

## Attachment 3



### **GROVE VILLAGE PROJECT**

Assessor's Parcel Nos. 134-042-011, 134-042-017, 134-042-042,  
134-042-043 and 134-042-048,  
Santa Rosa, CA (Sonoma County)

Initial Study/Mitigated Negative Declaration

CITY OF SANTA ROSA

August 19, 2016

Lead Agency:

City of Santa Rosa  
Community Development Department  
100 Santa Rosa Avenue, Room 3

Santa Rosa, CA 95404

Contact: Susie Murray, City Planner

## INTRODUCTION

1. **Project Title:** Grove Village Project
2. **Lead Agency Name & Address:** City of Santa Rosa  
Community Development Department  
Planning Division  
100 Santa Rosa Avenue  
Santa Rosa, California 95404
3. **Contact Person & Phone Number:** Susie Murray, City Planner  
Phone number: (707) 543-4348  
E-mail: smurray@srcity.org
4. **Project Location:** The site is located in the City of Santa Rosa, Sonoma County, California, Assessor's Parcel Nos. 134-042-011, 134-042-017, 134-042-042, 134-042-043, and 134-042-048.
5. **Project Sponsor's Name & Address:** Project Sponsor:  
City Ventures  
444 Spear Street, Suite 200  
San Francisco, CA 94105
6. **General Plan Designation:** Low Density Residential/Open Space (2-8 units/acre)
7. **Zoning:** Existing: R-40 and R-1-6; Proposed: R-1-6
8. **Description of Project:**

### Location & Setting

The Project site is located on the east side of Stony Point Road between Yuba Drive and Bellevue Avenue. The City limits parallel the western perimeter of the Project site with parcels directly west of the Project site, across Stony Point Road, located within the County. The surrounding neighborhood includes a single-family home subdivision to the north, Elsie Allen High School to the east, and rural residential homes to the south. The Project surrounds a parcel containing a home that houses a Buddhist Temple.

The Project site currently contains an occupied residential structure and associated outbuildings. The residential structure is an approximately 1,200 square foot wood framed building surrounded by multiple automobiles, trailers, motor homes, and all-terrain vehicles. The outbuildings consist of an additional smaller residential structure that is abandoned and boarded up; one 100 square foot wood shed covered with blackberry bushes; and an old concrete and wood foundation border with a small shed.

The Project site was considered in the larger 3,800-acre Southwest Santa Rosa Area Plan as early as 1994. A Program EIR was prepared and certified for the Area Plan in 1994 (Resolution No. 21804). A subsequent evaluation, the Southwest Area Final Projects Subsequent EIR, was prepared in 2006 (Resolution No. 27488). This Initial Study does not tier off either of these documents.

### Description of Project

City Ventures proposes development of the approximately 19-acre site in Santa Rosa into 136 lots providing an average density of 7.2 dwelling units per acre. City Ventures, the Applicant, is requesting

the approval of a Conditional Use Permit and Tentative Map for a small lot residential subdivision to permit the construction of new for-sale homes. In addition, City Ventures is requesting a rezone for the portion of the site that is zoned RR-40 to R-1-6. The General Plan land use designation of Low Density Residential/Open Space allows for development of 2-8 homes per acres. The proposed density is consistent with the General Plan designation.

The Project proposes a neighborhood that includes 6 individual plan types, 3 traditional single family home plans and 3 alley-loaded home plans. In total, there are 61 traditional front-loaded single-family homes and 75 alley-loaded homes. The homes range in size from approximately 1,720 square feet to 2,516 square feet including garages. The traditional single family homes are all located around the perimeter of the property. The alley-loaded homes are located at the interior of the site and feature 2 elevations per plan type. The proposed neighborhood is designed in compliance with Design Guideline Section 1.1(1) (A) and (C), which suggests that new developments incorporate a variety of housing types and price ranges.

In addition to the varying home sizes, 20 of the alley-loaded homes include secondary dwelling units that can be used as rental units or as an in-law unit. Providing for varying unit types within the neighborhood encourages inherent affordability that provides home ownership opportunities for future home buyers of varying income levels.

#### Circulation Design and Improvements

Six homes are designed to back and one on side onto Stony Point Road and will front onto the new streets within the community. Traditional front-loaded homes are located along the perimeter (generally consistent with the pattern of development to the north) and alley-loaded homes are located on the interior, providing for a varied streetscape with more landscaping and less pavement. Frontage improvements along Stony Point Road include sidewalks, a bike lane and landscaping.

Vehicular access to the site will be provided at 2 points along Stony Point Road and via the extension of Liscum Street from the north. The northern access on Stony Point Road and the access at Liscum Street will allow through-traffic in both directions.

The southern access on Stony Point Road will be limited to right-out only, but will provide full access for emergency vehicles. The purpose of the southerly access on Stony Point Road is to provide emergency access in compliance with the Fire Code. The Project plans also accommodate right-of-way along the southwest portion of the Project site that will allow for the extension of Ludwig Avenue across Stony Point Road, consistent with the Santa Rosa Circulation Element. In the future, when Ludwig Avenue is extended to the south, the City could decide to close the project's southerly access thereby creating a dead end condition.

The site has been designed to allow pedestrian connections and circulation throughout the Project, as well as to the adjacent streets and community. Throughout the neighborhood, landscaped streetscapes and sidewalks in front of each home will provide a pedestrian experience. A connection to the Elsie Allen High School campus is also proposed at the eastern perimeter of the Project so that students can access the school directly from the subdivision. The Project also includes the extension of the sidewalk and landscape planter along the frontage of Stony Point Road (within the existing City ROW), including a pedestrian connection across the Temple property (which is not part of the Project area).

#### Community Open Space

A key component to the Project design is the creation of a common open space area in the southwest quadrant of the site. The almost one acre common open space includes a passive park area that was specifically designed to preserve a mature stand of dense redwood trees. The park area will be maintained by the Homeowner's Association (HOA) that is created as part of the Project.

### Green Technologies

The Project will incorporate Low Impact Design (LID) measures as called for in the City of Santa Rosa's Standard Urban Stormwater Management Plan (SUSMP). The City's SUSMP prioritizes the use of LID and the capture of small storm volume for infiltration on-site. The Project's Preliminary Stormwater Management Plan incorporates the LID measures into the Project design. These features are further described in Attachment I.

Energy and water efficient design measures will be incorporated throughout the Project including photovoltaic panels on each home and water efficient landscaping consisting of native, drought tolerant plant species separated into hydro-zones for irrigation needs. Planting plans will call for new trees and shrubs to compliment other neighboring developments. Additionally, all of the homes in the Project will include energy efficient appliances, high efficiency lighting, and low-flow plumbing faucets and fixtures. The Applicant will also utilize a construction waste recycling program during construction to minimize waste.

The green technologies and design components to be integrated into the Project are as follows:

| Energy Efficiency  | Lighting                     | Plumbing   | Construction Materials          |
|--|------------------------------|--|---------------------------------|
| Energy Efficient Heating & Cooling<br>Increased Insulation<br>Photovoltaic Panels<br>Energy Efficient Appliances | Energy Efficient<br>Lighting | Low Flow Faucets<br>Low Flow Plumbing<br>Fixtures<br>Metered Plumbing<br>Fixtures<br>Hydro-zone Irrigation | Construction Waste<br>Recycling |

Additionally, the Grove Village Project incorporates all of the following policy measures contained the Santa Rosa Climate Action Plan. These include the following:

**Policy 1.1.1 - Comply with CAL Green Tier 1 Standards:** The Project is designed to comply with State Energy requirements for Title 24, City of Santa Rosa's Cal Green requirements and CAL Green Tier 1 Standards in effect at time of permit submission. Such standards have been incorporated into building placement, site development, building design and landscaping.

**Policy 1.1.3 – If after 2020, all new development will utilize zero net electricity:** The Project is being constructed prior to 2020 therefore, this policy does not apply.

**Policy 1.3.1 – Real time Energy Monitors:** The Project will include energy monitors to track energy use (i.e. use of nest thermostats).

**Policy 1.4.2- Comply with the City's Tree Preservation Ordinance (Santa Rosa Code Section 17-24.020.** 23 trees will be saved. 11 trees will be removed for poor health and the remaining 36 trees removed for development will be mitigated for through replacement according to Mitigation BIO-4; consistent with the Tree Preservation Ordinance.

**Policy 1.4.3 – Provide public and private trees in compliance with the Zoning Code:** As shown on the Landscape Plan, the Project includes trees, both public and private. The Landscape design is in compliance with the Santa Rosa Zoning Code, Santa Rosa Design Guidelines, and Water Efficient Landscape Ordinance.

**Policy 1.5 – Install new sidewalks and paving with high solar reflectivity materials:** All proposed new sidewalks, driveways and parking areas will paved with hard materials that contain either color or other enhancements to provide enhanced reflectivity.

**Policy 2.1.3 - Pre plumb for solar thermal or PV systems:** The Project includes installation of complete solar systems for all houses.

**Policy 3.1.2 – Supports implementation of station plans and corridor plans:** The Project is not within a Station Area Plan or within a Corridor Plan. The Project does support alternative modes of transit by sidewalks which encourage a walkable community and is located within walking distance (1/3 of a mile) of public transit.

**Policy 3.2.1 – Provide on-site services such as ATMs or dry cleaning to site users:** The Project has no on-site commercial facilities to house ATMs or dry cleaning services and is not zoned for such uses.

**Policy 3.2.2 - Improve non-vehicular network to promote walking, biking:** The Project is designed to promote walking and biking throughout the subdivision.

**Policy 3.2.3 - Support mixed use, higher density development near services:** The Project is a small lot subdivision with a diversity of housing styles (including second dwelling units) located within walking distance of the Bellevue Shopping Center.

**Policy 3.3.1 – Provide affordable housing near transit:** The Project provides alternative housing (second dwelling units) that is more affordable and the Project is located near (less than 1/3 of a mile) public transit (bus stops).

**Policy 3.5.1 – Unbundle parking from property cost:** The property has only private parking and on-site street parking, therefore, the policy does not apply.

**Policy 3.6.1 – Install calming features to improve ped/bike experience:** The interior Project landscaping is designed to promote and improve both the pedestrian and bicycle experience.

**Policy 4.1.1 – Implement the Bicycle & Pedestrian Master Plan:** The Project includes construction of bike lanes and sidewalks along its frontage thereby supporting the City's Bicycle & Pedestrian Plan.

**Policy 4.1.2 – Install bicycle parking consistent with regulations:** There are no regulations that require formalized bicycle parking in single family residential areas, however, the Project provides garages that can serve to house bicycles.

**Policy 4.1.3 – Provide bicycle safety training to residents and employees:** The Project will sell individual homes.

**Policy 4.2.2 – Provide safe spaces to wait for bus arrival:** There are bus stops within 1/3 of a mile of the site with sidewalks to serve waiting patrons.

**Policy 4.3.2 – Provide parking for car sharing operations:** As a single family residential development, the owners will have car sharing opportunities to which they can walk to within their neighborhood.

**Policy 4.3.4 – Work with large employers to provide rideshare programs:** This policy does not apply to single family residential subdivisions as there are no large employers at the Project.

**Policy 4.3.5 – Consider expanding employee programs promoting transit use:** This policy does not apply to single family residential subdivisions as there are no large employers at the Project.

**Policy 4.3.6 – Provide awards for employee use of alternative commute options:** This policy does not apply to single family residential subdivisions as there are no large employers at the Project.

**Policy 4.3.7 – Require new employers of 50+ provide subsidized transit passes:** This policy does not apply to single family residential subdivisions as there are no large employers at the Project.

**Policy 4.3.9 – Provide space for additional Park-and-Ride lots:** The Project is a walkable single family residential subdivision. All of the units are within walking distance from each other and to public transit.

**Policy 4.5.1 – Install facilities for residents that promote telecommuting:** All houses will be wired for internet access.

**Policy 5.1.2 – Install electric vehicle charging equipment:** All units will have electric charging equipment in the garages that can be used to charge vehicles.

**Policy 5.2.1 – Provide alternative fuels at new re-fueling stations:** The Project is not a re-fueling station project, therefore, this policy does not apply.

**Policy 6.1.4 – Increase diversion of construction waste:** The contractor will divert all possible construction waste and prepare a Construction Waste Management Plan for recycling and disposal of construction wastes.

**Policy 7.1.1 – Reduce potable water for outdoor landscaping:** As shown on the plan, Project landscaping will utilize low water use native plants. Landscape irrigation utilizes drip systems using a smart controller. The Project will be compliant with the City of Santa Rosa's Water Efficient Landscape Ordinance.

**Policy 7.1.3 – Install Real time water meters:** A dedicated or common water meter is proposed to supply water to the irrigation system. Irrigation system design and real time metering will be shown on final landscaping and irrigation plans. The City provides the water meters. The City of Santa Rosa has data logging equipment that can collect real time data from City-issued water meters.

**Policy 7.3.2 – Install dual plumbing in areas of future recycled water:** Dual plumbing is not proposed as there is no current plan by the City to extend recycled water to this portion of Stony Point Road. Compliance with Policies 7.1.1, 7.1.3 and 9.1.3 will substitute for this policy.

**Policy 8.1.3 – Establish community gardens and urban farms:** The Project is a single family residential development. Each home site has a back yard area that can be used for a garden.

**Policy 9.1.2 – Provide outdoor outlets for charging lawn equipment:** The Project will have outdoor outlets to allow for accessible charging locations.

**Policy 9.1.3 – Install low water use landscapes:** Low water use native plants will be used to landscape the site. Plant materials and locations are shown on the Project landscape plans. The Project will be compliant with the City of Santa Rosa's Water Efficient Landscape Ordinance.

**Policy 9.2.1 – Minimize construction equipment idling time to 5 minutes or less:** The developer will condition contractor agreements to limit construction equipment idling time to 5 minutes or less, consistent with the City's Standard Measures for Air Quality.

**Policy 9.2.2 – Maintain construction equipment per manufacturer's specifications:** The developer will condition contractor agreements to require that all equipment used at the site be maintained in accordance with the manufacturer's instructions.

**Policy 9.2.3 – Limit Green House Gas (GHG) construction equipment by using electrified equipment or alternate fuel:** The developer will include provisions in contractor agreements encouraging the use of electrified equipment or equipment using alternative fuels.

#### Construction

Construction is estimated to take approximately 18± months, including minor on-site grading.

Construction is anticipated to begin in fall of 2016 and be completed in early 2018. Construction work would be limited to the hours of 7:00 AM to 7:00 PM, Monday-Friday and 8:00 AM to 6:00 PM on Saturdays or as allowed by the City's Municipal Code Section 17-16.030.

**10. Other Public Agencies Whose Approval is Required:**

The Grove Village Project requires approval following discretionary approvals from the City of Santa Rosa: Rezoning to R-1-6, Conditional Use Permit and a Tentative Map for a small lot residential subdivision. In addition, the Project will require:

- Grading Permit/Encroachment Permit
- Building Permit
- North Coast Regional Water Quality Control Board (RWQCB) (Section 401, Clean Water Act)
- California Department of Fish & Wildlife (CDFW) (Incidental Take Permit for CTS)
- Army Corps of Engineers (Section 404, Clean Water Act)
- United States Fish and Wildlife Service (Biological Opinion)

**11. Exhibits**

Figure 1. Vicinity Map  
Figure 2. Site Plan  
Figure 3. Landscape Plan  
*(Figures found in back of report)*

Attachment A: Mitigation Monitoring and Reporting Program  
Attachment B: Traffic Impact Study  
Attachment C: Climate Action Plan Checklist (CAP)  
Attachment D: Biological Resources Analysis  
Attachment E: Noise Assessment  
Attachment F: Geotechnical Investigation  
Attachment G: Phase I & II – Environmental Site Assessments  
Attachment H: Air Quality Calculations  
Attachment I: Standard Urban Stormwater Management Plan  
*(Attachments are available electronically)*

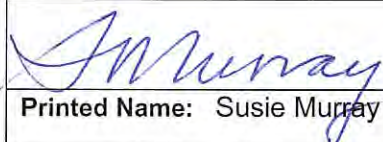
**ENVIRONMENTAL FACTORS POTENTIALLY AFFECTED:**

The environmental factors checked below would be potentially affected by this Project. Please see the checklist for additional information.

- |  |   |  |
|--|---|--|
| <input type="checkbox"/> Aesthetics                        | <input type="checkbox"/> Agriculture and Forestry                   | <input checked="" type="checkbox"/> Air Quality                        |
| <input checked="" type="checkbox"/> Biological Resources   | <input type="checkbox"/> Cultural Resources                         | <input checked="" type="checkbox"/> Geology/Soils                      |
| <input type="checkbox"/> Greenhouse Gas Emissions          | <input checked="" type="checkbox"/> Hazards and Hazardous Materials | <input type="checkbox"/> Hydrology/Water Quality                       |
| <input type="checkbox"/> Land Use/Planning                 | <input type="checkbox"/> Mineral Resources                          | <input checked="" type="checkbox"/> Noise                              |
| <input type="checkbox"/> Population/Housing                | <input checked="" type="checkbox"/> Public Services                 | <input type="checkbox"/> Recreation                                    |
| <input checked="" type="checkbox"/> Transportation/Traffic | <input checked="" type="checkbox"/> Utilities/Service Systems       | <input checked="" type="checkbox"/> Mandatory Findings of Significance |

On the basis of this initial evaluation:

- ☐ I find that the Proposed Project COULD NOT have a significant effect on the environment, and 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.
- ☐ 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

|   |                       |
|---|-----------------------|
| <b>Signature:</b>   | <b>Date:</b>          |
|  | 8/18/2016             |
| <b>Printed Name:</b> Susie Murray   | <b>Title:</b> Planner |



|  | Potentially<br>Significant<br>Impact | Less-Than-<br>Significant<br>With Mitigation<br>Incorporated | Less-Than-<br>Significant<br>Impact | No<br>Impact             |
|--|--------------------------------------|--|-------------------------------------|--------------------------|
| <b>I. AESTHETICS</b>   |                                      |  |                                     |                          |
| Would the project:   |                                      |  |                                     |                          |
| a. Have a substantial adverse effect on a scenic vista?  | <input type="checkbox"/>             | <input type="checkbox"/>                                     | X                                   | <input type="checkbox"/> |
| b. Substantially damage scenic resources, including, but not limited to, trees, rock outcroppings, and historic buildings within a state scenic highway? | <input type="checkbox"/>             | <input type="checkbox"/>                                     | X                                   | <input type="checkbox"/> |
| c. Substantially degrade the existing visual character or quality of the site and its surroundings?  | <input type="checkbox"/>             | <input type="checkbox"/>                                     | X                                   | <input type="checkbox"/> |
| d. Create a new source of substantial light or glare which would adversely affect day or nighttime views in the area?                                    | <input type="checkbox"/>             | <input type="checkbox"/>                                     | X                                   | <input type="checkbox"/> |

**Discussion:**

The approximately 19 acre Project site is located in a developing area in southwest Santa Rosa. The site is located east of Stony Point Road on a relatively flat parcel between Yuba Drive and Bellevue Avenue. The surrounding neighborhood includes a single-family home subdivision to the north, Elsie Allen High School to the east, rural uses to the south, and Stony Point Road to the west. The Project area is urbanizing.

The units will have a variety of sidings (combinations of shingle, lap or board and batten), varied roof lines and attached 2-car garages. The homes are designed to front onto the internal streets to provide a pleasant and walkable streetscape with front doors and front yards facing the street. Street landscaping will include street trees, sidewalks. The Project includes full frontage improvements along Stony Point Road including full landscaping, sidewalk, a bicycle lane, and other improvements. New plantings call for trees and shrubs to compliment other neighboring developments.

Six of the homes are designed to back or side onto Stony Point Road and to front onto new streets in the community. Traditional front-loaded homes are located along the perimeter (generally consistent with the pattern of development to the north) and alley-loaded homes are located on the interior, thus providing for a varied street scape with more landscaping and less pavement. In addition to the varying home sizes, 20 of the alley-loaded homes include secondary dwellings that can be used as rental units or as an in-law unit.

The site has been designed to allow pedestrian connections and circulation throughout the Project, as well as to the adjacent streets and communities. Throughout the neighborhood, landscaped streetscapes with sidewalks in front of each home will provide a pedestrian path of travel. A sidewalk and other street improvements will be built along the Project's Stony Point Road frontage. With respect to landscaping, the Project will consist of native and/or drought tolerant plant species and hydro-zones will be utilized to make efficient use of water in compliance with the City of Santa Rosa's Water Efficient Landscape

Ordinance adopted on October 27, 2005 (WELO). Planting plans will call for new trees and shrubs to compliment other neighboring developments.

- I(a,b) **Less Than Significant Impact.** The Project will have no significant impact on either a scenic vista or any scenic resources because the Project site is not located within or along a designated scenic corridor nor does it contain scenic resources, nor does the Project itself affect a scenic vista or other scenic resources (trees, rock outcroppings or historic buildings) related to a scenic highway. The Project site is not visible from any scenic highways. The City of Santa Rosa's General Plan depicts Stony Point Road as arterial roadway. The Project will provide improvements onsite, including street trees and landscaping within the planter strip, a sidewalk, and a bicycle lane. The Project will not conflict with any local policies or ordinances protecting scenic resources, policies or ordinances, and will not result in any significant impacts.
- I(c) **Less Than Significant Impact.** The Project meets the objectives of the City's Design Review Guidelines. The large stand of trees that form the site's aesthetic focal characteristic will be preserved. The site is surrounded to the north and east by existing development including similar residential development and Elsie Allen High School to the east. The Project will not substantially degrade the existing visual character or quality of the site and its surroundings as it will continue the residential development called for in the City's General Plan in a manner consistent with the City's design standards and compatible with the surrounding community and, therefore, will not result in any significant impacts.
- I(d) **Less Than Significant Impact.** The City of Santa Rosa Zoning Code (Code) Section 20-30.080 requires that lighting fixtures be shielded or recessed to reduce light bleed to adjoining properties, and that each light fixture be directed downward and away from adjoining properties and public rights-of-way, so that no on-site light fixture directly illuminates an area off the site. The Project shall demonstrate that lighting has been designed to be adequate without spilling off the property to ensure compliance with City requirements. Compliance with these requirements will ensure that the Project will not create a new source of substantial light or glare which would adversely affect day or nighttime views in the area and, therefore, will not result in any significant impacts.

**Standard Measures:**

- A standard condition of approval regarding exterior lighting requirements will be placed on the Project. Conformance review shall occur at the building permit stage.

**Sources:**

- City of Santa Rosa 2035 General Plan/Final EIR, 2009
- City of Santa Rosa Zoning Code, 2006
- City of Santa Rosa Design Guidelines, September 2005 (updated in 2010, 2011)
- City of Santa Rosa, Water Efficient Landscape Ordinance, Ordinance 4051, adopted October 27, 2015

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|--|--------------------------------------|---|-------------------------------------|--------------------------|
| <b>II. AGRICULTURE AND FOREST RESOURCES</b>  |                                      |   |                                     |                          |
| Would the project:   |                                      |   |                                     |                          |
| 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?   | <input type="checkbox"/>             | <input type="checkbox"/>                                      | X                                   | <input type="checkbox"/> |
| b. Conflict with existing zoning for agricultural use, or a Williamson Act contract?   | <input type="checkbox"/>             | <input type="checkbox"/>                                      | <input type="checkbox"/>            | X                        |
| 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))? | <input type="checkbox"/>             | <input type="checkbox"/>                                      | <input type="checkbox"/>            | X                        |
| d. Result in the loss of forest land or conversion of forest land to non-forest use?   | <input type="checkbox"/>             | <input type="checkbox"/>                                      | <input type="checkbox"/>            | X                        |
| 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?  | <input type="checkbox"/>             | <input type="checkbox"/>                                      | X                                   | <input type="checkbox"/> |

## Discussion

The site has not been cultivated, or used for active farming, for several decades. While the property is designated as "Other" by California Department of Conservation Division of Land Resources Protection, Farmland Mapping and Monitoring Program (2012), the City of Santa Rosa has designated and zoned this site for Low Density Residential uses for almost 20 years. The site's historical uses were reviewed as part of the Phase I & II Environmental Site Assessments prepared by Stantec (Attachment G).

