exceed community noise exposure levels. Exposure of new residents to elevated

community noise levels is provided for informational purposes and does not constitute an environmental impact to noise because ambient community noise levels are not caused by the project. Rather, exposure of new residents to excessive noise levels is addressed as a land use compatibility consideration as it relates to General Plan policies (see also Land Use Discussion above).

Future Residential Interior Noise Compatibility

The City of Santa Rosa requires that interior noise levels be maintained at 45 dBA L_{dn} or less for residences. Interior noise levels vary depending upon the design of the buildings (relative window area to wall area) and the selected construction materials and methods. Standard residential construction provides approximately 15 dBA of exterior-to-interior noise reduction, assuming the windows are partially open for ventilation. Standard construction with the windows closed provides approximately 20 to 25 dBA of noise reduction in interior spaces.

Where exterior noise levels range from 60 to 65 dBA L_{dn}, the inclusion of adequate forced-air mechanical ventilation can reduce interior noise levels to acceptable levels by allowing occupants the option of closing the windows to control noise. Where noise levels exceed 65 dBA L_{dn}, forced-air mechanical ventilation systems and sound-rated construction methods are normally required. Such methods or materials may include a combination of smaller window and door sizes as a percentage of the total building façade facing the noise source, sound-rated windows and doors, sound-rated exterior wall assemblies, and mechanical ventilation so windows may be kept closed at the occupant's discretion.

Buildings 1, 6, and 7 would require noise insulation features, assuming standard residential construction materials. Without insulation features interior noise levels would reach 58 dBA L_{dn} in building 6, 55 dBA L_{dn} in building 7, and 51 dBA L_{dn} in building 1, thus exceeding the City's interior noise compatibility standard. In order to achieve interior noise levels that are consistent with the General Plan policies, the project is required to introduce forced air equipment and install sound rated windows and doors. Because the project would not impact the noise environment, but would introduce a conflict with the General Plan, Mitigation Measures LU—1, set forth above in Chapter 7.11 Land Use, ensures that new residents are not exposed to excessive noise levels and that the City's interior noise standards are achieved. With forced air equipment and sound rated windows and door interior noise levels in buildings 1, 6, and 7 will be compatible with the City General Plan policies and achieve the interior noise standard of 45 dBA L_{dn}. All other buildings onsite would be compatible using standard construction techniques.

Residential Common Outdoor Spaces Exterior Noise Compatibility

The project proposes an outdoor pool area and three outdoor patios attached to the clubhouse, each of which would be subject to the City of Santa Rosa's 65 dBA L_{dn} threshold. The outdoor pool and patios would be located approximately 385 feet from Petaluma Hill Road, 455 feet from the future Farmers Lane Extension, and 245 feet from Franz Kafka Avenue. The outdoor pool and patios would receive acoustical shielding from traffic along Petaluma Hill Road and the future Farmers Lane Extension by proposed buildings 1, 2, 6, 7, and the club house. As such, future exterior noise levels at the outdoor pool area would be below 65 dBA L_{dn} and would not conflict with the City's exterior noise compatibility standard.

Tot Lot and Open Space Preserve Exterior Noise Compatibility

As proposed, the project will construct a tot lot located approximately 270 feet east of Petaluma Hill Road and 240 feet north of the future Farmers Lane Extension. Buildings 1, 2, 7 and the future commercial building would partially shield the tot lot from ambient noise levels, which are predominantly attributed to traffic noise along roadways. Given the distance from roadways to the tot lot, future exterior noise levels at the tot lot would be below 65 dBA L_{dn}, which would meet the City's exterior noise level threshold.

The proposed open space preserve would abut Petaluma Hill Road and Franz Kafka Avenue, with approximately 45-foot setbacks from the centerline of both roadways. Along the portion of the open space preserve that would abut Franz Kafka Avenue, future noise levels would be below 70 dBA L_{dn} at 35 feet. Within 100 feet of the centerline of Petaluma Hill Road, future exterior noise levels would range from 70 to 74 dBA L_{dn} and would remain under the City's 70 dBA L_{dn} threshold beyond 100 feet. Accessible areas within the open space preserve would be limited to the pedestrian bridge, located approximately 240 feet east of Petaluma Hill Road and 280 feet west of Franz Kafka Avenue. As such, there would be no compatibility conflicts from introducing the open space preserve onsite due to ambient noise levels.

Future Community Shopping Center

Future Commercial Space Exterior Noise Compatibility

Due to scarce information regarding the future commercial space, it is recommended that specific outdoor uses, if any, be located 100 feet or more from the centerline of Petaluma Hill Road in order to meet the City's 10 dBA L_{dn} threshold. Additional options include utilizing the commercial building as shielding for potential outdoor uses. Once details of the future commercial space are available, the site plan would require review for compliance with the City's 70 dBA L_{dn} threshold for any proposed outdoor areas.

Commercial Interior Noise Compatibility

The CalGreen Code requires nonresidential building interior noise levels of 50 dBA $L_{eq(1\text{-}hr)}$ or less during operation. The future commercial space would be set back approximately 40 feet from the centerline of Petaluma Hill Road and approximately 60 feet from the centerline of the future Farmers Lane Extension. At these distances, the future exterior noise levels at the building would range from 69 to 74 dBA $L_{eq(1\text{-}hr)}$ during daytime hours and from 56 to 71 dBA $L_{eq(1\text{-}hr)}$ during nighttime hours. Assuming standard construction, interior noise levels would be reduced by 25 to 30 dBA, provided that forced-air mechanical ventilation is included to allow window closure for noise control. Standard construction materials and the forced air mechanical ventilation in the commercial space would satisfy the daytime threshold of 50 dBA $L_{eq(1\text{-}hr)}$ during daytime and nighttime hours. As such, there would be no compatibility conflicts due to ambient noise levels.

7.13(b) (Groundborne Vibration and Noise) Less Than Significant Impact: Vibration from operation of heavy equipment can result in effects ranging from annoyance of people to damage of structures. Varying geology and distance will result in different vibration levels containing different frequencies and displacements. In all cases, vibration amplitudes will decrease with increasing distance.

Perceptible ground-borne vibration is generally limited to areas within a few hundred feet of construction activities. As seismic waves travel outward from a vibration source, they excite the particles of rock and soil through which they pass and cause them to oscillate. The rate or velocity (in inches per second) at which these particles move is the commonly accepted descriptor of the vibration amplitude, referred to as the peak particle velocity (PPV).

The project's construction activities may generate perceptible vibration when heavy equipment or impact tools are used. Construction activities would include site demolition, preparation, foundation work, and new building framing and finishing. Construction equipment including a small and large bulldozer, jackhammer, vibratory roller, clam shovel drop, hydromill, hoe ram, caisson drill, and loaded trucks will be in use onsite temporally during construction. This type of construction equipment generates vibration levels of up to 0.2 inches per second (in/sec) PPV at a distance of 25 feet.

All existing residences to the east and west of the project site would be below Caltrans' conservative significance criteria for groundborne vibration of 0.3 in/sec PPV. All future residences adjacent to the north,

as part of the Phase 1 project, and to the south opposite the future Farmers Lane Extension, would be exposed to construction vibration levels below the 0.5 in/sec PPV threshold used for buildings structurally sound and designed to modern engineering standards.

As such, the project would not generate excessive groundborne vibration or noise in excess of 0.3 in./sec PPV at existing off-site residences or 0.5 in./sec PPV at future residences on- and off-site. Therefore, the project would not expose people or structures to excessive ground borne vibration and impacts from groundborne vibration and noise would be less than significant.

Future Community Shopping Center

The on-site residential buildings to be constructed would be exposed to construction vibration during the construction of the future community shopping center. At distances of 50 and 60 feet, buildings 1 and 2, respectively, would be exposed to vibration levels at or below 0.080 in./sec PPV and at 0.098 in./sec PPV for all equipment. All other residential buildings would be 140 feet or more from construction activities associated with the future community shopping center construction would thus be exposed to vibration levels at or below 0.032 in./sec PPV. Therefore, groundborne vibration impacts from construction of the future community shopping center would be less than significant.

7.13(c) (Airport Noise) No Impact: The project site is located more than 8 miles southeast of the Charles M. Schulz – Sonoma County Airport and is not located within the vicinity of a private airstrip. Residents of the project and employees and patrons of the future community shopping center would not be exposed to excessive noise levels as a result of being located within an airport land use plan area or within the vicinity of a private airstrip. Therefore, no impacts due to excessive airport noise exposure would occur.

Mitigation Measures:

NOI-1: The following Best Construction Management Practices shall be implemented during all phases of the residential and commercial construction to reduce construction noise levels emanating from the site, limit construction hours, and minimize disruption and annoyance:

- Limit construction hours to between 7:00 a.m. and 7:00 p.m., Monday through Friday and between 9:00 a.m. and 5:00 p.m. on Saturdays. No construction activities are permitted on Sundays and holidays.
- Limit use of the concrete saw to a distance of 50 feet or greater from residences, where feasible.
- Construct temporary noise barriers, where feasible, to screen stationary noise-generating equipment when located near adjoining sensitive land uses. Temporary noise barriers would provide a 5-dBA noise reduction if the noise barrier interrupts the line-of-sight between the noise source and receiver and if the barrier is constructed in a manner that eliminates any cracks or gaps.
- Equip all internal combustion engine-driven equipment with intake and exhaust mufflers that are in good condition and appropriate for the equipment.
- Unnecessary idling of internal combustion engines shall be strictly prohibited.
- Locate stationary noise-generating equipment such as air compressors or portable power generators as far as possible from sensitive receptors. If they must be located near receptors, adequate muffling (with enclosures where feasible and appropriate) shall be used to reduce noise levels at the adjacent sensitive receptors. Any enclosure openings or venting shall face away from sensitive receptors.

- Utilize "quiet" air compressors and other stationary noise sources where technology exists.
- Construction staging areas shall be established at locations that will create the greatest distance between the construction-related noise sources and noise-sensitive receptors nearest the project site during all project construction.
- Locate material stockpiles, as well as maintenance/equipment staging and parking areas, as far as feasible from existing residences.
- Control noise from construction workers' radios to a point where they are not audible at existing residences bordering the project site.
- The contractor shall prepare a detailed construction schedule for major noise-generating construction activities. The construction plan shall identify a procedure for coordination with adjacent residential land uses so that construction activities can be scheduled to minimize noise disturbance. Avoid overlapping construction phases, where feasible.
- Notify all adjacent business, residences, and other noise-sensitive land uses of the construction schedule, in writing, and provide a written schedule of "noisy" construction activities to the adjacent land uses and nearby residences.
- Designate a "disturbance coordinator" who would be responsible for responding to any complaints about construction noise. The disturbance coordinator will determine the cause of the noise complaint (e.g., bad muffler, etc.) and will require that reasonable measures be implemented to correct the problem. Conspicuously post a telephone number for the disturbance coordinator at the construction site and include in it the notice sent to neighbors regarding the construction schedule.

NOI-2: Prior to the issuance of building permits, mechanical equipment generated at the future community shopping center shall be selected and designed to reduce impacts on surrounding uses to meet the City's requirements. A qualified acoustical consultant shall be retained by the project applicant to review mechanical noise as the equipment systems are selected in order to determine specific noise reduction measures necessary to reduce noise to comply with the City's 50 dBA L_{eq} residential noise limit at the nearest residential property line. Noise reduction measures could include, but are not limited to, selection of equipment that emits low noise levels and/or installation of noise barriers such as enclosures and parapet walls to block the line-of-sight between the noise source and the nearest receptors. Alternate measures may include locating equipment in less noise-sensitive areas, where feasible. The measures recommended by the acoustical consultant to ensure compliance with the City's requirements would be imposed on the future community shopping center as project conditions of approval.

7.14. Population and Housing

Would the project:	Potentially Significant Impact	Less Than Significant with Mitigation	Less Than Significant Impact	No Impact
a) Induce substantial unplanned population growth in an area, either directly (for example, by proposing new homes and businesses) or indirectly (for example, through extension of roads or other infrastructure)?	☐	☐	☒	☐
b) Displace substantial numbers of existing people or housing, necessitating the construction of replacement housing elsewhere?	☐	☐	☐	☒

Sources: Santa Rosa General Plan 2035; General Plan EIR; U.S. Census Bureau Annual Estimates of the Resident Population, April 1, 2010 to July 1, 2018 for Santa Rosa, CA; and 2016 Housing Action Plan.

Population and Housing Setting:

As described in the General Plan 2035, Santa Rosa voters approved a five-year Urban Growth Boundary (UGB) in 1990, and a 20-year UGB measure in 1996, assuring that the current UGB would not be significantly changed until at least 2016. Santa Rosa's UGB is effective through 2035. The UGB contains 29,140 acres, a little more than 45 square miles, and encompasses all incorporated land as well as unincorporated land that may eventually be annexed into the city. The General Plan assumes all urban development through 2035 will be contained within the city's Urban Growth Boundary and anticipates the population to reach 233,520 at General Plan build out. In 2018 the City's population was approximately 177,586, or 76% of the planned General Plan build out population.

Population and Housing Impact Discussion:

7.14(a) (Substantial Unplanned Growth) Less Than Significant Impact: The proposed project will not substantially induce population growth, as the project is estimated to introduce a total of 172 multi-family residential apartments. Assuming 2.65 persons per household,[30] the projected population increase from the proposed project would be approximately 456 people. The projected population does not constitute a substantial increase and remains sufficiently below the General Plan 2035 population projections.

The project is expected to serve the housing needs of existing Santa Rosa residents and may attract new residents from outside of the City by providing more local housing options in a current state of restricted housing supply. The introduction of 172 residential units at the project site will add to the City's housing inventory and help to meet the Regional Housing Needs Allocation (RHNA) as identified in the City's Housing Element. Given the scope and scale of the proposed development, the project is not expected to induce substantial population growth in the area. Therefore, population impacts from the proposed project would be less than significant.

[30] State of California, Department of Finance, E-5 Population and Housing Estimates for Cities, Counties and the State, January 1, 2011-2019.

The project site is surrounded by existing industrial and residential land uses. As such, the project is not expected to promote further development beyond what is proposed. The extension of utilities and roadways will be limited to provide services to the subject property and will not extend services to areas where services were previously unavailable. Therefore, the project will have less than significant impacts related to growth inducement.

7.14(b) (Substantial Housing or Persons Displacement) No Impact: A project would normally have a significant environmental effect if it displaces a large number of people or induces substantial growth or concentration of population. The proposed project involves the construction of 172 multi-family residential units.

At present, the project site is vacant undeveloped land. Accordingly, implementation of the proposed project will not displace existing housing units or people, nor necessitate the construction of replacement housing elsewhere. Therefore, the project will have no impacts to population and housing with regards to displacing people or existing housing.

Mitigation Measures: None Required.

7.15. Public Services

Would the Project:	Potentially Significant Impact	Less Than Significant with Mitigation	Less Than Significant Impact	No Impact
Would the project result in substantial adverse physical impacts associated with the provision of new or physically altered governmental facilities, need for new or physically altered governmental facilities, the construction of which could cause significant environmental impacts, in order to maintain acceptable service ratios, response times or other performance objectives for any of the public services:				
a) Fire protection?	☐	☐	☒	☐
b) Police protection?	☐	☐	☒	☐
c) Schools?	☐	☐	☒	☐
d) Parks?	☐	☐	☒	☐
e) Other public facilities?	☐	☐	☒	☐

Sources: Santa Rosa General Plan 2035; General Plan EIR; General Plan Figure 6-3: Fire Facilities Map; General Plan Figure 6-2: School Facilities Map; and General Plan Figure 6-1: Parks and Recreation Map.

