

Memorandum

Date: December 20, 2022

To: Susie Murray, Senior Planner
City of Santa Rosa

From: Mary Bean, Director, Environmental Services
FirstCarbon Solutions

Subject: General Plan Consistency Analysis for Northpoint Commerce Center Project

INTRODUCTION AND BACKGROUND

Santa Rosa General Plan 2035

The Santa Rosa General Plan 2035 (General Plan) “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.”¹

The General Plan was adopted in 2009, and it “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” (comprised of the City and surrounding areas).²

The potential environmental impacts of implementing the General Plan were analyzed in an Environmental Impact Report, State Clearinghouse Number 2008092114, certified by the Santa Rosa City Council on November 3, 2009 (Resolution No. 27509).

¹ City of Santa Rosa. 2009. Santa Rosa General Plan 2035. November 3. Section 1 Introduction.

² Ibid.

Northpoint Commerce Center

Project Location and Setting

Project Location

The Northpoint Commerce Center project site is located in the City of Santa Rosa (City), in Sonoma County, California on 6.81 acres of undeveloped land in a mixed industrial, business park, and is adjacent to a residential neighborhood.³ The project site is bounded by Northpoint Parkway to the north, Thunderbolt Way to the west, and Kingfisher Way to the east, and a multi-family residential neighborhood to the south (Exhibit 1 and Exhibit 2). The site comprises four Assessor's Parcel Numbers (APNs): 035-530-023, 035-530-024, 035-530-025, and 035-530-057. The project site is located on the *Sebastopol, California* United States Geological Survey (USGS) 7.5-minute Topographical Quadrangle Map, Section 21, Township 7 North, Range 8 West Mount Diablo Baseline and Meridian (approximate Latitude 38° 24' 55" North; Longitude 122° 44' 44" West).⁴

Existing Development and Land Use Activities

As shown in Exhibit 2, the project site contains some grass and shrub vegetation in the northern and southern portions, and a strip of impervious pavement toward the center of the site, which served as an airport runway for the no longer active Santa Rosa Air Center. To the north, Northpoint Parkway contains no pedestrian walkways but provides two vehicle lanes and a bicycle lane in each direction, with a separator between travel directions. Thunderbolt Way and Kingfisher Way are cul-de-sacs bordering the site to the east and west; each cul-de-sac provides a sidewalk only on the opposite side of the street from the project site; no pedestrian walkways are provided along the site boundary.

General Plan and Zoning Designations

The General Plan designates the project site as General Industrial (IG) and Parking (PKG) (Exhibit 3). This designation is intended to provide areas for manufacturing and distribution activities with potential for creating nuisances, along with accessory offices and retailing.⁵ The Santa Rosa Zoning Code zones the project site as General Industrial (IG) (Exhibit 4). The IG zoning allows for industrial building development and a maximum 55-foot building height, occupying a maximum of 85 percent of the site area.⁶

Project Description

Development Summary

The project applicant proposes to develop an approximately 114,884-square-foot industrial building, With approximately 12,529 square feet of storm retention zones (Exhibit 5). The proposed project would

³ City of Santa Rosa. 2021. City of Santa Rosa Zoning Map. Website: <https://maps.srcity.org/Html5Viewer/Index.html?viewer=Planning&scale=76800&cer=6369333.666666665,1924133.333333335>. Accessed June 24, 2022.

⁴ United States Geological Survey (USGS). 2018. *Sebastopol, California* TNM Geospatial PDF 7.5x7.5 Grid 24000-scale TM 2016. September 5.

⁵ City of Santa Rosa. 2009. Santa Rosa General Plan 2035. November.

⁶ City of Santa Rosa. 2004. Santa Rosa City Code. Website: http://qcode.us/codes/santarosa/view.php?topic=20-2-20_24-20_24_020&frames=on. Accessed June 27, 2022.

be used as a commerce center and is expected to generate 545 daily trips by approximately 150 employees, as well as customers and delivery trucks. Landscaping, including the stormwater retention areas, would be completed using low and moderate water use plants appropriate for and indigenous to the City.

Design and Appearance

The architectural design for the industrial building would be of Type VB construction, site cast, tilted concrete panels with a variety of enhancements. The typical wall panels would be enhanced with reveals and a textured elastomeric, multicolored coating system. The areas around the building entries would also be enhanced with tinted glazing in aluminum frames with overhead steel-framed painted canopies. The placement of these enhancements would be locations most visible from the public roadways.

Landscaping

The proposed project would be landscaped using plants indigenous to the City and would be appropriate for both access and driveway zones and stormwater retention areas, as shown in Exhibit 5. The proposed project would provide landscaping adjacent to all parking areas, buildings, and walkways in accordance with the City's Design Guidelines.

Circulation

Vehicular Circulation

Vehicular access for the proposed project would occur from two driveways: one entrance along Kingfisher Way and one entrance along Thunderbolt Way. An internal drive aisle would exist for each entrance, with the exit of said drive aisle occurring on the opposing side of the site, connecting Kingfisher Way and Thunderbolt Way.

Pedestrian Access

Pedestrian access to the project site would occur via proposed sidewalks along the south side of Northpoint Parkway, the eastern side of Thunderbolt Way, and the western side of Kingfisher Way, with sidewalk entrances into the site on Thunderbolt Way and Kingfisher Way. A pedestrian path would then lead to the building entrances on the north-facing facade.

Parking

The proposed project would provide 166 parking spaces, including eight electric vehicle (EV) charging locations. The proposed project would include 19 bicycle parking spaces and would connect to existing bicycle paths along Northpoint Parkway.

Energy Saving Design Features

The proposed project would incorporate elements from the City of Santa Rosa's California Green Building Standards Code and Leadership in Energy and Environmental Design (LEED®) certification techniques and practices. These features include energy- and water efficient design measures, including: (1) water

efficient landscaping consisting of indigenous low and moderate water use plant species, (2) water use reduction methods, (3) the installation of several EV charging stations in the parking area, (4) usage of low volatile organic compound (VOC) emitting sealants, adhesives, coatings, floorings, and wood materials, (5) heat reflecting roof membranes, and (6) roofing structure to support the installation of solar panels.

Phasing and Construction

The proposed project would be constructed in one phase over 12 months (1 year), starting in January 2023 and ending in January 2024. Site preparation and grading for the entire project site would also be completed at this time. During site preparation, soil would balance on-site. As specific construction schedules and detailed information are not known at this time, conservative default assumptions will be used for purposes of analyzing and modeling construction durations and equipment

ANALYSIS

The following General Plan consistency analysis has been prepared pursuant to the California Environmental Quality Act (CEQA) Guidelines Section 15183 (Projects Consistent with a Community Plan or Zoning) to determine whether the proposed project requires additional environmental review.

CEQA Guidelines Section 15183 mandates that projects which are consistent with the development density established by existing zoning, community plan or general plan policies for which a Final Environmental Impact Report (FEIR) was certified (in this case, the Santa Rosa General Plan 2035 FEIR [General Plan FEIR]) shall not require additional environmental review, except as might be necessary to examine whether there are project-specific significant effects which are peculiar to the project or its site.

The proposed project's consistency with the applicable goals, objectives, and policies set forth in the General Plan is analyzed below in Table 1, Consistency Analysis with Santa Rosa General Plan 2035. The proposed project supports the General Plan's vision of long-range physical and economic development by developing an approximately 114,884-square-foot industrial building. As an industrial development, the proposed project would contribute to the economic growth of the City.

The following support materials are included as appendices to this memo:

- Appendix A: Air Quality, Greenhouse Gas Emissions, and Energy supporting Information
- Appendix B: Biological Resources Supporting Information
- Appendix C: Cultural Resources Supporting Information
- Appendix D: Noise Supporting Information
- Appendix E: Transportation Supporting Information

Consistency with Chapter 2: Land Use and Livability

Chapter 2, Land Use and Livability, states the City's vision of having a Downtown that is the City's primary activity node, with retail and multi-family development along tree-lined regional/arterial corridors that lead to downtown and serve pedestrians, bikers, transit, and cars. The vision supports smaller-scale mixed use shopping centers interspersed throughout the City; regional commercial centers; planned, campus-like business parks; light industrial, warehousing, and heavy commercial uses, including manufacturing and distribution; and a cluster of governmental or semi-public facilities. A variety of parks and recreational opportunities, public gathering places and open space areas are part of the City's vision for livability and quality of life.

The proposed project would be consistent with the relevant goals and policies of the General Plan's Land Use and Livability chapter as it would comply with the goal of fostering compact development in order to reduce travel, energy, land, and materials consumption by constructing a commerce center close to a residential neighborhood. In addition, it would support the City's goal of ensuring compatibility between industrial development and surrounding neighborhoods by incorporating landscape buffers. Furthermore, the proposed project would support the City's goal of improving the pedestrian and bicycle network by constructing pedestrian sidewalks.