II(a,e) **Less Than Significant Impact.** The Project site is not designated Prime Farmland, Unique Farmland, or Farmland of Statewide Significance on the maps prepared pursuant to the Farmland Mapping and Monitoring Program of the California Resources Agency. Historical photos indicate that the site may have been used for agricultural uses in the past, but the Project site is located within Santa Rosa's Urban Growth Boundary, and has long been zoned for residential development. The site once rezoned will be in the R-1-6 zoning district and, as such, commercial agricultural uses are prohibited. Adjacent properties to the north, east and west are similarly zoned for urban use. Properties to the south are currently developed residential uses (semi-rural 5± acre lots). Their agricultural capability is limited. The properties are within the City's Urban

Growth Boundary and comparably zoned (Rural Residential). The Project is expected to have a less than significant or no impact on conversion of farmland or existing agricultural uses.

- II(b) **No Impact.** The Project site is currently, and has long been designated for residential uses which are not generally compatible with commercial agricultural uses. The Project site is not under a Williamson Act contract. Therefore, the Project would not impact existing agricultural zoning or Williamson Act contract for the property.
- II(c,d) **No Impact.** The site is in an urban area that is projected for development with limited trees on-site and no forest resources on or near the site. Therefore the Project would have no impact to forest resources.

### Sources

- City of Santa Rosa 2035 General Plan/Final EIR, 2009
- City of Santa Rosa Zoning Code, 2006
- Stantec Consulting Services, Phase I and II Environmental Site Assessments, October, 2013

|  | Potentially<br>Significant<br>Impact | Less-Than-<br>Significant<br>With Mitigation<br>Incorporation | Less-Than-<br>Significant<br>Impact | No<br>Impact             |
|--|--------------------------------------|---|-------------------------------------|--------------------------|
| <b>III. AIR QUALITY</b>  |                                      |   |                                     |                          |
| Would the project:   |                                      |   |                                     |                          |
| a. Conflict with or obstruct implementation of the applicable air quality plan?  | <input type="checkbox"/>             | <input type="checkbox"/>                                      | X                                   | <input type="checkbox"/> |
| b. Violate any air quality standard or contribute substantially to an existing or projected air quality violation?   | <input type="checkbox"/>             | <input type="checkbox"/>                                      | X                                   | <input type="checkbox"/> |
| c. Result in a cumulatively considerable net increase any criteria pollutant for which the project region is non – attainment under an applicable federal or state ambient air quality standard (including releasing emissions which exceed quantitative thresholds for ozone precursors)? | <input type="checkbox"/>             | <input type="checkbox"/>                                      | X                                   | <input type="checkbox"/> |
| d. Expose sensitive receptors to substantial pollutant concentrations?   | <input type="checkbox"/>             | X   | <input type="checkbox"/>            | <input type="checkbox"/> |
| e. Create objectionable odors affecting a substantial number of people?  | <input type="checkbox"/>             | <input type="checkbox"/>                                      | X                                   | <input type="checkbox"/> |

The Project has been evaluated by Illingworth & Rodkin for potential construction health risks. No further investigation of the Project's operational impacts was needed, due to the small size and residential nature of the Project. The modelling calculations are included in Attachment H. The report was prepared by Illingworth & Rodkin on July 3, 2014. That report serves as the basis for this analysis.

## Discussion:

The Project is located in the Bay Area portion of Sonoma County, which is in the San Francisco Bay Area Air Basin. Ambient air quality standards have been established at both the State and federal level. The Bay Area meets all ambient air quality standards with the exception of ground-level ozone, respirable particulate matter (PM<sub>10</sub>) and fine particulate matter (PM<sub>2.5</sub>).

High ozone levels are caused by the cumulative emissions of reactive organic gases (ROG) and nitrogen oxides (NO<sub>x</sub>). These precursor pollutants react under certain meteorological conditions to form high ozone levels. Controlling the emissions of these precursor pollutants is the focus of the Bay Area's attempts to reduce ozone levels. The highest ozone levels in the Bay Area occur in the eastern and southern inland valleys that are downwind of air pollutant sources. High ozone levels aggravate respiratory and cardiovascular diseases, reduce lung function, and increase coughing and chest discomfort.

Particulate matter is another problematic air pollutant of the Bay Area. Particulate matter is assessed and measured in terms of respirable particulate matter or particles that have a diameter of 10 micrometers or less (PM<sub>10</sub>) and fine particulate matter where particles have a diameter of 2.5 micrometers or less (PM<sub>2.5</sub>). Elevated concentrations of PM<sub>10</sub> and PM<sub>2.5</sub> are the result of both region-wide (or cumulative) emissions and localized emissions. High particulate matter levels aggravate respiratory and cardiovascular diseases, reduce lung function, increase mortality (e.g., lung cancer), and result in reduced lung function growth in children.

Toxic air contaminants (TAC) are a broad class of compounds known to cause morbidity or mortality (usually because they cause cancer) and include, but are not limited to, the criteria air pollutants listed above. TACs are found in ambient air, especially in urban areas, and are caused by industry, agriculture, fuel combustion, and commercial operations (e.g., dry cleaners). TACs are typically found in low concentrations, even near the source (e.g., diesel particulate matter near a freeway). Because chronic exposure can result in adverse health effects, TACs are regulated at the regional, state, and Federal level.

Diesel exhaust, described as diesel particulate matter or DPM, is the predominant TAC in urban air and is estimated to represent about three-quarters of the cancer risk from TACs (based on the Bay Area average). According to the California Air Resources Board (CARB), diesel exhaust is a complex mixture of gases, vapors and fine particles. This complexity makes the evaluation of health effects of diesel exhaust a complex scientific issue. Some of the chemicals in diesel exhaust, such as benzene and formaldehyde, have been previously identified as TACs by the CARB, and are listed as carcinogens either under the state's Proposition 65 or under the Federal Hazardous Air Pollutants programs.

CARB has adopted and implemented a number of regulations for stationary and mobile sources to reduce emissions of DPM. Several of these regulatory programs affect medium and heavy duty diesel trucks that represent the bulk of DPM emissions from California highways. These regulations include the solid waste collection vehicle (SWCV) rule, in-use public and utility fleets, and the heavy-duty diesel truck and bus regulations. In 2008, CARB approved a new regulation to reduce emissions of DPM and nitrogen oxides from existing on-road heavy-duty diesel fueled vehicles. The regulation requires affected vehicles to meet specific performance requirements between 2014 and 2023, with all affected diesel vehicles required to have 2010 model-year engines or equivalent by 2023. These requirements are phased in over the compliance period and depend on the model year of the vehicle. A similar program applies to construction equipment fleets.

The Bay Area Air Quality Management District (BAAQMD) is the regional agency tasked with managing air quality in the region. At the State level, the California Air Resources Board (a part of the California Environmental Protection Agency) oversees regional air district activities and regulates air quality at the State level. The BAAQMD published CEQA Air Quality Guidelines (in 2010) that are used in this

assessment to evaluate air quality impacts of projects. Analysis under those Guidelines indicates that the effects on air quality would be limited to temporary construction impacts. Air pollutants would be generated from construction equipment operations and fugitive dust caused by ground disturbance during project construction. After construction of the Project, there would be no significant air pollutant emission associated with the Project.

In June 2010, BAAQMD adopted thresholds of significance to assist in the review of projects under CEQA. These thresholds were designed to establish the level at which BAAQMD believed air pollution emissions would cause significant environmental impacts under the California Environmental Quality Act (CEQA) and were posted on BAAQMD's website and included in the Air District's updated CEQA Guidelines. The significance thresholds identified by BAAQMD represent a conservative approach and are used as a guideline in this analysis.

**III(a-c) Less than Significant Impact.** The Bay Area Air Quality Management District (BAAQMD) CEQA Air Quality Guidelines (Guidelines)<sup>1</sup> set forth criteria for determining a Project's consistency with the Bay Area 2010 Clean Air Plan (BAAQMD 2011). Per the Guidelines, the BAAQMD considers the Project consistent with the Clean Air Plan if it: 1) can be concluded that a Project supports the primary goals of the Plan (by showing that the Project would not result in significant and unavoidable air quality impacts); 2) includes applicable control measures from the Plan, and; 3) does not disrupt or hinder implementation of any Plan control measure. The primary goals of the 2010 Clean Air Plan are to protect air quality, public health, and the climate. The Plan includes 55 "control measures" in five categories: stationary and area source; mobile source; transportation control; land use and local impact; and, energy and climate. These control measures are intended to:

- Reduce emissions and decrease ambient concentrations of harmful pollutants;
- Safeguard public health by reducing exposure to air pollutants that pose the greatest health risk, with an emphasis on protecting the communities most heavily impacted by air pollution; and,
- Reduce greenhouse gas (GHG) emissions to protect the climate. (See Section VII.)

The Bay Area is considered a non-attainment area for ground-level ozone and fine particulate matter (PM<sub>2.5</sub>) under both the federal Clean Air Act and the California Clean Air Act. The area is also considered non-attainment for respirable particulates or particulate matter with a diameter of less than 10 micrometers (PM<sub>10</sub>) under the California Clean Air Act, but not the federal act. The area has attained both State and federal ambient air quality standards for carbon monoxide. As part of an effort to attain and maintain ambient air quality standards for ozone and PM<sub>10</sub>, the BAAQMD has established thresholds of significance for air pollutants along with screening criteria. These thresholds and screening criteria apply for ozone precursor pollutants (ROG and NO<sub>x</sub>), PM<sub>10</sub> and PM<sub>2.5</sub> and apply to both construction period and operational period impacts.

In their 2010 update to the CEQA Air Quality Guidelines, BAAQMD identified the size of land use projects that could result in significant air pollutant emissions. Project Screening size for operational criteria pollutants is 325 dwelling units (for NO<sub>x</sub>) and 114 dwelling units for construction (for ROG).

Since the Project proposes to construct 136 single family homes on 19 acres, the Project is below the screening criteria for operational impacts for NO<sub>x</sub>. The proposed density designation is consistent with the City of Santa Rosa 2035 General Plan and the Project proposes to include numerous features that will reduce vehicular travel (a primary cause of ROG's) over business as

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<sup>1</sup> On January 9, 2012, the Alameda County Superior Court ruled that the adoption of significance thresholds in the BAAQMD's CEQA Air Quality Guidelines was a "project" under CEQA, invalidating the thresholds, and required the BAAQMD to conduct the requisite environmental review of the thresholds. This Air Quality section does not rely on any of the previously-adopted thresholds, and therefore is not affected by the court ruling. The analysis reflects the State Supreme Court ruling in late 2015.

usual scenarios. These measures are detailed in the Project Description and in Section VII Greenhouse Gas Emissions. It is concluded that operational emissions would be below the BAAQMD significance thresholds for operation emissions.

However, the Project would exceed the screening threshold for construction. Refined modeling of construction emissions was conducted using the CalEEMod model (Version 2013.2.2). The Project size and area were entered into the model. Construction activity is anticipated to include grading, trenching, building construction, and paving. Construction period emissions were modeled using CalEEMod (Version 2013.2.2) along with the anticipated Project construction activity. The number and types of construction equipment and diesel vehicles, along with the anticipated length of their use for different phases of construction were based on a site-specific construction schedule. The Project is expected to be constructed over about a 18-month period beginning in fall of 2016 and completed in early 2018. CalEEMod provided annual emissions of ROG, NOx, PM10 and PM2.5. Average daily emissions were computed based on the 330 actual construction days that were computed assuming 22 workdays per month. Emissions of ROG would be greatest at 13.5 pounds per average day, while NOx emissions would be 6.4 pounds per day. Emissions of PM10 and PM2.5 exhaust would be less than one pound per day. Both the 2010 and 2011 BAAQMD Guidelines established construction period significance thresholds of 54 pounds per average day for ROG, NOx and PM2.5 and a threshold of 82 pounds per day for PM10. Project construction emissions would be well below these thresholds.

The Project would generate new traffic (approximately 149 trips during the pm peak; the busiest hour and 1,437 trips/day), less than the screening criteria of 2,000 trips/day. Intersections affected by the Project would not experience cumulative traffic volumes greater than the BAAQMD screening criteria and, thus, would not cause a violation of an ambient air quality standard or have a considerable contribution to cumulative violations of these standards.

The Project would not result in a significant and unavoidable air quality impact, would not expose the community to greater health risks stemming from exposure to air pollutants, and would assist in reducing GHG emissions, over business as usual conditions, through its inclusion of green design measures. Green design measures incorporated throughout the Project will include photovoltaic panels on each home, energy efficient appliances, low flow plumbing fixtures, environmentally-friendly paint and carpet materials, and the homes will be pre-wired for electric car charging stations in the garages. Therefore, the Project would be in support of the primary goals of the 2010 BAAQMD Clean Air Plan.

- III(d) Less Than Significant After Mitigation** The Project would be the source of toxic air contaminant emissions during construction that could affect nearby residences that are considered sensitive receptors. New residences, considered sensitive receptors, would be exposed to traffic emissions from Stony Point Road.

#### Construction – Local Community Risks and Hazards

Construction exhaust emissions may pose health risks for sensitive receptors such as surrounding residents. The primary community risk impact issues associated with construction emissions are cancer risk and exposure to PM<sub>2.5</sub>. Diesel exhaust poses both a potential health and nuisance impact to nearby receptors. A health risk assessment of the project construction activities was conducted that evaluated potential health effects of sensitive receptors at these nearby residences from construction emissions of diesel particulate matter (DPM) and PM<sub>2.5</sub>.<sup>2</sup> Exposure to construction equipment and truck exhaust can cause increased cancer risk and other adverse non-cancer health effects.

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<sup>2</sup> DPM is identified by California as a toxic air contaminant due to the potential to cause cancer.

The closest sensitive receptors to the Project site are residences adjacent to the site to the north. There are scattered rural residences to the west, south and east. Elsie Allen High School lies to the east. Since sensitive receptors are located near where Project construction would occur, a refined health risk assessment of the construction activity was conducted that evaluated emissions of DPM and PM<sub>2.5</sub>. Emissions and dispersion modeling was conducted to predict the off-site concentrations resulting from Project construction, so that lifetime cancer risks and non-cancer health effects could be evaluated. Figure III-1 shows the Project site, nearby sensitive receptor locations where potential health impacts were evaluated, and emission sources used in the air quality dispersion modeling analysis.

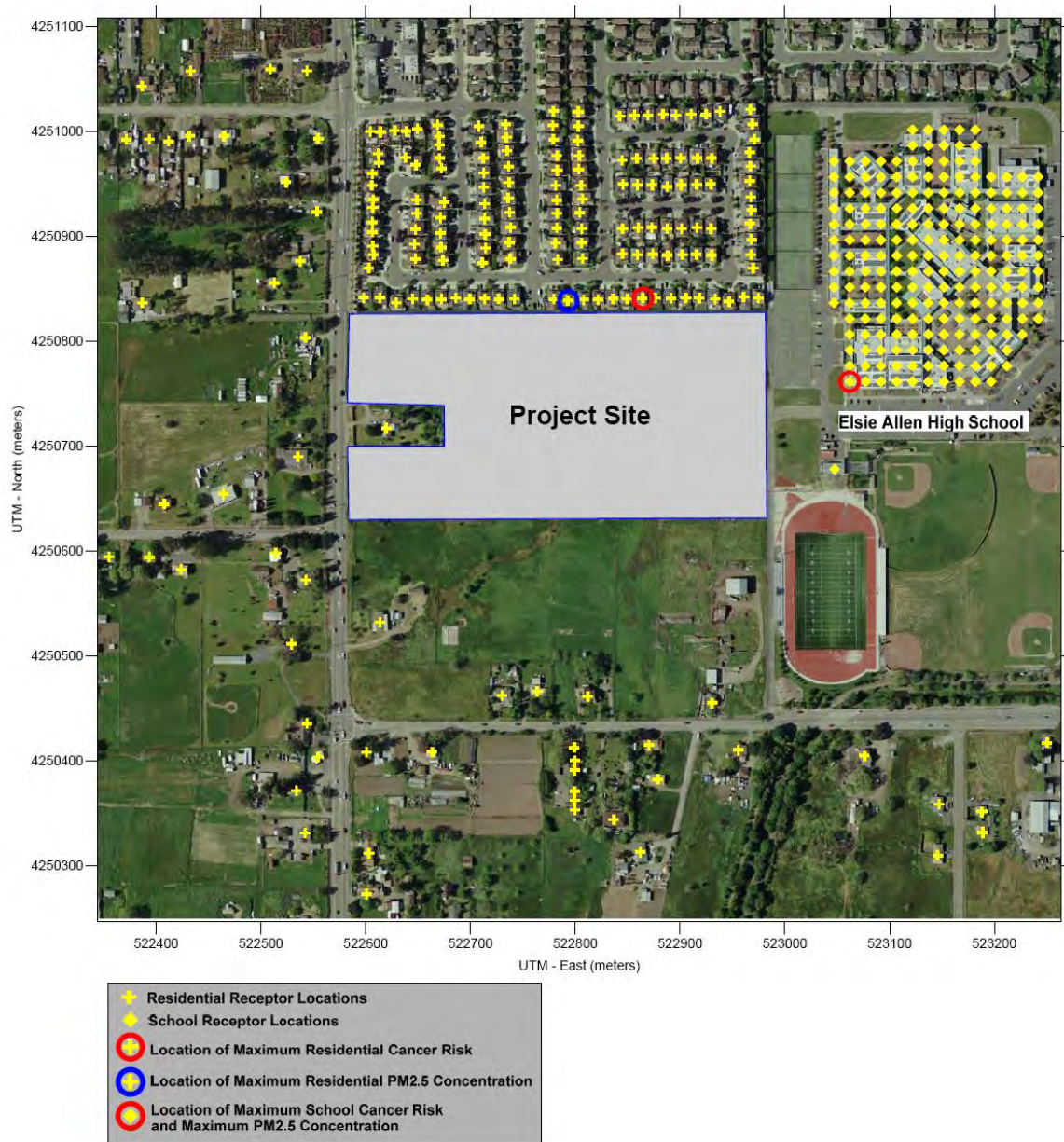
Construction Emissions. Construction activity is anticipated to include grading, trenching, building construction, and paving. Construction period emissions were modeled using CalEEMod (Version 2013.2.2) along with the anticipated Project construction activity. The number and types of construction equipment and diesel vehicles, along with the anticipated length of their use for different phases of construction were based on a site-specific construction schedule. The Project is expected to be constructed over about an 18-month period beginning in the fall of 2016. The CalEEMod model provided total annual PM<sub>2.5</sub> exhaust emissions (assumed to be diesel particulate matter) for the off-road construction equipment and for exhaust emissions from on-road vehicles, with total emissions from all construction stages of 0.0609 tons (122 pounds)<sup>3</sup>. The on-road emissions are a result of haul truck travel during grading activities, worker travel, and vendor deliveries during construction. It was assumed that these emissions from on-road vehicles traveling at or near the site would occur at the construction site. Fugitive PM<sub>2.5</sub> dust emissions were calculated by CalEEMod as 0.1353 (271 pounds) for the overall construction period.

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<sup>3</sup> As the project construction is now delayed as compared to the modelled data, impacts will be less, as construction vehicle emissions controls will be more stringent over time.



**Figure III-1: Project Site, Residential & School Receptor Locations, and Locations of Maximum Health Risk Impacts**



Dispersion Modeling. The U.S. EPA ISCST3 dispersion model was used to predict concentrations of DPM at existing sensitive receptors (residential and school students) in the vicinity of the Project site. The ISCST3 dispersion model is a BAAQMD-recommended model for use in modeling analysis of these types of emission activities for CEQA projects. The ISCST3 modeling utilized two area sources to represent the on-site construction emissions from the Project site, one for DPM exhaust emissions and the other for fugitive PM<sub>2.5</sub> dust emissions. To represent the construction equipment exhaust emissions, an emission release height of six meters (20 feet) was used for the area source. The elevated source height reflects the height of the equipment exhaust pipes plume rise of the exhaust plume. For modeling fugitive PM<sub>2.5</sub> emissions, a near ground level release height of two meters (seven feet) was used for modeling the area source. Emissions from vehicle travel on-site and off-site within about 1,000 feet of the construction site were distributed throughout the modeled area sources. The model used a 5-year data set (2001 -2005) of hourly meteorological data from the Santa Rosa Airport available from the BAAQMD. The Santa Rosa Airport is located about 4.5 miles south of the Project site. Annual DPM concentrations from construction activities were predicted for the construction period based on the 5 years of meteorological data. DPM concentrations were calculated at nearby sensitive receptors at a height of 1.5 meters (4.9 feet). The maximum-modeled PM<sub>2.5</sub> and DPM concentration occurred directly across from the Project construction site at two residences on Muledeer Avenue. The maximum maximum-modeled PM<sub>2.5</sub> and DPM concentration at the school occurred in the northeastern area of the school site. The locations where the maximum PM<sub>2.5</sub> concentration and DPM concentration (and maximum cancer risk) occurred are identified on Figure III-1.

Predicted Cancer Risk and Hazards. Increased lifetime cancer risks were calculated using the maximum modeled annual DPM concentrations and BAAQMD recommended risk assessment methods for infant exposure (3rd trimester through 2 years of age), child exposure, and for an adult exposure. The cancer risk calculations were based on applying the BAAQMD recommended age sensitivity factors to the TAC concentrations. Age-sensitivity factors reflect the greater sensitivity of infants and small children to cancer causing TACs. Since the modeling was conducted under the assumption that emissions occurred daily for a full year during each construction year, the default BAAQMD exposure period of 350 days per year was used for children and adults. Infant and child exposures were assumed to occur at all residences through the entire construction period and a child exposure was assumed to occur for students at the nearby school.

Results of the assessment for Project construction indicate the maximum incremental residential child cancer risk at the maximally exposed individual (MEI) receptor would be 8.5 in one million and the residential adult incremental cancer risk would be 0.4 in one million. The maximum-modeled annual PM<sub>2.5</sub> concentration was 0.29 µg/m. The excess cancer risk and PM<sub>2.5</sub> concentrations are below the BAAQMD threshold of 10 per million and 0.3 µg/m<sup>3</sup> used to judge the significance of health impacts. Potential non-cancer health effects due to chronic exposure to DPM were also evaluated. Non-cancer health hazards from TAC exposure are expressed in terms of a hazard index (HI), which is the ratio of the TAC concentration to a reference exposure level (REL). California's Office of Environmental Health and Hazards (OEHHA) has defined acceptable concentration levels for contaminants that pose non-cancer health hazards. TAC concentrations below the REL are not expected to cause adverse health impacts, even for sensitive individuals. The chronic inhalation REL for DPM is 5 µg/m. The maximum modeled annual residential DPM concentration would be 0.0545 µg/m, which is much lower than the REL. The maximum computed hazard index based on these DPM concentrations is 0.01 for a residential exposure, which is much lower than the BAAQMD significance criterion of a hazard index greater than 1.0.

Attachment H includes the emission calculations and source information used in the modeling and the cancer risk calculations. The Project would have a less than significant impact with

respect to community risk caused by construction activities. The measures below would reduce those impacts to less than significant impact levels with mitigation incorporation.

Operational - Local Roadway Community Risk and Hazard Impacts

Community health risk assessments typically look at all substantial sources of TACs located within 1,000 feet of project sites. These sources include freeways or State highways, busy surface streets, and stationary sources identified by BAAQMD. A review of the Project indicates that traffic on Stony Point Road is the only source of TAC emissions near the Project site.

Stony Point Road has an average day trip volume of 17,500 vehicles per day (W-Trans). Using the BAAQMD Roadway Screening Analysis Table for Sonoma County for north-south directional roadways and at a distance of approximately 10 feet and traffic volume of 30,000 ADT, estimated cancer risk from Stony Point Road at the Project site would be 8.28 in one million or less, which is below the BAAQMD community risk significance threshold of 10 in one million. The estimated PM<sub>2.5</sub> concentration of 0.257 µg/m<sup>3</sup> or less and a HI of less than 0.03 associated with this source would be well below the BAAQMD community risk significance thresholds.

- III(e) **Less Than Significant Impact.** The Project would generate localized emissions of diesel exhaust during equipment operation and truck activity. These emissions are not likely to be noticeable by adjacent receptors due to setbacks and prevailing winds (from the southwest). The Project would not generate odors that would be expected to result in odor complaints.

**Recommended Mitigation Measures:**

**Mitigation Measures AQ-1:** The Project shall include the following measures recommended by the Bay Area Air Quality Management District (BAAQMD) as best management practices to reduce construction particulate matter emissions (i.e., PM<sub>10</sub> and PM<sub>2.5</sub>) and equipment exhaust. Implementation of this measure would represent Best Management Practices recommended by BAAQMD, and would reduce the potential impact of construction-period fugitive dust and construction-period emissions to less than significant.