Public Services Setting:

The City of Santa Rosa provides Police Protection and Fire Protection services within City boundaries. The Police Department provides neighborhood-oriented policing services, comprising eight patrol teams and roughly 251 employees. The Police Department is located at 965 Sonoma Avenue.

The Fire Department has a staff of 146 employees serving a community population of over 181,000 residents.[31] There are ten fire stations strategically located around the city. The Fire Department responds to more than 25,000 calls for service per year specific to fire, emergency medical, rescue, and hazardous materials incidents. The department provides fire suppression, rescue, first response emergency medical services, operations-level hazardous materials response, fire prevention, and life-safety services. According to the General Plan, two new fire stations would be constructed in the future, one of which would be located at the corner of Kawana Springs Road and Franz Kafka Avenue. In addition, the city has an agreement with the Rincon Valley Fire District, which integrates its station on Todd Road into the citywide response matrix.

The City's public school system is made up of eight public school districts, 33 elementary schools, five middle schools, five comprehensive high schools, and one continuation high school, serving an estimated 16,698 students from kindergarten through 12th grade. According to the General Plan, four new elementary schools and two new middle schools are anticipated in order to accommodate buildout.

The City's Recreation and Parks Department operates, manages, and maintains a total of 12 community parks, 52 neighborhood parks, three special purpose parks, and eight trail parks[32]. On November 12, 2019, the City Council approved the Kawana Springs Community Park Master Plan, located approximately ½ mile east of the project site. As approved the Kawana Springs Master Plan encompasses 19.2 acres and once constructed would provide a fitness course, community garden, bathrooms, and a variety of recreational amenities. Sonoma County Regional Parks maintains a number of regional parks and trails in the vicinity of the project site, including Taylor Mountain Regional Park, Spring Lake Regional Park, Colgan Creek Trail, and Hunter Creek Trail. Annadel State Park is also located approximately 4 miles northeast of the project site.

The City charges one-time impact fees on new private development in order to offset the cost of improving or expanding City facilities. Impact fees are used to fund the construction or expansion of needed capital improvements as the General Plan builds out. The City's impact fees include the Capital Facilities Fee and School Impact Fees to finance required public facilities and service improvements. The proposed project is subject to all applicable City impact fees.

Public Services Impact Discussion:

7.15(a-e) (Fire & Police Protection, Schools, Parks, Other Public Facilities) Less Than Significant Impact: The project site is well served by existing public services. It is expected that the increase in residents, visitors, and employees (in the future from the future community shopping center) on the project site would result in a slight increase in the need for services from Fire and Police Departments, schools, and parks. However, the increase would be a minimal change that would not trigger the need for an expansion of services, an increase in staffing, or otherwise affect public services. Increasing demands on public services have been anticipated as part of General Plan buildout and are met with impact fees that provide funding for the incremental expansion of services.

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31 City of Santa Rosa Fire Department Strategic Plan 2016-2021, https://www.srcity.org/DocumentCenter/View/3152, accessed August 15, 2019.

32 City of Santa Rosa Recreation and Parks, https://srcity.org/1021/Find-a-Park, accessed August 15, 2019.

General Plan policy PSF-E-1 sets forth a 5-minute travel time for emergency response within the city. The project site is located closest to Santa Rosa Fire Station 4 at 1775 Yulupa Avenue, Sonoma County Fire District Station 4 at 207 Todd Road, Santa Rosa Fire Station 8 at Burbank Avenue, and Santa Rosa Fire Station 1 at 955 Sonoma Avenue. According to the General Plan Figure 6-3, two new fire stations would be constructed in the future, one of which would be located at the corner of Kawana Springs Road and Franz Kafka Avenue. The project's addition of vehicle trips to the adjacent grid street network is not expected to cause a reduction in travel speeds that would result in significant delays for emergency vehicles. 5-minute response times are expected to be achieved due to the redundancy of approach access, the ability of emergency response vehicles to override traffic controls with lights, sirens, and signal pre-emption, and to travel in opposing travel lanes in congested conditions. Therefore, impacts to police and fire protection services as a result of the new dwelling units would be less than significant.

The project is not expected to result in any substantial adverse physical impacts to schools or require the construction of new school facilities. The nearest public schools are Kawana Elementary School and Taylor Mountain Elementary School. According to the General Plan, a future middle school site is identified southeast of Taylor Mountain Elementary School. Additionally, the project site is within the City of Santa Rosa High School District and the Bellevue Union School District.

Although the introduction of 172 residential units would likely introduce school aged children to the project site, the increased student enrollment would not exceed the existing capacity of public schools within the City. Based on Santa Rosa household demographic data from the United States Census Bureau, an estimated 84 school aged children are expected to be introduced by the proposed project, consisting of approximately 28 elementary students, 28 middle school students and 28 high school students. The projected population increase for school aged children in Santa Rosa (21.4% as anticipated by the Santa Rosa 2035 General Plan EIR) was compared against the percent added to enrollment in nearby schools, calculated at a 2.77% increase[33]. The enrollment increase to each of the schools is as follows: 1.4% at Santa Rosa High School, 5.1% at Santa Rosa Middle School (future middle school not calculated), 3.9% at Kawana Elementary School, and a 3.2% at Taylor Mountain Elementary School[34,35,36]. These enrollment increases do not exceed the population projections provided in the Santa Rosa General Plan Environmental Impact Report Table 4.I-4. Additionally, enrollment in existing schools in the project vicinity, not including Santa Rosa High School, has declined over the past four years by at least 14.7% and offsets the enrollment increases generated by the project. Therefore, nearby schools will not experience significant impacts to school enrollment as a result of the project, and impacts would be considered less than significant.

The project will not generate a substantial increase in demands that warrant the expansion or construction of new public facilities such as parks. The project site is accessible to existing parks and trails and is within ½ mile of the recently approved (November 2019) Kawana Springs Community Park Master Plan. While new residents introduced by the project would create a slight increase in the use of surrounding parks, the existing park facilities are sufficient to meet active and passive recreational demands of the new residents. There are no other aspects of the project that would result in adverse impacts to existing parks or necessitate additional park development. Therefore, impacts to parks as a result of project implementation will be less than significant.

33 United States Census Bureau, 2018 American Community Survey 5-Year Estimates. City of Santa Rosa Selected Housing Characteristics, Average household size of renter-occupied unit TableID: DP04, Accessed February 21, 2019.

34 State of California, Department of Education, DataQuest: Enrollment Multi-Year Summary by Grade, Accessed August 15, 2019.

35 United States Census Bureau, 2018 American Community Survey 5-Year Estimates. City of Santa Rosa ACS Demographic and Housing Estimates, Total population 5-9 years, 10-14 years, and 15-19 years, TableID DP05, Accessed February 21, 2019.

36 Age cohort 5-9 years of age added by project divided in half to estimate percent increase in Kawana Elementary School and Taylor Mountain Elementary School.

As a standard condition of project approval, the applicant shall pay all development impact fees, including, but not limited to Capital Facilities Fees and School impact fees. These funds are expected to be sufficient to offset any cumulative increase in demands to fire and police protection services and to ensure that impacts due to increased demand for public services generated by the proposed project are less than significant.

Mitigation Measures: None Required.

7.16. Recreation

Would the project:	Potentially Significant Impact	Less Than Significant with Mitigation	Less Than Significant Impact	No Impact
a) Would the project increase the use of existing neighborhood and regional parks or other recreational facilities such that substantial physical deterioration of the facility would occur or be accelerated?	☐	☐	☒	☐
b) Does the project include recreational facilities or require the construction or expansion of recreational facilities which might have an adverse physical effect on the environment?	☐	☐	☒	☐

Sources: Santa Rosa General Plan 2035; and General Plan EIR; and General Plan Figure 6-1: Parks and Recreation Map.

Recreation Setting:

The City of Santa Rosa offers numerous recreational opportunities, including public plazas, gathering places, and neighborhood, community, citywide, and special purpose parks and facilities. The City has many established parks, particularly on the east side of the City, and new parks are being developed to meet the needs of the growing community. According to the Santa Rosa General Plan, the City has a total of approximately 531 acres of neighborhood and community parks, 170 acres of undeveloped parkland, and 14 community and/or recreational facilities (as of 2008). Additionally, the City of Santa Rosa is located in close proximity to regional parks operated by the County of Sonoma and State of California including Spring Lake (Sonoma County Regional Park), Taylor Mountain Regional Park and Open Space Preserve (Sonoma County Regional Park), and Annadel (State Park), which offer a variety of passive and active recreational opportunities.

The City's General Plan identifies a parkland ratio of 3.5 acres per 1,000 residents. Based on the 2035 buildout population of 233,520 and the proposed parks facilities that will occupy 864.15 acres in aggregate, the city park facilities will achieve a ratio of 3.7 acres at General Plan build-out, thereby exceeding the park ratio standard.

Recreation Impact Discussion:

7.16(a-b) (Deterioration of Parks, Additional Recreational Facilities) Less Than Significant Impact: The 38 Degrees North Phase 2 Project is not expected to result in significant impacts to parks or recreational facilities. The southeastern area of the City is served by existing and approved parks and recreational facilities. While new residents introduced by the project would create a slight increase in the use of surrounding parks

and recreational facilities, the existing recreational facilities are sufficient to meet active and passive recreational demands of the new. Additionally, the project as proposed includes the construction of on-site recreational facilities including a clubhouse, swimming pool and spa area, fitness room, common outdoor areas, a tot lot, and a pedestrian bridge crossing a 2.54-acre open space preserve traversing an ephemeral creek.

The project will not substantially increase the use of existing neighborhood and regional parks such that physical deterioration of facilities would occur or be accelerated. Potential impacts to recreational facilities within the City of Santa Rosa as a result of new development have been identified and analyzed under the General Plan EIR. The General Plan EIR determined that build out within the City's Urban Growth Boundary (UGB) will have a less than significant impact on recreational facilities, and it does not recommend any mitigation measures for potential impacts to parks and recreation beyond those policies outlined in the Santa Rosa General Plan 2035. Because the project will not induce substantial population growth and is within the population growth anticipated in the General Plan, there is little expectation that it would put further pressure on recreational amenities thereby requiring construction or expansion of such facilities. Therefore, impacts related to the increased use, deterioration, construction or expansion of recreational facilities are expected to be less than significant as a result of the proposed project.

Mitigation Measures: None Required.

7.17. Transportation

Would the project:	Potentially Significant Impact	Less Than Significant with Mitigation	Less Than Significant Impact	No Impact
a) Conflict with a program plan, ordinance or policy addressing the circulation system, including transit, roadway, bicycle and pedestrian facilities?	☐	☒	☐	☐
b) Would the project conflict or be inconsistent with CEQA Guidelines section 15064.3, subdivision (b)?	☐	☐	☒	☐
c) Substantially increase hazards due to a geometric design feature (e.g., sharp curves or dangerous intersections) or incompatible uses (e.g., farm equipment)?	☐	☒	☐	☐
d) Result in inadequate emergency access?	☐	☐	☒	☐

Sources: Santa Rosa General Plan 2035; General Plan EIR; General Plan Figure 5-2: Bicycle Corridors; 2018 Santa Rosa Bicycle and Pedestrian Master Plan, adopted February 15, 2011; Moving Forward 2040 Sonoma County's Comprehensive Transportation Plan, prepared by Sonoma County Transportation Authority, September 2016; Technical Advisory on Evaluating Transportation Impact in CEQA, prepared by Office of Planning and Research, December 2018; and Traffic Impact Study for the 38 Degrees North Phase 2 Project by W-Trans, January 30, 2020.

Transportation Setting:

The City of Santa Rosa General Plan 2035 establishes a set of goals and policies intended to provide for a safe, efficient transportation system for cars, buses, trains, bicycles, and pedestrians. The city's roadway classification system is designed to disperse traffic across a safe network of transportation options that provides greater access among all modes of transportation. The City identifies key scenic corridors that enhance the natural and rural beauty throughout Santa Rosa. The aesthetic values of scenic routes can be protected and enhanced by policies guiding new development along these corridors (General Plan Policy Transportation T-G-1). The project site is adjacent to two of these scenic roadways, Petaluma Hill Road and Farmers Lane Extension, as discussed in Section 7.1, Aesthetics.

Level of service (LOS) has historically been used as a standard measure of traffic service within the City of Santa Rosa. The city establishes a goal of maintaining a LOS 'D' or better along major corridors where feasible (General Plan Policy Transportation T-D-1). Pursuant to SB 743,[37] the Office of Planning and Research (OPR) was charged with identifying an alternative metric to LOS for evaluating environmental impacts from transportation. In December 2018 the OPR released the Technical Advisory on Evaluating Transportation Impacts in CEQA,[38] which provides technical recommendation regarding assessment of vehicle miles traveled (VMT), as an alternate to LOS, thresholds of significance for VMTs, and mitigation measures. To date, neither the City of Santa Rosa nor the Sonoma County Transportation Authority (SCTA) have adopted VMT thresholds.

VMT Discussion

CEQA Guidelines section 15064.3 subdivision (b) describes specific considerations for evaluating a project's transportation impact using a vehicle miles traveled (VMT) metric. This metric refers to the amount and distance of automobile travel attributable to a project. The City of Santa Rosa has yet to adopt VMT thresholds and methodology (May 2020).

The provisions of Section 15064.3 apply beginning on July 1, 2020, unless a lead agency elects to be governed by the Guideline before that date. Moreover, Section 15064.3 provisions apply prospectively from that effective date, and do not apply to steps in the CEQA process completed before the effective date or to CEQA documents that were circulated for public review prior to July 1, 2020.

The City has not elected to be governed by the requirements of Section 15064.3 prior to its effective date. Additionally, the City has not finalized the adoption of VMT thresholds or identified the appropriate metrics for analyzing VMT.

Because the City has not yet adopted thresholds and this Draft IS/MND has been completed and released for public review prior to July 1, 2020, Guidelines Section 15064.3 does not apply, no VMT analysis is required, and the project is not inconsistent with Section 15064.3, subdivision (b). Accordingly, no determination on the significance of VMT impacts is made in this document since none is legally required.

Nonetheless, CEQA Guidelines section 15064.3 subdivision (b)(1) states that land use "projects within one-half mile of either an existing major transit stop or a stop along an existing high-quality transit corridor should be presumed to cause a less than significant transportation impact." Public Resources Code Section 21064.3 defines major transit stop as a site containing an existing rail transit station, a ferry terminal serviced by either a bus or rail transit, or the intersection of two or more major bus routes with a frequency of service interval

[37] http://opr.ca.gov/ceqa/updates/sb-743/

[38] http://opr.ca.gov/docs/20190122-743_Technical_Advisory.pdf

of 15 minutes or less during the morning and afternoon peak commute periods. Public Resources Code Section 21155 defined a high-quality transit corridor as a corridor with fixed route bus service with service intervals no longer than 15 minutes during peak commute hours.

The project site is located along fixed Route 5 (Petaluma Hill Road) and approximately one-half mile from fixed Route 3 (Santa Rosa Avenue). Combined, these two City bus routes provide 15-minute service intervals during commute hours.