Consistency with Chapter 3: Urban Design

Chapter 3, Urban Design, states the City's vision of having a downtown area being the heart of the City, having safe, livable neighborhoods with distinct identities, and ensuring that new development respects the City's natural setting and builds on its landscape qualities.

The proposed project would be consistent with the relevant goals and policies of the General Plan's Urban Design chapter as it would comply with the goal of preserving the City's scenic character by minimizing grading, undergrounding utilities, utilize native plants for landscaping, and include numerous sustainability features. In addition, the proposed project would comply with the General Plan goal of creating a framework for public spaces by filling gaps in the existing sidewalk network adjacent to the project site and visually connecting the project site to its surrounding public spaces.

Consistency with Chapter 5: Transportation

Chapter 5, Transportation, states the City's vision of having complete streets that support pedestrians, bicyclists, motorists, and transit users and create better connected neighborhoods, and preserving natural features and vistas along scenic roadways within the City. This chapter states the City's emphasis on a shift from concentration to dispersal (creating an interconnected street layouts which disperse traffic, even though in many cases a concentration of traffic is unavoidable) and providing equality among all modes of transportation, particularly pedestrians and bicyclists. This chapter also describes the City's transit network (Santa Rosa CityBus), bicycle facilities, and pedestrian facilities.

The proposed project would support the City's goals of providing a safe, efficient, and free-flowing circulation system as well as safe, convenient, and continuous network of pedestrian sidewalks and pathways that link neighborhoods by providing sidewalks, curb ramps, a pedestrian path, and driveways. The proposed project would also support the City's goal of having an effective bikeway system by providing 19 bicycle parking spaces.

Level of Service

While not required by CEQA Guidelines and not included as part of this Consistency Memorandum, a Level of Service (LOS) evaluation is required by the General Plan; a separate report including a LOS analysis is provided to the City as Appendix E to this memorandum, and LOS impacts would be evaluated by the City prior to adoption of the proposed project.

Consistency with Chapter 6: Public Services and Facilities

Chapter 6, Public Services and Facilities, states the City's vision of having infrastructure that keeps up with new development without jeopardizing the LOS for existing residents, having a walkable city, improving the water and sewer system to accommodate new and infill development, and having police and fire departments that serve the various City neighborhoods. This chapter further describes the City's efforts as they relate to infrastructure: water supply being derived mostly from the Russian River watershed and being delivered under contractual agreement by the Sonoma County Water Agency (SCWA); wastewater generated from residential, commercial and industrial uses within the City being collected and transported to the Laguna Subregional Wastewater Treatment Plant (WTP), which is managed by the City, for treatment and disposal; solid waste being disposed to three landfills within the Bay Area (Redwood Landfill in Marin County, Keller Canyon Landfill in Contra Costa County, and Potrero Hills Landfill in Solano County), and the City continuing to exceed the State of California mandated 50 percent waste diversion rate; and stormwater runoff being collected and disposed of through an integrated system of curbside gutters, underground pipelines, drainage ditches, and creeks.

Additional items in this chapter, such as parks and recreation and educational facilities, are not relevant to the proposed industrial project.

The proposed project would be consistent with the relevant goals and policies of the General Plan's Public Services and Facilities chapter as it would comply with the goal of managing, maintaining, and improving stormwater drainage and capacity by constructing several stormwater retention areas on the project site that would treat all stormwater runoff from impervious surfaces, covering the cost of drainage facilities needed for new developments, implementing Best Management Practices (BMPs) to reduce pollutants discharge, and complying with the Standard Urban Storm Water Mitigation Plan (SUSMP) in order to reduce pollutants and runoffs flows from the project site.

Consistency with Chapter 7: Open Space and Conservation

Chapter 7, Open Space and Conservation, states the City's vision of preserving open spaces and natural resources and incorporating them into the design of new development. This chapter describes the various open space types and the biological resources and waterways in the City. The City's efforts to maintain and improve air quality, reduce energy use, and reduce greenhouse gas (GHG) emissions are also discussed.

The proposed project would be consistent with the goals and policies in the General Plan to preserve natural features, vegetation, and trees by incorporating landscape design and revegetation with plants indigenous to the City. Furthermore, it would be consistent with the General Plan's goal of conserving wetlands and wildlife ecosystems by following all regulations and requirements in the Clean Water Act, which include compensatory mitigation to ensure no net loss of wetlands, avoidance of Roseland Creek as a dispersal corridor through the observance of a project setback, and consulting with the North Coast Regional Water Quality Control Board (North Coast RWQCB) as part of the regulatory permitting process. The proposed project would be consistent with the City's goal of conserving water and maintaining water quality by incorporating water efficient landscaping and a Storm Water Pollution Prevention Plan (SWPPP). Lastly, the proposed project would be consistent with the City's goals of reducing energy and maintaining ambient air quality standards by complying with the Bay Area Air Quality Management District (BAAQMD) and incorporating design features from the City's California Green Building Standards Code (CALGreen).

The General Plan FEIR includes three mitigation measures that are relevant to this chapter. Mitigation Measure (MM) 4.D-4 addresses potential exposure of existing and proposed sensitive receptors to air toxics or objectionable odors:

MM 4.D-4 The City of Santa Rosa shall require new sensitive uses proposed to be located within 500 feet of high volume traffic routes where daily vehicle counts exceed 100,000, require the use of an HVAC system with filtration to reduce/mitigate infiltration of vehicle emissions as warranted by exposure analysis.

MM 4.D-4 does not apply to the proposed project because the proposed use (industrial building) is not a sensitive use.

MM 4.D-5 addresses potential impacts related to greenhouse gas emissions:

MM 4.D-5 The City of Santa Rosa has developed a Greenhouse Gas Emission Reduction Action Plan that identifies greenhouse gas emissions within the City as well as ways to reduce those emissions. The City should continue to implement this plan for City operations as well as implement some of the Community Climate Action Plan 2008 that was developed by the Climate Protection Campaign. Many of the suggestions, mechanisms and policies contained in both of these documents, as well as the General Plan, are either ongoing or

if implemented, can have a positive impact on reducing GHG emissions community-wide. Implementation shall parallel the requirements adopted by the Air Resource Board specific to this issue and will incorporate analyses, goals, and strategies included in the General Plan, City Council Resolution #26341 (GHG reduction targets) and the City of Santa Rosa Greenhouse Gas Emissions Reduction Action Plan Analysis. Specifically, the City shall ensure that the following key items are done:

- Update and maintain the inventory of all known, or reasonably discoverable, sources of greenhouse gases in the City via the GHG Emission Reduction Action Plan,
- Compare the inventory of the greenhouse gas emissions level in 1990, the current level, and revise as necessary the level projected for the year 2035 based upon ongoing progress, and
- Incorporate new City and community activities/goals/policies which move toward achievement of the targets to reduce municipal greenhouse gas emission by 20 percent from 2000 levels by 2010 and help facilitate the community-wide greenhouse gas emission reduction target of 25 percent from 1990 levels by 2015.

While the proposed project would result in less than significant GHG emissions (see Appendix A), MM 4.D-5 does not apply to the proposed project because it lists actions to be undertaken by the City, not a project applicant. (Actions to be taken by the City include updating and maintaining an inventory of GHG emitting sources, comparing that inventory to previous emission levels, and incorporating new measures and actions in order to achieve a reduction in GHG emissions).

MM 4.F-5 addresses potential conflicts related to the expansion of urban land uses with local, regional, or State Habitat Conservation Plans:

MM 4.F-5 The City of Santa Rosa shall incorporate the avoidance and mitigation measures described in the Santa Rosa Plain Conservation Strategy and the USFWS Programmatic Biological Opinion, as conditions of approval for development in or near areas with suitable habitat for California tiger salamander, Burke's goldfields, Sonoma sunshine, Sebastopol meadowfoam, and many-flowered navarretia. However, in accordance with the USFWS Programmatic Biological Opinion, projects within the Southwest Santa Rosa Preserve System will be evaluated individually and mitigation may not necessarily adhere to the ratios described in the Conservation Strategy.

Of the species listed in MM 4.F-5, only California tiger salamander (CTS) has the potential to occur at the project site (See the Biological Resources Report, included as Appendix B). The proposed project would comply with this MM by following the avoidance and minimization measures listed Santa Rosa Plain Conservation Strategy and the United States Fish and Wildlife Service (USFWS) Programmatic Biological Opinion, including suitable CTS upland habitat mitigation.