- All exposed surfaces (e.g., parking areas, staging areas, soil piles, graded areas, and unpaved access roads) shall be watered two times per day.
- All haul trucks transporting soil, sand, or other loose material off-site shall be covered.
- 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.
- All vehicle speeds on unpaved roads shall be limited to 15 miles per hour (mph).
- All roadways, driveways, and sidewalks to be paved shall be completed as soon as possible. Building pads shall be laid as soon as possible after grading unless seeding or soil binders are used.
- 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.
- 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 condition prior to operation.
- A publicly visible sign shall be posted with the telephone number and person to contact at the District regarding dust complaints. This person shall respond and take corrective action within 48 hours. The Bay Area Air Quality Management Air District's phone number shall also be visible to ensure compliance with applicable regulations.

- All portable construction equipment (e.g., compressors, welders or generators) used at the site for more than two days shall meet U.S. EPA standards for particulate matter emissions or equivalent. Particulate emission reductions could be achieved, if needed, by using equipment that is alternatively fueled.

Implementation of Mitigation Measure AQ-1 would represent Best Management Practices recommended by BAAQMD, and therefore, reduce the potential impact of construction-period fugitive dust to a less-than-significant level and also reduce construction period emissions.

**Sources:**

- BAAQMD Website and Significance Thresholds, 2010, updated 2011
- City of Santa Rosa 2035 General Plan/FEIR, 2009
- City of Santa Rosa Climate Action Plan, adopted June 2012
- Illingworth & Rodkin, Air Quality Construction Health Risk Assessment, July 22, 2014
- W-Trans, Traffic Impact Study for the Grove Village Project, December, 2015

|  | Potentially<br>Significant<br>Impact | Less-Than-<br>Significant<br>With Mitigation<br>Incorporation | Less-Than-<br>Significant<br>Impact | No<br>Impact             |
|--|--------------------------------------|---|-------------------------------------|--------------------------|
| <b>IV. BIOLOGICAL RESOURCES</b>  |                                      |   |                                     |                          |
| Would the Project:   |                                      |   |                                     |                          |
| 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 Game or U.S. Fish and Wildlife Service? | <input type="checkbox"/>             | X   | <input type="checkbox"/>            | <input type="checkbox"/> |
| b. Have a substantial adverse effect on any riparian habitat or other sensitive natural community identified in local or regional plans, policies, and regulations or by the California Department of Fish and Game or US Fish and Wildlife Service?   | <input type="checkbox"/>             | X   | <input type="checkbox"/>            | <input type="checkbox"/> |
| c. Have a substantial adverse effect on federally protected wetlands as defined by Section 404 of the Clean Water Act (including, but not limited to, marsh, vernal pool, coastal, etc.) through direct removal, filling, hydrological interruption, or other means?   | <input type="checkbox"/>             | X   | <input type="checkbox"/>            | <input type="checkbox"/> |
| 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?   | <input type="checkbox"/>             | X   | <input type="checkbox"/>            | <input type="checkbox"/> |

|  | Potentially<br>Significant<br>Impact | Less-Than-<br>Significant<br>With Mitigation<br>Incorporation | Less-Than-<br>Significant<br>Impact | No<br>Impact             |
|--|--------------------------------------|---|-------------------------------------|--------------------------|
| e. Conflict with any local policies or ordinances protecting biological resources, such as a tree preservation policy or ordinance?  | <input type="checkbox"/>             | X   | <input type="checkbox"/>            | <input type="checkbox"/> |
| 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? | <input type="checkbox"/>             | X   | <input type="checkbox"/>            | <input type="checkbox"/> |

### Discussion:

A complete biological resources assessment has been prepared for the Project site by Geoff Monk & Associates (M & A) in January, 2016. This report and inventory includes results of recent site plant and wetland surveys at the Project site and is found in Attachment D-1. A Tree Preservation and Mitigation Report was prepared by Horticultural Associates in November of 2015 (Attachment D-2).

Biological resources include common plant and animal species, and special-status plants and animals as designated by the U.S. Fish and Wildlife Service (USFWS), California Department of Fish and Wildlife (CDFW), National Marine Fisheries Service (NMFS). The California Native Plant Society (CNPS) data was also referenced. Biological resources also include waters of the United States and State, as regulated by the U.S. Army Corps of Engineers (USACOE), and the California Regional Water Quality Control Board (RWQCB).

### Plant Communities and Associated Wildlife Habitats

The site has ruderal grasslands that are dominated by introduced annual grasses and forbs, highly adapted to disturbance and colonize sites with a history of high intensity and continual disturbance. Historically, the Project site was typical of much of the Santa Rosa Plain, dominated by native perennial grassland and oak savanna. Scattered trees and shrubs also occurring include Himalayan blackberry, coast redwood, Monterey pine, firethorn, rose and various orchard trees occur throughout the central portion of the site associated with past or present home sites. Two distinct plant communities were identified within the Project site: ruderal grassland and seasonal wetlands and swales. A complete list of plant species observed on the Project site is presented in Table 1 of Attachment D-1.

Non-Native Annual Grassland. The predominant vegetation cover at the site consists of introduced species of annual grasses and forbs. The native, perennial bunchgrasses that dominated the native grassland prior to European settlement have now been largely displaced by ruderal species. Some of these non-native grass dominants found on the Project site include, in order of dominance, medusahead (*Elymus caput-medusae*), soft chess (*Bromus hordeaceus*), Italian ryegrass (*Festuca perennis*), Mediterranean barley (*Hordeum marinum* ssp. *gussoneanum*), Harding grass (*Phalaris aquatica*), wild oats (*Avena fatua*), brome fescue (*Festuca bromoides*), rattail fescue (*Festuca myuros*), and ripgut brome (*Bromus diandrus*). Common non-native forbs found on the Project site, in order of dominance, include dove weed (*Croton setiger*), sheep sorrel (*Rumex acetosella*), subterranean clover (*Trifolium subterraneum*), dissected geranium (*Geranium dissectum*), white-stem filaree (*Erodium moschatum*), vetch (*Vicia villosa*), prickly lettuce (*Lactuca serriola*), bindweed (*Convolvulus arvensis*), hairy cats ear (*Hypochaeris radicata*), and rose clover (*Trifolium hirtum*). Due to long-term grazing and disturbance, very few native taxa remain on the Project site. The few native plant species found on the Project site include Fitch's spikeweed (*Centromadia fitchii*), California oat grass (*Danthonia californica*), California poppy (*Eschscholzia californica*), coyote brush (*Baccharis pilularis*), and valley oak (*Quercus lobata*). Common wildlife species associated with ruderal communities on the Project site include American crow (*Corvus*

*brachyrhynchos*), western scrub jay (*Aphelocoma californica*), mourning dove (*Zenaida macroura*), house sparrow (*Passer domesticus*), house finch (*Carpodacus mexicanus*), and Botta's pocket gopher (*Thomomys bottae*).

**Seasonal Wetland.** Approximately 2.09 acres of seasonal wetland occur on the Project site. Most seasonal wetlands and swales on the Project site occur in well-defined topographic low areas dominated by a mix of native and non-native, hydrophytic plant species that include in order of dominance Mediterranean barley, Italian ryegrass, low manna grass (*Glyceria declinata*), pennyroyal (*Mentha pulegium*), rabbits foot grass (*Polypogon monspeliensis*), semaphore grass (*Pleuropogon californicus* var. *californicus*), and spikerush (*Eleocharis macrostachya*). Other co-occurring plants that are not dominants include non-native species such as curly dock (*Rumex crispus*), fiddle dock (*Rumex pulcher*), and dove weed.

**Special-Status Plants.** No special-status plants have been mapped on or adjacent the Project site during intensive botanical surveys conducted in 1994, 1998, 1999, 2000, and 2014.

Based on a record search of CDFW's California Natural Diversity Database (CNDDB 2014) for special-status plant records within 3 miles of the Project site, and the CNPS Inventory (CNPS 2001) for a list of special-status plant species from the same U.S. Geological Survey quadrangle as the Project site (Santa Rosa Quad), M&A compiled a list. However, 32 special-status plant species are known from the region of the Project site (Table 3 of Attachment D). Many of these plants occur in specialized habitats such as chaparral, marshes and swamps, coastal prairie, coastal scrub, and closed-cone coniferous forests, which do not occur on or near the Project site. Accordingly, species occurring in these specialized habitats were summarily dismissed from consideration. However, ruderal grassland and seasonal wetlands provide suitable habitat for 14 of these 32 special-status plant species that are known from the region. As these habitats occur on the Project site, potential impacts to these plants are discussed.

**Sonoma Sunshine.** (*Blennosperma bakeri*) is a federal and state-listed endangered plant species. It is also a CNPS Rank 1B.1 species. Although Sonoma sunshine has not been observed onsite during five different years of appropriately-timed rare plant surveys, according to the *Programmatic Biological Opinion for U.S. Army Corps of Engineers (USACOE) Permitted Projects that May Affect California Tiger Salamander and Three Endangered Plant Species on the Santa Rosa Plain, California* (USACOE File Number 223420N) (USFWS File No. 81420-2008-F-2061) (USFWS 2007) (herein referred to as the Programmatic Biological Opinion), even if surveys have been conducted following USFWS protocols and no listed plants are found, nonetheless seasonal wetlands in the Santa Rosa Plain are still classified as "suitable habitats" for federal listed plants that occur in vernal pools and seasonal wetlands. Thus, approximately 2.09 acres of seasonal wetlands on the Project site are assumed to provide suitable habitat conditions for federally listed vernal pool plants known from the Santa Rosa Plain.

**Burke's Goldfields.** (*Lasthenia burkei*) is another federal- and state-listed endangered species. It is also a CNPS Rank 1B.1 species. Although Burke's goldfields has not been observed onsite during five different years of appropriately-timed rare plant surveys, according to the Programmatic Biological Opinion (USFWS 2007), even if surveys have been conducted following USFWS protocols and no listed plants are found, nonetheless seasonal wetlands in the Santa Rosa Plain are still classified as "suitable habitats" for federal listed plants that occur in vernal pools and seasonal wetlands. Thus, approximately 2.09 acres of seasonal wetlands on the Project site are assumed to provide suitable habitat conditions for federally listed vernal pool plants known from the Santa Rosa Plain.

**Sebastopol Meadowfoam.** (*Limnanthes vinculans*) is a federal- and state-listed endangered species. It is also a CNPS Rank 1B.1 species. Although Sebastopol meadowfoam has not been observed onsite during five different years of appropriately-timed rare plant surveys, according to the Programmatic Biological Opinion (USFWS 2007), even if surveys have been conducted following USFWS protocols and no listed plants are found, nonetheless seasonal wetlands in the Santa Rosa Plain are still classified as "suitable habitats" for federal listed plants that occur in vernal pools and seasonal wetlands. Thus,

approximately 2.09 acres of seasonal wetlands on the Project site are assumed to provide suitable habitat conditions for state and federally listed vernal pool plants known from the Santa Rosa Plain.

Pale-yellow Hayfield Tarplant. (*Hemizonia congesta* ssp. *congesta*) (formerly *H. c. leucocephala*) is a CNPS Rank 1B.2 species. It has no state or federal status. Although marginal habitat for this species occurs in limited locations on the Project site, this species was not detected during special-status plant surveys conducted in 1994, 1998, 1999, 2000, and 2014, and thus it can safely be concluded that this species would not be impacted by the Project.

Dwarf Downingia. (*Downingia pusilla*) is a CNPS Rank 2B.2 species. It has no state or federal status. Although marginal habitat for this species occurs in limited locations on the Project site, this species was not detected during special-status plant surveys conducted in 1994, 1998, 1999, 2000, and 2014, and thus it can safely be concluded that this species would not be impacted by the Project.

Legenere. (*Legenere limosa*) is a CNPS Rank 1B.1 species. It has no state or federal status. Although marginal habitat for this species occurs in limited locations on the Project site, this species was not detected during special-status plant surveys conducted in 1994, 1998, 1999, 2000, and 2014, and thus it can safely be concluded that this species would not be impacted by the Project.

Showy Indian Clover. (*Trifolium amoenum*) is federally endangered. It is also a CNPS Rank 1B.1 species. Although marginal habitat for this species occurs in limited locations on the Project site, this species was not detected during special-status plant surveys conducted in 1994, 1998, 1999, 2000, and 2014, and thus it can safely be concluded that this species would not be impacted by the Project.

Saline Clover. (*Trifolium hydrophilum*) is a CNPS Rank 1B.2 species. It has no state or federal status. Although marginal habitat for this species occurs in limited locations on the Project site, this species was not detected during special-status plant surveys conducted in 1994, 1998, 1999, 2000, and 2014, and thus it can safely be concluded that this species would not be impacted by the Project.

Baker's Navarretia. (*Navarretia leucocephala* ssp. *bakeri*) is a CNPS Rank 1B.1 species. It has no state or federal status. Although marginal habitat for this species occurs in limited locations on the Project site, this species was not detected during special-status plant surveys conducted in 1994, 1998, 1999, 2000, and 2014, and thus it can safely be concluded that this species would not be impacted by the Project.

Many Flowered Navarretia. (*Navarretia leucocephala* ssp. *plieantha*) is a federal- and state-listed endangered species. It is also a CNPS Rank 1B.1 species. Although marginal habitat for this species occurs in limited locations on the Project site, this species was not detected during special-status plant surveys conducted in 1994, 1998, 1999, 2000, and 2014, and thus it can safely be concluded that this species would not be impacted by the Project.

Big-scale Balsamroot. (*Balsamorhiza macrolepis*) is a CNPS Rank 1B.2 species. It has no state or federal status. Although marginal habitat for this species occurs in limited locations on the Project site, this species was not detected during special-status plant surveys conducted in 1994, 1998, 1999, 2000, and 2014, and thus it can safely be concluded that this species would not be impacted by the Project.

Bent-flowered Fiddleneck. (*Amsinckia lunaris*) is a CNPS Rank 1B.2 species. It has no state or federal status. Although marginal habitat for this species occurs in limited locations on the Project site, this species was not detected during special-status plant surveys conducted in 1994, 1998, 1999, 2000, and 2014 and thus it can safely be concluded that this species would not be impacted by the Project.

Fragrant Fritillary. (*Fritillaria liliacea*) is on CNPS Rank 1B.2. This plant has no federal or state status. Although marginal habitat for this species occurs in limited locations on the Project site, this species was not detected during special-status plant surveys conducted in 1994, 1998, 1999, 2000, and 2014, and thus it can safely be concluded that this species would not be impacted by the Project.



Narrow-anthered California Brodiaea. (*Brodiaea californica* var. *leptandra*) is a CNPS Rank 1B.2 species. Although marginal habitat for this species occurs in limited locations on the Project site, this species was not detected during special-status plant surveys conducted in 1994, 1998, 1999, 2000, and 2014, and thus it can safely be concluded that this species would not be impacted by the Project.

Potential Special-Status Animals on the Project Site. A total of 8 special-status species of invertebrates, fish and wildlife species were identified in the CNDDDB as occurring in the Project region (Table 3 of Attachment D). Due to presence of suitable habitats, 5 of these species are discussed below.

California Tiger Salamander. The Project site is located within the known range of the Sonoma County "Distinct Population Segment" (DPS) of the California tiger salamander. Under the FESA, the USFWS emergency listed the Sonoma County DPS as endangered on July 22, 2002. The USFWS formalized the listing of the Sonoma County DPS of the California tiger salamander as endangered on March 19, 2003 (USFWS 2003).

The federally listed California tiger salamander is known to occur on the project site. In 2002, two adult male California tiger salamanders were reported to be on the project site (CNDDDB Record 787). During the spring, summer, and fall months, most known populations of the California tiger salamander throughout this species range in California predominately use California ground squirrel (*Spermophilus beechyi*) burrows as over summering habitat (G. Monk personal observation). However, in Sonoma County where California ground squirrel populations are scarce to non-existent, subterranean refugia likely include Botta's pocket gopher burrows, deep fissures in desiccated clay soils, and debris piles (e.g., downed wood, rock piles, etc.). There are 28 CNDDDB records for the California tiger salamander within 1.3 miles of the Project site. While seasonal wetlands on the Project site provide suitable breeding habitat, breeding records for this species are not reported on the Project site. The closest known breeding site to the Project site for the California tiger salamander is located 687 feet southwest of the Project site (CNDDDB Record 232). This record was last updated in 2006.

In 2015, M&A conducted USFWS-approved spring California tiger salamander larval surveys to determine if California tiger salamander could be breeding on the Project site in 2015. M&A biologist Mr. Geoff Monk conducted two different surveys; one on February 27, 2015 for California tiger salamander eggs; and one on April 29, 2015 for California tiger salamander larvae. Both surveys were negative, indicating that this salamander did not breed on the Project site in 2015.

Due to the presence of suitable California tiger salamander habitat and the two adult male tiger salamanders that were reported to be on site in 2002 (CNDDDB Record 787), impacts to the California tiger salamander that would occur from development of the Project site are regarded as potentially significant pursuant to CEQA. Mitigation measures can be implemented that would reduce the significance of this impact to less than significant pursuant to the CEQA.

California Red-Legged Frog. The California red-legged frog was federally listed as threatened on May 23, 1996 (Federal Register 61: 25813-25833) and as such is protected pursuant to the Federal Endangered Species Act. On March 16, 2010 the USFWS issued the final designation for California red-legged frog Critical Habitat (USFWS 2010). The 2010 Critical Habitat maps (Federal Register dated March 17, 2010 (Volume 75, Number 51:12815-12864) show that the Project site is located approximately 5.80 miles west of Critical Habitat Unit SON-1. The California red-legged frog is also a state "species of special concern."

The closest record for this frog occurs approximately 2.80 miles east of the Project site (CNDDDB unprocessed data, Brian Acord, Lead Zoologist, Biogeographic Data Branch, CDFW, personal communication with Sadie McGarvey, M&A, February 25, 2014) (Figure 4 of Attachment D). This record for California red-legged frog occurs in the hills of Sonoma County, outside of the Santa Rosa Plain. There is a densely urbanized landscape and Highway 101 between the closest California red-legged frog record and the Project site; both constitute effective geographic barriers to CRLF movements to/from the Project to the known record location. As such, California red-legged frog is not expected to occur on or



near the Project site. Accordingly, impacts to California red-legged frogs are not regarded as significant pursuant to CEQA.

White-Tailed Kite. The white-tailed kite (*Elanus caeruleus*) is a "Fully Protected" species under the California Fish and Game Code (§3511). Fully protected birds may not be "taken" or possessed (i.e., kept in captivity) at any time. It is also protected under the Federal Migratory Bird Treaty Act (50 CFR 10.13). The closest known nesting record for this species is located 1.10 miles northeast of the Project site (CNDDDB Occurrence No. 77). The Project site's pine and oak trees and coyote brush provide suitable nesting habitat for the white-tailed kite. The Project proponent can avoid impacts to nesting white-tailed kite by conducting preconstruction nesting surveys and implementing avoidance measures. Hence, pursuant to the CEQA, impacts to white-tailed kite would be less than significant with incorporation of mitigation measures.

Pallid Bat. The pallid bat (*Antrozous pallidus*) is a California "species of special concern." It has no federal status. While there are no records for this species within 3 miles of the Project site, it is known from the region of the site. Additionally, there are buildings and trees with crevices on the Project site that provide potential roosting habitat. The Project proponent can avoid impacts to this species by conducting preconstruction nesting surveys and implementing avoidance measures. Hence, pursuant to the CEQA, impacts to the pallid bat would be less than significant with incorporation of mitigation measures.

Townsend's Big-Eared Bat. Townsend's big-eared bat (*Corynorhinus townsendii*) is a California "species of special concern"; it is also a candidate for state listing. It has no special federal status. While there are no records for this species within 3 miles of the Project site, it is known from the region of the site. Additionally, there are buildings and trees with crevices on the Project site that provide potential roosting habitat. The Project proponent can avoid impacts to this species by conducting preconstruction nesting surveys and implementing avoidance measures. Hence, pursuant to the CEQA, impacts to Townsend's big-eared bat would be less than significant with incorporation of mitigation measures. The Impacts and Mitigation sections below address these impacts.

City of Santa Rosa Tree Ordinance. There are 70 trees on the Grove Village site and the City of Santa Rosa Tree Ordinance is applicable. A Horticultural Report has been prepared for the Project (Attachment D-2).

#### Section 404 of the Clean Water Act

The Project would require the fill of all waters of the U.S. on the Project site (2.09 acres). As impacts to waters of the U.S. will be greater than 0.5 acre, an Individual Permit will be required. Prior to impacting the wetlands on the Project site, it will be necessary to obtain authorization from the USACOE.

#### Porter-Cologne Water Quality Control Act

The RWQCB requires complete pre- and post-development Best Management Practices Plan (BMPs) of any portion of the Project site that is developed. This means that a water quality treatment plan for the pre- and post-developed Project site must be prepared and implemented. Preconstruction requirements must be consistent with the requirements of the National Pollutant Discharge Elimination System (NPDES). That is, a Stormwater Pollution Prevention Plan (SWPPP) must be developed prior to the time that a site is graded (see NPDES section below). In addition, a post construction BMPs plan, or a Stormwater Management Plan (SWMP) must be developed and incorporated into any site development plan.

#### **Impacts:**

#### **IV(a-e) Less Than Significant With Mitigation Incorporated:**

Wetlands: There are 11 seasonal wetland features that occur on the Project site, comprising 2.09 acres of seasonal wetlands. Impacts to these features would be regulated by the USACOE and the RWQCB pursuant to Sections 404 and 401 of the Clean Water Act, respectively. The Project

would result in impacts to “waters of the United States/State”, a significant impact that could be mitigated to a level regarded as less than significant with implementation of mitigation measures.

Special Status Plants: Formal special-status plant surveys were conducted on the Project site in 1994, 1998, 1999, 2000, and 2014 with no indication of presence of any special-status plant species. The approximately 2.09 acres of seasonal wetland on the Project site are assumed to provide suitable habitat for federal listed plants occurring in vernal pools and seasonal wetlands in the Santa Rosa Plain, and will be mitigated pursuant to the USFWS’ requirements for mitigation of “suitable” listed vernal pool plant species habitats. As such, pursuant to the CEQA, impacts to listed vernal pool plants would be less than significant with incorporation of mitigation measures.

California Tiger Salamander: The federally listed California tiger salamander is known to occur on the Project site. In 2002, two adult male California tiger salamanders were reported to be on the Project site (CNDDDB Record 787). There are 28 CNDDDB records for the California tiger salamander within 1.3 miles of the Project site. While seasonal wetlands on the Project site provide suitable breeding habitat, breeding records for this species are not reported on the Project site. The closest known breeding site to the Project site for the California tiger salamander is located 687 feet southwest of the Project site (CNDDDB Record 232). As such the Project site provides suitable over summering habitat for the California tiger salamander. There are two existing single-family residences on the Project site and associated structures. These structures and attending parking areas and sidewalks constitute hard-packed, gravel impregnated, developed, and paved surfaces that do not constitute suitable habitat for the California tiger salamander. Approximately 1.87 acres of the Project site are hard-packed surfaces that are deemed unsuitable for use by California tiger salamanders. Thus, approximately 17.1 acres of the 18.97-acre Project site is considered suitable California tiger salamander upland over summering and migration habitat that would be subject to the mitigation requirements set forth in the USFWS’ Programmatic Biological Opinion (USFWS 2007). As such, pursuant to the CEQA, impacts to California tiger salamander are regarded as potentially significant. Mitigation measures can be implemented to reduce these impacts to a level considered less than significant pursuant to the CEQA.

Protected Trees: As identified in the City of Santa Rosa Tree Ordinance, trees present on the Project site are comprised of a mix of native and protected trees, such as valley oak and redwood, and horticultural and unprotected trees, such as Monterey pine along with various remnant orchard trees. Pursuant to the Tree Ordinance, mitigation is required for impacts to protected trees. According to the Arborist’s report, of the 70 trees that were included in this inventory it appears that 23 can be effectively preserved, 11 should be removed due to existing poor condition or structural hazard, and 36 will require removal directly due to expected development impacts. Only 1 Heritage tree, as defined in the Ordinance, will be removed. Mitigation measures are identified below which, when implemented, will reduce impacts to heritage trees to a level of less than significant.