Traffic Impact Study

A Traffic Impact Study (TIS) was prepared by W-Trans on January 30, 2020 (**Appendix J**). The TIS describes existing transportation conditions in the project vicinity and identifies the project's trip contribution to study area intersections for the following scenarios:

- Existing Traffic Volumes
- Baseline Traffic Volumes
- Residential Component Traffic Volumes
- Residential plus Commercial Traffic Volumes

W-Trans evaluated traffic conditions at seven (8) signalized intersections during the a.m. and p.m. peak hour of a typical weekday. The study intersections evaluated in the TIS include:

1. Kawana Springs Road/Santa Rosa Ave.
2. Kawana Springs Road/Petaluma Hill Road
3. Kawana Springs Road/Franz Kafka Avenue
4. Hearn Ave./Corby Ave.
5. Hearn Ave./Santa Rosa Ave.
6. US 101 S Ramps/Corby Ave.
7. Yolanda Ave. - US 101N Ramps/Santa Rosa Ave.
8. Yolanda Ave./Petaluma Hill Road

Existing Intersection Level of Service

The existing level of service (LOS) for each study intersection is shown in **Table 16**. Under existing conditions, the study intersections operate at acceptable LOS D or greater during the am and pm peak hour traffic.

TABLE 16: INTERSECTION LOS ANALYSIS – EXISTING CONDITIONS

Intersection	AM Peak		PM Peak	
	Delay	LOS	LOS	Delay
1. Kawana Springs Road/Santa Rosa Ave.	17.0	B	15.1	B
2. Kawana Springs Road/Petaluma Hill Road	23.6	C	24.7	C
3. Kawana Springs Road/Franz Kafka Ave. *Northbound (Franz Kafka Ave.) Approach)*	1.2 11.0	A *B*	1.0 *14.1*	A *B*
4. Hearn Ave./Corby Ave.	32.4	C	38.1	D
5. Hearn Ave./Santa Rosa Ave.	19.3	B	33.2	C
6. US 101 S Ramps/Corby Ave.	15.4	B	16.8	B
7. Yolanda Ave. - US 101N Ramps/Santa Rosa Ave.	25.7	C	30.6	C
8. Yolanda Ave./Petaluma Hill Road	13.4	B	36.0	D

Source: Traffic Impact Study, prepared by W-Trans, January 30, 2020.

Notes: Delay is measured in average seconds per vehicle; LOS = Level of Service; Results for minor approaches to two-way stop-controlled intersections are indicated in *italics*

Collision Rates at Study Area Intersection

The TIS includes a summary of collision rates for all eight study area intersections. The number of collisions between 2013 and 2018 and the calculated collision rate was compared to the statewide average collision rate are presented in Table 17 below.

TABLE 17: COLLISION RATES

Intersection	Number of Collisions (2013-2018)	Calculated Collision Rate (c/mve)	Statewide Average Collision Rate (c/mve)
1. Kawana Springs Road/Santa Rosa Ave.	14	0.27	0.27
2. Kawana Springs Road/Petaluma Hill Road	**17**	**0.36**	0.27
3. Kawana Springs Road/Franz Kafka Ave.	2	0.14	0.18
4. Hearn Ave./Corby Ave.	**29**	**0.51**	0.27
5. Hearn Ave./Santa Rosa Ave.	19	0.26	0.27
6. US 101 S Ramps/Corby Ave.	4	0.11	0.21
7. Yolanda Ave. - US 101N Ramps/Santa Rosa Ave.	**27**	**0.38**	0.27
8. Yolanda Ave./Petaluma Hill Road	10	0.25	0.27

Source: Traffic Impact Study, prepared by W-Trans, October 14, 2019.

Note: c/mve = collisions per million vehicles entering; **Bold** text = collision rate higher than the statewide average.

As seen in **Table 17** above, three of the study area intersections (No. 2, 4, and 7) currently experience a collision rate that exceeds the statewide average. Intersection No. 1 is equal to the statewide average and intersection No. 5 and No. 8 fall just below the statewide average.

The TIA summarizes the type of collision and cause of collision and provides the recommendations to reduce frequency of collisions occurring under existing conditions. See **Table 18** below:

TABLE 18: RECOMMENDATIONS TO REDUCE EXISTING COLLISION RATES

Intersection	Type of Collision	Cause of Collision	Recommendations
1. Kawana Springs Road/Petaluma Hill Road	Rear-end and broadside	ROW violation and unsafe speeds	Consider left turn phasing or Flashing Yellow Arrow
2. Hearn Ave./Corby Ave.	Rear-end and broadside	unsafe speeds	Install CIP identified improvements
3. Yolanda Ave. - US 101N Ramps/Santa Rosa Ave.	Rear-end	Congestion during peak periods	Investigate Improvements and Increase Enforcement

Source: Traffic Impact Study, prepared by W-Trans, January 30, 2020.

Note: Row = Right of Way; CIP = Capital Improvement Program

Bike and Pedestrian Facilities

On March 12, 2019, the City Council adopted the 2018 Bicycle and Pedestrian Master Plan.[39] The Plan addresses facility needs over a 25-year horizon. As depicted on Figure 3-14 of the Plan, in the vicinity of the project site, Petaluma Hill Road, Kawana Springs Road, and Santa Rosa Avenue are proposed to be improved with existing Class II bike lanes. Class II bike lanes provide a striped and signed lane for one-way bike travel on a street or highway. As depicted in Figure 5-6 of the Plan, Yolanda Avenue between Santa Rosa Ave and Petaluma Hill Road is designated as a planned Class II bike lane as well as Farmers Lane Extension on the southern boundary of the project site.

In general, a network of sidewalks, crosswalks, pedestrian signals, and curb ramps provide access for pedestrians near the project site, with a few gaps, obstacles, and barriers in the immediate vicinity. Yolanda Avenue contains intermittent sidewalks with significant gaps in connectivity on both sides of the roadway. Kawana Springs Road provides intermittent sidewalk coverage with large gaps on the south side of the roadway. Petaluma Hill Road provides partial sidewalk coverage on the west side of the roadway between Kawana Springs Road and Yolanda Avenue.

Public Transit

Santa Rosa is served by a variety of public transit systems providing for local, countywide, and regional needs, as well as special user groups. Local transit is provided by Santa Rosa CityBus; countywide inter-city transit service by Sonoma County Transit (SCT); and regional service by Golden Gate Transit (GGT). Santa Rosa CityBus Route 3 runs along Santa Rosa Avenue and Route 5 runs along Petaluma Hill Road, Yolanda Avenue,

[39] Bicycle & Pedestrian Master Plan Update 2018, prepared by the City of Santa Rosa, Final Draft 2.1.19.

and Kawana Springs Road. The nearest existing bus stops are on Yolanda Avenue and Petaluma Hill Road approximately 675 feet west and 350 feet north, respectively of the project site, along Santa Rosa CityBus Route 3.

Rail Service

Sonoma-Marin Area Rail Transit (SMART) offers passenger rail service in Sonoma and Marin counties. SMART's initial 43 miles of rail corridor includes 10 stations, from the Sonoma County Airport to Downtown San Rafael. Future extensions include: Larkspur, which is scheduled to be completed towards the end of 2019; Windsor; Healdsburg; and Cloverdale. The full project will provide 70 miles of passenger rail service and a bicycle-pedestrian pathway.

Santa Rosa SMART Stations include the Downtown Station and the North Station which began operating in 2017 and offer passenger rail service along the SMART corridor, which currently extends from San Rafael to Sonoma County Airport.

Rail freight operation on the SMART rail corridor is overseen by the North Coast Railroad Authority. Freight service currently operates between Lombard (located in Napa County where the North Coast Railroad Authority interfaces with the national rail system) and Petaluma. Several round-trip freight trains per week are expected to pass through Santa Rosa over the next several years as freight service expands.

Sonoma County Comprehensive Transportation Plan

Moving Forward 2040, Sonoma County's Comprehensive Transportation Plan (CTP), is a 25-year plan that serves as the vision for transportation throughout Sonoma County, with goals for the transportation system and the well-being of the communities. Moving Forward 2040 establishes five goals: maintain the existing public transportation system; relieve traffic congestion; meet targets to reduce greenhouse gas emissions in the transportation sector; increase safety and emphasize health aspects of transportation planning strategies; and reduce travel time and cost and increase mobility in communities of concern. Major roadway projects identified in Moving Forward 2040 relative to Santa Rosa include Petaluma Hill Road (widening from Aston Avenue to Santa Rosa City limit) and Farmers Lane Extension.

Transportation Impact Discussion:

7.17(a) (Conflicts with Plans, Policies, Ordinances) Less Than Significant Impact: As detailed in the Traffic Impact Study (**Appendix J**), the anticipated trip generation for the proposed project was estimated using standard rates published by the Institute of Transportation Engineers (ITE) in Trip Generation Manual, 10th Edition, 2017 for Mid-Rise multi-family housing (ITE Land Use #221) for the residential portion of the project and Supermarket (ITE Land Use #850) for the future commercial shopping center.

Project trips are summarized in **Table 19**. The proposed project is expected to generate an average of 3,178 trips per day, including 142 trips during the a.m. peak hour and 270 during the p.m. peak hour; these new trips represent the increase in traffic associated with the project. With development of the future community shopping center, a portion of the trips would be reduced to reflect internal trip capture and a total of 3,019 daily trips with 142 a.m. peak hour trip and 257 p.m. peak hour trips would be generated. The proposed 172 residential units would generate 936 daily trips, with 62 a.m. peak hour trips and 76 p.m. peak hour trips.

TABLE 19: TRIP GENERATION SUMMARY

Land Use		Daily		AM Peak Hour				PM Peak Hour			
		Rate	Trips	Rate	Trips	In	Out	Rate	Trips	In	Out
Supermarket	21 ksf	106.78	2,242	3.82	80	48	32	9.24	194	99	95
Multi-family Housing (Mid-Rise)	252 du	5.44	936	0.36	62	16	46	0.44	76	46	30
Subtotal			3,178		142	64	78		270	145	125
Internal Capture		-5%	-159	0%	0	0	0	-5%	-13	-7	-6
Total			**3,019**		**142**	**64**	**78**		**257**	**138**	**119**

Source: Traffic Impact Study, prepared by W-Trans, January 30, 2020.

Notes: ksf = 1,000 square feet; du = dwelling unit

Existing plus Residential Conditions

Although an "Existing plus Project" conditions is typically included in an operational analysis, the project cannot be properly analyzed under existing conditions because surrounding access roads have not been built and thus cannot be measured. Therefore, the Baseline with Projects analysis provides a closer measure to the operational conditions with improvements completed for new project area roadways including Franz Kafka Avenue and Farmers Lane Extension.

Baseline plus Residential Conditions

Intersection levels of service and delay were calculated with the new traffic added by the project to baseline conditions, which includes existing conditions plus trips generated by projects that have been approved but are not yet constructed and projects that have been proposed but not yet approved. Results of the intersection level of service calculations for the Baseline plus Project residential Conditions are presented in **Table 20.**

TABLE 20: BASELINE PLUS PROJECT RESIDENTIAL PEAK HOUR INTERSECTION LOS

Study Intersection	Baseline Conditions				Baseline Plus Residential Conditions			
	AM Peak		PM Peak		AM Peak		PM Peak	
	Delay	LOS	Delay	LOS	Delay	LOS	Delay	LOS
1. Kawana Springs Road/Santa Rosa Ave.	20.3	C	15.3	B	20.6	C	15.5	B
2. Kawana Springs Road/Petaluma Hill Road	24.2	C	25.3	C	23.7	C	25.0	C
3. Kawana Springs Road/Franz Kafka Ave.	1.5	A	1.1	A	1.6	A	1.2	A
NB (Franz Kafka Ave.) Approach	*11.2*	*B*	*14.4*	*B*	*11.3*	*B*	*14.6*	*B*
4. Hearn Ave./Corby Ave.	34.8	C	43.2	D	39.9	D	49.7	D
5. Hearn Ave./Santa Rosa Ave.	20.3	C	34.2	C	20.4	C	35.2	D

6. US 101 S Ramps/Corby Ave.	15.8	B	18.1	B	16.0	B	18.3	B
7. Yolanda Ave. - US 101N Ramps/Santa Rosa Ave.	32.2	C	35.2	C	39.8	D	40.0	D
8. Yolanda Ave.-Farmers Ln./Petaluma Hill Road	26.9	C	53.3	D	29.6	C	**60.8**	**E**
With EB Left-Turn and Protected Phasing	-	-	-	-	*27.4*	C	40.6	D

Source: Traffic Impact Study, prepared by W-Trans, January 30, 2020.

Note: Delay is measured in average seconds per vehicle; LOS = Level of Service; Results for minor approaches to two-way stop-controlled intersections are indicated in *italics*; **Bold** text = deficient operation; Mitigated conditions shown in *highlighted italics*

The study area intersections are expected to operate acceptably under baseline plus project conditions at LOS D or better,[40] except for the intersection No. 8 of Yolanda Ave-Farmers Ln/Petaluma Hill Rd, which is projected to operate at LOS E. To ensure that the project does not introduce a potential conflict due to deficient LOS, the project will be conditioned to install an eastbound left-turn lane, with stacking for three vehicles, and implement protected left-turn phasing for the eastbound and westbound approaches if improvements are not already installed by other projects in the vicinity.

Baseline plus Residential plus Future Commercial Conditions

The future community shopping center is expected to be constructed in the future and following improvements installed by the proposed residential development. Results of the intersection level of service calculations for the Baseline plus Project residential plus Future Commercial Conditions are presented in **Table 21**.

TABLE 21: BASELINE PLUS RESIDENTIAL PLUS FUTURE COMMERCIAL PEAK HOUR INTERSECTION LOS

Study Intersection	Baseline Conditions				Baseline Plus Residential Plus Commercial Conditions			
	AM Peak		PM Peak		AM Peak		PM Peak	
	Delay	LOS	Delay	LOS	Delay	LOS	Delay	LOS
1. Kawana Springs Rd/Santa Rosa Ave.	20.3	C	15.3	B	20.5	C	15.4	B
2. Kawana Springs Rd/Petaluma Hill Rd	24.2	C	25.3	C	24.2	C	25.4	C
3. Kawana Springs Road/Franz Kafka Ave.	1.5	A	1.1	A	1.6	A	1.2	A
NB (Franz Kafka Ave.) Approach	*11.2*	*B*	*14.4*	*B*	*11.3*	*B*	*14.6*	*B*
4. Hearn Ave./Corby Ave.	34.8	C	43.2	D	42.3	D	51.9	D
5. Hearn Ave./Santa Rosa Ave.	20.3	C	35.2	D	20.7	C	34.2	C
6. US 101 S Ramps/Corby Ave.	15.8	B	18.1	B	16.0	B	18.9	B
7. Yolanda Ave. - US 101N Ramps/Santa Rosa Ave.	32.2	C	35.2	D	41.6	D	47.1	D

[40] Baseline Plus Traffic delay and LOS includes vehicle trips generated by the proposed project (172 multi-family units) and not the proposed 21,000 square foot commercial shopping center.

8. Yolanda Ave.-Farmers Ln./Petaluma Hill Rd	29.9	C	53.3	D	31.4	C	**86.8**	**F**
With EB Left-Turn and Protected Phasing	-	-	-	-	25.1	C	48.5	D

Source: Traffic Impact Study Table 10, prepared by W-Trans, January 30, 2020.

Note: Delay is measured in average seconds per vehicle; LOS = Level of Service; Results for minor approaches to two-way stop-controlled intersections are indicated in *italics*; Mitigated conditions shown in *highlighted italics*; Includes trips from proposed 172 residential units in addition to proposed 21,000 square foot commercial shopping center.

Under this scenario, intersection No. 8 would operate unacceptably at LOS F during the PM peak period traffic. This intersection would operate acceptably at LOS D or better with the improvements as described above under the Baseline plus Residential Conditions. With these improvements, provided that stacking accommodates seven vehicles, the project including the future community shopping center would not result in a conflict with the City's LOS standard under the baseline scenario plus residential plus commercial.