Consistency with Chapter 8: Growth Management

Chapter 8, Growth Management, states the City's vision of having a balanced community featuring a variety of land uses. This chapter identifies the City's Urban Growth Boundary (UGB) and assumes that all development proposed under the General Plan would be contained within this limit. This chapter also refers to the City-adopted 1992 Growth Management Ordinance, which limits the number of residential units that can be approved each year.

The proposed project would be consistent with the relevant goals and policies of the General Plan's Growth Management chapter as it would be located within the UGB. As an industrial project, goals and policies related to residential growth do not apply to the proposed project.

Consistency with Chapter 12: Noise and Safety

Chapter 12, Noise and Safety, states the City's vision of reducing noise levels along highways and arterial streets by improving LOS and implementing noise attenuation measures as well as constructing buildings that are designed to reduce impacts associated with seismic activity, floods, and fires. This chapter also describes the Santa Rosa Emergency Operations Plan which addresses how the City will respond to extraordinary events or disasters, from preparation through recovery. Additional topics in this chapter include major sources of noise and the City's noise standards, geologic hazards that could affect the City, major hazards associated with earthquakes, efforts to reduce potential flood risks, potential environmental and health and safety risks associated with hazardous materials and the regulatory efforts associated with them, and response to wildfire along with efforts to minimize wildfire damage.

The proposed project would be consistent the City's goal of maintaining acceptable noise levels because the proposed project would not produce a substantial amount of noise such that it would be considered a nuisance to nearby residential areas. Furthermore, the proposed project would be consistent with the City's goal of avoiding high-risk geologic and seismic hazard areas by preparing and comprehensive geotechnical investigation, preparing a SWPPP that incorporates BMPs, and complying with the California Building Standard Code (CBC). The proposed project would be consistent with the City's goal of minimizing hazards associated with storm flooding by incorporating stormwater retention areas into landscaping. Lastly, the proposed project would minimize dangers from hazardous materials by complying with federal, State, and local regulations, including those included in the Sonoma County Hazardous Materials and Waste Management Plan.

Conclusion

The General Plan Policy Consistency Analysis, presented in Table 1 below, concludes that the proposed project falls within the scope of the project evaluated in the General Plan FEIR and, therefore, no further environmental review is required.

Table 1: Consistency Analysis with Santa Rosa General Plan 2035

Goals, Policies, Guidelines	Consistency Determination	Consistency Analysis
Chapter 2: Land Use and Livability		
Goal LUL-A: Foster a compact rather than a scattered development pattern in order to reduce travel, energy, land, and materials consumption while promoting greenhouse gas emission reduction.	CONSISTENT	The proposed project would be located in a mixed industrial, business park, and adjacent to a residential neighborhood for a compact development pattern. The proposed project would provide 19 bicycle parking spaces and eight electric vehicle (EV) charging stations. The proposed project would also provide convenient connections to bus stops for Routes 2 and 15 within 0.5 mile.
Policy LUL-A-3: Require development in county areas within the Santa Rosa Urban Growth Boundary to be built to City of Santa Rosa standards to ensure consistency upon annexation.	CONSISTENT	The proposed project would be contained within the Santa Rosa Urban Growth Boundary (UGB) and would be consistent with the City of Santa Rosa standards.
Goal LUL-K: Protect industrial land supply and ensure compatibility between industrial development and surrounding neighborhoods.	CONSISTENT	The proposed project is similar to other industrial uses in the area and is compatible with the adjacent neighborhoods and industrial developments.
Policy LUL-K-1: Require industrial development adjacent to residential areas to provide buffers, and institute setback, landscaping, and screening requirements intended to minimize noise, light, and glare and other impacts.	CONSISTENT	The closest residential developments are approximately 150 feet to the south and approximately 200 feet to the northeast. The proposed project would include a landscaping buffer to minimize noise, light, and glare impacts. The proposed project would also implement construction practices that facilitate light pollution reduction.
Policy LUL-K-2: Require that outdoor storage areas be screened from any public right-of-way.	NOT APPLICABLE	The proposed project would not include outdoor storage areas.
Goal LUL-S: Develop an attractive, safe, and extensive network for pedestrian and bicyclist movements.	CONSISTENT	The proposed project would include the construction of pedestrian sidewalks on adjacent streets, thus expanding the City's pedestrian network. The proposed sidewalks would be built to the City's design standards of aesthetics and safety.

Goals, Policies, Guidelines	Consistency Determination	Consistency Analysis
		<p>The proposed project would also provide 19 bicycle parking spaces. The proposed project would provide access to existing bicycle facilities, including bike lanes on Northpoint Parkway, which is classified by the General Plan a Class II Bicycle Lane.</p>
<p>Policy LUL-S-1: Use special pavement treatments to minimize long term maintenance costs, and consider adopting a performance standard which addresses the expectations and usage parameter for special pavement treatments.</p>	<p>CONSISTENT</p>	<p>The proposed project would comply with all design standards required by the City, specifically the requirements listed in the City’s Street Design and Construction Standards and the treatments identified in the City’s’ Pavement Treatment map.</p>
<p>Policy LUL-S-2: Provide for pedestrian walkways on all major roads and in all highway over-crossing designs.</p>	<p>CONSISTENT</p>	<p>The proposed project includes provisions for pedestrian sidewalks on Northpoint Parkway, Thunderbolt Way, and Kingfisher Way with sidewalk entrances into the project site on Thunderbolt Way and Kingfisher Way.</p>
<p>Goal LUL-U: Preserve, as permanent open space, areas which contain State or federally listed rare and endangered species.</p>	<p>CONSISTENT</p>	<p>The proposed project site is located in an area with the potential to support only two protected wildlife species which are unlikely to occur due to the absence of suitable habitat elements. Furthermore, adherence to the General Plan EIR Mitigation Measure (MM) 4.F-5 would minimize impacts to federally listed rare and endangered species.</p> <p>The project site has no potential to support special-status plant species.</p>
<p>Policy LUL-U-1: Designate areas with State or federally listed endangered species as permanent open space.</p>	<p>CONSISTENT</p>	<p>The proposed project site is unlikely to contain federally listed endangered species. Adherence to the General Plan EIR MM 4.F-5 would minimize impacts to listed endangered species.</p>
<p>Policy LUL-U-4: Protect biologically sensitive habitats and incorporate riparian plant materials in the landscape plans for projects.</p>	<p>CONSISTENT</p>	<p>Approximately 0.003 acre of seasonal wetlands under the United States Army Corps of Engineers (USACE) jurisdiction are present on-site and would be impacted as part of the proposed project. However, the</p>

Goals, Policies, Guidelines	Consistency Determination	Consistency Analysis
		<p>proposed project would follow all regulations and requirements in the Clean Water Act (CWA) as required by law to ensure proper mitigation of this impact.</p> <p>The proposed project would be landscaped using plants indigenous to the City.</p>
Chapter 3: Urban Design		
<p>Goal UD-A: Preserve and enhance Santa Rosa’s scenic character, including its natural waterways, hillsides, and distinctive districts.</p>	CONSISTENT	<p>The project site is not located within a City-designated district. The proposed project would preserve and enhance the City’s scenic character with a visually appealing building, compatible with surrounding land uses, and landscaping design. The project site does not include any natural waterways. Additionally, the project site is relatively flat and the proposed project would not impact any hillsides.</p>
<p>Policy UD-A-4: In new developments, minimize overall grading by limiting site grading to the minimum necessary for driveways, parking areas, and understructure areas.</p>	CONSISTENT	<p>The project site is relatively flat and close to the grading levels expected from the proposed project, therefore necessitating minimal overall grading. However, the proposed project would include four loading stations with grade-level doors that would require grading under existing ground levels. The proposed project would minimize further grading by limiting site grading to the minimum necessary for the project, including grading necessary for driveways and parking areas. Compliance with this policy requirements would be verified by the City during the project approval and permitting process.</p>
<p>Policy UD-A-7: Continue the City’s program of utility undergrounding.</p>	CONSISTENT	<p>All utilities would be installed underground.</p>
<p>Policy UD-A-10: Relate landscape design to the natural setting. Require that graded areas within new development be revegetated.</p>	CONSISTENT	<p>The proposed project provides for landscape design and revegetation by landscaping with plants indigenous to the City.</p>