Nesting Raptors and Passerine Birds: Nesting raptors (birds of prey) and passerine (perching) birds are protected pursuant to California Fish and Game Code (Sections 3503, 3503.5, 3513), and the Federal Migratory Bird Treaty Act. The pines, redwoods, and oaks present on the Project site provide suitable nesting habitat for raptors and passerines. In addition, the grassland on the Project site provides suitable nesting habitat for ground nesting birds such as ground nesting birds such as killdeer (*Charadrius vociferus*), western meadowlark (*Sturnella neglecta*), and mourning dove. All impacts to nesting raptors and passerine birds will be mitigated to a level of less than significant through the implementation of mitigation measures listed below.

Special-Status Bats: The structures and trees on the Project site provide suitable roosting habitat for the pallid bat and Townsend’s big-eared bat. These bat species are designated by the State as “species of special concern.” In accordance with the CEQA Guidelines (Section 15380) which

protects “rare” and “endangered” species as defined by CEQA (species of special concern meet this CEQA definition), impacts to these bats resulting from the Project would be regarded as potentially significant. The Project proponent can avoid impacts to special-status bats by conducting preconstruction surveys and implementing avoidance measures.

- IV(f) **Less Than Significant With Mitigation Incorporated.** The Project will not conflict with the provisions of an adopted Habitat Conservation Plan, Natural Community Conservation Plan, or other approved local, regional, or state habitat conservation plan as mitigation is provided for below which will reduce impacts to levels of less than significant.

**Recommended Mitigation Measures:**

**BIO-1. Wetlands:** Impacts to potential waters of the United States and/or State can be reduced to less-than-significant levels with incorporation of mitigation that includes avoidance, minimization of impacts, and/or mitigation compensation.

The applicant is proposing to mitigate impacts to USACOE and RWQCB jurisdictional seasonal wetlands via the purchase of mitigation credits from a USACOE/RWQCB approved wetland mitigation bank. Typically, the USACOE and RWQCB require that impacted seasonal wetlands be replaced at a 2:1 replacement to impacts ratio. The North Coast RWQCB and/or the USACOE may also require mitigation for indirect impacts to waters of the U.S. if such impacts would impair the functions and services provided by any avoided wetlands on the Project site. Accordingly, the applicant shall mitigate impacts to waters of the U.S. and State via the purchase of credits from a USACOE and RWQCB approved wetlands conservation bank at a 2:1 (replacement to impacts) ratio. This ratio may be modified to remain consistent with permits issued to the Project by the USACOE and/or RWQCB.

There are 11 seasonal wetland features that occur on the project site, comprising 2.09 acres of seasonal wetlands. Impacts to these features would be regulated by the Corps and the RWQCB pursuant to Sections 404 and 401 of the Clean Water Act, respectively. The proposed project would result in impacts to “waters of the United States/State”. At this time, as the project has not been subjected to a 404(B)(1) Alternatives Analysis by the Corps, the extent of wetland impacts cannot be ascertained with certainty. Regardless, it is known that impacts may occur to all jurisdictional wetlands, or to a subset of all jurisdictional wetlands. Pursuant to the CEQA, impacts to Waters of the United States and/or State would be a significant impact that could be mitigated to a level regarded as less than significant with implementation of mitigation measures.

The Project would impact greater than 0.5 acre of wetlands; therefore, the applicant shall prepare an Individual Permit application as necessary to obtain a permit from the USACOE. The applicant shall mitigate impacts to seasonal wetlands by purchasing wetland conservation credits from a qualified mitigation bank that has been approved for use by the USACOE and the RWQCB. Mitigation shall include that all impacted wetlands are compensated via the purchase of credits from a USACOE approved conservation bank at a 2:1 replacement to impacts ratio, or as otherwise specified in a USACOE 404 permit and a RWQCB 401 permit issued to the Project. Copies of the USACOE 404 permit and the RWQCB Section 401 permit shall be submitted to the City of Santa Rosa. In addition, proof of purchase of wetland mitigation credits shall be provided to the City of Santa Rosa, USACOE, and the RWQCB prior to issuance of grading permits. Mitigation may also be achieved via the purchase of a combination of turn-key mitigation and conservation bank credits as approved by the USACOE and RWQCB. Any other mitigation measures that are required by the USACOE and/or RWQCB permits shall be implemented as conditions of Project approval.

Implementation of these mitigation measures would reduce the Project's impact to waters of the U.S./State to a level considered less than significant pursuant to the CEQA.

**BIO-2. Special-Status Plants:** In addition to the purchase of wetland mitigation under BIO-1, the applicant shall mitigate impacts to suitable listed vernal plant species habitat consistent with the requirements of the Programmatic Biological Opinion (USFWS 2007)(or any updated Programmatic Biological Opinion). As the Project site is south of Santa Rosa Creek on the Santa Rosa Plain, the applicant shall mitigate impacts to vernal plant species habitat (seasonal wetland) by purchasing Sebastopol meadowfoam, Burke's goldfields, and/or Sonoma sunshine credits from a USFWS and CDFW approved mitigation bank (or as otherwise prescribed by the USFWS/CDFW in respective permits authorized for the Project). The credits will be purchased based upon the acreage of impacts to seasonal wetlands. Mitigation shall consist of the purchase of Burke's goldfields, Sonoma sunshine, or Sebastopol meadowfoam mitigation credits from a USFWS approved conservation bank at a minimum of 1:1 occupied or established habitat credits (any combination) with success criteria met prior to issuance of a building permit; and 0.5: 1 established habitat credits with success criteria met prior to groundbreaking at the Project site. The type of rare plant wetland credits and the ratios may be altered to remain consistent with any rare plant mitigation requirements set forth the USFWS' Biological Opinion prepared for the Project.

Proof of the purchase of USFWS approved vernal pool mitigation credits or other rare plant credits as set forth in the USFWS' Biological Opinion shall be provided to the City of Santa Rosa and the USFWS prior to the City's issuance of a grading permit.

Implementation of this mitigation measure would reduce Project impacts to seasonal wetlands that constitute suitable habitat for federally listed plants to a level considered less than significant pursuant to the CEQA.

**BIO-3. California Tiger Salamander:** As the Project site is known to support over summering or migrating California tiger salamanders, the applicant shall acquire an Incidental Take Permit (ITP) from the CDFW prepared pursuant to Section 2081 of the Fish and Game Code. In lieu of the ITP, the applicant may apply for and receive a Consistency Determination from the CDFW that that a federally acquired Incidental Take Permit (i.e., a non-jeopardy Biological Opinion) that provides incidental taking authority to the project pursuant to the Federal Endangered Species Act (FESA) is consistent with the California Endangered Species Act (CESA).

To mitigate impacts to the California tiger salamander the Project shall purchase 34.20 acres of California tiger salamander mitigation credits from a USFWS and CDFW approved conservation bank. In lieu of this mitigation, the Project may permanently protect a minimum of 34.20 acres of conservation lands in fee simple or via recordation of a conservation easement over lands known to support the California tiger salamanders. Any conservation lands acquired in fee simple shall be transferred in fee simple to a CDFW and USFWS approved conservation organization. Any mitigation land used to compensate for impacts to the California tiger salamander must have a permanently established, non-wasting management endowment that is dedicated for those that manage the conserved property. Proof of the execution of CDFW and USFWS approved mitigation for impacts to California tiger salamanders shall be provided to the City of Santa Rosa prior to grading permit issuance. In addition, mitigation shall include, as a condition of Project approval, all conditions in USFWS' Biological Opinion (BO) as incorporated into the USACOE permit and similarly all conditions in the CDFW's Incidental Take Permit (ITP) that must be acquired for the Project. The BO and ITP must be obtained prior to the time the Project breaks ground. A copy of the BO (and USACOE permit) and the CDFW ITP shall be provided to the City of Santa Rosa prior to the time the Project breaks ground.

Implementation of this mitigation measure would reduce Project impacts to the California tiger salamander to a level considered less than significant pursuant to the CEQA.

**BIO-4. Protected Trees:** The arborist report has identified all protected and non-protected trees occurring on the Project site as well as the feasibility of preserving the protected trees onsite. In

addition, the final development plan submitted to the City shall clearly designate all trees and heritage trees on the property by trunk location and an accurate outline of each tree's drip line and shall indicate those trees which are proposed to be altered, removed, or relocated and those trees proposed to be designated protected trees. Prior to tree alteration, removal, or relocation, a tree permit shall be obtained from the City.

According to the City's replacement schedule, tree mitigation may be in the form of in-kind replacement or in-lieu replacement. To remain in compliance with the City of Santa Rosa's Tree Ordinance, unless otherwise agreed upon by the City, the following replacement schedule should be used for the Project:

#### Trees Approved for Removal

For each six inches or fraction thereof of the diameter of a tree which was approved for removal, two trees of the same genus and species as the removed tree (or another species, if approved by the City), each of a minimum 15-gallon container size, shall be planted on the Project site, provided however, that an increased number of smaller size trees of the same genus and species may be planted if approved by the City, or a fewer number of such trees of a larger size may be planted if approved by the City. If the development site is inadequate in size to accommodate the replacement trees, the trees shall be planted on public property with the approval of the City.

#### Trees Not Approved for Removal

For each six inches or fraction thereof of the diameter of a tree which was not approved for removal, four trees of the same genus and species as the removed tree (or another species, if approved by the City), each of a minimum 15-gallon container size, shall be planted on the Project site, provided however, that an increased number of smaller size trees of the same genus and species may be planted if approved by the City, or a fewer number of such trees of a larger size may be planted if approved by the City. If the development site is inadequate in size to accommodate the replacement trees, the trees shall be planted on public property with the approval of the City.

#### In-Lieu Replacement

Upon the request of the developer and the approval of City, the City may accept an in-lieu payment of \$100.00 per 15-gallon replacement tree on condition that all such payments shall be used for tree-related educational Projects and/or planting programs of the City. Implementation of this mitigation would reduce Project impacts to trees to a level considered less than significant.

**BIO-5. Nesting Raptors and Passerines:** Nesting season typically occurs between February 1 and August 31. In order to avoid impacts to nesting raptors and passerines, nesting surveys will be conducted prior to commencement of construction if the work is scheduled to begin during this period. The nesting raptor and passerine surveys should include examination of all trees, shrubs, and grassland within 300 feet of the Project site.

#### Tree Nesting Raptors and Passerines

A pre-construction survey for ground-nesting birds will be performed within thirty (30) days prior to the start of construction. A qualified avian biologist will conduct passerine nest surveys prior to tree pruning, tree removal, ground disturbing activities, or construction activities at the Project site to locate any active nests on or adjacent to the Project site. If land-clearing activities can be performed outside of the nesting season, that is, between August 16 and January 31, no preconstruction surveys for nesting birds are warranted.

If an active raptor nest is identified during the surveys of the Project site and within 300 feet of the Project site, a 300-foot buffer around the nest site must be established. It can be established via installation of orange construction fencing or placement of bright orange lath on 10 foot centers along the arc of the protection buffer. If nesting passerines are identified nesting then a 75-foot protection buffer shall be established using the same buffer demarcation fence or lath as prescribed above.

If nests are located off the Project site, then the buffer should be demarcated as per above but only where the buffer intersects the Project site. The size of the nest protection buffer may be altered if a qualified ornithologist with extensive construction-related nest protection experience conducts behavioral observations and determines the nesting raptors or passerines are well acclimated to disturbance. If this occurs, the qualified ornithologist may prescribe a modified buffer that provides sufficient buffer to prevent undue disturbance/harassment that would otherwise result in construction related nest failure. Physical harm to the nest or sufficient disturbance that results in adult inattentiveness to eggs or young will cause nest failure.

No construction or earth-moving activity should occur within the established buffer until it is determined by a qualified ornithologist that the young have fledged (that is, left the nest) and have attained sufficient flight skills to avoid Project construction zones. In the area of the Project site, this typically occurs by July 15<sup>th</sup>. However, this date may be earlier or later, and would have to be determined by the qualified ornithologist. If a qualified ornithologist is not hired to watch the nesting raptors/passerines then the buffers should be maintained in place through the month of August and work within the buffer can commence September 1<sup>st</sup>.

#### Ground Nesting Raptors and Passerines

In order to determine if ground-nesting raptors or passerines are nesting onsite, a qualified ornithologist will conduct walking transects through the Project site's grassland habitat searching for nests. If ground-nesting raptors (e.g. northern harrier) or passerines are identified during the surveys within 300 feet of the Project site (or 75-feet in the case of passerines), a 300-foot buffer (or 75-feet in the case of passerines) around the nest site should be fenced with orange construction fencing or brightly painted orange lath. If the nest is located off the Project site, then the buffer should be demarcated as per above where the buffer intersects the Project site. The size of the buffer may be altered if a qualified ornithologist conducts behavioral observations and determines the nesting raptors or passerines are well acclimated to disturbance. If this occurs, the ornithologist should prescribe a modified buffer that allows sufficient room to prevent undue disturbance/harassment to the nesting raptors/passerines.

No construction or earth-moving activity shall occur within the established buffer until it is determined by a qualified ornithologist that the young have fledged (that is, left the nest) and have attained sufficient flight skills to avoid Project construction zones. This typically occurs by July 15<sup>th</sup>. This date may be earlier or later, and would have to be determined by a qualified ornithologist. If a qualified ornithologist is not hired to watch the nesting raptors/passerines then the buffers should be maintained in place through the month of August and work within the buffer can commence September 1<sup>st</sup>.

Implementation of this mitigation measure would reduce impacts to nesting raptors and passerines to a level considered less than significant pursuant to the CEQA.

**BIO-6. Special-Status Bats:** In order to avoid impacts to special-status bats, a biologist will conduct a preconstruction survey of structures and trees that would be impacted by the Project 15 days prior to removal or commencement of ground work. All bat surveys will be conducted by a biologist with experience surveying for bats. If no special-status bats are found during the surveys, then there will be no further regard for special-status bat species.

If special-status bat species are found roosting on the Project site, the biologist will determine if there are young present (i.e., the biologist will determine if there are maternal roosts). If young are found roosting in any tree or structure that will be impacted by the Project, such impacts will be avoided until the young are flying and feeding on their own. A non-disturbance buffer installed with orange construction fencing will be established around the maternity site. The size of the buffer zone will be determined by a qualified bat biologist at the time of the surveys. If adults are found roosting in a tree or structure on the Project site but no maternal sites are found, then the adult bats can be flushed or a one-way eviction door can be placed over the tree cavity (or structure access opening) for a 48 hour period prior to the time the tree or structure in question would be removed or disturbed. At that point, no other mitigation compensation would be required.

Implementation of these mitigation measures would ensure that impacts to special-status bats remain at a level considered less than significant pursuant to the CEQA.

**Sources:**

- United States Fish & Wildlife Service (USFWS) et. Al., Final Santa Rosa Plain Conservation Strategy. Sacramento Office of the U.S. Fish and Wildlife Service, California Department of Fish and Game, U.S. Army Corps of Engineers, U.S. Environmental Protection Agency, North Coast Regional Water Quality Control Board, County of Sonoma, Cities of Cotati, Rohnert Park, and Santa Rosa, Laguna de Santa Rosa Foundation. December 1, 2005
- City of Santa Rosa 2035 General Plan/Final EIR, 2009
- Monk & Associates, Biological Resource Analysis, Stony Village South Project (Grove Village), January, 2016
- Horticultural Associates, Tree Preservation and Mitigation Report, Grove Village, November, 2015

|  | Potentially<br>Significant<br>Impact | Less-Than-<br>Significant With<br>Mitigation<br>Incorporated | Less Than<br>Significant<br>Impact | No<br>Impact             |
|--|--------------------------------------|--|------------------------------------|--------------------------|
| <b>V. CULTURAL RESOURCES</b>   |                                      |  |                                    |                          |
| Would the project?   |                                      |  |                                    |                          |
| a. Cause a substantial adverse change in the significance of a historic resource as defined in 15064.5?      | <input type="checkbox"/>             | <input type="checkbox"/>                                     | X                                  | <input type="checkbox"/> |
| b. Cause a substantial adverse change in the significance of an archaeological resource pursuant to 15064.5? | <input type="checkbox"/>             | <input type="checkbox"/>                                     | X                                  | <input type="checkbox"/> |
| c. Directly or indirectly destroy a unique paleontological resource or site or unique geologic feature?      | <input type="checkbox"/>             | <input type="checkbox"/>                                     | X                                  | <input type="checkbox"/> |
| d. Disturb any human remains, including those interred outside of formal cemeteries?                         | <input type="checkbox"/>             | <input type="checkbox"/>                                     | X                                  | <input type="checkbox"/> |

### Discussion:

A Cultural Resources Report evaluating the Project site was prepared by Tom Origer & Associates in May of 2014. Their report serves as the basis of this analysis and conclusions. The full report is confidential and held by the City.

The Project site is located on an undeveloped site within the City of Santa Rosa within an area of planned development. The study area comprises approximately 19 acres of relatively level land located approximately 2.3 miles southwest of downtown Santa Rosa, as shown on the Santa Rosa, California 7.5' USGS topographic maps. There are no known unique geological or paleontological features on the Project site that would indicate the presence of cultural resources.

V(a) **Less Than Significant Impact.** There are numerous buildings within the study area. APN 134-042-043 contains a wooden shed, APN 134-042-011 contains an occupied house and 2 outbuildings, APN 134-042-017 contains a wooden shack, and APN 134-042-048 contains a concrete pump house, a plywood shed, and a residential building (possibly a duplex) which is abandoned. The existing mid-century buildings within the study area are not architecturally unique and do not appear to meet any criteria for inclusion on either the National Register of Historic Places or the California Register of Historical Resources. No resource-specific recommendations are made.

V(b,c,d) **Less Than Significant Impact.** Contacts to Native American groups, archival research and a field survey did not reveal any prehistoric or historic-era cultural resources within the study area, and no resource-specific recommendations are warranted.

Potential impacts to cultural resources are considered less than significant as no resources were identified in archival research, during contacts or during the on-site field reconnaissance. Existing standard measures, imposed by the City of Santa Rosa and promulgated in Public Resources Code Section 5097.98 and Health and Safety Code Section 7050.5 pertaining to the discovery of human remains, will protect any subsurface features that might be discovered during construction.

### Standard Measures:

- There is the possibility that buried archaeological materials could be found. If found, all soil disturbing work shall be halted at the location of any discovery until the archaeologist completes a significance evaluation of the find(s) pursuant to Section 106 of the National Historic Preservation Act (36CFR60.4). A qualified archaeologist shall be consulted in the event that possible archaeological site indicators are found.
- If human remains are encountered, excavation or disturbance of the location must be halted in the vicinity of the find, and the county coroner contacted. If the coroner determines the remains are Native American, the coroner will contact the Native American Heritage Commission. The Native American Heritage Commission will identify the person or persons believed to be most likely descended from the deceased Native American. The most likely descendent makes recommendations regarding the treatment of the remains with appropriate dignity.

### Sources:

- City of Santa Rosa 2035 General Plan/Final EIR, 2009
- City of Santa Rosa Southwest Area Plan Draft EIR, 1994
- Tom Origer & Associates, Cultural Resources Study, June 2014 (confidential City document)



|  | Potentially<br>Significant<br>Impact | Less-Than-<br>Significant<br>With Mitigation<br>Incorporated | Less-Than-<br>Significant<br>Impact | No<br>Impact             |
|--|--------------------------------------|--|-------------------------------------|--------------------------|
| <b>VI. GEOLOGY AND SOILS</b>   |                                      |  |                                     |                          |
| Would the project:   |                                      |  |                                     |                          |
| a. Expose people or structures to 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 Special Publication 42. | <input type="checkbox"/>             | <input type="checkbox"/>                                     | X                                   | <input type="checkbox"/> |
| ii) Strong seismic ground shaking?   | <input type="checkbox"/>             | X  | <input type="checkbox"/>            | <input type="checkbox"/> |
| iii) Seismic related ground failure, including liquefaction?   | <input type="checkbox"/>             | X  | <input type="checkbox"/>            | <input type="checkbox"/> |
| iv) Landslides?  | <input type="checkbox"/>             | <input type="checkbox"/>                                     | <input type="checkbox"/>            | X                        |
| b. Result in substantial soil erosion or the loss of topsoil?  | <input type="checkbox"/>             | X  | <input type="checkbox"/>            | <input type="checkbox"/> |
| 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?  | <input type="checkbox"/>             | X  | <input type="checkbox"/>            | <input type="checkbox"/> |
| d. Be located on expansive soil, as defined in Table 18-1-B of the Uniform Building Code (1994), creating substantial risks to life or property?   | <input type="checkbox"/>             | X  | <input type="checkbox"/>            | <input type="checkbox"/> |
| e. Have soils incapable of adequately supporting the use of septic tanks or alternative wastewater disposal systems where sewers are not available for the disposal of wastewater?   | <input type="checkbox"/>             | <input type="checkbox"/>                                     | <input type="checkbox"/>            | X                        |

## Discussion:

The Project has been the subject of a geotechnical investigation prepared in September, 2014 by TMakdissy Consulting. Their report is the basis for this analysis and the conclusions. The entire report is found in Attachment F.

As described by TMakdissy Consulting, Inc., the Project site is relatively flat and does not contain evidence of any geologic activities such as faulting and landsliding, but is located in an area considered to be susceptible to ground motions. Santa Rosa is located within a seismically active area in California. The area is subject to geological hazards related primarily to seismic events (earthshaking) due to presence of active faults. However, the Project site is of relatively flat terrain and is not located within the Alquist-Priolo Special Study Zone, as depicted in the General Plan 2035 (Figure 12-3). In addition, the site is outside of the area of violent ground shaking in the event of an earthquake on the Rogers Creek Fault. The development will require the application of City and California Building Code (CBC) construction standards to address all potential impacts related to possible area seismic activity, making impacts from geologic hazards less than significant. The CBC requires earthquake resistant design and construction which reduces earthquake damages and losses.

Groundwater was encountered in all three borings between 10-19 feet below existing grade. Fluctuations in the groundwater table can be expected with changes in seasonal rainfall, urbanization, and construction activities at or in the vicinity of the site.

The primary geologic hazard identified at the site is the potential for strong to very strong earthquake-induced ground shaking. Other hazards, as discussed below, are not considered significant at the site. A brief description of each geologic hazard and recommended mitigation measures are listed in the following sections.

VI(a) i) **Less Than Significant Impact. Fault Surface Rupture:** The Project site is not located within an Alquist-Priolo Earthquake Fault Zone. The closest active faults are the Hayward Rodgers Creek Fault located 6 km to the northeast and the San Andreas Fault 26.5 km southwest of the site. On August 24, 2014, a magnitude 6 earthquake occurred near American Canyon. According to the USGS, the Magnitude 6 "South Napa earthquake," of August 24, 2014 *"appears to have ruptured on or just west of mapped traces of the West Napa Fault, the most seismically active of the faults mapped between the longer Hayward Rodgers Creek fault on the west and the Concord-Green Valley Fault to the east."* It is noted that the northern terminus of the West Napa Fault is located approximately 25 km due east of the site. As a result, the potential for fault surface rupture at the site is therefore low.

ii) **Less Than Significant With Mitigation Incorporation. Seismic Shaking:** The site could experience moderate to strong ground shaking from future earthquakes originating on active faults in the San Francisco Bay Region.

The potential damaging effects of regional earthquake activity should be considered in the design of structures. The 2013 CBC utilizes the design procedures outlined in the 2010 ASCE 7-10 Standard. The seismic design parameters have been developed using the online U.S. Geological Survey, US Seismic Design Maps tool, version 3.1.0, last updated 11 July 2013 for the site and are presented in Table VI-1.