Parking

The project proposes to introduce a total of 270 parking spaces onsite consisting of 172 covered stalls and 98 uncovered stalls. The City's required parking standard for the apartments is 350 parking spaces. Parking standards for "Multifamily Housing (Mid-Rise)" (ITE LU#221) published by ITE[41] yields a parking requirement of 253 spaces to serve 172 apartment units. The proposed 270 parking spaces exceeds the ITE parking demand by 17 spaces. Although the project would experience a shortfall of 80 spaces based on City parking standards, it would exceed the ITE parking standard. The City may adjust the parking standard in accordance with Municipal Code Section 20-36.050. Pursuant to the City's Parking and Loading Standards, the applicant is proposing a 22.9 percent parking reduction from the City requirements.

Per the City's Code, visitor spaces may be on-street abutting the site, given they are not identified as regional streets. Franz Kafka Avenue is a transitional street and may contribute to the total parking supply by providing for on street parking. The length of project frontage along Franz Kafka Avenue could accommodate approximately 29 additional parking spaces bringing the total parking supply from 270 up to 299 spaces.

Although as proposed, parking spaces for the residential portion of the 38 Degrees North Phase 2 project would be insufficient to meet the requirements of the City's Zoning, a parking shortfall does not constitute an environmental impact. Rather it is considered a potential conflict with the Municipal Code. Furthermore, Code Section 20-36.050 provides for adjustments to the parking standard up to 25% and if granted, the project would be consistent with the City's provisions for onsite parking. Therefore, impacts due to a conflict with the parking requirements would result in less than significant environmental impacts.

Alternate Modes of Travel (Transit, Bicycle and Pedestrian Facilities)

Public transit, bicycle, and pedestrian facilities in the project vicinity will not be substantially impacted by the proposed development. The introduction of 172 apartment units would contribute ridership to the public transit system. Existing bus stops on Petaluma Hill Road, Yolanda Avenue, and Kawana Springs Road are located approximately 350 feet, 0.1 miles, and 0.3 miles respectively from the nearest property line of the project. The project would introduce a new bus stop with a bus pull out and bench in the southern portion of the site on Petaluma Hill Road. The Santa Rosa City Bus and Sonoma County Transit system currently have

[41] Institute of Transportation Engineers, Parking Generation 5th Edition, 2019

sufficient capacity and facilities to support increased ridership generated by the proposed project. Thus, impacts to public transit would be less than significant.

The project does not interfere with existing or proposed bicycle facilities in the site vicinity and will not decrease the performance or safety of such facilities. As part of the planned improvements, Class II bicycle lanes would be installed along the project's frontage to Petaluma Hill Road and the Farmers Lane Extension, thereby implementing the City's Bike and Pedestrian Plan. Proposed sidewalks that would be constructed along Petaluma Hill Road, Farmers Lane Extension, and Franz Kafka Avenue on the project frontage would effectively connect the site to the surrounding pedestrian network on Kawana Springs Road. Additionally, the project proposes a pedestrian bridge that would facilitate pedestrian travel within the site. Therefore, impacts due to a conflict in existing or planned bicycle and pedestrian facilities from project development would be less than significant.

The proposed project provides that 26 bicycle parking spaces would be provided, three of which would be for short-term parking and 23 of which would be for long-term parking. Additionally, the project provides 68 private garages with sufficient storage space to accommodate bicycles. In order to meet requirement of City's Municipal Code 20-36.040 for onsite bicycle parking, one bicycle parking space per four units must be provided if the units do not have a private garage or private storage space. As such, the 104 residential units that do not include private garages would generate a need for 26 bicycle parking spaces. With inclusion of 26 onsite bicycle parking spaces, the project will be in compliance with the City's requirements and adequate bicycle parking facilities will be provided onsite. Therefore, impacts due to inadequate bicycle facilities would be less than significant.

Summary

The proposed project will not conflict with an applicable plan, ordinance or policy. Therefore, the project would have less than significant impacts to the circulation system.

7.17(b) (Conflict with 15064.3(b) VMT) Less Than Significant Impact: Although Guidelines Section 15064.3(b) does not currently apply and no VMT analysis is required, vehicle miles traveled were estimated for the project assuming an average trip distance of 10.09 miles. As the residential portion of the project would generate an average of 936 trips per day, the daily VMT generated by the project would be an estimated 9,445 miles. The City of Santa Rosa has not adopted local VMT thresholds. Nonetheless, because the project site is located approximately one-half mile of an existing major transit stop the project would not conflict with 15064.3(b) and impacts due to VMT would be presumed to be less than significant. Similarly, the future community shopping center is also presumed to have a less than significant impact due to VMT because the site is located approximately one-half mile of an existing major transit stop. the presumption of less than significant due to a VMT conflict is further supported by the proximity of the site to existing goods, services, retail, and schools, which minimizes trip length. Furthermore, with the future development of an onsite shopping center, trip lengths will be further minimized by realizing a mix of uses and providing for retail and employment opportunities onsite in addition to residential uses. Although no determination on the significance of VMT impacts is required, the project would be expected to have a less than significant impact due to a conflict with VMT.

7.17(c) (Geometric Design Feature Hazard) Less Than Significant Impact with Mitigation: The project site will be accessible via one driveway on Petaluma Hill Road, one driveway on Farmers Lane Extension, and three new driveways on Franz Kafka Avenue. Additionally, access to the proposed 38 Degrees Phase 2 Project will be provided internally from the Phase I development currently under construction. Driveways are proposed with a minimum width of 26 feet and up to 35 feet in width and provide internal access to drive aisles to access

surface parking stalls and garages. Therefore, potential impacts due a geometric design hazard from on-site circulation would be less than significant.

A clear line of sight must be provided at proposed driveways. Sight distances were evaluated in the TIA using criteria contained in the *Highway Design Manual* published by Caltrans. Based on the posted speed limit of 45 mph on Petaluma Hill Road, the minimum stopping sight distance needed is 360 feet at the driveway. Sight lines along Petaluma Hill Road extend approximately 600 feet north to the intersection with Kawana Springs Road and 500 feet south to the intersection with Yolanda Avenue. Southbound driver entering the driveway on Petaluma Hill Road would enter to two way left-turn lane and wait to turn left into the driveway. Therefore, sufficient sight lines are provided on Petaluma Hill Road.

Based on the 35-mph posted speed limit on Yolanda Avenue, a 35-mph speed limit was assumed for the future Farmers Lane Extension. As such, a stopping sight distance of 250 feet would be required at the Farmers Lane Extension driveway. Sight lines would be adequate, extending west to the intersection with Petaluma Hill Road and east through the intersection with Franz Kafka Avenue.

Based on the posted speed limit of 25 mph on Franz Kafka Avenue, a stopping sight of 150 feet is recommended at both driveways along the roadway. Sight lines at the proposed northern driveway are clear for 150 feet in both directions and 250 feet in both directions at the southern driveway. It is noted that at the northern Franz Kafka Avenue driveway, sight lines towards the critical southbound approach could be obstructed by vehicles parked along the frontage.

To ensure that adequate sight lines are maintained, and proposed project improvements do not introduce any design hazards, **Mitigation Measure TRANS-1** shall be implemented. TRANS-1 requires that parking on north of the northern Franz Kafka driveway be prohibited by installing red curb for at least 50 feet, or about two vehicle spaces, in addition to appropriate design of signage, trees, and landscaping introduced proximate to driveways to maintain clear sight lines such that new vegetation does not exceed three feet in height and tree canopies extend no less than seven feet in height from the ground surface. The applicant shall be responsible for maintaining adequate sight lines out of the project driveways. With mitigation, impacts due to the project introducing a hazardous design feature would be reduced to a less than significant level.

7.17(d) (Emergency Access) Less Than Significant Impact: The proposed project will not result in insufficient emergency access during construction or at operation. Road closure is not anticipated by the proposed project, although temporary encroachment will occur during frontage improvements. Petaluma Hill Road is expected to remain accessible during temporary construction activities and will not substantially impair emergency access.

At operation the proposed project will provide for adequate emergency access internally and on surrounding public roadways. Drive aisles have been designed with sufficient width and turning radius to accommodate emergency vehicles, including fire truck access. Surrounding roadways including Petaluma Hill Road, Franz Kafka Avenue, and Farmers Lane Extension will be fully improved to design widths and will adequately accommodate emergency vehicle access.

The project's internal circulation plan has been reviewed and meets all requirements of Transportation & Public Works and Fire Departments. Site circulation was determined to be adequate, including sufficient street widths to allow for fire truck access and access to the proposed project. Therefore, emergency vehicle access would be adequate under the proposed project and potential impacts would be less than significant.

Mitigation Measures:

TRANS-1: Red curb markings shall be installed to prohibit parking for at least 50 feet north of the northern Franz Kafka Avenue driveway on the project side of the roadway. New plantings or signs to be

located along the street frontages shall be designed to ensure that adequate sight lines are maintained. New vegetation along street frontages shall not exceed three feet in height and tree canopies shall extend no less than seven feet in height from the ground surface. The applicant shall be responsible for maintaining adequate sight lines from the project driveways.

7.18. Tribal Cultural Resources

Would the project:	Potentially Significant Impact	Less Than Significant with Mitigation	Less Than Significant Impact	No Impact
a) Would the project cause a substantial adverse change in the significance of a tribal cultural resource, defined in Public Resources Code section 21074 as either a site, feature, place, cultural landscape that is geographically defined in terms of the size and scope of the landscape, sacred place, or object with cultural value to a California Native American tribe, and that is:				
i. Listed or eligible for listing in the California Register of Historical Resources, or in a local register of historical resources as defined in Public Resources Code section 5020.1(k), or	☐	☐	☒	☐
ii. A resource determined by the lead agency, in its discretion and supported by substantial evidence, to be significant pursuant to criteria set forth in subdivision (c) of Public Resources Code Section 5024.1. In applying the criteria set forth in subdivision (c) of Public Resource Code Section 5024.1, the lead agency shall consider the significance of the resource to a California Native American tribe.	☐	☒	☐	☐

Sources: Santa Rosa General Plan 2035; General Plan EIR; Cultural Resources Study, prepared by Evans & De Shazo, June 28, 2019; and Cultural Resource Monitoring Plan, Prepared by Evans & De Shazo, August 20, 2019.

Tribal Cultural Resources Setting:

According to Public Resources Code (PRC) Section 21074, a resource is a tribal cultural resource if it is either:

1. Sites, features, places, cultural landscapes, sacred places, and objects with cultural value to a California Native American tribe that are either of the following:

a. Included or determined to be eligible for inclusion in the California Register of Historical Resources; or

b. Included in a local register of historical resources as defined in PRC Section 5020.1(k).

2. A resource determined by the lead agency, in its discretion and supported by substantial evidence, to be significant pursuant to criteria set forth in PRC Section 5024.1(c). In applying the criteria set forth in PRC Section 5024.1(c), the lead agency shall consider the significance of the resource to a California Native American tribe.

3. A cultural landscape that meets the criteria of PRC Section 21074(a) to the extent that the landscape is geographically defined in terms of the size and scope of the landscape.

4. A historical resource described in PRC Section 21084.1, a unique archaeological resource as defined in PRC Section 21083.2(g), or a "non-unique archaeological resource" as defined in PRC Section 21083.2(h), if it conforms with the criteria of PRC Section 21074(a).

In accordance with PRC Section 21080.3.1(d), the City of Santa Rosa provided written formal notification to the Federated Indians of Graton Rancheria (FIGR) and Lytton Rancheria of California on May 16, 2019, which included a brief description of the proposed project and its location, the City of Santa Rosa contact information, and a notification that the Tribes have 30 days to request consultation. On May 28, 2019 Lytton Rancheria responded to the City of Santa Rosa requesting review of the Cultural Resources Study. On July 24, 2019 the Cultural Resources Study was provided to Lytton Rancheria along with a brief summary of findings including the recommendation that a Cultural Resources Monitoring Plan (CRMP) be prepared given the site's elevated sensitivity to contain buried resources. On August 26, 2019, Lytton Rancheria was provided with the site specific CRMP and on November 12, 2019, Lytton Rancheria responded to the City acknowledging receipt of materials and concurring with the recommendations in the CRMP, including that a tribal and/or archaeological monitor be required during ground disturbance.

Tribal Cultural Resources Impact Discussion:

7.18(a.i) (Listed or Eligible for Listing) Less Than Significant Impact: As described above in the Cultural Resources discussion (Section 7.5), the Cultural Resources Study did not identify resources onsite that were listed or eligible for listing. Therefore, the project would have less than significant impacts on a tribal cultural resource that is listed or eligible for listing in the California Register of Historical Resources, or in a local register of historical resources as defined in Public Resources Code section 5020.1(k).

7.18(a.ii) (Significant Resource) Less Than Significant Impact with Mitigation: As described above, the City of Santa Rosa carried out AB 52 consultation with the Lytton Rancheria. Lytton Rancheria was provided with the Cultural Resources Study and the Cultural Resources Monitoring Plan and responded on November 12, 2019, that the measures identified therein were acceptable to ensure the protection of tribal cultural resources. The Federated Indians of Graton Rancheria was also notified of the project and did not request consultation.

Although no tribal cultural resources were encountered during the cultural resources field survey conducted onsite, the project site was identified as having an elevated potential to contain buried tribal cultural resources. Development within the project site has the potential to result in impacts to tribal cultural resources if encountered during construction. **Mitigation Measure TCUL-1**, set forth below, ensures that all measures provided under the Cultural Resources discussion above are implemented. Measure TCUL-1 provides protection of cultural resources, including Tribal Cultural Resources, in the event of discovery. Therefore, the proposed project would have less than significant impacts on Tribal Cultural Resources.

Mitigation Measures:

TCUL-1: To protect buried Tribal Cultural Resources that may be encountered during construction activities, the Project shall implement Mitigation Measure CUL-1 above.

7.19. Utilities and Service Systems

Would the project:	Potentially Significant Impact	Less Than Significant with Mitigation	Less Than Significant Impact	No Impact
a) Require or result in the relocation or construction of new or expanded water, wastewater treatment or storm water drainage, electric power, natural gas, or telecommunications facilities, the construction or relocation of which could cause significant environmental effects?	☐	☐	☒	☐
b) Have sufficient water supplies available to serve the project and reasonably foreseeable future development during normal, dry, and multiple dry years?	☐	☐	☒	☐
c) Result in a determination by the wastewater treatment provider which serves or may serve the project that it has adequate capacity to serve the project's projected demand in addition to the provider's existing commitments?	☐	☐	☒	☐
d) Generate solid waste in excess of State or local standards, or in excess of the capacity of local infrastructure, or otherwise impair the attainment of solid waste reduction goals?	☐	☐	☒	☐
e) Comply with federal, state, and local management and reduction statutes and regulations related to solid waste?	☐	☐	☒	☐

Sources: Santa Rosa General Plan 2035; General Plan EIR; Santa Rosa 2015 Urban Water Management Plan, prepared by West Yost Associates, June 2016; Santa Rosa Groundwater Master Plan, prepared by West Yost Associates, September 2013; Santa Rosa Water Master Plan Update, prepared by West Yost Associates, August 2014; Santa Rosa Sanitary Sewer System Master Plan Update, prepared by Arcadis, October 2014; Sonoma County Water Agency 2015 Urban Water Management Plan, prepared by Brown and Caldwell, June 2016; and Initial Storm Water Low Impact Development Plan, prepared by TSD Engineering, Inc., January 27, 2020.