Goals, Policies, Guidelines	Consistency Determination	Consistency Analysis
<p>Policy UD-A-11: Review structures within new developments to step with the slope of the site. Absorb site topography through use of split-level designs.</p>	<p>CONSISTENT</p>	<p>The proposed project would comply with all City’s grading requirements and step with the slope of the site. Compliance with this policy requirements would be verified by the City during the project approval and permitting process.</p>
<p>Policy UD-A-12: Promote green building design and low impact development projects.</p>	<p>CONSISTENT</p>	<p>The proposed project would incorporate elements from the City’s California Green Building Standards Code and Leadership in Energy and Environmental Design (LEED®) certification techniques and practices (although it would not seek LEED® certification). These features include energy- and water efficient design measures, including: (1) a Storm Water Pollution Prevention Plan (SWPPP) to minimize contamination, erosion, and dust pollution during construction, (2) water efficient landscaping consisting of indigenous low and moderate water use plant species, (3) storage and collection of recyclable materials, (4) water use reduction methods, (5) the installation of several EV charging stations in the parking area, (6) usage of low volatile organic compound (VOC) emitting sealants, adhesives, coatings, floorings, and wood materials, (7) heat reflecting roof membranes, (8) construction waste management, (9) environmental tobacco smoke control, (10) light pollution reduction, and (11) roofing structure to support the installation of solar panels.</p>
<p>Goal UD-E: Create a framework of public spaces at the neighborhood, city, and regional scale.</p>	<p>CONSISTENT</p>	<p>The proposed project would fill gaps in the existing sidewalk network and create a framework for public spaces in the City.</p>
<p>Policy UD-E-4: Enhance pedestrian activity and safety by designing streets, buildings, pathways, and trails to provide a visual connection</p>	<p>CONSISTENT</p>	<p>The project site is approximately 0.6 mile east of Airfield Park. The proposed project would include construction of sidewalks along the</p>

Goals, Policies, Guidelines	Consistency Determination	Consistency Analysis
<p>with public spaces such as parks and Santa Rosa Creek. Review and revise the Zoning Code and Subdivision Guidelines to support this policy.</p>		<p>project site’s frontages, filling a gap in the existing sidewalk network and visually connecting the project site to the local public spaces, including streets and Airfield Park. The project site is approximately 0.05 mile north of Pear Blossom Park. However, this park is separated from the project site by Roseland Creek. Therefore, sidewalk connectivity between the project site and Pear Blossom Park is not feasible.</p>
<p>Chapter 5: Transportation</p>		
<p>Goal T-B: Provide a safe, efficient, free-flowing circulation system.</p>	<p>CONSISTENT</p>	<p>Vehicular access for the proposed project would occur from two driveways along Kingfisher Way and Thunderbolt Way and provide safe and efficient circulation.</p>
<p>Policy T-B-1: Require site design to focus through-traffic on regional/arterial streets. Employ the following design techniques to increase driver safety and traffic efficiency:</p> <ul style="list-style-type: none"> • Reduce the number of driveways and intersections; • Combine driveways to serve numerous small parcels; • Avoid residential access; • Install and facilitate timing of traffic signals; and • Ensure continuous sidewalks. 	<p>CONSISTENT</p>	<p>The proposed project design focuses on vehicular access from two driveways: one entrance along Kingfisher Way and one entrance along Thunderbolt Way. An internal drive aisle would exist for each entrance with the exit occurring on the opposite side of the site. Access to the project sites avoids residential areas. The proposed project also includes the construction of sidewalks on the site’s frontages to ensure continuous sidewalks.</p>
<p>Goal T-K: Develop a safe, convenient, and continuous network of pedestrian sidewalks and pathways that link neighborhoods with schools, parks, shopping areas, and employment centers.</p>	<p>CONSISTENT</p>	<p>The proposed project includes construction of sidewalks along the project site’s frontages, filling a gap in the existing sidewalk network.</p>
<p>Policy T-K-3: Orient building plans and pedestrian facilities to allow for easy pedestrian access from street sidewalks, transit stops, and other pedestrian facilities, in addition to access from parking lots.</p>	<p>CONSISTENT</p>	<p>As part of the proposed project, sidewalks and curb ramps would be constructed along the project site frontage on Northpoint Parkway, Thunderbolt Way, and Kingfisher Way, filling in existing sidewalk gaps. A pedestrian path would lead to the building entrances on the north-facing</p>

Goals, Policies, Guidelines	Consistency Determination	Consistency Analysis
		facade. The proposed project site is within a half mile of transit stops for Routes 2 and 15 to provide access for pedestrians.
<p>Policy T-K-4: Require construction of attractive pedestrian walkways and areas in new residential, commercial, office, and industrial developments. Provide landscaping or other appropriate buffers between sidewalks and heavily traveled vehicular traffic lanes, as well as through and to parking lots. Include pedestrian amenities to encourage and facilitate walking.</p>	CONSISTENT	Pedestrian access to the project site would occur via proposed sidewalks along the south side of Northpoint Parkway, the eastern side of Thunderbolt Way, and the western side of Kingfisher Way (there is an existing sidewalk on the eastern side of Kingfisher Way), with sidewalk entrances into the site on Thunderbolt Way and Kingfisher Way. A pedestrian path would lead to the building entrances on the north-facing facade.
<p>Goal T-L: Develop a citywide system of designated bikeways that serves both experienced and casual bicyclists, and which maximizes bicycle use for commuting, recreation, and local transport.</p>	CONSISTENT	The proposed project would provide 19 bicycle parking spaces to maximize bicycle use for commuting and local transport. Existing bicycle facilities, including bike lanes on Northpoint Parkway, together with shared use of minor streets, provide adequate access for bicyclists.
<p>Policy T-L-8: Require new development to dedicate land and/or construct/install bicycle facilities, and provide bicycle parking as specified in the Zoning Code, where a rough proportionality to demand from the project is established. Facilities such as showers and bicycle storage shall also be considered.</p>	CONSISTENT	The proposed project would include 19 bicycle parking spaces as specified in the Zoning Code.
Chapter 6: Public Services and Facilities		
<p>Goal PSF-I: Manage, maintain, and improve stormwater drainage and capacity.</p>	CONSISTENT	The proposed project would include provisions to manage, maintain, and improve stormwater drainage and capacity, such as the construction of stormwater retention areas.
<p>Policy PSF-I-1: Require dedication, improvement, and maintenance of stormwater flow and retention areas as a condition of approval.</p>	CONSISTENT	The proposed project would build several stormwater retention areas along the north and south sides of the project site and adjacent to parking

Goals, Policies, Guidelines	Consistency Determination	Consistency Analysis
		lots and buildings to improve stormwater flow.
Policy PSF-I-2: Require developers to cover the costs of drainage facilities needed for surface runoff generated as a result of new development.	CONSISTENT	The proposed project would comply with requirements for developers to cover the costs of drainage facilities needed for new developments.
Policy PSF-I-3: Require erosion and sedimentation control measures to maintain an operational drainage system, preserve drainage capacity, and protect water quality.	CONSISTENT	The proposed project would include several stormwater retention areas to maintain an operational drainage system, preserve drainage capacity, and protect water quality. The proposed project would comply with erosion and sedimentation control measures. All stormwater runoff from impervious surfaces will be routed through a specially designed water quality detention and treatment basin.
Policy 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.	CONSISTENT	The proposed project would implement Best Management Practices (BMPs) to reduce drainage system discharge of non-point source pollutants. All stormwater runoff from impervious surfaces would be routed through a specially designed water quality detention and treatment basin.
Policy PSF-I-8: Implement the Standard Urban Storm Water Mitigation Plan (SUSMP) in order to reduce pollutants and runoffs flows from new development and significant redevelopment projects.	CONSISTENT	The proposed project would comply with the SUSMP.
Chapter 7: Open Space and Conservation		
Goal OSC-B: Conserve the City's open spaces and significant natural features.	CONSISTENT	The proposed project would be consistent with the City's objective to conserve open spaces and significant natural features.
Policy OSC-B-4: Require that graded areas within new developments be revegetated.	CONSISTENT	The proposed project would include landscape design and revegetation with plants indigenous to the City.