**TABLE VI-1**  
2013 CBC Seismic Design Criteria

| Seismic Parameter   | Coefficient | Value        |
|---|-------------|--------------|
| Mapped MCE Spectral Acceleration at Short-Period 0.2 secs   | $S_s$       | 1.702        |
| Mapped MCE Spectral Acceleration at a Period of 1.0s  | $S_1$       | 0.677        |
| Site Class  |             | D            |
| Adjusted MCE, 5% Damped Spectral Response Acceleration at Short Period of 0.2s for Site Class D         | $S_{MS}$    | <u>1.710</u> |
| Adjusted MCE, 5% Damped Spectral Response Acceleration at Period of 1.0s for Site Class D               | $S_{M1}$    | 1.015        |
| Design 5% Damped Spectral Response Acceleration at Short Period of 0.2s for Occupancy Category I/II/III | $S_{DS}$    | 1.140        |
| Design 5% Damped Spectral Response Acceleration at Period of 1.0s for Occupancy Category I/II/III       | $S_{D1}$    | 0.677        |

The potential for strong seismic shaking at the Project site is high. Due to their close proximity and historical seismic activity, the San Andreas, Hayward/Rodgers Creek, and Maacama South faults present the highest historically documented potential for severe ground shaking. The most significant adverse impact associated with strong seismic shaking is potential damage to structures and improvements. These potential impacts will be reduced to levels of less than significant with mitigation.

iii) **Less Than Significant With Mitigation Incorporation.** Liquefaction Potential: Liquefaction occurs primarily in relatively loose, saturated, cohesionless soils. Under earthquake stresses, these soils become “quick”, lose their strength and become incapable of supporting the weight of the overlying soils or structures. The data used for evaluating liquefaction potential of the subsurface soils consisted of the penetration resistance, the soil gradation, the relative density of the materials, and the groundwater level.

There is a possibility that the 5 foot thick saturated sand layer encountered in boring B-1 at approximately 25 feet below existing grade will liquefy in a significant earthquake event, however the liquefaction-induced settlement is expected to be very low given the limited thickness and discontinuous nature of this layer. In addition, the thick, predominantly-clay cover overlying this potentially liquefiable sand layer will likely limit any surface manifestations of liquefaction to very minor differential settlement, if any.

iv) **No Impact.** The site is relatively flat and is, therefore, not susceptible to landsliding.

VI(b) **Less Than Significant Impact With Mitigation Incorporation.** Erosion: Sandy soils on moderate slopes or clayey soils on steep slopes are susceptible to erosion when exposed to concentrated surface water flow. The Project site is relatively flat; therefore the risk of significant erosion is low. However, the potential for erosion is increased when established vegetation is disturbed or removed. No significant fill placement or excavation is anticipated as part of the Project. Mitigation Measures are provided that will ensure impacts related to erosion are reduced to levels of less than significant.

VI(c) **Less Than Significant Impact With Mitigation Incorporation.** Seismic Induced Ground Settlement: Seismic ground shaking can induce settlement of unsaturated, loose, granular soils. Settlement occurs as the loose soil particles rearrange into a denser configuration when subjected to seismic ground shaking. Varying degrees of settlement can occur throughout such a deposit and could result in differential settlement of structures founded on such deposits. No significant loose granular soil deposits above the groundwater table were observed during the site

evaluation. The risk of seismically induced settlement is low and therefore considered less than significant after the incorporation of mitigation measures.

Lateral Spreading, Lurching and Ground Cracking: Lurching and associated ground cracking can occur during strong ground shaking. The ground cracking generally occurs along the tops of slopes where stiff soils are underlain by soft deposits or along steep slopes or channel banks. Due to the relatively flat site, absence of nearby creek banks, and non-continuous liquefiable layers, lateral spreading/lurching and ground cracking are not considered significant hazards at the Project site.

Slope Instability: Weak soils and bedrock on moderate to steep slopes can move downslope due to gravity. Slope instability is often initiated or accelerated from soil saturation and groundwater pressure. Slope movement can vary from slow, shallow soil creep to large, sudden debris flows. Landslides can cause significant damage to structures and improvements, and sudden landslides can result in loss of life. The topography of the site is relatively flat. Therefore, the potential for landsliding at the Project site is very low.

Settlement/Subsidence: Significant settlement can occur when new loads are placed at sites due to consolidation of soft compressible clays (i.e. bay mud) or compression of loose soils. Soft compressible materials were not observed during the subsurface exploration that would have a significant potential for compression settlement and consolidation with an applied surface load. Therefore, the risk of settlement to the proposed structures at the Project site is low.

VI(d) **Less Than Significant With Mitigation Incorporation.** Expansive Soil: Expansive soil occurs when clay particles interact with water causing volume changes in the clay soil. The clay soil may swell when saturated and shrink when dried. This phenomenon generally decreases in magnitude with increasing confinement pressure at depth. These volume changes may damage lightly loaded foundations, flatwork, and pavement. Expansive soil also causes soil creep on sloping ground. Variable surface soils with a low to high expansion potential were observed during exploration. Therefore the potential for expansive soil damage is moderate. This impact is considered less than significant after the incorporation of mitigation measures.

VI(e) **No Impact.** The Project proposes to connect to the public sewer system. Therefore, no impacts related soil capability for wastewater disposal is anticipated.

#### **Recommended Mitigation Measures:**

**GEO-1:** Structures and foundations shall be designed to account for some post-earthquake differential settlement. Foundation design criteria are provided in the Geotechnical Investigation. Compliance with the most current seismic design criterion will address issues related to seismic instability.

**GEO-2:** The Project Civil Engineer shall design the site drainage to collect surface water into storm drain systems and discharge water at appropriate locations. Re-establishing vegetation on disturbed areas will minimize erosion. Erosion control measures during and after construction shall conform to the most recent version of the Erosion and Sediment Control Field Manual prepared by the California Regional Water Quality Control Board.

**GEO-3:** The grading requirements presented in the Geotechnical Investigation are an integral part of the grading specifications presented in Appendix C (found in Attachment F) of the Geotechnical Investigation and shall be incorporated as Mitigation Measures.

The 51 general specifications and the 31 grading specifications address grading, surface drainage, foundations, construction requirements for slabs, concrete work, soil corrosivity, retaining walls, sound wall footings, piers, pavement areas, utility trenches, and construction monitoring. These

specifications shall be incorporated into the Project and reviewed and approved by the City's Building Division prior to issuance of a grading permit.

**Sources:**

- City of Santa Rosa 2035 General Plan/FEIR, 2009
- TMakdissy Consulting, Inc., Geotechnical Investigation, 2860 Stony Point Road, Santa Rosa California, September, 2014

|                                      | Potentially<br>Significant<br>Impact | Less-Than-<br>Significant<br>With Mitigation<br>Incorporation | Less-Than-<br>Significant<br>Impact | No<br>Impact |
|--------------------------------------|--------------------------------------|---|-------------------------------------|--------------|
| <b>VII. GREENHOUSE GAS EMISSIONS</b> |                                      |   |                                     |              |

Would the project:

|  |                          |                          |   |                          |
|--|--------------------------|--------------------------|---|--------------------------|
| a. Generate Greenhouse Gas Emissions, either directly or indirectly, that may have a significant impact on the environment?                    | <input type="checkbox"/> | <input type="checkbox"/> | X | <input type="checkbox"/> |
| b. Conflict with any applicable plan, policy or regulation of an agency adopted for the purpose of reducing the emissions of greenhouse gases? | <input type="checkbox"/> | <input type="checkbox"/> | X | <input type="checkbox"/> |

**Discussion:**

Unlike emissions of criteria and toxic air pollutants, which have local or regional impacts, emissions of greenhouse gases (GHGs) contribute to global warming or climate change. Principal GHGs contributing to global warming are carbon dioxide (CO<sub>2</sub>), methane (CH<sub>4</sub>), nitrous oxide (N<sub>2</sub>O), and fluorinated compounds. GHG emissions can be reduced to some degree by improved coordination of land use and transportation planning on the city, county, and subregional levels, as well as by other measures to reduce automobile use. Energy conservation measures also can contribute to reductions in GHG emissions (Bay Area Air Quality Management District (BAAQMD), 2011).

**State of California**

The State of California has set GHG reduction goals through the passage of Assembly Bill 32 (AB 32), the "Global Warming Solutions Act." AB 32 aims at reducing GHG emissions to 1990 levels by 2020. The BAAQMD CEQA Air Quality Guidelines (Guidelines) have established GHG thresholds of significance in order to meet the goals of AB 32. The BAAQMD Guidelines contain the thresholds.

**City of Santa Rosa**

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 (now called ICLEI Local Governments for Sustainability). Since that time all eight Sonoma County municipalities and Sonoma County have become members. By becoming a member, local governments commit to completing five milestones: 1) conduct a GHG emissions analysis; 2) set a target for emissions reduction; 3) draft a local action plan for meeting the target; 4) implement the action plan; and 5) monitor and report on the progress. The City adopted the Climate Action Plan in 2012. A Project that is in

compliance with a Qualified GHG Reduction Strategy (such as the City of Santa Rosa's Climate Action Plan) would be considered as having a less than significant impact<sup>4</sup>.

Operation & Construction Discussion:

The BAAQMD has established screening criteria to provide lead agencies with a conservative indication of whether a Project could result in significant GHG impacts during operations (i.e., occupancy). The operational screening criterion for GHG for single family residential uses is 56 units. This Project exceeds the screening criteria. The following describes how the Project, which is at the midpoint of the density range considered in the City's 2035 General Plan and City's Climate Action Plan, will incorporate features that will reduce GHG emissions to less than significant.

Santa Rosa Climate Action Plan (CAP)

The Project has included as part of its Project description compliance with the City's Climate Action Plan's measures to reduce the Project's contribution of GHG's. Compliance with these measures is discussed below. Additionally, by design, the Project proposes to include solar on each house and includes all CalGreen and other energy efficient features. Implementation of these features will ensure that the Project exceeds the City's CAP objectives.

The following briefly describes how the Project complies with and, in some cases, exceeds the CAP policies:

**Policy 1.1.1 - Comply with CAL Green Tier 1 Standards:** The Project is designed to comply with State Energy requirements for Title 24, City of Santa Rosa's Cal Green requirements and CAL Green Tier 1 Standards in effect at time of permit submission. Such standards have been incorporated into building placement, site development, building design and landscaping.

**Policy 1.1.3 – If after 2020, all new development will utilize zero net electricity:** The Project is being constructed prior to 2020 therefore, this policy does not apply.

**Policy 1.3.1 – Real time Energy Monitors:** The Project will include energy monitors to track energy use (i.e. use of nest thermostats).

**Policy 1.4.2- Comply with the City's Tree Preservation Ordinance (Santa Rosa Code Section 17-24.020.** 23 trees will be saved. 11 trees will be removed due to poor health and the remaining 36 trees removed for development will be mitigated for through replacement according to Mitigation BIO-4; consistent with the Tree Preservation Ordinance.

**Policy 1.4.3 – Provide public and private trees in compliance with the Zoning Code:** As shown on the Landscape Plan, the Project includes trees, both public and private. The Landscape design is in compliance with the Santa Rosa Zoning Code, Santa Rosa Design Guidelines, and Water Efficient Landscape Ordinance.

**Policy 1.5 – Install new sidewalks and paving with high solar reflectivity materials:** All proposed new sidewalks, driveways and parking areas will be paved with hard materials that contain either color or other enhancements to provide enhanced reflectivity.

**Policy 2.1.3 - Pre plumb for solar thermal or PV systems:** The Project includes installation of complete solar systems for all houses.

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<sup>4</sup> On March 12, 2012 the BAAQMD sent a letter reviewing and recommending adoption of the City of Santa Rosa's Climate Action Plan (CAP). The CAP was adopted by the City in June of 2012.

**Policy 3.1.2 – Supports implementation of station plans and corridor plans:** The Project is not within a Station Area Plan or within a Corridor Plan. The Project does support alternative modes of transit by sidewalks which encourage a walkable community and is located within walking distance (1/3 of a mile) of public transit.

**Policy 3.2.1 – Provide on-site services such as ATMs or dry cleaning to site users:** The Project has no on-site commercial facilities to house ATMs or dry cleaning services and is not zoned for such uses.

**Policy 3.2.2 - Improve non-vehicular network to promote walking, biking:** The Project is designed to promote walking and biking throughout the subdivision.

**Policy 3.2.3 - Support mixed use, higher density development near services:** The Project is a small lot subdivision with a diversity of housing styles (including second dwelling units) located within walking distance of the Bellevue Shopping Center.

**Policy 3.3.1 – Provide affordable housing near transit:** The Project provides alternative housing (second dwelling units) that is more affordable and the Project is located near (less than 1/3 of a mile) public transit (bus stops).

**Policy 3.5.1 – Unbundle parking from property cost:** The property has only private parking and on-site street parking, therefore, the policy does not apply.

**Policy 3.6.1 – Install calming features to improve ped/bike experience:** The interior Project landscaping is designed to promote and improve both the pedestrian and bicycle experience.

**Policy 4.1.1 – Implement the Bicycle & Pedestrian Master Plan:** The Project includes construction of bike lanes and sidewalks along its frontage thereby supporting the City's Bicycle & Pedestrian Plan.

**Policy 4.1.2 – Install bicycle parking consistent with regulations:** There are no regulations that require formalized bicycle parking in single family residential areas, however, the Project provides garages that can serve to house bicycles.

**Policy 4.1.3 – Provide bicycle safety training to residents and employees:** The Project will sell individual homes.

**Policy 4.2.2 – Provide safe spaces to wait for bus arrival:** There are bus stops within 1/3 of a mile of the site with sidewalks to serve waiting patrons.

**Policy 4.3.2 – Provide parking for car sharing operations:** As a single family residential development, the owners will have car sharing opportunities to which they can walk to within their neighborhood.

**Policy 4.3.4 – Work with large employers to provide rideshare programs:** This policy does not apply to single family residential subdivisions as there are no large employers at the Project.

**Policy 4.3.5 – Consider expanding employee programs promoting transit use:** This policy does not apply to single family residential subdivisions as there are no large employers at the Project.

**Policy 4.3.6 – Provide awards for employee use of alternative commute options:** This policy does not apply to single family residential subdivisions as there are no large employers at the Project.

**Policy 4.3.7 – Require new employers of 50+ provide subsidized transit passes:** This policy does not apply to single family residential subdivisions as there are no large employers at the Project.

**Policy 4.3.9 – Provide space for additional Park-and-Ride lots:** The Project is a walkable single family residential subdivision. All of the units are within walking distance from each other and to public transit.

**Policy 4.5.1 – Install facilities for residents that promote telecommuting:** All houses will be wired for internet access.

**Policy 5.1.2 – Install electric vehicle charging equipment:** All units will have electric charging equipment in the garages that can be used to charge vehicles.

**Policy 5.2.1 – Provide alternative fuels at new re-fueling stations:** The Project is not a re-fueling station Project, therefore, this policy does not apply.

**Policy 6.1.4 – Increase diversion of construction waste:** The contractor will divert all possible construction waste and prepare a Construction Waste Management Plan for recycling and disposal of construction wastes.

**Policy 7.1.1 – Reduce potable water for outdoor landscaping:** As shown on the plan, Project landscaping will utilize low water use native plants. Landscape irrigation utilizes drip systems using a smart controller. The Project will be compliant with the City of Santa Rosa's Water Efficient Landscape Ordinance.

**Policy 7.1.3 – Install Real time water meters:** A dedicated or common water meter is proposed to supply water to the irrigation system. Irrigation system design and real time metering will be shown on final landscaping and irrigation plans. The City provides the water meters. The City of Santa Rosa has data logging equipment that can collect real time data from City-issued water meters.

**Policy 7.3.2 – Install dual plumbing in areas of future recycled water:** Dual plumbing is not proposed as there is no current plan by the City to extend recycled water to this portion of Stony Point Road. Compliance with Policies 7.1.1, 7.1.3 and 9.1.3 will substitute for this policy.

**Policy 8.1.3 – Establish community gardens and urban farms:** The Project is a single family residential development. Each home site has a back yard area that can be used for a garden.

**Policy 9.1.2 – Provide outdoor outlets for charging lawn equipment:** The Project will have outdoor outlets to allow for accessible charging locations.

**Policy 9.1.3 – Install low water use landscapes:** Low water use native plants will be used to landscape the site. Plant materials and locations are shown on the Project landscape plans. The Project will be compliant with the City of Santa Rosa's Water Efficient Landscape Ordinance.

**Policy 9.2.1 – Minimize construction equipment idling time to 5 minutes or less:** The developer will condition contractor agreements to limit construction equipment idling time to 5 minutes or less, consistent with the City's Standard Measures for Air Quality.

**Policy 9.2.2 – Maintain construction equipment per manufacturer's specifications:** The developer will condition contractor agreements to provide for that all equipment used at the site to be maintained in accordance with the manufacturer's instructions.

**Policy 9.2.3 – Limit Green House Gas (GHG) construction equipment by using electrified equipment or alternate fuel:** The developer will include provisions in contractor agreements encouraging the use of electrified equipment or equipment using alternative fuels.

#### General Plan Consistency

The Project's consistency with the City's General Plan energy conservation and design policies is discussed below.



### Land Use and Livability

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 reductions citywide.

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.

LUL-E-2 As part of planning and development review activities, ensure that projects, subdivisions, and neighborhoods are designed to foster livability.

Utilize the city's Design Guidelines as a reference when evaluating the following neighborhood components:

- Streets. Street design, traffic calming, and landscaping can make great contributions to the creation of successful neighborhoods. Neighborhood streets should be quiet, safe, and accommodate pedestrians and bicyclists.
- Connections. Neighborhoods should be well connected to local shops and services, public plazas and gathering places, park lands, downtown, schools, and recreation by adequate and safe streets, bike lanes, public pathways, trails, general infrastructure (e.g., sidewalks and crosswalks), and transit.
- Neighborhood Character. Each neighborhood should maintain a distinct identity, such as the historic preservation districts featuring Victorian cottages and California bungalows.
- Diversity and Choice. Neighborhoods should provide choices for residents with different values. Different housing types and locations within the city accommodate a diverse range of needs.

H-G-2 Require, as allowed by Cal Green Tier One 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. Utilize the following possible techniques:

- Use of site daylight;
- Solar orientation;
- Cool roofs and pavement;
- Window design and insulation;
- Solar water heaters;
- Solar heating of swimming pools;
- Use of sustainable practices and materials;
- Use of building materials which use fewer resources (water, electricity);
- Energy and water use reductions;
- Use of trees for summertime shading; and
- Bicycle and pedestrian connections.

H-G-3 Promote energy efficiency in the provision and use of water in all residential developments.

H-G-5 Continue to require the use of fuel efficient heating and cooling equipment and other appliances, in accordance with the city's green building program.

T-J Provide attractive and safe streets for pedestrians and bicyclists.

UD-A-12 Promote green building design and low impact development projects.

The Project is located within an area of the City that is planned for residential growth and has easily available commercial services and access to public transit. The Project is a low-density development that supports the above noted land use and livability policies through its location and design. The Project includes traffic calming measures, sidewalks, and crosswalks to access nearby commercial areas. The Project maintains a neighborhood identity with its home designs (see Section I. Aesthetics for description of the Project's characteristics).

The Project includes green technologies and design components for energy efficiency and water conservation, such as solar energy management systems, energy efficient heating, cooling, and lighting, efficient roofs, water efficient toilets, low water use landscapes and water meters.

The Project supports the City's design policies through integration of green technologies and design components, such as energy management systems, energy efficient heating, cooling, and lighting, low volatile organic compound construction materials, and use of recycled content construction materials. The Project integrates with existing neighborhoods, nearby schools and is located across from a neighborhood commercial area.

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.

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.

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.

Hundreds of new trees and other landscaping would be planted, as shown on the Project's Landscape Plan (see Figure 3). Dust abatement mitigations to control dust are identified in the Air Quality Section under mitigation AIR-1.

General Plan Policies OSC- K-1, and K-2 address the goal of reducing energy use and using recycled content construction materials. The Project would comply with these policies as it would include integration of green technologies and design components, including energy efficiency systems, lighting, diversion of demolition waste, and use of recycled content construction materials.

GM-A-1 Contain urban development in the Santa Rosa area within the City's Urban Growth Boundary.

The Project would comply with the above growth management policy because it would be located within the City's Urban Growth Boundary and is consistent with the City's General Plan.

VII(a) **Less than Significant Impact:** BAAQMD has established preliminary screening criteria. The screening criteria provide a conservative indication of whether a project would result in significant generation of GHG. If a project falls below these screening criteria, it can be concluded that the project will result in less than significant impact from GHG emissions.

Construction activities are considered temporary. Construction activities that would result in Project-related GHG emissions include exhaust emissions. BAAQMD has not adopted a threshold for construction-related GHG emissions, but it does suggest determining whether construction GHG emissions would impede meeting AB 32 GHG reduction goals. Project emissions during construction would not result in a considerable contribution to the cumulative GHG impact, even though the Project is slightly higher than the construction screening criteria for ROG of 114 dwelling units. The Project will be consistent with the basic construction mitigation measures identified by BAAQMD and included as mitigation measure AQ-1. The Project will also be consistent with the five criteria listed in BAAQMD's construction-related air pollutant and precursor criteria in that it will not include any significant long term demolition, simultaneous construction phases, involve simultaneous construction of more than one land use type, extensive site preparation for grading, cut/fill or earth movement, or involve extensive on- or off-haul of dirt. Mitigation measures to reduce impacts related construction are discussed in Section VIII, Hazards and Hazardous Materials (Mitigation Measure HAZ-2) as well as in Section III, Air Quality (Mitigation Measure AQ-1). Implementation of all of the mitigation measures will reduce potential hazardous releases to levels of less than significant.

The Project exceeds the operation screening thresholds of 56 units. However, the Project incorporates numerous features including all solar homes to reduce energy, implement CALGreen Tier 1 Standards, decrease solar reflectivity, and support the use of public transit and alternative forms of transportation as detailed in the Project Description and Section III Air Quality. The Project is within walking distance (1/3 mile) of the Bellevue Ranch neighborhood commercial center and a bus stop and will have a walking path to the local school. All of these measures will reduce projected trips and thereby reduce air quality impacts over that of business as usual. Due to the size of the Project, the proximity of the project to nearby schools and commercial shopping, and the project's GHG reducing design features, the Project will have a less than significant impact on GHGs.

- VII(b) **Less than Significant Impact.** In June 2012, the City adopted the CAP. Compliance with the CAP is evaluated above. Due to the Project's commitments to GHG reduction, the impact on GHGs would be less than significant.

**Sources:**

- City of Santa Rosa 2035 General Plan/Final EIR, 2009
- City of Santa Rosa Climate Action Plan, adopted June, 2012
- BAAQMD CEQA Guidelines, Page 3-2 to 3-4, May, 2010
- Illingworth & Rodkin, Air Quality Construction Health Risk Assessment, July 22, 2014

|  | Potentially<br>Significant<br>Impact | Less-Than-<br>Significant<br>With Mitigation<br>Incorporation | Less-Than-<br>Significant<br>Impact | No<br>Impact |
|--|--------------------------------------|---|-------------------------------------|--------------|
|--|--------------------------------------|---|-------------------------------------|--------------|

**VIII. HAZARDS AND HAZARDOUS MATERIALS**

Would the project:

- |   |                          |                          |                          |                          |
|---|--------------------------|--------------------------|--------------------------|--------------------------|
| a. Create a significant hazard to the public or the environment through the routine transport, use, or disposal of hazardous materials? | <input type="checkbox"/> | <input type="checkbox"/> | X                        | <input type="checkbox"/> |
| b. Create a significant hazard to the public or the   | <input type="checkbox"/> | X                        | <input type="checkbox"/> | <input type="checkbox"/> |

|  | Potentially<br>Significant<br>Impact | Less-Than-<br>Significant<br>With Mitigation<br>Incorporation | Less-Than-<br>Significant<br>Impact | No<br>Impact             |
|--|--------------------------------------|---|-------------------------------------|--------------------------|
| 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?  | <input type="checkbox"/>             | <input type="checkbox"/>                                      | X                                   | <input type="checkbox"/> |
| d. Be located on a site which is included on a list of hazardous materials sites compiled pursuant to Government Code Section 65962.5 and, as a result, would it create a significant hazard to the public or the environment?                                   | <input type="checkbox"/>             | <input type="checkbox"/>                                      | X                                   | <input type="checkbox"/> |
| 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 or public use airport, would the project result in a safety hazard for people residing or working in the project area? | <input type="checkbox"/>             | <input type="checkbox"/>                                      | <input type="checkbox"/>            | X                        |
| f. For a project within the vicinity of a private airstrip, would the project result in a safety hazard for people residing or working in the project area?  | <input type="checkbox"/>             | <input type="checkbox"/>                                      | <input type="checkbox"/>            | X                        |
| g. Impair implementation of or physically interfere with an adopted emergency response plan or emergency evacuation plan?  | <input type="checkbox"/>             | <input type="checkbox"/>                                      | <input type="checkbox"/>            | X                        |
| h. Expose people or structures to a significant risk of loss, injury or death involving wildland fires, including where wildlands are adjacent to urbanized areas or where residences are intermixed with wildlands?   | <input type="checkbox"/>             | <input type="checkbox"/>                                      | <input type="checkbox"/>            | X                        |

#### Discussion:

The site has been the subject of a Phase I and Phase II Environmental Assessment prepared in November of 2013 by Stantec (Attachment G).