Utilities and Service Systems Setting:

The City of Santa Rosa collects development impact fees for water, wastewater, storm drains, and other public utility infrastructure. The one-time impact fee is intended to offset the cost of improving or expanding city facilities needed to accommodate new private development by providing funds for expansion or construction of capital improvements. The project is subject to all applicable development impact fees.

New storm drainage infrastructure would be installed to accommodate stormwater runoff from impervious surfaces introduced by the project. The proposed project would not substantially increase utility or service system infrastructure needs or demands relative to the existing conditions. Onsite improvements would capture storm water runoff via new storm drains within the site, convey the flows towards new storm drain lines, and then direct the flows to the regional storm drain facilities in the site vicinity.

Utilities would extend to the new buildings via existing and proposed utility easements. Wastewater would be accommodated via the installation of new sanitary sewer laterals that would connect to existing and proposed sanitary sewer lines within Petaluma Hill Road, Franz Kafka Avenue, and Farmers Lane Extension. The new sanitary sewer lines would collect wastewater generated onsite and convey flows through the existing sanitary sewer system to the wastewater processing plant for treatment.

Potable water would be accommodated via the installation of new water laterals that would connect the proposed buildings to the existing and proposed water lines installed within Petaluma Hill Road, Franz Kafka Avenue, and Farmer Lane.

Water Supplies[42,43]

Approximately 95 percent of the City's potable water supply comes from the Sonoma Water (formerly Sonoma County Water Agency) Aqueduct System, which delivers water from the Russian River to the City through a series of pressure reducing valves and check valves. Additionally, Sonoma Water has three groundwater wells in the Santa Rosa Plain Groundwater Sub-basin aqueduct, with a total capacity of approximately 2,300 acre-feet per year (afy), which is used on an as-needed basis during periods of drought or when Russian River supplies are otherwise constrained.

Sonoma Water adopted its 2015 UWMP in June 2016. Currently, four water rights permits issued by the SWRCB authorize Sonoma Water to store up to 122,500 afy of water in Lake Mendocino and up to 245,000 afy of water in Lake Sonoma, and allow diversion up to 180 cubic feet per second (cfs) of water from the Russian River with a limit of 75,000 afy. The permits also establish minimum instream flow requirements for fish and wildlife protection and recreation. Based on the water demand projections described in 2015 UWMP, Sonoma Water estimates that its total annual diversions and rediversions of Russian River water may exceed the 75,000 afy limit by about 117 afy in 2035 and by about 988 afy in 2040. If the trends in these projections continue, then it may be necessary for Sonoma Water to file a request with the SWRCB in approximately 2030 to secure authorization to divert and redivert more than 75,000 afy in 2035.

Pursuant to the Urban Water Management Plan Act, the City's Utilities Department is required to prepare an Urban Water Management Plan (UWMP) on a 5-year basis. The 2015 Santa Rosa UWMP addresses the City water system and includes a description of the water supply sources, historical and projected water use, and a comparison of water supply to water demands during normal, single-dry, and multiple-dry years. The 2015 UWMP also addresses water use efficiency legislation, including the City's 2015 and 2020 water use targets, as required by the Water Conservation Act of 2009 and the implementation plan for meeting the City's 2020 water use targets.

The City currently receives water from Sonoma Water under the Restructured Agreement for Water Supply. Under this agreement, the City is entitled to receive an average-day peak month supply of 56.6 million gallons (mgd) with an annual volume limitation of 29,100-acre feet. While the City's current and historical annual

42 Sonoma County Water Agency 2015 Urban Water Management Plan, prepared by Brown and Caldwell, June 2016.
43 Santa Rosa Water Master Plan Update, prepared by West Yost Associates, August 2014.

purchases from Sonoma Water are well below this level, the projected buildout water demands are greater than 33,000 afy. The City's plans for providing additional supply beyond their allotment are discussed in the City's 2015 Urban Water Management Plan.

The City currently has four active wells which are permitted by the California State Water Resources Control Board to provide potable supply (a fifth emergency well is currently out of service). Two wells can be used only during emergencies. The other two wells can be used as needed to supplement non-emergency supply, up to 2,300 afy.

The City owns and operates the Subregional Water Reuse System, from which the City uses approximately 140 afy of recycled water for urban landscape irrigation at 26 Urban Reuse sites.[44] Due in part to the City's success in reducing drinking water demands and the water conservation practices, the City has determined that it is not cost effective to expand the recycled water distribution system. However, the City continues to evaluate other potentially more cost-effective water supply sources for future water supply needs.

To ensure that the City of Santa Rosa maintains an adequate water supply is available to meet the water demand as the City continues to build out the General Plan, policy PSF-F-6 stipulates the need for routine evaluation of the City's long-term water supply strategies and implementation of appropriate growth control measures, as necessary.

Wastewater

The Laguna Wastewater Treatment Plant (WTP) treats all wastewater generated by residential, commercial, and industrial uses within the City of Santa Rosa, Rohnert Park, Cotati, Sebastopol, and the South Park Sanitation District. The water recycling facility produces tertiary recycled water in compliance with the California Department of Health Services. Treatment capacity was approximately 24 mgd.[45] An Incremental Recycled Water Program (IRWP) has been approved and will be implemented as growth occurs. With the IRWP in place it is expected that the treatment capacity for the plant will increase to 25.79 mgd, 18.25 mgd of which will be allocated to the City of Santa Rosa for beneficial reuse.[46]

Storm Drains

Within the City of Santa Rosa, storm drains convey runoff from impervious surfaces such as streets, sidewalks, and buildings and drain to six drainage basins to the Laguna de Santa Rosa. These waters are untreated and carry any contaminants picked up along the way such as solvents, oils, fuels, and sediment. The City's Stormwater Ordinance, set forth in Chapter 17-12 of the City's Municipal Code, establish the standard requirements and controls on the storm drain system. All existing and proposed development must adhere to the City's Stormwater Ordinance, as well as the policies set forth in the General Plan including:

PSF-I-1 Require dedication, improvement, and maintenance of stormwater flow and retention areas as a condition of approval.

PSF-I-2 Require developers to cover the costs of drainage facilities needed for surface runoff generated as a result of new development.

PSF-I-3 Require erosion and sedimentation control measures to maintain an operational drainage system,

44 Recycled Water, https://srcity.org/1061/Recycled-Water, accessed June 26, 2018.
45 Santa Rosa Sanitary Sewer System Master Plan Update, prepared by Arcadis, October 2014.
46 Santa Rosa Incremental Recycled Water Program, prepared by Winzler & Kelly, July 2007.

preserve drainage capacity, and protect water quality.

PSF-I-4 Require measures to maintain and improve the storm drainage system, consistent with goals of the Santa Rosa Citywide Creek Master Plan, to preserve natural conditions of waterways and minimize paving of creek channels.

PSF-I-6 Require implementation of Best Management Practices to reduce drainage system discharge of non-point source pollutants originating from streets, parking lots, residential areas, businesses, industrial operations, and those open space areas involved with pesticide application.

Solid Waste

The City of Santa Rosa contracts with Recology Sonoma Marin to provide collection of solid waste, organic waste, and recyclable materials. Recology collects both residential and commercial waste and delivers it to a transfer station at 500 Meacham Road in Petaluma. The solid waste generated by the City of Santa Rosa is then transferred to the Redwood Landfill in Marin County, Keller Canyon Landfill in Contra Costa County, or Potrero Hills landfill in Solano County. Per the California Integrated Waste Management Act (Assembly Bill 939), Sonoma County adopted an Integrated Waste Management Plan (ColWMP) with the goal of achieving a 70 percent diversion rate by 2015.

Utilities and Service Systems Impact Discussion:

7.19(a,c) (Relocation/Expansion of Utilities) Less Than Significant Impact: The proposed project would introduce 172 multi-family residential apartments and, in the future, a 21,000 square foot community shopping center generating demand for utilities including water, wastewater, stormdrain infrastructure, and energy. The project site is well served by existing utilities, which will be extended onsite to provide services to new uses.

The projected wastewater generation of the project falls within the capacity of the existing sanitary sewer lines and the City's wastewater treatment plant. The project's contribution to wastewater flows were anticipated in the General Plan and have been considered for operating capacity of the water treatment plant. The marginal increase in wastewater generated by the proposed uses within the subject property is well within the flow capacity analyzed as part of the General Plan. As such, the proposed project will not cause or exceed wastewater treatment requirements set forth by the Regional Water Quality Control Board, nor is the project expected to necessitate the expansion or construction of water or wastewater treatment facilities.

The existing water supplies, facilities, and infrastructure are sufficient to meet the demands of the project without the need for expansion or new construction of water supply facilities. Water demand on-site will be limited through efficient irrigation of landscaping and water-efficient fixtures and appliances indoors, consistent with requirements established by the CalGreen Building Code. The proposed project's water demands are anticipated in the General Plan and the UWMP and would not increase the City's water needs beyond what has already been anticipated.

The existing water supply and wastewater treatment system have sufficient capacity to meet additional demands generated by the project. Additionally, the project will not require or result in the construction or expansion of new water or wastewater treatment facilities. Therefore, the project will have less than significant impacts related to the adequacy or capacity of water supply facilities and wastewater treatment facilities.

The project is not expected to result in significant environmental impacts due to the expansion of existing storm water drainage facilities or construction of new facilities. Currently there is no storm drain system located onsite and stormwater runoff generally flows in a westerly direction following the site's topographical

contours. Improvements proposed by the project that will increase impervious surfaces include building footprints, driveways, and paved parking lots. Although the proposed development will result in an increase in impervious surfaces relative to existing conditions, the project has been designed in accordance with the City's Standard Urban Storm Water Mitigation Plan (SUSMP) guidelines that encourage the integration of Low Impact Design (LID) measures into site designs.

As described herein new storm drainage infrastructure would be installed to accommodate the increase in impervious surfaces that would result from the project. Onsite improvements would capture storm water runoff via new storm drains within the site, convey the flows towards new storm drain lines, and then direct the flows to the regional storm drain facilities.

The proposed LID measures and planned/proposed storm drain facilities onsite and in the project vicinity are expected to be sufficient to accommodate any increased surface flows generated by the project. With the installation of the proposed bioretention areas and a 2.54-acre open space preserve, there will be no net-increase in flows emanating from the project site. The project is well served by existing infrastructure and all utilities including electricity, natural gas, and telecommunication facilities. Therefore, impacts related to the relocation, construction, or expansion of utilities will be less than significant.

7.19(b) (Sufficient Water Supplies) Less Than Significant Impact: During construction, water would be required primarily for dust suppression and would also be used for soil compaction. Construction water volumes would be minimal and would not require new or expanded water supplies or entitlements.

The project will utilize water obtained from the City's water system to meet onsite water demands. Potable water would be accommodated via the installation of new water laterals that would connect the proposed buildings to existing and planned water mains within Petaluma Hill Road, Franz Kafka Avenue, and Farmers Lane Extension.

The project will increase water demands relative to existing conditions. The increase in onsite water demand resulting from the proposed project is consistent with what has been anticipated in the General Plan and the Urban Water Management Plan (UWMP). The existing entitlements for water supplies to the City are sufficient to continue to meet the needs of Santa Rosa during normal, dry, and multiple dry years in addition to the water demands generated by the project. Therefore, impacts due to insufficient water supplies or inadequate entitlements would be less than significant.

7.19(d,e) (Solid Waste Generation/Compliance with Solid Waste Management) Less Than Significant Impact: The proposed project will contribute to the generation of solid waste within the UGB. However, the amount of solid waste generated by the project is consistent with the service needs anticipated by the General Plan. The project applicant is required to adhere to all regulations governing the disposal of solid waste. Construction-related waste will be reduced through the development of a construction waste management plan, as previously mentioned in section 7.8, Greenhouse Gas Emissions.

The City is under contract with Recology for solid waste disposal and recycling services. Solid waste is collected and transferred to several landfill sites with remaining capacity. Although the waste stream generated by the project is expected to increase during construction and operation, it is not expected to exceed landfill capacity and is not expected to result in violations of federal, state, and local statutes and regulations related to solid waste. Therefore, the disposal of solid waste resulting from project construction and operation would have less than significant impacts.

Mitigation Measures: None Required.

7.20. Wildfire

Would the project:	Potentially Significant Impact	Less Than Significant with Mitigation	Less Than Significant Impact	No Impact
If located in or near state responsibility areas or lands classified as very high fire hazard severity zones, would the project:				
a) Substantially impair an adopted emergency response plan or emergency evacuation plan?	☐	☐	☒	☐
b) Due to slope, prevailing winds, and other factors, exacerbate wildfire risks, and thereby expose project occupants to pollutant concentrations from a wildfire or the uncontrolled spread of a wildfire?	☐	☐	☒	☐
c) Require the installation or maintenance of associated infrastructure (such as roads, fuel breaks, emergency water sources, power lines or other utilities) that may exacerbate fire risk or that may result in temporary or ongoing impacts to the environment?	☐	☐	☒	☐
d) Expose people or structures to significant risks, including downslope or downstream flooding or landslides, as a result of runoff, post-fire slope instability, or drainage changes?	☐	☐	☒	☐

Sources: Santa Rosa General Plan 2035; General Plan EIR.

Wildfire Setting: Santa Rosa is susceptible to wildland fires due to the steep topography, abundant fuel load, and climatic conditions, particularly along the northern and eastern edges of the City. The areas that are most susceptible to fire hazards are located near Fountaingrove Parkway (in the north), Escalero Road (in the northeast), south of Oakmont Drive (in the east), and north of Eliza Way (in the east); these areas are designated as "Very High Fire Hazard Severity Zone" (VHFHSZ) within a Local Responsible Area by CAL FIRE (**Figure B-7** in **Appendix B**).

In October 2017, the Tubbs Fire (Central LNU Complex) burned approximately 36,807 acres in the northern and eastern portions of the City. Residents were exposed to direct effects of the wildfire, such as the loss of a structure, and to the secondary effects of the wildfire, such as smoke and air pollution. Smoke generated by wildfire consists of visible and invisible emissions that contain particulate matter (soot, tar, water vapor, and minerals) and gases (carbon monoxide, carbon dioxide, nitrogen oxides). Public health impacts associated with wildfire include difficulty in breathing, odor, and reduction in visibility.

As discussed in section 7.9 Hazards/Hazardous Materials, the project site is surrounded by roadways and developed land uses. The project site is categorized as a Non-VHFHZ by CAL FIRE and surrounded by land

designated as Non-VHFHZ on all sides. The project site is located approximately 0.2 miles from a large expanse of land containing grasses and trees that is designated as "Moderate Fire Hazard Severity Zone" by CAL FIRE (**Figure B-7** in **Appendix B**). The project site is located approximately five miles from areas designated as having a "Very High Fire Hazard Severity Zone."

Wildfire Impact Discussion:

7.20(a) (Impair Emergency Plans) Less Than Significant Impact: The project site is categorized as a Non-VHFHZ by CAL FIRE and is located approximately 0.2 miles from land designated as "Moderate Fire Hazard Severity Zone." There are no lands designated as having a "Very High Fire Hazard Severity Zone" within five miles of the project site. Therefore, the proposed project is not expected to substantially impair an adopted emergency response plan or emergency evacuation plan and impacts would be less than significant.

7.20(b-d) (Wildfire Risk Exacerbation, Infrastructure Contributing to Wildfire Risk, Exposure to Wildfire-Related Risks) Less Than Significant Impact: The project site is relatively flat and located approximately 0.2 miles from a State Responsibility Area (SRA) designated as a moderate fire hazard severity zone. New structures onsite would be built according to the latest California Building Code, which contains fire prevention standards for building materials, systems, and assemblies used in the exterior design and construction of new buildings. There are no factors, such as steep slopes, prevailing winds, or the installation/maintenance of new infrastructure, that would exacerbate fire risk or expose project occupants to the uncontrolled spread of a wildfire, pollutant concentrations from a wildfire, post-fire slope instability, or post-fire flooding. Therefore, impacts would be less than significant.