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<p>Goal OSC-D: Conserve wetlands, vernal pools, wildlife ecosystems, rare plant habitats, and waterways.</p>	<p>CONSISTENT</p>	<p>Approximately 0.003 acre of seasonal wetlands under the jurisdiction of USACE and the Regional Water Quality Control Board (RWQCB) are present on-site and would be impacted as part of the proposed project. However, the proposed project would be required to adhere to all regulations and requirements of the CWA. Adherence to the CWA include certain mitigation requirements to ensure no net loss of wetlands through compensatory mitigation, purchase of wetland mitigation credits, etc. to ensure consistency with this goal.</p>
<p>Policy OSC-D-1: Utilize existing regulations and procedures, including Subdivision Guidelines, Zoning, Design Review, and environmental law, to conserve wetlands and rare plants. Comply with the federal policy of no net loss of wetlands using mitigation measures such as:</p> <ul style="list-style-type: none"> • Avoidance of sensitive habitat; • Clustered development; • Transfer of development rights; and/or • Compensatory mitigation, such as restoration or creation. 	<p>CONSISTENT</p>	<p>Approximately 0.003 acre of seasonal wetlands under USACE jurisdiction are present on-site and would be impacted as part of the proposed project. However, the proposed project would be required to follow all regulations and requirements in the CWA as required by law, including compensatory mitigation resulting in no net loss of wetlands, to ensure proper mitigation of this impact and to ensure consistency with this policy.</p> <p>The project site has no potential to support rare or special-status plant species (see the Biological Resources Report, included as Appendix B).</p>
<p>Policy OSC-D-3: Preserve and restore the elements of wildlife habitats and corridors throughout the Planning Area.</p>	<p>CONSISTENT</p>	<p>Roseland Creek is a potential wildlife corridor within the immediate project site vicinity. Roseland Creek is adjacent to, but outside the project site’s boundary and project implementation would not result in impacts to the Creek or its associated habitat. Moreover, the proposed project would be required to adhere to Sonoma County Best Management Guidelines to ensure off-site habitat and resources are avoided.</p> <p>Roseland Creek could continue to be used as a dispersal corridor for</p>

Goals, Policies, Guidelines	Consistency Determination	Consistency Analysis
		species that rely on aquatic environments. The proposed project would not prevent wildlife from moving through the area (see the Biological Resources Report, included as Appendix B).
<p>Policy OSC-D-5: Consult with North Coast Regional Water Quality Control Board staff as part of the CEQA process for proposed developments to help them identify wetland and vernal pool habitat that has candidacy for restoration/protection based on actual and potential beneficial uses, and determine appropriate locations for mitigation banking.</p>	CONSISTENT	The proposed project shall consult with North Coast Regional Water Quality Control Board (North Coast RWQCB) staff as part of the regulatory permitting process and comply with all regulations and mitigation requirements required by the North Coast RWQCB for the on-site wetland proposed to be filled.
<p>Policy OSC-D-9: Ensure that construction adjacent to creek channels is sensitive to the natural environment. Ensure that natural topography and vegetation is preserved along the creek, and that construction activities do not disrupt or pollute the waterway.</p>	CONSISTENT	The proposed project is adjacent to Roseland Creek. However, project construction would not result in impacts to Roseland Creek or its associated vegetation. The project would be required to adhere to Sonoma County Best Management Guidelines to ensure off-site habitat and resources are avoided (see the Biological Resources Report, included as Appendix B).
<p>Policy OSC-D-12: New development should maintain an adequate setback from channelized waterways to recognize the 100-year flood elevation, and allow for stream corridor restoration. Setbacks identified in the Zoning Code should serve as minimum setbacks. Larger setbacks are encouraged in accordance with Restoration Concept Plans to meet restoration and enhancement goals.</p>	CONSISTENT	The proposed project would maintain adequate setback from channelized waterways, specifically Roseland Creek, which is approximately 80 feet south of the project site's southern boundary and parallel to it.
<p>Goal OSC-H: Conserve significant vegetation and trees and plant new trees.</p>	CONSISTENT	The proposed project would conserve significant vegetation and trees as detailed below.
<p>Policy OSC-H-4: Require incorporation of native plants into</p>	CONSISTENT	The proposed project would be landscaped using plants indigenous to

Goals, Policies, Guidelines	Consistency Determination	Consistency Analysis
<p>landscape plans for new development, where appropriate and feasible, especially in areas adjacent to open space areas or along waterways.</p>		<p>the City adjacent to all parking areas, buildings, and walkways in accordance with the City’s Design Guidelines.</p>
<p>Policy OSC-H-5: Plant trees on public property including park strips, open space and park areas and encourage tree planting on private property to help offset carbon emissions.</p>	<p>CONSISTENT</p>	<p>The proposed project would be landscaped using plants indigenous to the City. The proposed project would include tree planting according to project design plans.</p>
<p>Goal OSC-I: Conserve water and maintain water quality.</p>	<p>CONSISTENT</p>	<p>The proposed project would incorporate elements from the City of Santa Rosa’s California Green Building Standards Code and LEED® certification techniques and practices (although it would not seek LEED® certification). The proposed project would include water efficient landscaping and water use reduction methods. The proposed project would include a SWPPP to minimize contamination, erosion, and dust pollution during construction. All stormwater runoff from impervious surfaces will be routed through a specially designed water quality detention and treatment basin. In addition, the proposed project would include water efficient landscaping and implement water use reduction methods.</p>
<p>Policy OSC-I-2: Require nonresidential projects requesting Conditional Use Permit or Design Review approval to provide water efficient landscaping in accordance with the City’s Water Efficient Landscape Policy.</p>	<p>CONSISTENT</p>	<p>The proposed project would be landscaped using indigenous low and moderate water use plant species in accordance with the City’s Water Efficient Landscape Policy. Low water use plants would be used extensively, while moderate water use plants would be concentrated at accent points.</p>
<p>Goal OSC-J: Take appropriate actions to help Santa Rosa and the larger Bay Area region achieve and maintain all ambient air quality standards.</p>	<p>CONSISTENT</p>	<p>The proposed project would take appropriate actions to help the City of Santa Rosa maintain all ambient air quality standards.</p>

Goals, Policies, Guidelines	Consistency Determination	Consistency Analysis
<p>Policy OSC-J-1: Review all new construction projects and require dust abatement actions as contained in the CEQA Handbook of the Bay Area Air Quality Management District.</p>	<p>CONSISTENT</p>	<p>The proposed project would comply with the requirements in the CEQA Handbook of the Bay Area Air Quality Management District (BAAQMD). The proposed project would generate emissions which would not exceed the BAAQMD's significance thresholds.</p>
<p>Goal OSC-K: Reduce energy use in existing and new commercial, industrial, and public structures.</p>	<p>CONSISTENT</p>	<p>The proposed project would incorporate several energy- and water efficient design measures from the City of Santa Rosa's California Green Building Standards Code.</p>
<p>Policy OSC-K-1: Promote the use of site planning, solar orientation, cool roofs, and landscaping to decrease summer cooling and winter heating needs. Encourage the use of recycled content construction materials.</p>	<p>CONSISTENT</p>	<p>The proposed project would incorporate elements from the City's California Green Building Standards Code through the usage of low VOC emitting sealants, adhesives, coatings, floorings, and wood materials, heat reflecting roof membranes, and roofing structure to support the installation of solar panels.</p>
<p>Policy OSC-K-2: Identify opportunities for decreasing energy use through installation of energy efficient lighting, reduced thermostat settings, and elimination of unnecessary lighting in public facilities.</p>	<p>CONSISTENT</p>	<p>The proposed project would incorporate elements from the City's California Green Building Standards Code through the usage of low VOC emitting sealants, adhesives, coatings, floorings, and wood materials, heat reflecting roof membranes, and roofing structure to support the installation of solar panels. The proposed project would reduce thermostat settings and eliminate unnecessary lighting in public facilities according to the City's standards.</p>
<p>Chapter 8: Growth Management</p>		
<p>Goal GM-A: Prevent urban sprawl by focusing growth within the Urban Growth Boundary.</p>	<p>CONSISTENT</p>	<p>The proposed project would be located within the City's UGB.</p>
<p>Policy GM-A-1: Contain urban development in the Santa Rosa area within the City's Urban Growth Boundary.</p>	<p>CONSISTENT</p>	<p>The proposed project would be located within the City's UGB.</p>
<p>Chapter 12: Noise and Safety</p>		

Goals, Policies, Guidelines	Consistency Determination	Consistency Analysis
<p>Goal NS-B: Maintain an acceptable community noise level to protect the health and comfort of people living, working and/or visiting in Santa Rosa, while maintaining a visually appealing community.</p>	<p>CONSISTENT</p>	<p>The proposed project is designed to meet acceptable noise standards adopted by the City. The project site is not located within a City-designated district. The proposed project would preserve and enhance the City’s scenic character with a visually appealing building, compatible with surrounding land uses, and landscaping design.</p>
<p>Policy NS-B-3: Prevent new stationary and transportation noise sources from creating a nuisance in existing developed areas. Use a comprehensive program of noise prevention through planning and mitigation, and consider noise impacts as a crucial factor in project approval. The Land Use Compatibility Standards specify normally acceptable levels for community noise in various land use areas.</p>	<p>CONSISTENT</p>	<p>The proposed project would not cause stationary or transportation noise level increases at levels that could be considered a nuisance.</p>
<p>Policy NS-B-4: Require new projects in the following categories to submit an acoustical study, prepared by a qualified acoustical consultant:</p> <ul style="list-style-type: none"> • All new projects proposed for areas outside of the Downtown Station Area with existing noise above 60 dBA DNL. Mitigation shall be sufficient to reduce noise levels below 45 dBA DNL in habitable rooms and 60 dBA DNL in private and shared recreational facilities. Additions to existing housing units are exempt. • All new projects that could generate noise whose impacts on other existing uses would be greater than those normally acceptable (as specific in the Land Use Compatibility Standards). 	<p>CONSISTENT</p>	<p>A Noise Impact Analysis Report has been completed and submitted for the proposed project that meets the City’s acoustical study requirements to ensure it meets all of the City’s applicable noise standards.</p>
<p>Policy NS-B-5: Pursue measures to reduce noise impacts primarily through site planning. Engineering</p>	<p>CONSISTENT</p>	<p>As detailed in the Noise Impact Analysis Report (see Appendix D), the proposed project would comply with</p>