Stantec's interpretation of available historical aerial photographs indicated that the site was historically used for orchards and light agricultural purposes between 1953 to present day. Based on this possible agricultural use on the site in the form of farming or cultivation, it was concluded that there was a potential for residual organochlorine pesticides and herbicides to be present at the site. Stantec had identified this agricultural use as a potential Recognized Environmental Condition (RECs), and performed a limited subsurface investigation to sample soil to determine whether residual pesticides are present.

The recommended Phase II ESA included the collection of soil samples from ten (10) locations across the site from a depth of approximately one (1) foot below ground surface (bgs). This scope of work was sufficient to evaluate the historical agricultural use of the site. Stantec collected the recommended soil samples on October 1, 2013. Each of the collected soil samples were analyzed for organochlorine pesticides, lead, and arsenic and the findings show all potential RECs are below Environmental Screening Levels (ESLs and California Human Health Screening Levels (CHHSLs).

- Stantec concluded that the historical agricultural use of the site represents neither a REC nor a human health risk in light of the contemplated residential development of the site. Stantec recommended no further investigation regarding the environmental condition of the property.
- Lead and arsenic were detected in each of soil samples analyzed. Arsenic was also detected within expected background concentrations ranging from below laboratory reporting limits to a peak level of 11.8 mg/kg.
- The detected concentrations of arsenic at the site appear to be well within the range of naturally-occurring background levels less than or equal to 11.8 mg/kg. Regulatory agencies have not required action where arsenic exists at background levels, even when detected above the ESLs and CHHSLs. As a result, Stantec recommends no further assessment, or any remedial action, with respect to arsenic in soil at the site.
- Stantec observed no underground storage tanks (USTs) or aboveground storage tanks (ASTs) at the site, nor were any reported to have been historically present.

Based on the analytical data collected during the Phase II ESA, Stantec concluded that the historical agricultural use of the site does not represent any risk. Stantec recommends two investigations regarding the environmental condition of the site to reduce potential impacts to levels of less than significant, both of which are identified in the recommended mitigation measures.

VIII(a,c)

**Less Than Significant Impact.** Elsie Allen High School is located adjacent to the site to the east. Given that the site was an agricultural use that has no hazardous materials, the potential for any impacts are remote. Additionally, the Project is not a use known to be associated with hazardous materials. For this reason the potential for this impact has been identified as less than significant.

Project construction activities would include the use minor amounts of hazardous materials such as fuels, lubricants, paints and solvents. Routine transport of hazardous materials to and from the Project site could result in an incremental increase in the potential for accidents. However, Caltrans and the California Highway Patrol regulate the transportation of hazardous materials and wastes, including container types and packaging requirements, as well as licensing and training for truck operators, chemical handlers, and hazardous waste haulers. Because contractors would be required to comply with existing and future hazardous materials laws and licensing requirements covering the transport, use and disposal of hazardous materials, the impacts associated with the potential to create a significant hazard to schools would be less than significant. There would be no new stationary source of hazardous emissions or handling of acutely hazardous materials or waste associated with the Project, therefore, potential impacts would be less than significant.

VIII(b) **Less than Significant Impact After Mitigation.** Given the age of the existing structures on site (constructed circa 1950s), the presence of lead-based paint (LBP) and asbestos-containing materials (ACM) is considered likely. Mitigation measures (listed below) are provided to reduce potential impacts to less than significant.

VIII(d) **Less than Significant Impact.** Stantec's search of the data resources that provide information did not identify any known active hazardous waste facilities exist on or adjacent to the Project site. The Project is not located on a site listed on the Cortese list pursuant to Section 65962.5.

VIII(e,f,g,h)

**No Impact.** The Project site is located over 6 miles from an airport or airstrip, therefore, no impacts associated with airports are anticipated.

The Project has provided emergency access onto and around the site. The site development will not interfere with any adopted emergency response or evacuation plan and will have no impacts related to emergency response impairment.

The Project site is located on urban land in zones designated as "Non-Fire Hazard" by the California Department of Forestry and Fire Protection (CAL FIRE 2008). Therefore, no wildland fire related impact would occur.

#### Recommended Mitigation Measures:

**HAZ-1:** A LBP survey shall be conducted prior to any activities with the potential to disturb building materials to determine whether LBP is present. Further, in the event LBP is detected, the materials will be removed prior to any activities with the potential to disturb them.

**HAZ-2:** A comprehensive, pre-demolition ACM survey in accordance with the sampling protocol of the Asbestos Hazard Emergency Response Act shall be conducted prior to any activities with the potential to disturb building materials to determine whether ACM are present. Further, in the event ACM is detected, the materials identified will be removed and disposed of prior to any activities with the potential to disturb them, in accordance with all applicable laws.

#### Standard Measures:

- Construction chemicals shall be stored in enclosed and secure buildings.

#### Sources:

- City of Santa Rosa 2035 General Plan/Final EIR, 2009
- Stantec Consulting Services, Phase I and II Environmental Site Assessments, October, 2013

|  | Potentially<br>Significant<br>Impact | Less-Than-<br>Significant<br>With Mitigation<br>Incorporated | Less-Than-<br>Significant<br>Impact | No<br>Impact |
|--|--------------------------------------|--|-------------------------------------|--------------|
|--|--------------------------------------|--|-------------------------------------|--------------|

## IX. HYDROLOGY AND WATER QUALITY

Would the project:

- |  |                          |                          |   |                          |
|--|--------------------------|--------------------------|---|--------------------------|
| a. Violate any water quality standards or waste discharge requirements?  | <input type="checkbox"/> | <input type="checkbox"/> | X | <input type="checkbox"/> |
| b. Substantially deplete groundwater supplies or interfere substantially with groundwater recharge such that there would be a net deficit in aquifer volume or a lowering of the local groundwater table level (e.g., the production | <input type="checkbox"/> | <input type="checkbox"/> | X | <input type="checkbox"/> |

|  | Potentially<br>Significant<br>Impact | Less-Than-<br>Significant<br>With Mitigation<br>Incorporated | Less-Than-<br>Significant<br>Impact | No<br>Impact             |
|--|--------------------------------------|--|-------------------------------------|--------------------------|
| rate of pre-existing nearby wells would drop to a level which would not support existing land uses or planned uses for which permits have been granted)?   |                                      |  |                                     |                          |
| c. Substantially alter the existing drainage pattern of the site or area, including through the alteration of the course of a stream or river, in a manner which would result in substantial erosion or siltation on- or off- site?  | <input type="checkbox"/>             | <input type="checkbox"/>                                     | X                                   | <input type="checkbox"/> |
| d. Substantially alter the existing drainage pattern of the site or area, including through the alteration of the course of a stream or river, or substantially increase the rate or amount of surface runoff in a manner which would result in flooding on- or off- site? | <input type="checkbox"/>             | <input type="checkbox"/>                                     | X                                   | <input type="checkbox"/> |
| e. 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?  | <input type="checkbox"/>             | <input type="checkbox"/>                                     | X                                   | <input type="checkbox"/> |
| f. Otherwise substantially degrade water quality?  | <input type="checkbox"/>             | <input type="checkbox"/>                                     | X                                   | <input type="checkbox"/> |
| g. Place housing within a 100-year flood hazard area as mapped on a federal Flood Hazard Boundary or Flood Insurance Rate Map or other flood hazard delineation map?   | <input type="checkbox"/>             | <input type="checkbox"/>                                     | <input type="checkbox"/>            | X                        |
| h. Place within a 100-year flood hazard area structures which would impede or redirect flood flows?  | <input type="checkbox"/>             | <input type="checkbox"/>                                     | <input type="checkbox"/>            | X                        |
| i. Expose people or structures to a significant risk of loss, injury or death involving flooding, including flooding as a result of the failure of a levee or dam?   | <input type="checkbox"/>             | <input type="checkbox"/>                                     | <input type="checkbox"/>            | X                        |
| j. Inundation by seiche, tsunami, or mudflow?  | <input type="checkbox"/>             | <input type="checkbox"/>                                     | <input type="checkbox"/>            | X                        |

#### Discussion:

Carlile-Macy prepared a Preliminary Hydrology and Hydraulics study and Storm Water Management Plan Report for the Project site dated April 7, 2016, and found in Attachment I.

The topography of the existing Grove Village site is predominantly flat with sunken sump conditions that drain to various onsite wetland pools. The Project's drainage will be partially directed to infiltration basins and detention facilities prior to being conveyed to the existing Stony Point Road storm drain system. The Project area currently consists of two single family homes and the remaining area consists of vacant undeveloped land.

**Water Supply:** To determine the water supply needs for the City of Santa Rosa's future development, the Utilities Department has calculated water demand and water supply projections. These projections are included in the City's 2005 Urban Water Management Plan and the Water Supply Assessment for the Santa Rosa General Plan 2035. To meet the current water supply needs, the City has an agreement for water supply with the Sonoma County Water Agency to receive up to 29,100 acre-feet per year of water. In addition, the City has two groundwater wells that can produce up to 2,300 acre-feet per year and the City is the owner and operator of the Subregional System, which produces recycled water for irrigation. To meet the needs of the City's General Plan growth projections, additional water sources beyond what the City has currently developed could be needed soon. To augment currently developed supply, the City will use water conservation, recycled water, additional groundwater (wells), and possibly additional supply from the Sonoma County Water Agency. At this time there is adequate reliable water supply during most hydrologic conditions for both current users and future users which is consistent with the City's General Plan growth projections.

The City has had a long-standing commitment to water conservation, resulting in savings of over 3,900 acre-feet per year. In 1976-77, the City began its water conservation program and over the years has implemented many innovative water conservation incentives, such as the Go Low Flow program (replaced over 47,000 high flow toilets, showerheads and faucet aerators with ultra-low flow versions), washing machine rebate programs, landscape irrigation rebate programs, and other residential and commercial programs. Development fees fund the City's Water Conservation Program. In addition, new development is required to install ultra-low flush toilets and low flow showerheads and faucet aerators, as well as water efficient landscapes.

The Project will install plumbing fixtures and fittings that will include other water conserving measures in accordance with CALGreen + Tier 1 requirements, as described in the Project Description.

**Water Quality:** Stormwater, or runoff generated from rain, that is not absorbed into the ground accumulates debris, chemicals and other polluting substances harmful to water quality. Polluted stormwater entering creeks is a concern because of its threat to public health and the plant and animal life that inhabit waterways. Additionally, rain runoff from developments may increase flow rates and durations that cause hydromodification in creeks contributing to loss of habitat and decreased aquatic biological diversity. In areas with known groundwater pollution, infiltration of stormwater may need to be avoided as it could contribute to the movement or dispersion of groundwater contamination.

The runoff produced by the streets, sidewalks and rooftops will be directed into designated onsite BMP's for reinfiltration and or storage/detention areas, with overflow draining to the public storm drain system. LID features will assist infiltration of stormwater and will help prevent soil erosion.

The proposed development will consist of a network of access roads and sidewalks for the 136 proposed lots as well as future development of single family homes on each lot. Runoff will be collected through a network of pipes and streets, altering the site's historical drainage patterns. The proposed Project is divided into sub areas that drain west towards Stony Point Road. The proposed drainage areas and connections are shown on the Hydrology map in Attachment I.

The 10 year storm will be collected and contained within the proposed stormdrain pipe network. The Stormwater Management Plan contained in Attachment I describes these in detail. All of the drainage will be collected, routed through infiltration BMP's and detention basins and the overflows conveyed to the Stony Point storm drain. The Stony Point Road storm drain was designed to receive this projects runoff using the rational drainage calculation method with a maximum runoff co-efficient of  $C=0.50$ . Onsite detention as approved by the City engineer shall be a designated Mitigation method for any additional runoff produced from the site over the original design values for the existing storm drainage system. The Stony Point Road storm drain's actual capacity is currently unknown and historic design information is being used for this report. The storm drain system has the capacity to receive and convey a limited portion of the proposed Grove Village development.



The Project will implement permanent storm water BMP's designed in compliance with the current Storm Water LID Technical Design Manual to achieve volume capture and treatment requirements. Storm water runoff from the site will primarily be captured for infiltration. The Project's Preliminary Stormwater Management Plan incorporates many LID measures into the Project design including capture of surface runoff, detention and infiltration, permeable pavement and bioretention. These features are described in detail in Attachment I, the Project's Preliminary Standard Urban Storm Water Management Plan.

IX(a,e,f) **Less Than Significant Impact.** The Project's Preliminary Standard Urban Storm Water Mitigation Plan (SUSMP) identifies permanent Storm Water Best Management Practices (BMP's) designed in accordance with the City of Santa Rosa and County of Sonoma Low Impact Development (LID) Technical Design Manual to achieve volume capture and treatment requirements, thereby ensuring the Project will have a less than significant impact.

IX(b) **Less Than Significant Impact.** As the Project is consistent with the City's General Plan, the Project's water demand has been addressed in the City's 2005 Urban Water Management Plan and Water Supply Assessment. The impacts are therefore considered less than significant after the implementation of the City's standard conservation measures are implemented.

IX(c,d) **Less Than Significant Impact.** The Project will alter on-site drainage by increasing the area of impervious surfaces and increasing site runoff. However, this increase in runoff will be offset by incorporating BMP's designed in accordance with the City of Santa Rosa and County of Sonoma Low Impact Development (LID) Technical Design Manual to achieve volume capture and treatment requirements which will control and minimize the potential for erosion, siltation, and flooding resulting in a less than significant impact. Mitigation measures of increasing pervious surfaces to reduce the Design runoff factor coefficient and onsite storm water detention/storage shall be incorporated into the final project design.

**IX(g,h,i,j) No Impact.**

The site is located within 600 ft of an edge to a mapped flood hazard area located south of the project. The site is not located near a dam or levee, nor is it located within a flood plain or a mapped flood hazard area within its boundaries. Therefore, there is no impact related to flooding as a result of a levee or dam failure.

Seiche and tsunamis are short duration, earthquake-generated water waves in large enclosed bodies of water and the open ocean, respectively. The extent and severity of a seiche would be dependent upon ground motions and fault offset from nearby active faults. The site is not located near the Pacific Ocean or large bodies of water. Therefore, the risk of seiche or tsunami damage at the site is low to non-existent and will have no impact.

**Standard Measures:**

- Developer's engineer shall comply with all requirements of the City Standard Storm Water Mitigation Plan Guidelines using Low Impact Development (LID) Best Management Practices (BMPs). Final Plans shall address the stormwater quality and quantity along with a maintenance agreement or comparable document to assure continuous maintenance of the source and treatment.
- The Applicant shall submit landscape and irrigation plans in conformance with the Water Efficient Landscape Ordinance adopted by the Santa Rosa City Council. Plans shall be submitted with the Building Permit application. The Applicant shall submit the following with the above mentioned plans: Maximum Applied Water Allowance and Hydrozone Table.

**Sources:**

- City of Santa Rosa 2035 General Plan/Final EIR, 2009

- City of Santa Rosa, Water Efficient Landscape Ordinance, Ordinance 4051, adopted October 27, 2015
- Carlile-Macy, Stormwater Management Plan for the Grove Village Project, April 7, 2016

|  | Potentially<br>Significant<br>Impact | Less-Than-<br>Significant With<br>Mitigation<br>Incorporated | Less Than<br>Significant<br>Impact | No<br>Impact |
|--|--------------------------------------|--|------------------------------------|--------------|
|--|--------------------------------------|--|------------------------------------|--------------|

## X. LAND USE & PLANNING

Would the project?

- |   |                          |                          |                          |                          |
|---|--------------------------|--------------------------|--------------------------|--------------------------|
| a. Physically divide an established community?  | <input type="checkbox"/> | <input type="checkbox"/> | <input type="checkbox"/> | X                        |
| b. Conflict with any applicable land use plan, policy, or regulation of an agency with jurisdiction over the project (including, but not limited to the general plan, specific plan, local coastal program, or zoning ordinance) adopted for the purpose of avoiding or mitigating an environmental effect? | <input type="checkbox"/> | <input type="checkbox"/> | X                        | <input type="checkbox"/> |
| c. Conflict with any applicable habitat conservation plan or natural community conservation plan?   | <input type="checkbox"/> | <input type="checkbox"/> | X                        | <input type="checkbox"/> |

### Discussion:

The Project site is located on the west side of Stony Point Road between Bellevue Avenue and Yuba Lane. The surrounding neighborhood includes a single-family home subdivision to the north, Stony Point Road to the west and single-family homes to the south. Elsie Allen High School is located immediately to the east. The Bellevue Neighborhood Shopping Center is located approximately 1/3 mile to the north on Stony Point Road to the southeast.

The General Plan designates the Project site as Low Density Residential/Open Space (2-8 units per acre) and the 5 properties that comprise the Project are zoned either RR-40 or R-1-6 as follows:

- 134-042-043 (undeveloped, zoned RR-40)
- 134-042-042 (undeveloped, zoned RR-40)
- 134-042-017 (undeveloped, zoned RR-40)
- 134-042-048 (single family house, zoned RR-40)
- 134-042-011 (single family house, zoned R-1-6)

The Project proposes to rezone the four parcels that are currently zoned RR-40 to the R-1-6 zone, to ensure compliance with the City's Low Density Residential/Open Space designation in the General Plan. This rezoning, along with an approval of a Conditional Use Permit, will ensure compliance and allow for a small lot subdivision. City Ventures proposes development of the approximately 19 acre site in southwest Santa Rosa with 136 units providing an average density of 7.2 dwelling units per acre.

The Project's 136 new homes include 6 individual plan types, including 3 traditional single family home plans and 3 alley-loaded home plans. In total, there are 61 traditional front loaded single family homes and 75 alley-loaded homes. The homes range in size from approximately 1,720 square feet to 2,516 square feet. The traditional single family homes are all located around the perimeter of the development area and feature 4 different elevations for each plan type. The alley-loaded homes are found at the interior of the site and feature 2 elevations per plan type. The proposed neighborhood is designed in compliance with Design Guideline Section 1.1(1) sections A and C, which suggests that new developments incorporate a variety of housing types and price ranges. In addition to the varying home sizes, 20 of the alley loaded homes include secondary dwelling units that can be used as rental units or as an in-law unit. Providing for varying unit types within the neighborhood encourages a range of affordability which may provide home ownership opportunities for future home buyers of varying income levels.

In order to achieve the diversity of plan types that are encouraged by the City's Guidelines, the Project includes adjustments from the Small Lot Subdivision Standards for setbacks and private open space. Table LU-1 shows how the Project is consistent with the Section 20-42.140, the Small Lot Subdivision Ordinance, and the adjustments that are requested per Section 20-42.140(F)(4) and (8), which authorizes variation of development standards as part of the Conditional Use Permit.

The Project also supports the City's design policies through integration of green technologies and design components, such as energy management systems, energy efficient heating, cooling, and lighting, solar on all homes, and the homes are pre-wired for electric car charging stations in the garages. The Project integrates the neighborhood with existing neighborhoods and the adjacent school.

**Table LU-1: Residential Small Lot Subdivision Compliance Table**

| Standards             | Requirement per 20-42.140  | Project   | Waiver requested per section 20-42.140(F)(4)(8) |
|-----------------------|--|---|---|
| Maximum density       | 18 units/acre  | 7.2 units/acre  | No  |
| Lot area              | 2,000 to 6,000; projects larger than 3 acres shall provide variable lot sizes  | Project is more than 3 acres, varied lot sizes provided. Perimeter lot areas are a minimum of 3,800 square feet and the interior lot areas are a minimum of 2,285 square feet.                                      | No  |
| Front setbacks        | 10'; 6' for front porch element  | Perimeter unit setbacks are a minimum of 10' to living space and 10' to porch; interior unit setbacks are a minimum 8' to living area and 6' to porch   | Yes, for interior units                         |
| Side setbacks         | 4' to the first story; 8' to the second story  | All units meet the 4' first story setback requirement; All units require a waiver for second story setback  | Yes, for all units                              |
| Rear setbacks         | 15' except where garage is alley-loaded, which may be 3'-5'  | Perimeter unit setbacks are 10' to 38'; Interior units are alley-loaded and have setbacks of 3' or greater.   | Yes, for perimeter units only                   |
| Garage setbacks       | 19 feet from public sidewalk or 19 feet from property line whichever is greater; A garage placed in a rear yard with alley access shall be placed 3-5 feet from property line  | Perimeter unit garage setbacks are 19' from the back of the public sidewalk; Interior unit setbacks are 3 to 5' for alley-loaded garages  | No  |
| Private open space    | 400 square feet with 15 foot minimum dimension   | All perimeter units will have a minimum of 400 square feet with 15 foot minimum dimensions. The interior units require a waiver as they have 244-286 square foot minimum with less than 15 foot minimum dimensions. | Yes, for interior units only                    |
| Height limits         | 35 feet  | Maximum of 28 feet  | No  |
| Site coverage         | Maximum of 65% of the lot  | Maximum of 64%  | No  |
| Two-story structures  | Two-story structures are permitted provided that: a) floor area of the second story is no more than 50% of the all the roofed first floor; b) 25% of the homes in the Project are one-story; or c) all two story units have one story elements | All homes are two-story with one-story elements, in compliance with item c.   | No  |
| Second dwelling units | All small lot subdivisions may include second dwelling units   | A second dwelling unit is provided on 26% of the alley-loaded homes.  | No  |

**Impacts:**

- X(a) **No Impact.** The site is located at the edge of City limits and is surrounded by similar residential uses to the north, rural residential development to the east and south, and Elsie Allen High School to the east. A neighborhood servicing shopping center is nearby. The Project will not physically divide an established community. The Project is in an area that is transitioning to more intensive residential uses as called for in the City's General Plan. This Project will contribute to

that transition and, therefore, the Project would not physically divide an established community, therefore, no impact is anticipated.

X(b) **Less Than Significant Impact.** The Project will be consistent with the existing Low Density Residential/Open Space General Plan land use designation which was included in the scope of review of the City of Santa Rosa 2035 General Plan/Final EIR, 2009. It is also designed to comply with development standards of the R-1-6 (Single-family Residential) zoning district and therefore no significant impact is anticipated.

X(c) **Less Than Significant Impact.** The site is within the Santa Rosa Plains Conservation Strategy Area Plan. This plan and the Project's consistency with this plan are discussed in Section IV, Biological Resources. The Project will conform to the Conservation Plan, and therefore, no significant impact is anticipated.

**Standard Measures:**

Several lots within the Project site shall be rezoned from R-40 to R-1-6 in order to be in compliance with the City's current General Plan designation of Low Density Residential/Open Space (2-8 units/acre).

**Sources:**

- City of Santa Rosa 2035 General Plan/Final EIR, 2009
- City of Santa Rosa Zoning Code, 2006
- City of Santa Rosa Southwest Area Plan Draft EIR, Resolution No. 21804, June 21, 1994
- City of Santa Rosa, Southwest Area Projects Final Subsequent EIR, 2006
- City of Santa Rosa, Southwest Area Plan, Resolution No. 27488, September 22, 2009

|  | Potentially<br>Significant<br>Impact | Less-Than-<br>Significant<br>With Mitigation<br>Incorporated | Less-Than-<br>Significant<br>Impact | No<br>Impact |
|--|--------------------------------------|--|-------------------------------------|--------------|
|--|--------------------------------------|--|-------------------------------------|--------------|

**XI. MINERAL RESOURCES**

Would the project:

- |   |                          |                          |                          |   |
|---|--------------------------|--------------------------|--------------------------|---|
| 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?                                | <input type="checkbox"/> | <input type="checkbox"/> | <input type="checkbox"/> | X |
| 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? | <input type="checkbox"/> | <input type="checkbox"/> | <input type="checkbox"/> | X |

**Discussion/Impacts:**

XI(a-b) **No Impact.** Neither the City of Santa Rosa's General Plan nor the Surface Mining and Reclamation Act (SMARA) of 1975 identifies specific areas of mineral resources in the North San

Francisco Bay Region including Santa Rosa. The Project does not lie within one of the listed aggregate deposits in the SMARA report as shown on Santa Rosa Quadrangle.