***Mitigation Measures*:** None Required.

7.21. Mandatory Findings of Significance (Cal. Pub. Res. Code §15065)

A focused or full environmental impact report for a project may be required where the project has a significant effect on the environment in any of the following conditions:

Would the project:	Potentially Significant Impact	Less Than Significant with Mitigation	Less Than Significant Impact	No Impact
a) Does the project have the potential to substantially degrade the quality of the environment, substantially reduce the habitat of a fish or wildlife species, cause a fish or wildlife population to drop below self-sustaining levels, threaten to eliminate a plant or animal community, substantially reduce the number or restrict the range of a rare or endangered plant or animal or eliminate important examples of the major periods of California history or prehistory?	☐	☐	☒	☐
b) Does the project have impacts that are individually limited, but cumulatively considerable? ("Cumulatively considerable" means that the incremental effects of a project are considerable when viewed in connection with the effects of past projects, the effects of other current projects, and the effects of probable future projects)?	☐	☒	☐	☐
c) Does the project have environmental effects, which will cause substantial adverse effects on human beings, either directly or indirectly?	☐	☐	☒	☐

Mandatory Findings Discussion:

7.21(a) (Degrade the Environment) Less Than Significant Impact: The project is located within the Santa Rosa Urban Growth Boundary and potential impacts associated with its development have been anticipated by the City's General Plan and analyzed in the General Plan EIR. The project is consistent with the General Plan Land Use designation, goals, policies, and programs. The proposed development would not adversely impact sensitive habitat, riparian areas, nor would the project result in significant impacts to special-status plant or wildlife species. With implementation of mitigation measures set forth above in air quality, biological resources, cultural resources, geology and soils, hydrology and water quality, noise, and transportation, as well as adherence to the City's uniformly applied development standards including the Grading and Erosion Control Ordinance and Outdoor Lighting Ordinance, the project's potential impacts to the quality of the

environment would be reduced to levels below significance. As such, the project will not degrade the quality of the environment, reduce habitat, or affect cultural resources.

7.21(b) (Cumulatively Affect the Environment) Less Than Significant With Mitigation: The CEQA Guidelines defines cumulative impacts as "two or more individual effects which, when considered together, are considerable or which compound or increase other environmental impacts. The individual effects may be changes resulting from a single project or increase in environmental impacts. The cumulative impact from several projects is the change in the environment which results from the incremental impact of the proposed project when added to other closely related past, present, and reasonably foreseeable probable future projects. Cumulative impacts can result from individually minor but collectively significant projects taking place over a period of time" (Guidelines, Section 15355(a)(b)).

The analysis of cumulative impacts for each environmental factor can employ one of two methods to establish the effects of other past, current, and probable future projects. A lead agency may select a list of projects, including those outside the control of the agency, or alternatively, a summary of projections. These projections may be from an adopted general plan or related planning document or from a prior environmental document that has been adopted or certified; these documents may describe or evaluate the regional or area-wide conditions contributing to the cumulative impact.

This Initial Study evaluates cumulative impacts using the General Plan EIR. Development of the proposed project, in combination with past, present, and future development in the City could result in long-term impacts to aesthetics, air quality, biological resources, cultural resources, greenhouse gases, and transportation. Cumulative long-term impacts from development within the City were identified and analyzed in the City's General Plan EIR.

The proposed project is consistent with the City's General Plan land use designation for the site and the City's long-range plan for future development. The project will contribute to cumulative impacts identified in the City's General Plan EIR but not to a level that is cumulatively considerable. As described in **Sections 7.1 – 7.20** of this document, development of the 38 Degrees North Phase 2 project could potentially result in significant impacts; however, those impacts would be reduced to less-than-significant levels with implementation of mitigation measures. The implementation of mitigation measures would ensure that development of the proposed project would not be cumulatively considerable.

Additionally, the analysis assesses the future community shopping center. Although the commercial component will not be constructed as part of this project, foreseeable impacts associated with construction and operation the commercial components have been analyzed herein. The future community shopping center is consistent with the Santa Rosa General Plan and was considered at a programmatic level in the Santa Rosa General Plan 2025 EIR. As such, it is expected that cumulative impact of the future community shopping center would be reduced to less than significant levels with implementation of mitigation measures identified herein.

Concurrent construction of several projects within the vicinity of the proposed project could result in cumulative short-term impacts associated with construction activities. These include short-term impacts associated with aesthetics, air quality, biological resources, hazardous materials, water quality, land use, noise, traffic, and public services, utilities, and service systems. While the mitigation measures identified throughout this document will reduce the proposed project's impacts to less-than-significant levels, should several projects be constructed at the same time as the proposed 38 Degrees North Phase 2 project, cumulative short-term impacts related to air quality, noise, and traffic could be potentially significant. In order to reduce cumulative impacts to less-than-significant levels, the project shall implement **Mitigation Measure CUM-1**. CUM-1 requires that the applicant coordinate the project's construction activities and construction

schedule with the City to minimize the concurrent construction of projects in the vicinity of the subject property. Implementation of CUM-1 would ensure that short-term impacts of the proposed project due to simultaneous construction of other projects in the immediately vicinity would not be cumulatively considerable.

7.21(c) (Substantial Adverse Effect on Humans) Less Than Significant Impact: The project has the potential to result in adverse impacts to humans due to air quality, biological resources, geology and soils, noise, and transportation. With implementation of those mitigation measures set forth above, the project will have less than significant environmental effect that would directly or indirectly impact human beings onsite or in the project vicinity.

The project site is located in close proximity to existing sensitive receptors, including existing surrounding residential uses to the north, west, and east of the project site. However, with implementation of mitigation measures set forth in the Air Quality and Noise sections, construction activities associated with development of the 38 Degrees North Phase 2 project would result in short-term air quality emissions and noise levels that fall below levels of significance and would cease once construction is finished. Building and improvement plans will be reviewed to ensure compliance with applicable building codes and standards. With implementation of mitigation measures, conditions of approval, and uniformly applied development standards, the project does not present potentially significant impacts that may have an adverse effect upon human beings, either directly or indirectly. Therefore, the project will have less than significant impacts due to substantial adverse environmental effects on humans.

Mitigation Measure:

CUM-1. The applicant shall coordinate the project's construction activities and construction schedule with the City to minimize the concurrent construction of projects immediately adjacent to the project site and ensure that overlapping road closures, periods of increased noise and dust generation are minimized to the extent practicable.

8. REFERENCE DOCUMENTS

The following information sources were referenced in the preparation of this Initial Study/Mitigated Negative Declaration and are available for review online or at the City of Santa Rosa, Community Development Department, located at 100 Santa Rosa Avenue, Rm. 3, Santa Rosa, CA, 95402.

8.1. Technical Appendices

A. Site Plan, Design Review Board Submittal, dated January 27, 2020

B. Figures B-1 Through B-8, prepared by M-Group 2019

C. 38 Degrees North Phase 2 Air Quality & Greenhouse Gas Assessment, prepared by Illingworth & Rodkin, June 2020

D. Biological Resources Analysis prepared by Monk & Associates, June 2020

E1. Cultural Resources Study prepared by Evans & De Shazo, June 28, 2019

E2. Cultural Resources Monitoring Plan prepared by Evans and De Shazo, August 20, 2019

F. Appendix E New Development Checklist, prepared by project Applicant, February 2020

G. Geotechnical Engineering Report and Memo, prepared by Youngdahl Consulting Group, Inc., January 15, 2019 and July 15, 2019

H. Phase I Environmental Site Assessment Report prepared by Partner Engineering and Science, Inc., March 12, 2018, Revised July 31, 2019

I. 38 Degrees North Environmental Noise and Vibration Assessment, prepared by Illingworth & Rodkin, September 6, 2019

J. Traffic Impact Study for the 38 Degrees North Phase 2 Project, prepared by W-Trans, January 30, 2020

8.2. Other Documents Referenced

1. 38 Degrees North Phase 2 Architectural Concept Package, January 28, 2020
2. Standard Urban Storm Water Mitigation Plan 38 Degrees North Phase 2, prepared by TSD Engineering, Inc., January 27, 2020
3. Annex to 2010 Association of Bay Area Governments Local Hazard Mitigation Plan Taming Natural Disasters, adopted June 15, 2011
4. Association of Environmental Professionals, Beyond 2020 and Newhall: A Field Guide to New CEQA Greenhouse Gas Thresholds and Climate Action Plan Targets for California, October 2016
5. Bay Area Clean Air Plan, prepared by the Bay Area Air Quality Management District, 2017
6. California Air Resources Board: verified diesel emission control strategies http://www.arb.ca.gov/diesel/verdev/vt/cvt.htm
7. California Department of Conservation Farmland Mapping and Monitoring Program (FMMP)
8. California Department of Conservation, Farmland of Local Importance Definitions, http://www.conservation.ca.gov/dlrp/fmmp/Documents/Farmland_of_Local_Importance_2016.pdf
9. California Department of Education, DataQuest: Enrollment Multi-Year Summary by Grade

10. United States Census Bureau, 2018 American Community Survey 5-Year Estimates. City of Santa Rosa Selected Housing Characteristics, Average household size of renter-occupied unit Table ID: DP04, Accessed February 21, 2019.
11. California Energy Commission, 2017 Integrated Energy Policy Report, https://www.energy.ca.gov/2017_energypolicy/
12. California Energy Commission, Final Adopted State Alternative Fuels Plan, Adopted December 2007, https://ww2.energy.ca.gov/2007publications/CEC-600-2007-011/CEC-600-2007-011-CMF.PDF/
13. California Energy Commission, Supply and Demand of Natural Gas in California, http://www.energy.ca.gov/almanac/naturalgas_data/overview.htm
14. California Energy Commission, Total System Electric Generation (2018), https://ww2.energy.ca.gov/almanac/electricity_data/total_system_power.html
15. California Environmental Quality Act Air Quality Guidelines, prepared by the Bay Area Air Quality Management District, May 2017
16. California Regional Conservation Plans, April 2019, https://nrm.dfg.ca.gov/FileHandler.ashx?DocumentID=68626&inline
17. California Regional Water Quality Control Board San Francisco Bay Region Municipal Regional Stormwater NPDES Permit, Order No. R2-2015-0030, NPDES Permit No. CA0025054, October 8, 2015, https://www.waterboards.ca.gov/northcoast/board_decisions/adopted_orders/pdf/2015/151008_0030_phaseIpermitrenewal.pdf
18. California Scenic Highway Mapping System, http://www.dot.ca.gov
19. Farmers Lane Extension EIR
20. Institute of Transportation Engineers, Parking Generation 5th Edition, 2019
21. Santa Rosa 2015 Urban Water Management Plan, prepared by West Yost Associates, June 2016
22. Santa Rosa Bicycle and Pedestrian Master Plan, February 15, 2011
23. Santa Rosa Citywide Creeks Master Plan, August 2013
24. Santa Rosa Climate Action Plan, prepared by the City of Santa Rosa, June 12, 2012
25. Santa Rosa Fire Department Strategic Plan 2016-2021, https://www.srcity.org/DocumentCenter/View/3152
26. Santa Rosa General Plan 2035 prepared by the City of Santa Rosa, November 3, 2009
27. Santa Rosa General Plan Environmental Impact Report prepared by ESA, March 2009
28. Santa Rosa Groundwater Master Plan, prepared by West Yost Associates, September 2013
29. Santa Rosa Housing Action Plan, 2016
30. Santa Rosa Incremental Recycled Water Program, prepared by Winzler & Kelly, July 2007
31. Santa Rosa Local Hazard Mitigation Plan, 2016
32. Santa Rosa Municipal Code, Title 14 Potable and Recycled Water
33. Santa Rosa Municipal Code, Title 17 Environmental Protection

34. Santa Rosa Municipal Code, Title 20 Zoning
35. Santa Rosa Plain Conservation Strategy prepared by U.S. Fish and Wildlife Service, December 2005
36. Santa Rosa Plain Recovery Plan prepared by the United States Fish and Wildlife Service, May 2016
37. Santa Rosa Recreation and Parks, Find a Park, https://srcity.org/1021/Find-a-Park
38. Santa Rosa Recycled Water, https://srcity.org/1061/Recycled-Water
39. Santa Rosa Sanitary Sewer System Master Plan Update, prepared by Arcadis, October 2014
40. Santa Rosa Water Master Plan Update, prepared by West Yost Associates, August 2014
41. Sonoma County Aggregate Resources Management Plan, as amended through December 7, 2010
42. Sonoma County Transportation Authority, Moving Forward 2040 Sonoma County's Comprehensive Transportation Plan, September 2016
43. Sonoma County Water Agency 2015 Urban Water Management Plan, prepared by Brown and Caldwell, June 2016
44. Sonoma County Water Agency, Laguna-Mark West Creek Watershed Planning Scoping Study, Final Screening Technical Memorandum, May 2012\
45. State Water Resources Control Board, Construction General Permit Order 2009-0009-DWQ, http://www.waterboards.ca.gov/water_issues/programs/stormwater/construction.shtml
46. Technical Advisory on Evaluating Transportation Impact in CEQA, prepared by Office of Planning and Research, November 2017
47. University of California Museum of Paleontology, Miocene Mammal Mapping Project (MioMap), http://www.ucmp.berkeley.edu/miomap/
48. U.S. Census Bureau Annual Estimates of the Resident Population, April 1, 2010 to July 1, 2018 for Santa Rosa, CA
49. U.S. Census Bureau / American FactFinder. 2018 American Community Survey. City of Santa Rosa Demographic and Housing Estimates
50. Yolanda Avenue Widening Project Supplemental EIR
51. Request for a Preliminary Jurisdictional Delineation, Aquatic Resources Delineation Report, prepared by Monk & Associates, September 20, 2018
52. Preliminary Jurisdictional Determination Letter, U.S. Army Corps of Engineers, November 15, 2018

9. MITIGATION MONITORING AND REPORTING PROGRAM

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Mitigation Measure	Implementing Procedure	Monitoring Responsibility	Monitoring / Reporting Action and Schedule	Non-Compliance Sanction / Activity	MMRP Record Name / Date
AIR QUALITY					
AQ-1: BAAQMD recommended Best Management Practices (BMPs) to control for fugitive dust and exhaust during all construction activities shall be incorporated into all demolition, building and grading construction plans and require implementation of the following: 1. All exposed surfaces (e.g., parking areas, staging areas, soil piles, graded areas, and unpaved access roads) shall be watered two times per day. 2. All haul trucks transporting soil, sand, or other loose material shall be covered. 3. All visible mud or dirt track-out onto adjacent public roads shall be removed using wet power vacuum street sweepers at least once per day. The use of dry power sweeping is prohibited. 4. All vehicle speeds on unpaved roads shall be limited to 15 mph. 5. All roadways, driveways, and sidewalks to be paved shall be completed as soon as practicable. Building pads shall be laid as soon as practicable after grading unless seeding or soil binders are used.	Incorporate into project design and print on construction documents (demolition, grading and building plans). On-site observation.	Building Division Project Applicant/ Contractor	Verification of incorporation into project design and construction documents prior to issuance of grading permit. Monitor during regularly scheduled inspections to verify that measures are in place.	Deny issuance of grading permit. Stop work.	