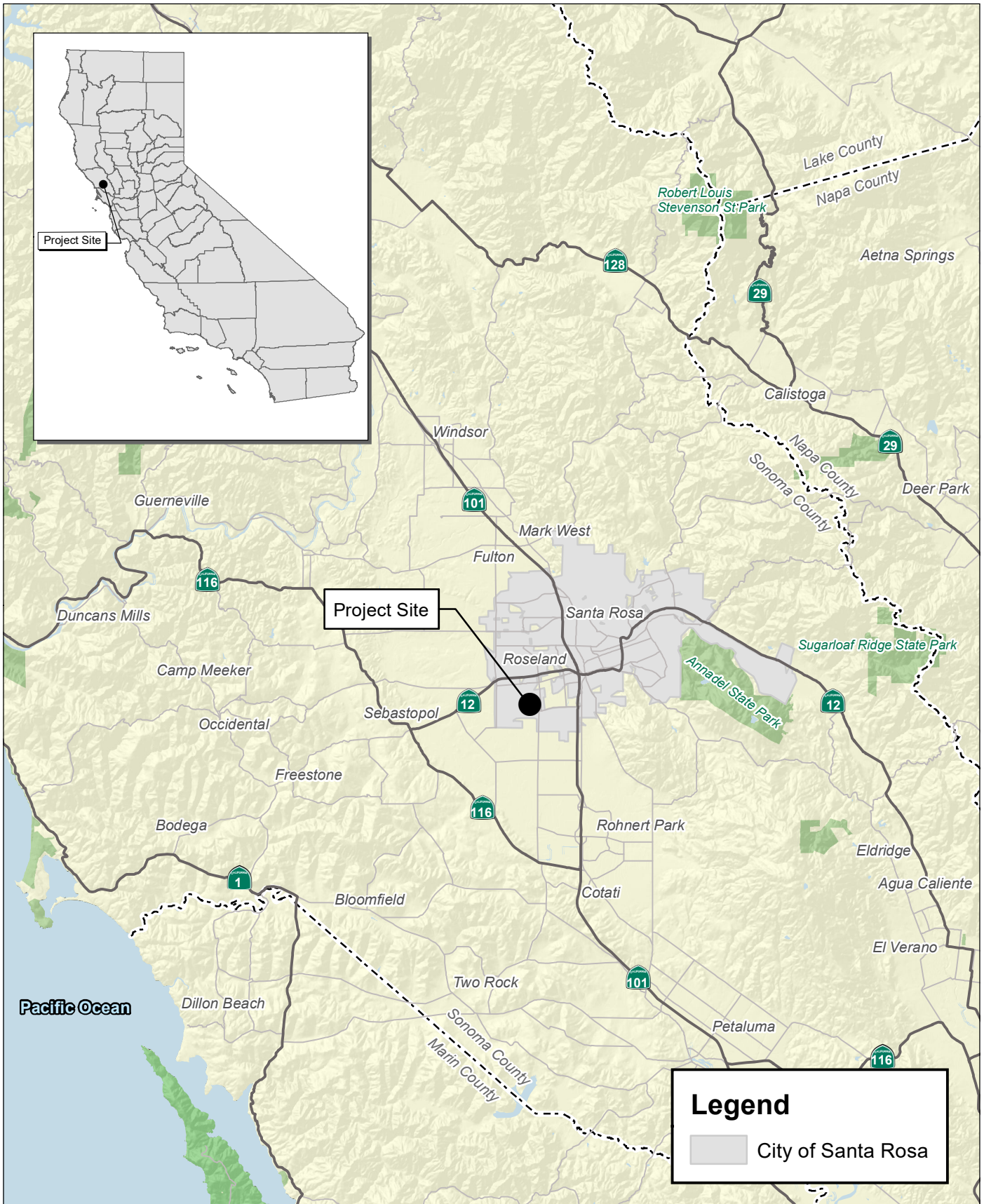
Goals, Policies, Guidelines	Consistency Determination	Consistency Analysis
<p>solutions for noise mitigation, such as sound walls, are the least desirable alternative.</p>		<p>the City’s noise standards and would not result in noise impacts.</p>
<p>Policy NS-B-6: Do not permit existing uses to generate new noises exceeding normally acceptable levels unless:</p> <ul style="list-style-type: none"> • Those noises are mitigated to acceptable levels; or • The activities are specifically exempted by the City Council on the basis of community health, safety, and welfare. 	<p>CONSISTENT</p>	<p>The proposed project would not increase noise above acceptable levels. (See the Noise Impact Analysis, included as Appendix D).</p>
<p>Policy NS-B-8: Adopt mitigations, including reduced speed limits, improved paving texture, and traffic controls, to reduce noise to normally acceptable levels in areas where noise standards may be exceeded (e.g., where homes front regional/arterial streets and in areas of mixed use development).</p>	<p>NOT APPLICABLE</p>	<p>The proposed project would not increase noise above acceptable levels and mitigation measures would not be required. (See the Noise Impact Analysis, included as Appendix D).</p>
<p>Policy NS-B-9: Encourage developers to incorporate acoustical site planning into their projects. Recommended measures include:</p> <ul style="list-style-type: none"> • Incorporating buffers and/or landscaped earth berms; • Orienting windows and outdoor living areas away from unacceptable noise exposure; • Using reduced-noise pavement (rubberized-asphalt); • Incorporating traffic calming measures, alternative intersection designs, and lower speed limits; and • Incorporating state-of-the-art structural sound attenuation and setbacks. 	<p>CONSISTENT</p>	<p>The Noise Impact Analysis Report found the proposed project would have less than significant impacts during project operation, so acoustical site planning features would not be required.</p>
<p>Policy NS-B-10: Work with private enterprises to reduce or eliminate nuisance noise from industrial and commercial sources that impact nearby residential areas. If progress is not made within a reasonable time,</p>	<p>CONSISTENT</p>	<p>The proposed project would not produce a substantial amount of noise such that it could be considered a nuisance to nearby residential areas.</p>

Goals, Policies, Guidelines	Consistency Determination	Consistency Analysis
<p>the City shall issue abatement orders or take other legal measures.</p>		
<p>Policy NS-B-14: Discourage new projects that have potential to create ambient noise levels more than 5 dBA DNL above existing background, within 250 feet of sensitive receptors.</p>	<p>CONSISTENT</p>	<p>The Noise Impact Analysis Report found the proposed project would not have the potential to create ambient noise levels more than 5 A-weighted decibel (dBA) day/night level (DNL) above existing background within 250 feet of sensitive receptors.</p>
<p>Goal NS-C: Prohibit development in high-risk geologic and seismic hazard areas to avoid exposure to seismic and geologic hazards.</p>	<p>CONSISTENT</p>	<p>According to the General Plan Figure 12-3, Geologic and Seismic Hazards, the project site is not located in a high-risk geologic and seismic hazard area.</p>
<p>Policy NS-C-2: Require comprehensive geotechnical investigations prior to development approval, where applicable. Investigations shall include evaluation of landslide risk, liquefaction potential, settlement, seismically-induced landsliding, or weak and expansive soils. Evaluation and mitigation of seismic hazards, including ground shaking, liquefaction, and seismically-induced landslides, shall comply with guidelines set forth in the most recent version of the California Division of Mines and Geology (CDMG) Special Publication 117.</p>	<p>CONSISTENT</p>	<p>A comprehensive geotechnical investigations would be conducted for the proposed project and be provided to the City prior to issuance of a grading permit. The geotechnical investigation would comply with guidelines set forth in the most recent version of the CDMG Special Publication 117.</p>
<p>Policy NS-C-8: Adopt mandatory, minimum erosion control measures for current properties and those under construction that exhibit high erosion potential, are in areas of steep slopes, or have experienced past erosion problems. Control measures shall reduce soil erosion from primary erosional agents, including wind, construction operations, and stormwater runoff.</p>	<p>CONSISTENT</p>	<p>Development of the proposed project would involve ground-disturbing activities including grading and trenching. Thus, development of the proposed project may result in erosion or sedimentation. However, in accordance with State law and local ordinances, the proposed project would be required to comply with the applicable stormwater pollution prevention regulations, which would serve to abate any hazards. The proposed project would be required to develop a SWPPP, and its</p>