**Sources:**

- City of Santa Rosa 2035 General Plan/Final EIR, 2009
- State of California, Surface Mining and Reclamation Act (SMARA) of 1975, updated in 1977

|   | Potentially<br>Significant<br>Impact | Less-Than-<br>Significant<br>With Mitigation<br>Incorporated | Less-Than-<br>Significant<br>Impact | No<br>Impact             |
|---|--------------------------------------|--|-------------------------------------|--------------------------|
| <b>XII. NOISE</b>   |                                      |  |                                     |                          |
| Would the project result in:  |                                      |  |                                     |                          |
| a. Exposure of persons to or generation of noise levels in excess of standards established in the local general plan or noise ordinance, or applicable standards of other agencies?   | <input type="checkbox"/>             | X  | <input type="checkbox"/>            | <input type="checkbox"/> |
| b. Exposure of persons to or generation of excessive ground borne vibration or ground borne noise levels?   | <input type="checkbox"/>             | <input type="checkbox"/>                                     | X                                   | <input type="checkbox"/> |
| c. A substantial permanent increase in ambient noise levels in the project vicinity above levels existing without the project?  | <input type="checkbox"/>             | <input type="checkbox"/>                                     | X                                   | <input type="checkbox"/> |
| d. A substantial temporary or periodic increase in ambient noise levels in the project vicinity above levels existing without the project?  | <input type="checkbox"/>             | X  | <input type="checkbox"/>            | <input type="checkbox"/> |
| 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 or public use airport, would the project expose people residing or working in the project area to excessive noise levels? | <input type="checkbox"/>             | <input type="checkbox"/>                                     | <input type="checkbox"/>            | X                        |
| f. For a project within the vicinity of a private airstrip, would the project expose people residing or working in the project area to excessive noise levels?  | <input type="checkbox"/>             | <input type="checkbox"/>                                     | <input type="checkbox"/>            | X                        |

## Discussion:

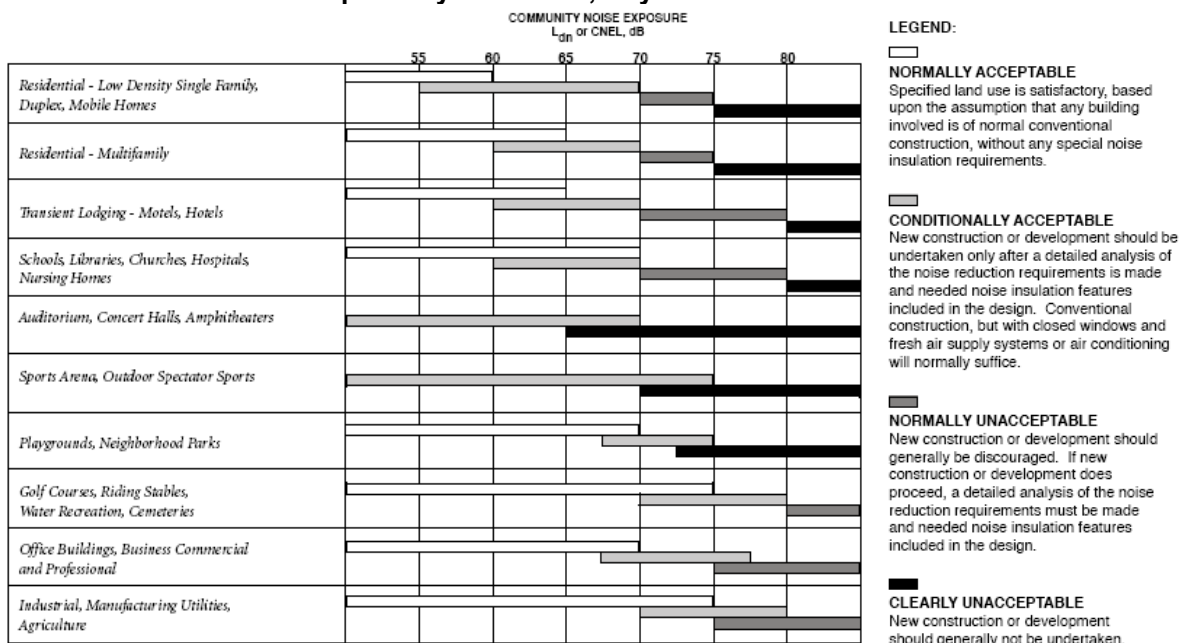
A noise study was prepared for the Project by Edward L. Pack Associates, Inc. in July of 2016 and is found in Attachment E.

## Regulatory Criteria

### City of Santa Rosa General Plan

The Noise and Safety Element of the Santa Rosa 2020 General Plan contains Goals and Policies for Noise. These policies are intended to address a variety of development projects and noise sources. In general, the City considers a  $\leq 60$  dB DNL exterior noise level as normally acceptable for single-family residential development (see Table XII-1). This exterior noise exposure limit is applied to rear and side yards of single-family developments and is applied to continuous sources of noise such as street traffic. The Noise Element standards are not applied to intermittent, occasional or spurious sources such as school activities. General Plan Policy NS-B-14 is to discourage new projects that have the potential to create ambient noise levels more than 5 dBA DNL above existing background, within 250 feet of sensitive receptors. The Noise Element limits the interior noise exposures to 45 dB DNL or lower in habitable spaces.

**Table XII-1**  
**Land Use Compatibility Standards, City of Santa Rosa General Plan**



## Existing Noise Environment

The Project site is located along Stony Point Road between Bellevue Avenue and Hearn Avenue in Santa Rosa. The site is currently five parcels with several outbuildings and a single-family home. These uses surround a Buddhist Temple which is along Stony Point Road. Elsie Allen High School is adjacent to the east.

The primary source of noise at the site is traffic on Stony Point Road. Activity at Elsie Allen High School was minor at the time of the noise measurements. Noise from football games, particularly night games, may produce short-term noise annoyance during football season. Information on

the Elsie Allen High School marching band activities and football games was not available from the high school administration. Traffic volume data utilized in this study were provided by the consulting traffic engineer for the Project.

The existing exterior noise exposure at the most impacted rear and side yards along Stony Point Road, 60' from the centerline, is 69 dB DNL. Under future traffic conditions, the noise exposure is expected to increase to 72 dB DNL. The noise exposures will be up to 12 dB in excess of the 60 dB DNL limit of the City of Santa Rosa Noise Element standards.

**Impacts:**

**XII(a) Less Than Significant With Mitigation Incorporated.**

Interior Noise

The interior noise exposures in the most impacted living spaces closest to Stony Point Road will be up to 43 and 46 dB DNL under existing and future traffic conditions, respectively. Thus, the noise exposures will be within the 45 dB DNL limit of the City of Santa Rosa Noise Element standards under existing conditions but will be up to 1 dB in excess of the standards under future conditions.

The interior noise exposures will be up to 1 dB in excess of the limits of the City of Santa Rosa Noise Element standards. Noise mitigation measures for certain interior living spaces will be required.

Exterior Noise

The existing exterior noise exposure at the most impacted rear and side yards along Stony Point Road, 60' from the centerline, is 69 dB DNL. Under future traffic conditions, the noise exposure is expected to increase to 72 dB DNL. Thus, the noise exposures will be up to 12 dB in excess of the 60 dB DNL limit of the City of Santa Rosa Noise Element standards.

Noise mitigation measures for exterior living areas (side and rear yards) will be required.

**XII(b) No Impact.** The demolition and construction activities will not generate ground vibration that is perceptible at the existing nearby homes. Therefore this potential impact is considered a non-impact.

**XII(c) Less Than Significant Impact.** Noise impacts to the surrounding community generated by the Project are limited to Project-generated traffic noise and construction. Construction noise is discussed in the following section. Residential developments generally do not produce significant noise impacts from sources other than traffic. Therefore, only potential Project-generated traffic noise has been analyzed for this study.

Noise from traffic is analyzed along the legs of roads between intersections where vehicle speeds are greatest rather than at intersections. The noise levels produced are a function of vehicle speed, road surface, road grades and vehicle volume. Since the noise standards are in terms of a 24-hour average, average daily traffic volumes (ADT's) are used for noise analysis. The traffic noise increases due to the Project will be less than 0.5 decibels under near term and under far term conditions. The Project-generated noise increase will be less than the 5 dB increase limit of the City of Santa Rosa Noise Element. Therefore, the increase will be less than significant.

**XII(d) Less Than Significant With Mitigation Incorporated.** Short-term construction impacts may be created during construction of the development. Construction equipment generates noise levels



in the range of 75 to 95 dBA at a 30' distance from the source. Because of the close proximity of the site to the nearest residences and school, there is potential for construction noise to impact these receptors. Noise from construction equipment dissipates at the rate of 6 dB per doubling of the distance from the source to the receiver. At receptor locations immediately adjacent to the site, construction noise will be in the range of 76 to 96 dBA, which would result in noticeable to loud noise conditions. At the setback of the school buildings, 235' from the site, the noise levels will range from 57 to 77 dBA.

Since construction is carried out in several reasonably discrete phases, each has its own mix of equipment and consequently, its own noise characteristics. Generally, the site preparation requires the use of heavy equipment such as bulldozers, loaders, scrapers, and diesel trucks. Upon completion of the project, the area's sound levels will reduce essentially to the predicted traffic noise exposures and school generated noise analyzed in this study.

Over the course of a construction day, the noise exposure is expected to be up to 68 dB DNL at the residences to the north and up to 47 dB DNL at the exteriors of the school buildings.

As construction noise is predicted to be significant to nearby residences and possibly noticeable inside school buildings, general mitigation measures are required to reduce the potential impacts to levels of less than significant. Measures are described in Section V.

XII(e,f) **No Impact.** The Project site is not located within an airport land use plan, or within two miles of a public airport, public use airport or private air strip. Occasional aircraft overflights are intermittently audible at the site, but these infrequent events do not substantially contribute to hourly average or daily average noise levels at the site. The Project would not expose persons in the area to excessive aircraft noise, therefore no impact will occur.

#### **Recommended Mitigation Measures:**

**NOI-1:** The construction phase noise at the site shall be abated by using quiet or "new technology" equipment. The greatest potential for noise abatement of current equipment shall be the quieting of exhaust noises by use of improved mufflers. All internal combustion engines used at the Project site shall be equipped with a type of muffler recommended by the vehicle manufacturer. In addition, all equipment shall be in good mechanical condition so as to minimize noise created by faulty or poorly maintained engine, drive-train and other components. Construction noise shall also be mitigated by the following:

- Scheduling noisy operations for the daytime hours of 7:00 a.m. to 5:00 p.m. Monday through Friday or as allowed by City Code.
- All diesel powered equipment shall be located more than 200 ft. from any residence if the equipment is to operate for more than several hours per day.
- Dirt berming and stockpiling materials can also help reduce noise to sensitive receptor locations.
- Use scrapers as much as possible for earth removal, rather than the noisier loaders and hauling trucks. Use wheeled equipment rather than track equipment as much as possible.
- Use a backhoe for backfilling when feasible, as it is less costly and quieter than either dozers or loaders.
- Use a motor grader rather than a bulldozer for final grading when feasible.
- Power saws shall be shielded or enclosed where practical to decrease noise emissions. Nail guns shall be used where possible as they are less noisy than

manual hammering. Generators and compressors shall be enclosed and positioned as far from noise sensitive receptors as possible.

Construction Phasing: Construct buildings or other significant structures at the site perimeter to help shield existing sensitive receptors from noise generated on the site.

**NOI-2:** Construct noise barriers as shown on Figure XII-1:

- Construct noise control barriers along the easterly lot lines contiguous with Stony Point Road. These are Lots 1, 11-13, and 127-128. Connect the barrier air-tight to the existing barrier at the property immediately adjacent to the north. Turn the barrier at the side of Lot 1 to connect air-tight to the side of the home.
- To control flanking noise, continue the barriers along the south property lines of Lots 13 and 127 and along the north property line of Lot 128. Turn the main barriers eastward at the heights shown on Figure XII-1.
- Construct noise control barriers along the south sides of Lots 14 and 17.
- Construct noise control barriers along the north sides of Lots 129-131.
- To achieve an acoustically-effective barrier or fence, it shall be constructed air-tight, i.e., without cracks, gaps or other openings, and must provide for long-term durability. Barriers can be constructed of masonry, wood, stucco, metal or a combination thereof and must have a minimum surface weight of 2.5 lbs. per square foot. If wood construction is used, homogeneous sheet materials are preferable to conventional wood fencing, as the latter has a tendency to warp and form openings with age. However, high quality air-tight tongue-and-groove, board and batten or shiplap construction can be used. All connections with posts, pilasters and the building shells must be sealed air-tight. No openings are permitted between the upper barrier components and the ground.

Figure XII-1: Noise Control Barriers Detail



**NOI-3:** To achieve compliance with the 45 dB DNL interior limit of the City of Santa Rosa Noise element, the following window controls shall be required. In addition, general construction measures affecting the building shell are also required, as described in Appendix B of Attachment E.

- Install windows rated minimum Sound Transmission Class (STC) 31 at all living spaces within 100' of the centerline of Stony Point Road and with a direct or side view of the road and are not behind a noise control barrier.
- In addition to the required STC ratings, the windows and doors shall be installed in an acoustically-effective manner. To achieve an acoustically-effective window constructions, the sliding window panels must form an air-tight seal to the outside environment when in the closed position and the window frames must be caulked to the wall opening around their entire perimeter with a non-hardening caulking compound to prevent sound infiltration. Exterior doors must seal air-tight around the full perimeter when in the closed position.

Implementation of the above mitigation measures will reduce noise exposure to levels of less than significant.

**Sources:**

- City of Santa Rosa 2035 General Plan/Final EIR, 2009
- Edward L. Pack Associates, Inc., Noise Assessment Study for the Planned Stony Village South Project (Grove Village), July, 2016

|   | Potentially<br>Significant<br>Impact | Less-Than-<br>Significant<br>With Mitigation<br>Incorporated | Less-Than-<br>Significant<br>Impact | No<br>Impact             |
|---|--------------------------------------|--|-------------------------------------|--------------------------|
| <b>XIII. POPULATION AND HOUSING</b>   |                                      |  |                                     |                          |
| Would the project:  |                                      |  |                                     |                          |
| a. Induce substantial 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)? | <input type="checkbox"/>             | <input type="checkbox"/>                                     | X                                   | <input type="checkbox"/> |
| b. Displace substantial numbers of existing housing, necessitating the construction of replacement housing elsewhere?   | <input type="checkbox"/>             | <input type="checkbox"/>                                     | X                                   | <input type="checkbox"/> |
| c. Displace substantial numbers of people, necessitating the construction of replacement housing elsewhere?   | <input type="checkbox"/>             | <input type="checkbox"/>                                     | X                                   | <input type="checkbox"/> |

**Discussion/Impacts:**

XIII(a) **Less Than Significant Impact.** A project would be considered growth-inducing if it were to provide new housing, new employment, or expand existing infrastructure not planned for by a local plan. The Project would provide 136 new housing units and expand infrastructure. The

Project is within the range of the Low Density Residential/Open Space density range (2-8 units/acre) allowed by the City of Santa Rosa 2035 General Plan. All increases in housing numbers, along with the accompanying infrastructure to serve this development, were anticipated and analyzed in the City of Santa Rosa 2035 General Plan. Therefore, since the Project is consistent with City plans, the potential for induced growth is not considered an impact.

**XIII(b,c) Less Than Significant Impact.** The site currently has one occupied dwelling on site, a 1,200± square feet in size, which is rented. The Project would require the razing of this house. The tenants would require replacement housing elsewhere. The loss of one housing unit is not considered a significant impact as the Project would offset this housing with 136 units and 20 second dwelling units.

**Sources:**

- City of Santa Rosa 2035 General Plan/Final EIR, 2009

|  | Potentially<br>Significant<br>Impact | Less-Than-<br>Significant<br>With Mitigation<br>Incorporation | Less-Than-<br>Significant<br>Impact | No<br>Impact |
|--|--------------------------------------|---|-------------------------------------|--------------|
|--|--------------------------------------|---|-------------------------------------|--------------|

**XIV. PUBLIC SERVICES**

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?         | <input type="checkbox"/> | X                        | <input type="checkbox"/> | <input type="checkbox"/> |
| b. Police protection?       | <input type="checkbox"/> | X                        | <input type="checkbox"/> | <input type="checkbox"/> |
| c. Schools?                 | <input type="checkbox"/> | <input type="checkbox"/> | X                        | <input type="checkbox"/> |
| d. Parks?                   | <input type="checkbox"/> | <input type="checkbox"/> | X                        | <input type="checkbox"/> |
| e. Other public facilities? | <input type="checkbox"/> | <input type="checkbox"/> | X                        | <input type="checkbox"/> |

**Discussion:**

XIV(a,b)

**Less than Significant Impact with Mitigation:** Fire and police protection services would be provided by the City of Santa Rosa. The nearest fire stations (Fire Station #10 and #8) are located approximately 1.5 miles to the north on Corporate Center Parkway and Burbank Avenue respectively.

The Project site is located within the Santa Rosa Police Beat 7 patrol area.

The Project's 136 new homes will result in a demand for the City's public services. Additional fire or police personnel or equipment could be necessary to adequately serve the Project. The City's 2035 General Plan anticipated this increased demand and the City has since identified mitigation: the requirement that all newly created parcels or multi-family residential development shall be mitigated through any of the four options, described below. Any of the following four options would reduce potential impacts on public services to levels of less than significant.

- a. Annexation of all newly created parcels and multi-family residential development to an existing City Special Tax District;
- b. Payment of a lump sum adequate to cover the increased public safety service costs associated with providing services to a proposed residential subdivision or multi-family residential development;
- c. Provide private security, fire protection and emergency medical services to the residents of a proposed residential subdivision or multi-family residential development in perpetuity; or
- d. Include other uses, consistent with the City of Santa Rosa 2035 General Plan and zoning regulations, within a proposed residential development that would generate revenue to off-set the costs of providing public safety services to the development, where appropriate.

XIV(c) **Less than Significant Impact:** The Project site is located within the Santa Rosa City High School District and the Wright School Elementary District. The Project's 136 single family homes will likely generate a total of 60± new students<sup>5</sup>. The public school students will be served one of the closest City elementary schools, Lawrence Cook Middle School and Elsie Allen High School (the nearest campuses). The small number of new students will not result in a significant impact at these three schools. However, pursuant to Senate Bill 50, the Applicant would be required to pay school impact fees at the residential rate for new construction. These fees are established to offset potential impacts on school facilities. Payment of the fees mandated under Senate Bill 50 is prescribed by the statute, with payment of the fees deemed full and complete mitigation. This fee would be assessed when the Project's building permit is issued. Therefore, the Project would have a less than significant impact to area schools.

XIV(d,e) **Less than Significant Impact:** The Project is a residential project and would result in the incremental need for additional park services. The nearest parks are Pear Blossom and Bellevue Ranch, both 3 acre parks. The Project includes a 0.91± acre passive neighborhood park. The Project will also provide a fair share contribution to park development fees, as necessary, resulting in a less than significant impact. (See also Section XV, Recreation).

#### **Recommended Mitigation Measures:**

**Mitigation Measure PS-1:** As mitigation to public safety impacts, the Project will be required to mitigate the impacts of an increased need for public safety services resulting from the proposed development to a less than significant level by implementation of one of the following mitigation measures:

- a. Annexation of all newly created parcels and multi-family residential development to an existing City Special Tax District November 2006-1;
- b. Payment of a lump sum adequate to cover the increased public safety service costs associated with providing services to a proposed residential subdivision or multi-family residential development;

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<sup>5</sup> Average population per household (2010 Census data).

- c. Provide private security, fire protection and emergency medical services to the residents of a proposed residential subdivision or multi-family residential development in perpetuity; or
- d. Include other uses, consistent with the City of Santa Rosa 2035 General Plan and zoning regulations, within a proposed residential development that would generate revenue to off-set the costs of providing public safety services to the development, where appropriate.

**Standard Measures:**

- Evidence showing payment of school impact fees, in accordance with Government Code Section 65996, from the applicable school district will be provided prior to City issuance of any building permits.
- Evidence showing payment of park fees.
- Other standard conditions of approval will apply, including provision of a fire flow analysis to ensure adequate water pressure and flow rates.

**Sources:**

- City of Santa Rosa 2035 General Plan/Final EIR, 2009

|  | Potentially<br>Significant<br>Impact | Less-Than-<br>Significant<br>With Mitigation<br>Incorporated | Less-Than-<br>Significant<br>Impact | No<br>Impact             |
|--|--------------------------------------|--|-------------------------------------|--------------------------|
| <b>XV. RECREATION</b>  |                                      |  |                                     |                          |
| Would the project:   |                                      |  |                                     |                          |
| a. 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? | <input type="checkbox"/>             | <input type="checkbox"/>                                     | X                                   | <input type="checkbox"/> |
| b. Include recreational facilities or require the construction or expansion of recreational facilities, which might have an adverse physical effect on the environment?                      | <input type="checkbox"/>             | <input type="checkbox"/>                                     | X                                   | <input type="checkbox"/> |

**Discussion:**

XV(a,b) **Less Than Significant impact:** The Project is a 136 unit residential project and would contribute to the need for overall park and recreational demand. The closest parks are Pear Blossom and Bellevue Ranch, both approximately 3 acre parks within one mile of the Project site.

The Project proposes inclusion of an approximately 0.91± acre passive neighborhood park. The Project will be required to participate in the payment of park in-lieu fees consistent with the Southwest Area Plan impact fees. The Project's payment of the City's park in lieu fees would offset the Project's demand for increased recreational facilities.

**Standard Measures:**

- Evidence showing payment of park acquisition and/or park development fees will be provided prior to City issuance of any building permits.

**Sources:**

- City of Santa Rosa 2035 General Plan/Final EIR, 2009
- City of Santa Rosa, Southwest Area Projects Final Subsequent EIR, 2006

|   | Potentially<br>Significant<br>Impact | Less-Than-<br>Significant<br>With Mitigation<br>Incorporation | Less-Than-<br>Significant<br>Impact | No<br>Impact             |
|---|--------------------------------------|---|-------------------------------------|--------------------------|
| <b>XVI. TRANSPORTATION/TRAFFIC</b>  |                                      |   |                                     |                          |
| Would the project:  |                                      |   |                                     |                          |
| a. Conflict with an applicable plan, ordinance or policy establishing measures of effectiveness for the performance of the circulation system, taking into account all modes of transportation including mass transit and non-motorized travel and relevant components of the circulation system, including but not limited to intersections, streets, highways and freeways, pedestrian and bicycle paths, and mass transit? | <input type="checkbox"/>             | X   | <input type="checkbox"/>            | <input type="checkbox"/> |
| b. Conflict with an applicable congestion management program, including, but not limited to level of service standards and travel demand measures, or other standards established by the county congestion management agency for designated roads or highways?  | <input type="checkbox"/>             | X   | <input type="checkbox"/>            | <input type="checkbox"/> |
| c. Result in a change in air traffic patterns, including either an increase in traffic levels or a change in location that results in substantial safety risks?   | <input type="checkbox"/>             | <input type="checkbox"/>                                      | <input type="checkbox"/>            | X                        |
| d. Substantially increase hazards due to a design feature (e.g., sharp curves or dangerous intersections) or incompatible uses (e.g., farm equipment)?  | <input type="checkbox"/>             | X   | <input type="checkbox"/>            | <input type="checkbox"/> |
| e. Result in inadequate emergency access?   | <input type="checkbox"/>             | <input type="checkbox"/>                                      | X                                   | <input type="checkbox"/> |
| f. Conflict with adopted policies, plans, or programs regarding public transit, bicycle, or pedestrian facilities, or otherwise decrease the performance or safety of such facilities?  | <input type="checkbox"/>             | X   | <input type="checkbox"/>            | <input type="checkbox"/> |



## Discussion:

The following impact analyses are based on a Traffic Impact Study completed by Whitlock & Weinberger Transportation, Inc. (W-Trans) in March, 2016. It is included with this Initial Study as Attachment B.

## Existing Conditions

The Existing Conditions scenario provides an evaluation of current operation based on existing traffic volumes during the p.m. peak period. This condition does not include Project-generated traffic volumes. Volume data was collected while local schools were in session.

### Collision Rates

The calculated collision rates for the study intersections were compared to average collision rates for similar facilities statewide, as indicated in 2012 Collision Data on California State Highways, California Department of Transportation (Caltrans). Collision rate calculations are provided in Attachment B.