Mitigation Measure	Implementing Procedure	Monitoring Responsibility	Monitoring / Reporting Action and Schedule	Non-Compliance Sanction / Activity	MMRP Record Name / Date
6. Idling times shall be minimized either by shutting equipment off when not in use or reducing the maximum idling time to 5 minutes (as required by the California airborne toxics control measure Title 13, Section 2485 of California Code of Regulations [CCR]). Clear signage shall be provided for construction workers at all access points. 7. All construction equipment shall be maintained and properly tuned in accordance with manufacturer's specifications. All equipment shall be checked by a certified mechanic and determined to be running in proper working condition prior to operation. 8. Post a publicly visible sign with the telephone number and person to contact at the Lead Agency regarding dust complaints. This person shall respond and take corrective action within 48 hours. The Air District's phone number shall also be visible to ensure compliance with applicable regulations.					

Mitigation Measure	Implementing Procedure	Monitoring Responsibility	Monitoring / Reporting Action and Schedule	Non-Compliance Sanction / Activity	MMRP Record Name / Date
AQ-2: To reduce potential health risk impacts during construction, the project shall develop and implement a plan demonstrating that off-road equipment used to construct the project would achieve a fleet-wide average reduction of 80 percent or more in diesel particulate matter (DPM) exhaust emissions. One feasible plan to achieve the DPM reduction could include the following: 1. All diesel-powered off-road equipment larger than 25 horsepower operating on-site for more than two days continuously shall meet U.S. EPA particulate matter emissions standards for Tier 3 engines that include CARB-certified Level 3 Diesel Particulate Filters[1] or equivalent. Equipment that achieves U.S. EPA Tier 4 engine standards for particulate matter or equipment that is electrically powered or uses non-diesel fuels would meet this requirement. 2. The simultaneous occurrence of excavation, grading, and ground-disturbing construction activities on the same area at any one time shall be limited. Activities shall be phased to	Incorporate into project design and print on construction documents (demolition, grading and building plans). On-site observation.	Building Division Project Applicant/ Contractor	Verification of incorporation into project design and construction documents prior to issuance of grading permit. Monitor during regularly scheduled inspections to verify that measures are in place.	Deny issuance of grading permit. Stop work.	

[1] See http://www.arb.ca.gov/diesel/verdev/vt/cvt.htm

Mitigation Measure	Implementing Procedure	Monitoring Responsibility	Monitoring / Reporting Action and Schedule	Non-Compliance Sanction / Activity	MMRP Record Name / Date
reduce the amount of disturbed surfaces at any one time. 3. Minimize the idling time of diesel-powered construction equipment to two minutes.					
AQ-3: To reduce potential health risk impacts during construction and at operation of the Community shopping center, a project level Health Risk Assessment (HRA) shall be conducted and recommendations therein implemented during all phases of construction and at operation as follows: 1. Unless otherwise demonstrated through a project level HRA at the time that an application is received for the Community shopping center, all measures set forth in AQ-2 above shall be implemented during all phases of construction. 2. All recommendations identified in the project level HRA shall be implemented such as: a. Electrification of portable equipment b. Use of alternatively fueled (non-diesel) c. Use of cleaner haul truck fleet	Prepare a project level HRA at the time the future Community Shopping Center is proposed and implement all recommendation therein to demonstrate compliance with performance measures. Incorporate into project design and print on construction documents (demolition, grading and building plans). On-site observation.	Building and Planning Division Project Applicant/ Contractor Qualified Air Quality Specialist	Verification of incorporation into project design and construction documents prior to issuance of grading permit. Monitor during regularly scheduled inspections to verify that measures are in place.	Deny issuance of grading permit. Stop work.	

Mitigation Measure	Implementing Procedure	Monitoring Responsibility	Monitoring / Reporting Action and Schedule	Non-Compliance Sanction / Activity	MMRP Record Name / Date
d. Proper staging of equipment 3. The project level HRA prepared for the Community shopping center shall evaluate operational emissions and identify avoidance and minimization to ensure that levels fall below BAAQMD thresholds for Health Risks to sensitive receptors. Such measure may include but are not limited to the following: a. Locate delivery points at least 100 feet from sensitive receptors b. Include exterior plugs at loading areas so that delivery trucks can plug in c. Utilize an electric or low emissions vehicle fleet d. Prohibit idling of heavy-duty trucks during deliveries					
BIOLOGICAL RESOURCES					
BIO-1: If construction of the project would commence during the nesting season (i.e., between February 1 and September 1), a	Incorporate timing into project construction	Building and Planning Division	Prior to issuance of grading permit	Stop work.	

Mitigation Measure	Implementing Procedure	Monitoring Responsibility	Monitoring / Reporting Action and Schedule	Non-Compliance Sanction / Activity	MMRP Record Name / Date
preconstruction nesting bird survey shall be conducted on the project site and within a zone of influence (approximately 200 feet around the project site). The zone of influence includes those areas off the project site where birds could be disturbed by earth-moving vibrations or construction traffic and noise. Accordingly, the nesting survey(s) must cover the project site and an area around the project site boundary. If project site disturbance associated with the project would commence in the nesting season, nesting surveys should be completed within 15 days of commencement of construction activities. If common birds are identified nesting on or adjacent to the project site, a non-disturbance buffer of 75 feet should be established. If nesting raptors are found on or adjacent to the project site, buffers of up to 300 feet from the nest site should be established to protect the nesting birds from harm from project related activities. A qualified ornithologist may establish smaller buffers if any bird nest is protected from disturbance by geographic barriers or the nesting birds are confirmed by the ornithologist to be acclimated to disturbance. Nesting buffer(s) shall be demarcated with painted orange lath or via the installation of orange construction fencing. If nesting sites are located off the project site, but within a zone of	plans and print on construction plans. Applicant shall provide the Planning Division with the resume of the qualified biologist demonstrating nesting bird survey and detection experience. Conduct pre-construction survey. On-site observation. If necessary, establish a protection buffer zone.	Project Applicant/ Contractor Qualified biologist	and during construction. Applicant shall provide the pre-construction survey to the Planning Division. Monitor during regularly scheduled inspections to verify that measures are in place.		

Mitigation Measure	Implementing Procedure	Monitoring Responsibility	Monitoring / Reporting Action and Schedule	Non-Compliance Sanction / Activity	MMRP Record Name / Date
influence, buffers shall be established on the project site were buffers intersect the project site. No disturbance should be allowed within established protection buffer(s). Typically, most raptors and passerine birds in the region of the project site are expected to complete nesting by August 1. However, many species can complete nesting by the end of June or in early to mid-July. Regardless, nesting buffers should be maintained until the end of the nesting season unless a qualified ornithologist determines that young have fledged and are independent of their nests or that the nest cycle has otherwise been completed. If buffers are removed prior to the end of the nesting season, the qualified ornithologist should prepare a report for the City of Santa Rosa that provides details about the nesting outcome and that states protective buffers are no longer required to protect nesting birds. This report should be submitted to the City of Santa Rosa a minimum of 5 days prior to the time that nest protection buffers are removed if the date of removal would be before the end of the nesting season.					
BIO-2: Impacts to waters of the U.S. and/or State can be reduced to less than significant levels through various means, including avoidance,	Applicant shall provide proof of wetland	Building and Planning Division	Prior to issuance of grading permit.	Deny issuance of	

Mitigation Measure	Implementing Procedure	Monitoring Responsibility	Monitoring / Reporting Action and Schedule	Non-Compliance Sanction / Activity	MMRP Record Name / Date
minimization of impacts, and mitigation compensation. For those jurisdictional areas that cannot be avoided, applicable permits from the Corps and RWQCB shall be acquired to authorize impacts to waters of the U.S. and State. The project will result in the loss of 0.46-acre of waters of the U.S. and State. The applicant will be required by the Corps and RWQCB to mitigate impacts to seasonal wetlands on the project site and linear drainages including the roadside ditch along Petaluma Hill Road. To mitigate impacts to 0.46 acre of waters of the U.S. and State, as approved by the Corps and RWQCB, the applicant shall purchase mitigation credits from an approved wetland mitigation bank at a 1:1 ratio. This mitigation ratio may be modified as otherwise required by the Corps and RWQCB at the time respective permits are issued. As required by the RWQCB, and as necessary to reduce impacts to levels regarded as less than significant pursuant to the CEQA, the project shall also preserve the east/west drainage (4,107 square feet, 0.094-acre of other waters) and 5,816 square feet (0.13-acre) of seasonal wetland in a permanent 2.54-acre Deed Restricted Open Space Preserve. To further mitigate impacts to waters of the U.S. and State, the applicant shall implement a	mitigation credits. Applicant shall provide copies of issued 401 and 404 permits.	Project Applicant/ Contractor Outside Agencies (U.S. Army Corps of Engineers; Regional Water Quality Control Board)	City shall verify proof of purchase of wetland mitigation credits and copies of the 401 and 404 permits.	grading permit. Stop work.	

Mitigation Measure	Implementing Procedure	Monitoring Responsibility	Monitoring / Reporting Action and Schedule	Non-Compliance Sanction / Activity	MMRP Record Name / Date
riparian planting plan that prescribes the establishment of riparian trees along the east/west drainage that bisects the project site. The riparian planting area along the east/west drainage shall be preserved in a permanently protected Open Space Preserve that is approximately 50 feet wide from the edge of the jurisdictional waters both to the north and south of the east/west drainage. Finally, the project will be required to fill and reconstruct the mitigation ditch that was constructed by Kawana Meadows along the edge of Franz Kafka to accommodate City-required widening and improvements to Franz Kafka Avenue, east of the project site. This ditch shall be reconstructed within the Open Space Preserve on the project site and shall provide 1:1 replacement for this impacted feature. The North Coast RWQCB will also review the Storm Water Control Plan (SWCP) for this project prior to issuing a Clean Water Act Section 401 permit for the project. The SWCP must prescribe stormwater treatments that meet the NPDES C.3 Provisions (discussed in the section below) prior to the release of stormwater from the project site. In addition, prior to construction of the project, the project proponent to file a SWPPP with the SWRCB. The prescribed SWPPP BMPs					

Mitigation Measure	Implementing Procedure	Monitoring Responsibility	Monitoring / Reporting Action and Schedule	Non-Compliance Sanction / Activity	MMRP Record Name / Date
will be in place prior to the initiation of construction of the project. Any other conditions that are stipulated for wetland impacts by the Corps and/or RWQCB shall also become conditions of project approval. **BIO-3:** Construction of a pedestrian bridge that clear spans the east/west drainage that bisects the project site will require a CDFW Section 1602 SBAA. Any mitigation requirements stipulated in the CDFW SBAA will become conditions of project approval. The applicant will implement appropriate BMPs to prevent construction-related impacts that could introduce de minimus fill or other pollutants into the east/west drainage that bisects the project site. These measures include the installation of wildlife friendly hay wattles and/or silt fence that will prevent unintended de minimus fill impact to the drainage that bisects the project site while the pedestrian bridge is constructed. In addition, orange silt fencing shall be installed to protect the reconstructed wetlands in the eastern portion of the Open Space Preserve, which is outside of the area where span bridge construction would take place. The limits of the crossing will also be silt	Applicant shall provide a copy of the issued SBAA. Applicant shall provide a copy of the riparian planting plan to the City. On-site observation.	Building and Planning Division Project Applicant/ Contractor Outside Agencies (U.S. Army Corps of Engineers; RWQCB)	Prior to issuance of grading permit and during construction. Monitor during regularly scheduled inspections to verify that measures are in place.	Deny issuance of grading permit. Stop work.	

Mitigation Measure	Implementing Procedure	Monitoring Responsibility	Monitoring / Reporting Action and Schedule	Non-Compliance Sanction / Activity	MMRP Record Name / Date
fenced to prevent unintended human and equipment traffic, and de minimus fill impacts to the Open Space Preserve and east/west drainage that bisects the project site. To further mitigate impacts to 1602 jurisdictional areas, the applicant shall implement a riparian planting plan that prescribes the establishment of riparian trees along the east/west drainage that bisects the site. The riparian planting area along the east/west drainage shall be preserved in permanently protected Open Space Preserve. The project shall preserve the east/west drainage (4,109 square feet, 0.094-acre of other waters) and 5,816 square feet (0.13-acre) of seasonal wetland in a permanent 2.54-acre Deed Restricted Open Space Preserve. Mechanized equipment shall be allowed into the Open Space Preserve only to install/construct the pedestrian bridge, pedestrian sidewalk, perimeter 3:1 transitional fill slopes, riparian planting plan and associated irrigation. At this time, a silt fence shall also be installed at the top-of-banks of the east/west drainage to ensure that there will be no inadvertent de minimus fill or intrusion impacts into the east/west drainage. Furthermore high visibility orange fencing should be placed at the limit of work within the Open Space Preserve including silt fence & fiber roll. All					

Mitigation Measure	Implementing Procedure	Monitoring Responsibility	Monitoring / Reporting Action and Schedule	Non-Compliance Sanction / Activity	MMRP Record Name / Date
disturbed areas shall be replanted with native grasses.					
BIO-4: To offset removal of protected trees onsite, the planting plan shall continue to demonstrate appropriate replacement including the following 15-gallon size trees: 14 Coast live oaks, 15 weeping willows, 3 English walnut and 2 black walnuts, or as otherwise stipulated by the City. The locations of the replacement trees shall be illustrated on the final landscaping plans.	Provide landscape plan identifying trees for removal and demonstrating compliance with replanting requirements.	Building and Planning Division Project Applicant/ Contractor	Prior to issuance of grading permit. Final inspection by Building and Planning Division.	Deny issuance of Certificate of Occupancy.	
CULTURAL RESOURCES					
CUL-1: All provisions of the Monitoring Protocols and Procedures identified in the Cultural Resources Management Plan (CRMP) prepared by Evans & De Shazo (August 20, 2019) shall be implemented including, but not limited to the following: 1. Utilize qualified archaeological personnel for monitoring 2. Monitoring may include full-time, part-time, and/or spot checks during earth-moving activities	Incorporate into project design and print on construction documents (grading plans). On-site observation. Implement CRMP during construction.	Building and Planning Division Project Applicant/ Contractor Qualified Archaeologist	Prior to commencement of ground disturbing activities. During ground disturbance activities. Upon completion of construction.	Stop work. Deny issuance of grading permit.	

Mitigation Measure	Implementing Procedure	Monitoring Responsibility	Monitoring / Reporting Action and Schedule	Non-Compliance Sanction / Activity	MMRP Record Name / Date
3. Monitors shall be granted authority to suspend construction work within 25 feet of a discovery 4. Coordination with the Sonoma County Coroner, Native American Heritage Commission, and Most Likely Descendant is required if suspected human remains are discovered 5. Ongoing coordination with Lytton Rancheria 6. Maintain daily log and weekly/monthly reports 7. Carry out the Field Recordation and Mitigation Plan 8. Curation shall be at the expense of the Project developer 9. Artifacts shall be cataloged using protocols acceptable to the David A Fredrickson Archeological Collections Facility at Sonoma State University 10. A Final CRMP shall be prepared within 90 business days following completion of ground disturbance and shall be submitted to the City, Lytton Rancheria, and the NWIC					
ENERGY					
ENERGY-1: To avoid potential conflicts with the City of Santa Rosa's Climate Action Plan, the Project shall	Incorporate into project design and print on construction plans.	Building and Planning Division Project Applicant/ Contractor	Prior to issuance of construction permits.	Deny issuance of construction permits.	