Goals, Policies, Guidelines	Consistency Determination	Consistency Analysis
		<p>implementation would minimize erosion potential by identifying project design features and BMPs that could be used during and following construction to control, prevent, remove, or reduce stormwater pollution from the site, including sediment from erosion. Soil erosion potential would also be reduced once the soil is graded and covered with concrete, structures, or asphalt. The SWPPP would be provided to the City Engineering Division for review and approval prior to issuance of grading permit. Further, the proposed project would be required to comply with the California Building Standards Code (CBC) and the applicable provisions of the Santa Rosa City Code, specifically Chapter 19-64, Grading and Erosion Control.</p>
<p>Goal NS-D: Minimize hazards associated with storm flooding.</p>	<p>CONSISTENT</p>	<p>The proposed project would include stormwater retention areas and landscaping to minimize surface water runoff during storm events to minimize hazards associated with storm flooding.</p>
<p>Policy NS-D-3: Require that new development and redevelopment projects meet the requirements of the Storm Water Low Impact Development Technical Design Manual to reduce impermeable surface area, increase surface water infiltration, and minimize surface water runoff during storm events. Such features may include:</p> <ul style="list-style-type: none"> • Additional landscape areas; • Vegetated swales with bioretention; • Rain gardens; and • Pervious pavement. 	<p>CONSISTENT</p>	<p>The proposed project would meet the requirements of the Storm Water Low Impact Development (LID) Technical Design Manual. The proposed project would include stormwater retention areas and landscaping to minimize surface water runoff during storm events.</p>
<p>Policy NS-D-5: Apply design standards and guidelines to new development that help reduce project runoff into</p>	<p>CONSISTENT</p>	<p>The proposed project's storm drainage system would be sized appropriately to accommodate potential storm flows and ensure that</p>

Goals, Policies, Guidelines	Consistency Determination	Consistency Analysis
<p>local creeks, tributaries, and drainage ways.</p>		<p>there would be no net increase in surface runoff. In accordance with State law and local ordinances, the proposed storm drainage system would detain runoff and release it at a rate no greater than the pre-development condition of the project site, which would avoid the potential for any downstream flooding hazards.</p>
<p>Policy NS-D-6: Evaluate flood hazards prior to approval of development projects within a Federal Emergency Management Agency (FEMA) designated flood zone. Ensure that new development within flood zones is designed to be protected from flooding without negatively affecting adjacent areas.</p>	<p>CONSISTENT</p>	<p>The project site is not located in a flood zone. According to the FEMA Flood Map Service Center, there is a 0.2 percent annual chance of flood hazard located south of the project site on Roseland Creek. However, there would be no development occurring in the flood area to protect from flooding.</p>
<p>Goal NS-F: Minimize dangers from hazardous materials.</p>	<p>CONSISTENT</p>	<p>During construction, the proposed project would be expected to involve the transport, use, and disposal of hazardous materials, such as diesel fuels, aerosols, and paints. The proposed project would be subject to the Hazardous Materials Transportation Act, California Public Resources Code, and other State and local regulations that would reduce potential dangers from hazardous materials. Compliance with local regulations include complying with the Sonoma County Hazardous Materials and Waste Management Plan, which requires the preparation of a Hazardous Materials Business Plan if a facility uses or stores hazardous materials, and a Hazardous Waste Inventory Statement for all hazardous wastes handled at the facility.</p> <p>Similarly, the proposed activities would likely include the on-site storage and use of cleaning supplies and maintenance chemicals in small quantities. Compliance with applicable plans and regulations, including the Sonoma County</p>

Goals, Policies, Guidelines	Consistency Determination	Consistency Analysis
		requirements stated above, would minimize dangers from hazardous materials.
<p>Policy NS-F-1: Require remediation and cleanup, and evaluate risk prior to reuse, in identified areas where hazardous materials and petroleum products have impacted soil or groundwater.</p>	NOT APPLICABLE	Pursuant to Government Code Section 65962.5, the Cortese List does not identify the proposed project as a hazardous waste and substance site, and therefore, no remediation or cleanup is needed.
<p>Policy NS-F-2: Require that hazardous materials used in business and industry are transported, handled, and stored in accordance with applicable federal, State, and local regulations.</p>	CONSISTENT	During construction and operation of the proposed project, transportation and handling of mild hazardous materials such as fuels and solvents may occur. The proposed project would be consistent with federal, State, and local regulations related to the transportation, handling, and storage of hazardous materials.
<p>Policy NS-F-5: Require commercial and industrial compliance with the Sonoma County Hazardous Materials and Waste Management Plan.</p>	CONSISTENT	The proposed project would comply with the Sonoma County Hazardous Materials and Waste Management Plan, which requires the preparation of a Hazardous Materials Business Plan if a facility uses or stores hazardous materials, and a Hazardous Waste Inventory Statement for all hazardous wastes handled at the facility.



Source: Census 2000 Data, The California Information Library (CaSIL).

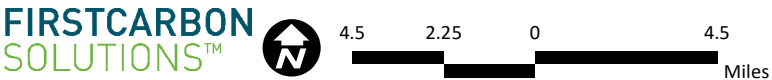
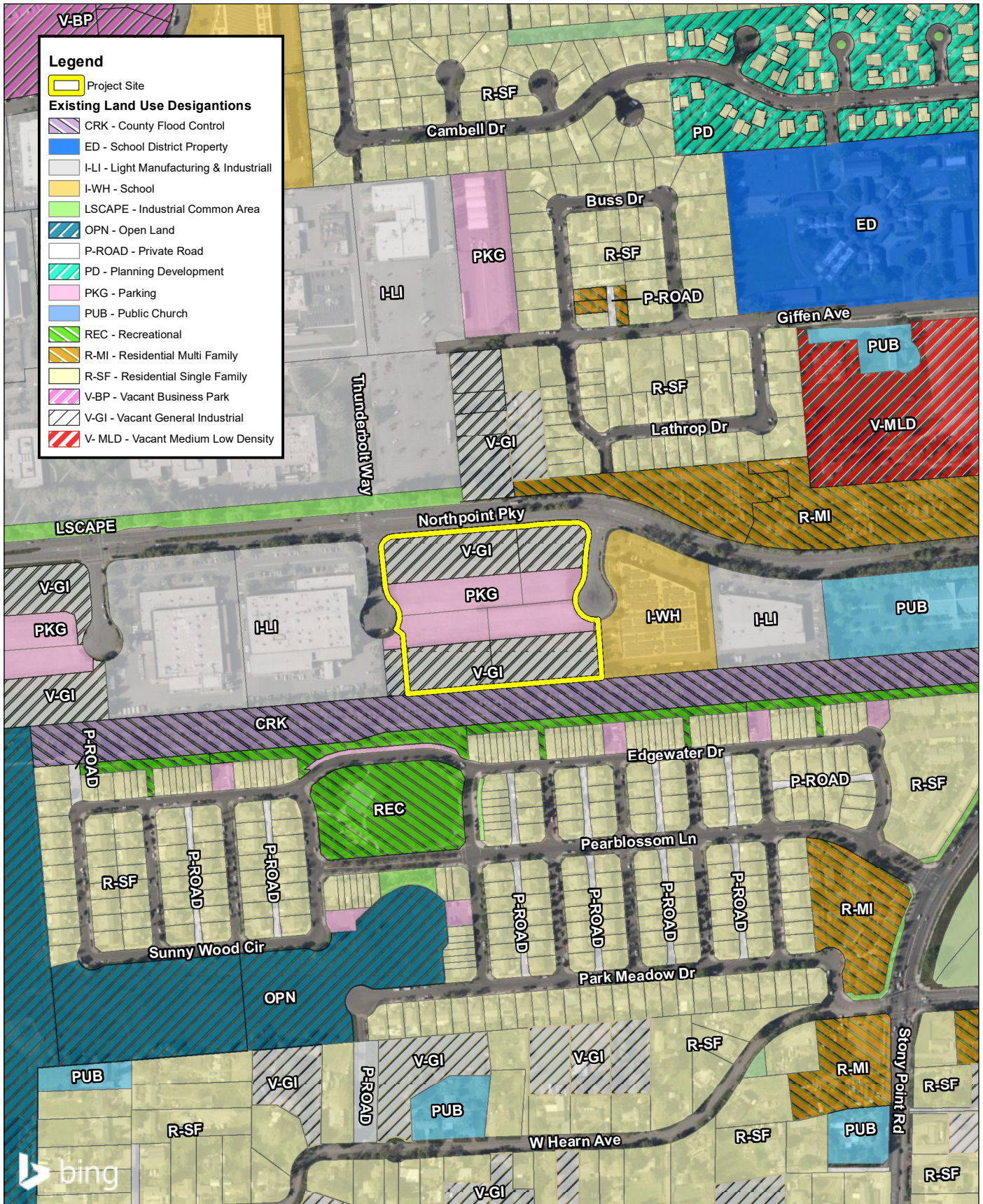