Mitigation Measure	Implementing Procedure	Monitoring Responsibility	Monitoring / Reporting Action and Schedule	Non-Compliance Sanction / Activity	MMRP Record Name / Date
implement Mitigation Measures GHG-1 and GHG-2 set forth below.			Monitor during construction.		
GEOLOGY AND SOILS					
GEO-1: Prior to issuance of a grading permit, an erosion control plan along with grading and drainage plans shall be submitted to the Building Division of the City's Department of Planning and Economic Development. All earthwork, grading, trenching, backfilling, and compaction operations shall be conducted in accordance with the City of Santa Rosa's Grading and Erosion Control Ordinance, Chapter 19-64 of the Santa Rosa Municipal Code). These plans shall detail erosion control measures such as site watering, sediment capture, equipment staging and laydown pad, and other erosion control measures to be implemented during construction activity on the project site.	Incorporate into project design and print on construction documents (demolition, grading and building plans).	Building Division Project Applicant/ Contractor	Verify prior to issuance of grading permit. Monitor during regularly scheduled inspections to verify that measures are in place.	Deny issuance of permits. Stop work.	
GEO-2: All applicable recommendations set forth in the Geotechnical Engineering Study (January 15, 2019 prepared by Youngdahl Consulting Group, Inc.) for the subject property, including, but not limited to grading, drainage, excavation, foundations systems, and compaction specifications shall be incorporated. Final grading plan, construction plans, and building plans shall demonstrate that recommendations set forth in the geotechnical	Incorporate into project design and print on construction documents (demolition, grading and building plans).	Building Division City Engineer Project Applicant/ Contractor	Verification of incorporation into project design and construction documents prior to issuance of grading permit.	Deny issuance of permits. Stop work.	

Mitigation Measure	Implementing Procedure	Monitoring Responsibility	Monitoring / Reporting Action and Schedule	Non-Compliance Sanction / Activity	MMRP Record Name / Date
reports have been incorporated into the design of the project and to the satisfaction of the City of Santa Rosa city Engineer.			Monitor during construction to verify that measures are in place.		
GEO-3: In the event that paleontological resources, including individual fossils or assemblages of fossils, are encountered during construction activities all ground disturbing activities shall halt and a qualified paleontologist shall be procured to evaluate the discovery and make treatment recommendations.	Incorporate into project design and print on construction documents (grading plans). On-site observation.	Building and Planning Division Project Applicant/ Contractor Qualified paleontologist	During ground disturbance activities.	Stop work.	
GREENHOUSE GAS EMISSIONS					
GHG-1: Santa Rosa's CAP Appendix E New Development Checklist or other qualified GHG program in effect, shall be submitted along with any application for the future community shopping center, demonstrating compliance with all mandatory requirements of the Santa Rosa's CAP Appendix E New Development Checklist, except where the item is not applicable or where a suitable substitution is provided.	Incorporate into project design and print on construction documents (building and landscape plans). Print copy of Appendix E Checklist on	Building and Planning Division Project Applicant/ Contractor	Prior to issuance of construction permits. Monitor during regularly scheduled inspections to verify that measures are in place.	Deny issuance of construction permits.	

Mitigation Measure	Implementing Procedure	Monitoring Responsibility	Monitoring / Reporting Action and Schedule	Non-Compliance Sanction / Activity	MMRP Record Name / Date
	construction documents.				
GHG-2: Prior to development of the community shopping center, a GHG reduction strategy shall be developed and approved by the City. This strategy shall identify measures to reduce the commercial GHG emissions to levels that meet thresholds associated with either: 1. Targets identified in the City's Climate Action Plan that are consistent with current State goals of achieving reductions consistent with SB 32, or 2. Operational thresholds set forth by the BAAQMD for post 2020 thresholds if published by BAAQMD and accepted by the City of Santa Rosa, or as otherwise identified by the BAAQMD, the City of Santa Rosa, or other appropriate entity at the time the community shopping center is proposed. Measures to meet these thresholds shall be identified through a refined analysis GHG emissions of the final design at the time that a future commercial component is proposed. Measures that would be included in the commercial portion of the project may include the following:	Incorporate into project design and print on construction documents (building and landscape plans). Develop and implement a GHG reduction strategy demonstrating compliance with performance standards.	Building and Planning Division Project Applicant/ Contractor Qualified Air Quality Specialist	Prior to issuance of construction permits for community shopping center. Verify compliance.	Deny issuance of construction permits.	

Mitigation Measure	Implementing Procedure	Monitoring Responsibility	Monitoring / Reporting Action and Schedule	Non-Compliance Sanction / Activity	MMRP Record Name / Date
• Installation of solar power systems or other renewable electric generating systems that provide electricity to power on-site equipment and possibly provide excess electric power; Install efficient space and water heating systems; • Construct onsite or fund off-site carbon sequestration projects (such as a forestry or wetlands projects for which inventory and reporting protocols have been adopted). If the project develops an off-site project, it must be registered with the Climate Action Reserve or otherwise approved by the BAAQMD in order to be used to offset Project emissions; • Purchase of carbon credits to offset Project annual emissions. Carbon offset credits must be verified and registered with The Climate Registry, the Climate Action Reserve, or another source approved by the California Air Resources Board or BAAQMD. The preference for offset carbon credit purchases include those that can be achieved as follows: 1) within the City; 2) within the San Francisco Bay Area Air Basin; 3) within the State of California; then 4) elsewhere in the United States. Provisions of evidence of payments, and funding of an escrow-type account or endowment fund would be overseen by the County;					

Mitigation Measure	Implementing Procedure	Monitoring Responsibility	Monitoring / Reporting Action and Schedule	Non-Compliance Sanction / Activity	MMRP Record Name / Date
• Develop and implement a transportation demand management (TDM) program to further reduce mobile GHG emissions. • Purchase carbon-free generated electricity from Sonoma Clean Power (i.e. EverGreen Mix).					
HYDROLOGY AND WATER QUALITY					
HYDRO-1: In accordance with the National Pollution Discharge Elimination System (NPDES) regulation, the applicant shall prepare and implement a Storm Water Pollution Prevention Plan (SWPPP) prior to construction. The SWPPP shall address erosion and sediment controls, proper storage of fuels, identification of BMPs, and use and cleanup of hazardous materials. A Notice of Intent, fees, and other required documentation shall be filed with the Regional Water Quality Control Board. During construction a monitoring report shall be conducted weekly during dry conditions and three times a day during storms that produce more than 1/2" of precipitation.	Incorporate into project design and print on construction documents (building and landscape plans). On-site observation	Public Works, Building and Planning Division Project Applicant/ Contractor	Prior to issuance of grading and building permits. Monitor during construction to verify measures are in place. Construction Monitoring Report from Applicant.	Deny grading and building permits. Stop work.	
HYDRO-2: Should construction dewatering be required, the applicant shall either reuse the water on-site for dust control, compaction, or irrigation, retain the water on-site in a grassy or porous area to allow infiltration/evaporation, or obtain a permit to discharge construction water to a sanitary sewer	Incorporate into project design and print on construction documents	Public Works, Building and Planning Division Project Applicant/ Contractor	Verification of incorporation into design and construction documents prior to	Deny grading and building permits. Stop work.	

Mitigation Measure	Implementing Procedure	Monitoring Responsibility	Monitoring / Reporting Action and Schedule	Non-Compliance Sanction / Activity	MMRP Record Name / Date
or storm drain. Discharges to the sanitary sewer system shall require a one-time discharge permit from the City of Santa Rosa Utilities Department. Measures may include characterizing the discharge and ensuring filtering methods and monitoring to verify that the discharge is compliant with the City's local wastewater discharge requirements. Discharges to a storm drain shall be conducted in a manner that complies with the Regional Water Quality Control Board Waste Discharge Requirements for Low Threat Discharges to Surface Waters in the North Coast Region. In the event that groundwater is discharged to the storm drain system, the Applicant shall submit permit registration documents and develop a Best Management Practices/Pollution Prevention Plan to characterize the discharge and to identify specific BMPs, such as sediment and flow controls sufficient to prevent erosion and flooding downstream.	(building and landscape plans). On-site observation		issuance of grading and building permits. Monitor during regularly scheduled inspections to verify that measures are in place. Construction Monitoring Report from Applicant.		
LAND USE					
LU-1: For consistency with the General Plan, the following noise insulation features shall be implemented: a) Provide a suitable form of forced-air mechanical ventilation, as determined by the	Incorporate into project design and print on construction documents (building plans).	Building and Planning Division Project Applicant/ Contractor	Prior to building permit issuance.	Deny building permit.	

Mitigation Measure	Implementing Procedure	Monitoring Responsibility	Monitoring / Reporting Action and Schedule	Non-Compliance Sanction / Activity	MMRP Record Name / Date
local building official, for all residential buildings, so that windows can be kept closed to control noise. b) Provide sound-rated windows and doors for Buildings 1, 6, and 7 to maintain interior noise levels or below the City's 45 dBA L_{dn} interior noise threshold. Preliminary calculations show that sound-rated windows and doors with minimum STC ratings of 30 would be satisfactory for units located in Buildings 6 and 7. Windows and doors for Building 1 would require STC ratings of 28 to meet the interior noise threshold. Standard residential grade windows and doors (minimum STC 26) would be required for all remaining units. c) A qualified acoustical specialist shall prepare a detailed analysis of interior residential noise levels resulting from all exterior sources during the final design phase of the project pursuant to requirements set forth in the General Plan and State Building Code. The study will review the final site plan, building elevations, and floor plans prior to construction and confirm building treatments necessary to reduce interior noise levels to 45 dBA L_{dn} or less. Treatments would include, but are not limited to, sound-rated windows and doors as specified above, acoustical caulking, protected ventilation openings, etc. The		Acoustical consultant			

Mitigation Measure	Implementing Procedure	Monitoring Responsibility	Monitoring / Reporting Action and Schedule	Non-Compliance Sanction / Activity	MMRP Record Name / Date
specific determination of what noise insulation treatments are necessary shall be conducted on a unit-by-unit basis during final design of the project. Results of the analysis, including the description of the necessary noise control treatments, shall be submitted to the City, along with the building plans and approved design, prior to issuance of a building permit.					
NOISE					
NOI-1: The following Best Construction Management Practices shall be implemented during all phases of the residential and commercial construction to reduce construction noise levels emanating from the site, limit construction hours, and minimize disruption and annoyance: • Limit construction hours to between 7:00 a.m. and 7:00 p.m., Monday through Friday and between 9:00 a.m. and 5:00 p.m. on Saturdays. No construction activities are permitted on Sundays and holidays. • Limit use of the concrete saw to a distance of 50 feet or greater from residences, where feasible. • Construct temporary noise barriers, where feasible, to screen stationary noise-generating equipment when located near adjoining	Incorporate into project design and print on construction documents (building plans). Identify a disturbance coordinator to respond to complaints and address noise concerns as they arise. On-site observation.	Building and Planning Division Project Applicant/ Contractor Disturbance coordinator	Verification of incorporation into design and construction documents prior to issuance of grading and building permits. Monitor during regularly scheduled inspections to verify that measures are in place.	Deny issuance of grading and building permit. Stop work.	

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sensitive land uses. Temporary noise barriers would provide a 5 dBA noise reduction if the noise barrier interrupts the line-of-sight between the noise source and receiver and if the barrier is constructed in a manner that eliminates any cracks or gaps. • Equip all internal combustion engine-driven equipment with intake and exhaust mufflers that are in good condition and appropriate for the equipment. • Unnecessary idling of internal combustion engines shall be strictly prohibited. • Locate stationary noise-generating equipment such as air compressors or portable power generators as far as possible from sensitive receptors. If they must be located near receptors, adequate muffling (with enclosures where feasible and appropriate) shall be used to reduce noise levels at the adjacent sensitive receptors. Any enclosure openings or venting shall face away from sensitive receptors. • Utilize "quiet" air compressors and other stationary noise sources where technology exists. • Construction staging areas shall be established at locations that will create the greatest distance between the construction-					

Mitigation Measure	Implementing Procedure	Monitoring Responsibility	Monitoring / Reporting Action and Schedule	Non-Compliance Sanction / Activity	MMRP Record Name / Date
related noise sources and noise-sensitive receptors nearest the project site during all project construction. • Locate material stockpiles, as well as maintenance/equipment staging and parking areas, as far as feasible from existing residences. • Control noise from construction workers' radios to a point where they are not audible at existing residences bordering the project site. • The contractor shall prepare a detailed construction schedule for major noise-generating construction activities. The construction plan shall identify a procedure for coordination with adjacent residential land uses so that construction activities can be scheduled to minimize noise disturbance. Avoid overlapping construction phases, where feasible. • Notify all adjacent business, residences, and other noise-sensitive land uses of the construction schedule, in writing, and provide a written schedule of "noisy" construction activities to the adjacent land uses and nearby residences. • Designate a "disturbance coordinator" who would be responsible for responding to any					

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complaints about construction noise. The disturbance coordinator will determine the cause of the noise complaint (e.g., bad muffler, etc.) and will require that reasonable measures be implemented to correct the problem. Conspicuously post a telephone number for the disturbance coordinator at the construction site and include in it the notice sent to neighbors regarding the construction schedule.					
NOI-2: Prior to the issuance of building permits, mechanical equipment generated at the future community shopping center shall be selected and designed to reduce impacts on surrounding uses to meet the City's requirements. A qualified acoustical consultant shall be retained by the project applicant to review mechanical noise as the equipment systems are selected in order to determine specific noise reduction measures necessary to reduce noise to comply with the City's 50 dBA L_{eq} residential noise limit at the nearest residential property line. Noise reduction measures could include, but are not limited to, selection of equipment that emits low noise levels and/or installation of noise barriers such as enclosures and parapet walls to block the line-of-sight between the noise source and the nearest receptors. Alternate measures may include	Incorporate into project design and print on construction documents (building plans).	Building and Planning Division Project Applicant/ Contractor Qualified Acoustical Specialist	Verification of incorporation into design prior to building permit issuance.	Deny issuance of building permit.	

Mitigation Measure	Implementing Procedure	Monitoring Responsibility	Monitoring / Reporting Action and Schedule	Non-Compliance Sanction / Activity	MMRP Record Name / Date
locating equipment in less noise-sensitive areas, where feasible. The measures recommended by the acoustical consultant to ensure compliance with the City's requirements would be imposed on the future community shopping center as project conditions of approval.					
TRANSPORTATION					
TRANS-1: Red curb markings shall be installed to prohibit parking for at least 50 feet north of the northern Franz Kafka Avenue driveway on the project side of the roadway. New plantings or signs to be located along the street frontages shall be designed to ensure that adequate sight lines are maintained. New vegetation along street frontages shall not exceed three feet in height and tree canopies shall extend no less than seven feet in height from the ground surface. The applicant shall be responsible for maintaining adequate sight lines from the project driveways.	Incorporate into project design and print on construction documents (building and landscape plans).	Building and Planning Division Project Applicant/ Contractor	Prior to building permit issuance.	Deny issuance of building permit.	
TRIBAL CULTURAL RESOURCES					
TCUL-1: To protect buried Tribal Cultural Resources that may be encountered during construction	See CUL-1	See CUL-1	See CUL-1	See CUL-1	

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activities, the Project shall implement Mitigation Measure CUL-1 above.					
CUMULATIVE IMPACTS					
CUM-1. The applicant shall coordinate the project's construction activities and construction schedule with the City to minimize the concurrent construction of projects immediately adjacent to the project site and ensure that overlapping road closures, periods of increased noise and dust generation are minimized to the extent practicable.	Incorporate into construction timing and coordinate with City for any delays or changes.	Building and Planning Division Project Applicant/ Contractor	Prior to submittal of construction documents.	Deny issuance of permits.	