Exhibit 1 Regional Location Map



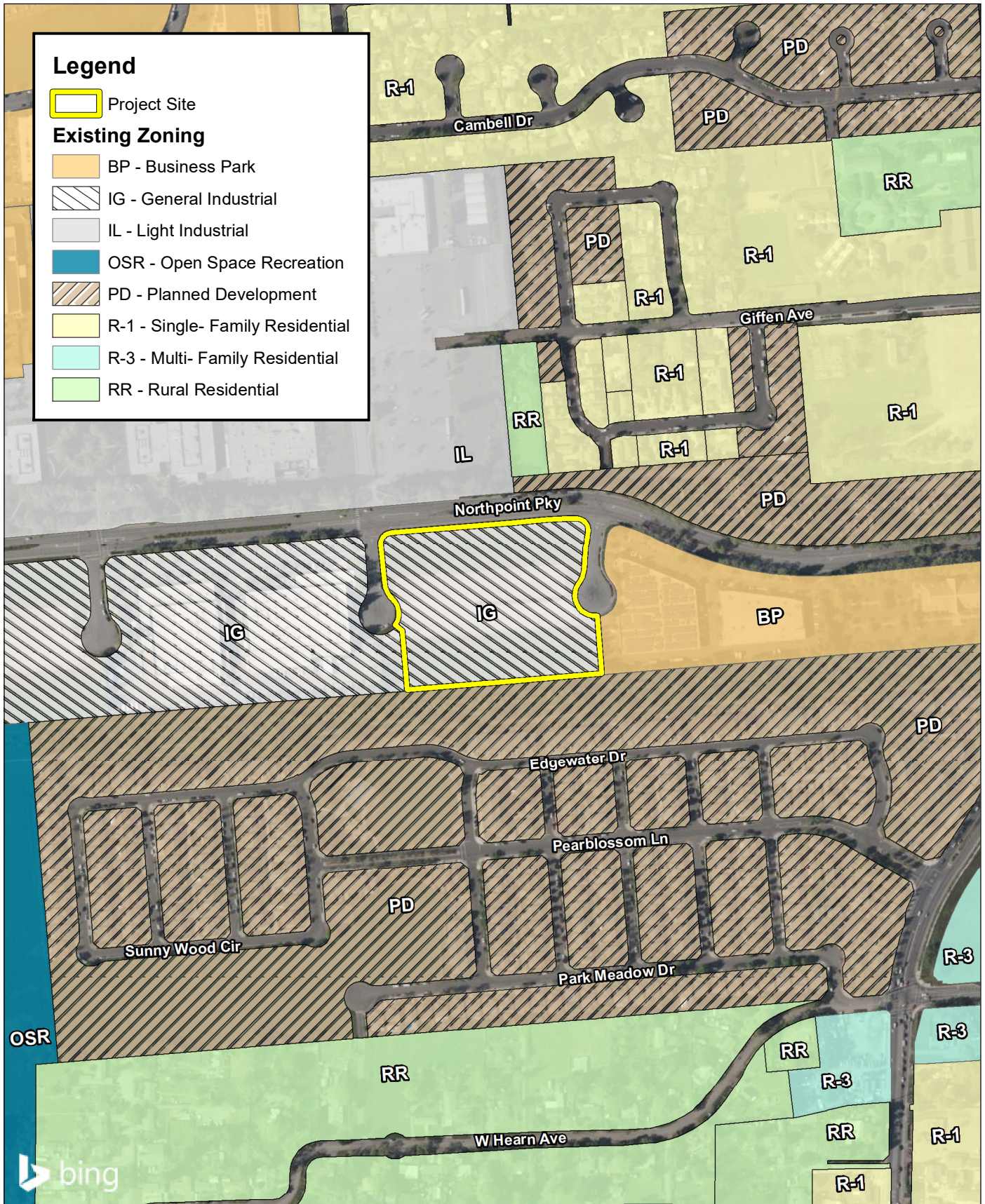
Source: Bing Aerial Imagery.





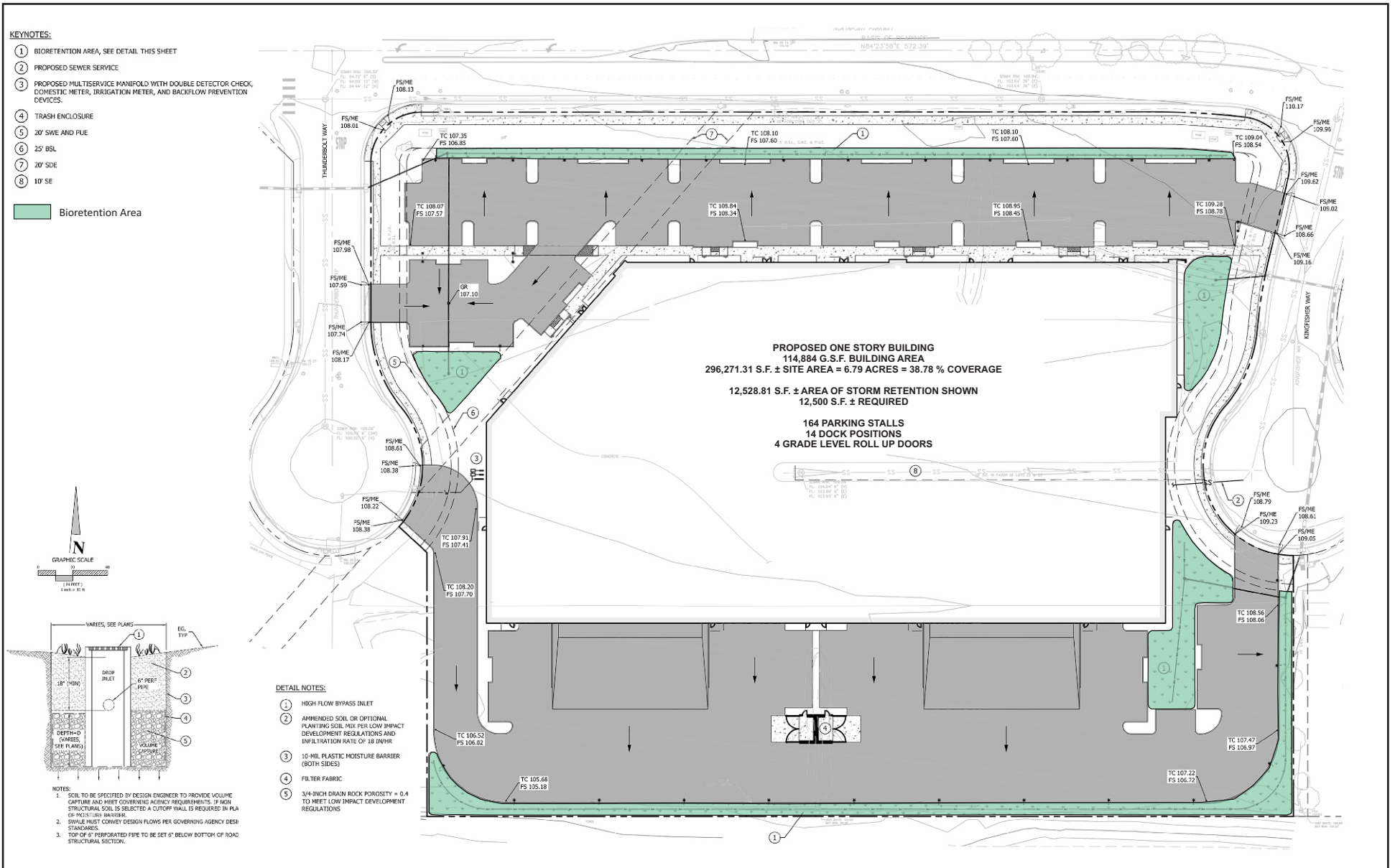
Source: Bing Aerial Maps. City of Santa Rosa Existing General Plan Land Use.





Source: Bing Aerial Imagery, City of Santa Rosa Zoning, 2022.





Source: BC Engineering Group, December 10, 2021.