**Table XVI-1: Collision Rates at the Study Intersections**

| Study Intersection             | Number of Collisions (2010-20153) | Calculated Collision Rate (c/mve) | Statewide Average Collision Rate (c/mve) |
|--------------------------------|-----------------------------------|-----------------------------------|--|
| 1. Stony Point Rd/Hearn Ave    | 13                                | <b>0.28</b>                       | 0.27                                     |
| 4. Stony Point Rd/Bellevue Ave | 12                                | <b>0.34</b>                       | 0.21                                     |
| 5. Stony Point Rd/Todd Rd      | 21                                | <b>0.59</b>                       | 0.30                                     |

Notes: c/mve = collisions per million vehicles entering  
**Bold** text indicates actual rates that are higher than the statewide average

All three study locations had above-average collision rates, so further review of the specific incidents was performed. The collision rate for Stony Point Road/Hearn Avenue was only slightly above average, but it was noted that the majority of the collisions were rear-ends due to speeding on Stony Point Road and a few collisions were in the east-west direction, which has permissive left-turn phasing.

Most of the collisions at Stony Point Road/Bellevue Avenue were rear-end collisions with speeding as a primary factor.

The majority of the collisions at Stony Point Road/Todd Road were either rear-end collisions due to speeding or head-on or broadside collisions due to auto right-of-way violations. Nearly all of the head-on or broadside collisions were in the east-west direction, which also has permissive left-turn phasing. Based on this collision experience, including four correctable left-turn collisions in a 12-month period, the County should monitor this location and install protected left-turn phasing in the east-west direction at such time as either the collision experience or volumes meet the warrant set forth in Section 4D.06 of the CA-MUTCD.

### Existing Intersection Levels of Service

Based on the traffic volumes collected in March 2014, the study intersections are operating acceptably at LOS B or C. A summary of the intersection level of service calculations is contained in Table XVI-2, and copies of the Level of Service calculations are provided in Attachment B of this document.

**Table XVI-2: Existing Peak Hour Intersection Levels of Service**

| Study Intersection<br><i>Approach</i> | Existing Conditions |     |         |     |
|---------------------------------------|---------------------|-----|---------|-----|
|                                       | AM Peak             |     | PM Peak |     |
|                                       | Delay               | LOS | Delay   | LOS |
| 1. Stony Point Rd/Hearn Ave           | 24.9                | C   | 24.3    | C   |
| 4. Stony Point Rd/Bellevue Ave        | 13.4                | B   | 12.2    | B   |
| 5. Stony Point Rd/Todd Rd             | 20.7                | C   | 21.5    | C   |

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*; **Bold** text = deficient operation

### Stony Point Road Widening

The City of Santa Rosa is initiating a road improvement project to be completed by November, 2016 on Stony Point Road from Sebastopol Road to Hearn Avenue. Based on the City's website, the Project is intended to ease traffic congestion and increase roadway safety by the addition of travel and turn lanes, new sidewalks, and bicycle lanes along this vital north-south corridor. As part of the plan, Stony Point Road will be widened to two lanes in each direction from Sebastopol Road through the intersection of Hearn Avenue. The roadway will transition back to one lane in each direction south of Barndance Lane.

Therefore, for analysis purposes, the study intersection of Stony Point Road/Hearn Avenue was assumed to include the additional through lane in each direction to establish a baseline condition.

### Existing plus Improvements Conditions

The Existing plus Improvements Conditions scenario reflects operation based on existing traffic volumes with the addition of lanes on Stony Point Road.

Based on the traffic volumes collected in March 2014 and with the improvements, the study intersections are operating acceptably at LOS B or C. A summary of the intersection level of service calculations is contained in Table XVI-3, and copies of the Level of Service calculations are provided in Attachment B.

**Table XVI-3: Existing plus Improvements Peak Hour Intersection Levels of Service**

| Study Intersection<br><i>Approach</i> | Existing plus Improvements Conditions |     |         |     |
|---------------------------------------|---------------------------------------|-----|---------|-----|
|                                       | AM Peak                               |     | PM Peak |     |
|                                       | Delay                                 | LOS | Delay   | LOS |
| 1. Stony Point Rd/Hearn Ave           | 21.7                                  | C   | 19.7    | C   |
| 4. Stony Point Rd/Bellevue Ave        | 13.4                                  | B   | 12.2    | B   |
| 5. Stony Point Rd/Todd Rd             | 20.7                                  | C   | 21.5    | C   |

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*; **Bold** text = deficient operation

### Future Conditions

Segment volumes for the horizon year of 2040 were obtained from the County of Sonoma's gravity demand model and translated to turning movement volumes at each of the study intersections using the "Furness" method. The Furness method is an iterative process that employs existing turning movement data, existing link volumes and future link volumes to project likely future turning movement volumes at intersections.

The 2009 Comprehensive Transportation Plan (CTP) for Sonoma County, Sonoma County Transportation Authority (SCTA), 2009, assumes that Stony Point Road would be widened to two through lanes in each direction between Santa Rosa and Petaluma. The CTP is a long-range planning document used to program transportation improvements over the coming 25 years and these improvements are assumed to be complete only under future (buildout) conditions.

These expanded lanes on Stony Point Road are assumed in the 2040 traffic projections provided by the SCTA. Since these projected future traffic volume increases on Stony Point Road are only likely with expanded roadway capacity on Stony Point Road to the south, these capacity enhancements were assumed in the Level of Service analysis for Future Conditions.

Under the anticipated Future volumes and with the improvements described above, all three of the existing study intersections would operate acceptably at LOS D or better. These results are summarized in Table XVI-4, and copies of the Level of Service calculations are provided in Attachment B.

**Table XVI-4: Future Peak Hour Intersection Levels of Service**

| Study Intersection<br>Approach | Future Conditions |     |         |     |
|--------------------------------|-------------------|-----|---------|-----|
|                                | AM Peak           |     | PM Peak |     |
|                                | Delay             | LOS | Delay   | LOS |
| 1. Stony Point Rd/Hearn Ave    | 24.3              | C   | 41.6    | D   |
| 4. Stony Point Rd/Bellevue Ave | 11.5              | B   | 16.8    | B   |
| 5. Stony Point Rd/Todd Rd      | 28.3              | C   | 26.4    | C   |

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; \*\* = delay greater than 120 seconds; **Bold** text = deficient operation

#### Trip Generation

The anticipated trip generation for the Project was estimated using standard rates published by the Institute of Transportation Engineers (ITE) in *Trip Generation Manual*, 9th Edition, 2012 for "Single Family Detached Housing" (ITE LU #210). As indicated in Table XVI-5, the Project is expected to generate an average of 1,437 trips per day, including 113 trips during the a.m. peak hour and 149 during the p.m. peak hour.

**Table XVI-5: Trip Generation Summary**

| Land Use                       | Units     | Daily |              | AM Peak Hour |            |           |           | PM Peak Hour |            |           |           |
|--------------------------------|-----------|-------|--------------|--------------|------------|-----------|-----------|--------------|------------|-----------|-----------|
|                                |           | Rate  | Trips        | Rate         | Trips      | In        | Out       | Rate         | Trips      | In        | Out       |
| Single Family Detached Housing | 137 units | 9.52  | 1,304        | 0.75         | 103        | 26        | 77        | 1.0          | 137        | 86        | 51        |
| Second Dwelling Unit           | 20 units  | 6.65  | 133          | 0.51         | 10         | 2         | 8         | 0.62         | 12         | 8         | 4         |
| <b>Total</b>                   |           |       | <b>1,437</b> |              | <b>113</b> | <b>28</b> | <b>85</b> |              | <b>149</b> | <b>94</b> | <b>55</b> |

#### Trip Distribution

The pattern used to allocate new Project trips to the street network was based on likely routes and major generators and attractors. The applied distribution assumptions and resulting trips are shown in Table XVI-6.

**Table XVI-6: Trip Distribution Assumptions**

| Route                              | Percent     | Daily Trips  | AM Trips   | PM Trips   |
|------------------------------------|-------------|--------------|------------|------------|
| Stony Point Rd (from/to the north) | 30%         | 431          | 34         | 45         |
| Stony Point Rd (from/to the south) | 25%         | 359          | 29         | 37         |
| Hearn Ave (from/to the east)       | 10%         | 144          | 11         | 15         |
| Bellevue Ave (from/to the east)    | 10%         | 144          | 11         | 15         |
| Todd Rd (from/to the west)         | 10%         | 144          | 11         | 15         |
| Todd Rd (from/to the east)         | 15%         | 215          | 17         | 22         |
| <b>TOTAL</b>                       | <b>100%</b> | <b>1,437</b> | <b>113</b> | <b>149</b> |

### Intersection Operation

#### Existing plus Improvements plus Project Conditions

Upon the addition of Project-related traffic to the Existing volumes, and with the current widening project on Stony Point Road between Sebastopol Avenue and Hearn Avenue, the study intersections are expected to continue operating acceptably at LOS C or better. These results as well as Existing “without project” operation are summarized in Table XVI-7.

**Table XVI-7: Existing plus Improvements and Existing plus Improvements plus Project Peak Hour Intersection Levels of Service**

| Study Intersection<br><i>Approach</i> | Existing plus Improvements |     |         |     | Existing plus Improvements<br>plus Project |     |         |     |
|---------------------------------------|----------------------------|-----|---------|-----|--|-----|---------|-----|
|                                       | AM Peak                    |     | PM Peak |     | AM Peak                                    |     | PM Peak |     |
|                                       | Delay                      | LOS | Delay   | LOS | Delay                                      | LOS | Delay   | LOS |
| 1. Stony Point Rd/Hearn Ave           | 21.7                       | C   | 19.7    | B   | 22.1                                       | C   | 20.1    | C   |
| 2. Stony Point Rd/N Project access    | -                          | -   | -       | -   | 1.6  | A   | 1.2     | A   |
| <i>Westbound approach</i>             | -                          | -   | -       | -   | 32.5                                       | D   | 29.5    | D   |
| 3. Stony Point Rd/S Project access    | -                          | -   | -       | -   | 0.2  | A   | 0.1     | A   |
| <i>Westbound approach</i>             | -                          | -   | -       | -   | 12.6                                       | B   | 12.0    | B   |
| 4. Stony Point Rd/Bellevue Ave        | 13.4                       | B   | 12.2    | B   | 13.4                                       | B   | 12.7    | B   |
| 5. Stony Point Rd/Todd Rd             | 20.7                       | C   | 21.5    | C   | 21.0                                       | C   | 22.5    | C   |

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*

#### Future plus Project Conditions

Upon the addition of Project-generated traffic to the anticipated Future volumes, the study intersections are expected to operate at LOS D or better, as was the case for conditions without the Project. The westbound approach at Stony Point Road/North Project Access is expected to operate unacceptably at LOS F, but the overall the intersection is expected to operate at LOS A. The Future plus Project operating conditions are summarized in Table XVI-8, which also provides the Future without Project results for comparison, and copies of the calculations are provided in Attachment B.

**Table XVI-8: Future and Future plus Project Peak Hour Levels of Service**

| Study Intersection<br><i>Approach</i> | Future Conditions |     |         |     | Future plus Project |          |             |          |
|---------------------------------------|-------------------|-----|---------|-----|---------------------|----------|-------------|----------|
|                                       | AM Peak           |     | PM Peak |     | AM Peak             |          | PM Peak     |          |
|                                       | Delay             | LOS | Delay   | LOS | Delay               | LOS      | Delay       | LOS      |
| 1. Stony Point Rd/Hearn Ave           | 24.3              | C   | 41.6    | D   | 24.9                | C        | 44.1        | D        |
| 2. Stony Point Rd/N project access    | -                 | -   | -       | -   | 2.2                 | A        | 4.1         | A        |
| <i>Westbound approach</i>             | -                 | -   | -       | -   | <i>75.9</i>         | <i>F</i> | <i>**</i>   | <i>F</i> |
| 3. Stony Point Rd/S project access    | -                 | -   | -       | -   | 0.1                 | A        | 0.1         | A        |
| <i>Westbound approach</i>             | -                 | -   | -       | -   | <i>11.8</i>         | <i>B</i> | <i>15.4</i> | <i>C</i> |
| 4. Stony Point Rd/Bellevue Ave        | 11.5              | B   | 16.8    | B   | 11.5                | B        | 17.1        | B        |
| 5. Stony Point Rd/Todd Rd             | 28.3              | C   | 26.4    | C   | 28.8                | C        | 26.9        | C        |

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*; \*\* = delay greater than 120 seconds; Assumes two through lanes in each direction on Stony Point Rd

The findings of the traffic study are that intersections would operate acceptably overall at LOS D or better. The minor approaches would operate at LOS E or F for Future plus Project conditions, but because of the low volumes on the minor approaches, the Stony Point Road/Project access intersections would not meet criteria for signal warrants. As previously noted, the future volume of traffic projected on Stony Point Road are a result of the SCTA traffic model assumption which includes two through lanes in each direction on Stony Point Road between Santa Rosa and Petaluma. For purposes of this analysis, these two through lanes in each direction on Stony Point Road were assumed for future conditions.

#### Impacts:

**XVI(a) Less Than Significant With Mitigation Incorporation.** The City of Santa Rosa's adopted Level of Service (LOS) Standard is contained in Santa Rosa General Plan 2035. Standard TD-1 states that the City will try to maintain a level of service (LOS) D or better along all major corridors. Exceptions to meeting this standard are allowed where attainment would result in significant environmental degradation; where topography or environmental impacts make the improvement impossible; or where attainment would ensure loss of an area's unique character. The LOSs used in these analyses are defined in the Transportation Research Board's 2000 Highway Capacity Manual and are summarized in the traffic report in Attachment B.

While a corridor level of service is applied by the City in its analysis of the entire City as part of the environmental documentation supporting the General Plan, this type of analysis only provides relevant data when performed on a much longer segment than the one included as the study area for the Project. Therefore, although the City's standard does not specify criteria for intersections, for the purposes of this study a minimum operation of LOS D for the overall operation of signalized intersections was applied. All of the study intersections meet this level of service criteria. As noted above, because of the low volumes on the minor approach, the Stony Point Road/Northern Project access intersection would not meet criteria for signal warrants, so no additional mitigation measure is warranted. Therefore, the Project's potential impacts would be less than significant.

**XVI(b) Less Than Significant Impact With Mitigation Incorporation.** The Sonoma County Transportation Authority (SCTA) is designated as the Congestion Management Agency for Sonoma County. The four stated goals of the 2009 Transportation Plan are to maintain the system, relieve congestion, reduce emissions, and plan for safety and healthy. Based on the analysis provided above and in Section III, Air Quality, and after mitigation, the Project would comply with these goals. Therefore, the impact is considered less than significant after mitigation measures are applied.

XVI(c) **No Impact.** The Project has no components that would result in a change in air traffic patterns as it is located more than 4 miles from an airport, therefore the Project will have no impact.

XVI(d) **Less Than Significant Impact With Mitigation Incorporation.**

Site Access

Access to the site would be via two new entrances on Stony Point Road, one on each side of an existing rural residence. The new streets would be stop-controlled on the westbound approaches. The northerly street will be full access and the southerly street will be restricted to right-turns in/right-turns out only with the installation of a raised median on Stony Point Road. Exiting left-turn traffic could complete this maneuver from the northern access.

Sight Distance

At driveways, a substantially clear line of sight should be maintained between the driver of a vehicle waiting to cross or enter the street and the driver of a vehicle approaching on that street. Adequate time must be provided for the waiting vehicle to either cross, turn left, or turn right without requiring the through traffic to radically alter their speed. Sight distance along Stony Point Road at the Project driveways was evaluated based on corner distance criteria contained in the *Highway Design Manual* published by Caltrans. The recommended sight distances for intersections are based on approach travel speeds. Based on a design speed of 45 mph, the posted speed limit of Stony Point Road in the vicinity of the Project, the minimum corner sight distance needed is 495 feet. Based on a design speed of 25 mph for the internal streets, the minimum corner sight distance needed is 275 feet.

From a review of the proposed site plan as well as site observations, sight distance for vehicles exiting the Project site is expected to be adequate. In order to maintain adequate sight lines for vehicles leaving the site, landscaping should be maintained such that tree canopies are at least seven feet above the ground; other landscaping planted within areas needed for sight lines should be limited to low-lying vegetation no greater than three feet in height. In addition, signs and monuments planned along the Project's frontage should be placed in a manner that does not obstruct sight distance at the Project driveways. Adequate sight distance is available provided that landscaping is installed properly as noted in the mitigation measures below, resulting in a less than significant impact.

XVI(e) **Less Than Significant Impact.** The Traffic Impact Study included in Attachment B indicates that the Project would not result in increases in average delay at intersections surrounding the site, so emergency response times would generally not be increased. There are no other changes contemplated as part of the Project that would affect emergency access. Therefore, after the mitigation measures are applied, the Project would have a less-than-significant impact on emergency access.

XVI(f) **Less Than Significant Impact After Mitigation.** Existing and planned transit, bicycle and pedestrian facilities in the study area are expected to provide appropriate access to the Project site.

Pedestrian Facilities

Given the proximity of the Bellevue Ranch Shopping Center with coffee shops, quick eateries, and a convenience store, it is reasonable to assume that some residents will choose to walk from the Project site to this development. There are currently no sidewalks along the project frontage on Stony Point Road, but they will be provided as part of the Project improvements. Also, the crosswalk on the south leg of the Stony Point Road/Bellevue Avenue intersection is not in

compliance with ADA standards as it changes alignment without a median island or other channelizing device to redirect visually impaired pedestrians.

While the existing pedestrian facilities are inadequate, mitigation measures which include sidewalk improvements that connect to the current sidewalk terminus to the north will be included.

#### Bicycle Facilities

Existing bicycle facilities, including bike lanes on streets together with shared use of minor streets, provide adequate access for bicyclists. Class II bicycle facilities are available on segments of Stony Point Road and the Stony Point Road widening to the north includes Class II bike lanes along Stony Point Road.

The Colgan Creek Trail is a Class I bike path approximately one half mile from the Project site. Access to this path from the Project would enhance mobility for Project residents using bicycles and those looking for recreational opportunities. The Project's internal north-south connection would provide circulation to Bellevue Ranch Road which provides access to a path connecting to Elsie Allen High School and the Colgan Creek Trail path. However, this route is extremely circuitous and unlikely to be used by Project residents. A more direct connection from the Project to the Elsie Allen High School grounds would provide more convenient pedestrian access to the high school and bike access to the Colgan Creek path.

The Project frontage improvements should provide adequate right-of-way for future bike lane improvements. In addition, the Project should provide a path connection from the east side of the Project onto the Elsie Allen High School property thereby reducing these potential impacts to levels of less than significant.

#### Transit

##### Santa Rosa City Bus

The Santa Rosa City Bus provides fixed route bus services in Santa Rosa. All fixed routes are operated with wheelchair accessible, low-floor buses, and can accommodate up to two bikes. Bike rack space is on a first come, first served basis.

Route 15 runs northbound along the Project frontage and operates Monday through Friday from 6:15 a.m. to 8:00 p.m. and Saturday from 8:15 a.m. to 5:00 p.m. with approximately one-hour headways. The closest bus stops to the Project site are Stony Point Road/Bellevue Ranch and Stony Point Road/Bellevue Avenue, which are less than 1/3 of a mile north and less than 0.2 miles south of the Project site, respectively.

##### Dial-a-Ride Service

Santa Rosa Paratransit, a door-to-door service, is available for those who are unable to independently use the transit system due to a physical or mental disability. Santa Rosa Paratransit is designed to serve the needs of individuals with disabilities within the Santa Rosa area.

#### **Recommended Mitigation Measures:**

**TR-1:** The Project shall dedicate right-of-way and build the half-street improvements along Stony Point Road from Ludwig Avenue approximately 700 feet to the north. This shall include sidewalk, a bicycle lane, and the half-street travel lane configuration specified in the City of Santa Rosa General Plan for the area. Additionally, the Project shall provide enough width on the south side

of the Project site for the future connection of Bellevue Avenue to include half of a left-turn lane, a through lane, a right-turn lane, a bicycle lane and a sidewalk.

**TR-2:** Landscaping within areas needed for sight lines shall be maintained such that foliage stays above seven feet and below three feet from the ground. Signs or monuments to be installed along the Project frontage should be placed so that sight distance is not obstructed at the Project driveways.

**TR-3:** The Project shall provide a path connection from the east side of the Project onto the Elsie Allen High School property.

**TR-4:** The southern access point shall be restricted to right turns outbound only and a channelization island will be added.

**TR-5:** The Project frontage shall include sidewalk improvements which connect to the current sidewalk terminus to the north.

**Sources:**

- City of Santa Rosa 2035 General Plan/Final EIR, 2009
- W-Trans, Traffic Impact Study for the Grove Village Project, March, 2016

|  | Potentially<br>Significant<br>Impact | Less-Than-<br>Significant<br>With Mitigation<br>Incorporated | Less-Than-<br>Significant<br>Impact | No<br>Impact             |
|--|--------------------------------------|--|-------------------------------------|--------------------------|
| <b>XVII. UTILITIES AND SERVICE SYSTEMS</b>   |                                      |  |                                     |                          |
| Would the project:   |                                      |  |                                     |                          |
| a. Exceed wastewater treatment requirements of the applicable Regional Water Quality Control Board?  | <input type="checkbox"/>             | <input type="checkbox"/>                                     | X                                   | <input type="checkbox"/> |
| b. Require or result in the construction of new water or wastewater treatment facilities or expansion of existing facilities, the construction of which could cause significant environmental effects? | <input type="checkbox"/>             | <input type="checkbox"/>                                     | X                                   | <input type="checkbox"/> |
| c. Require or result in the construction of new storm water drainage facilities or expansion of existing facilities, the construction of which could cause significant environmental effects?          | <input type="checkbox"/>             | X  | <input type="checkbox"/>            | <input type="checkbox"/> |
| d. Have sufficient water supplies available to serve the project from existing entitlements and resources, or are new or expanded entitlements needed?   | <input type="checkbox"/>             | <input type="checkbox"/>                                     | X                                   | <input type="checkbox"/> |
| e. Result in a determination by the wastewater treatment provider which  | <input type="checkbox"/>             | <input type="checkbox"/>                                     | X                                   | <input type="checkbox"/> |



|   | Potentially<br>Significant<br>Impact | Less-Than-<br>Significant<br>With Mitigation<br>Incorporated | Less-Than-<br>Significant<br>Impact | No<br>Impact             |
|---|--------------------------------------|--|-------------------------------------|--------------------------|
| 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? |                                      |  |                                     |                          |
| f. Be served by a landfill with sufficient permitted capacity to accommodate the project's solid waste disposal needs?                                    | <input type="checkbox"/>             | <input type="checkbox"/>                                     | X                                   | <input type="checkbox"/> |
| g. Comply with federal, state, and local statutes and regulations related to solid waste?   | <input type="checkbox"/>             | <input type="checkbox"/>                                     | X                                   | <input type="checkbox"/> |

**Discussion:**

XVII( a,b,d) **Less than Significant.** The Project is located within the City of Santa Rosa's city limits. The proposed Grove Village residential Project is located within an area that is experiencing urbanization. Urbanization is planned for in the Santa Rosa 2035 General Plan and most utilities and services are available through local City services, Pacific Gas & Electric and other providers. Utilities (sewer, water and storm drains) will need to be extended into the site from surrounding public streets. The master planning of these utilities was assessed during the preparation of the City of Santa Rosa 2035 General Plan EIR, which included this site. Drainage for the Project will require connection to the offsite storm drain system. The City's master drainage planning for this area of the City calls for connection to an existing storm drain line surrounding public streets with drainage to the west.

XVII (c); **Less than significant with Mitigation Incorporated.** Drainage for the Project will require connection to the offsite storm drain system. Sonoma County's master drainage plan for this area included the contributory area of the project drain towards the existing storm drain system in Stony Point Road. The public storm drain pipe was designed to provide a certain capacity for this project's runoff in its design. The project will mitigate all runoff greater than the original design capacity as provided for this project area with onsite detention/storage, using pervious surface treatments instead of impervious surfaces and/or other methods as approved by the City Engineer or his designated representative, in order to match the original design runoff co-efficient

XVII( f,g) **Less than Significant.** The City of Santa Rosa currently contracts with the North Bay Corporation to provide solid waste collection and recycling. The North Bay Corporation collects and transports commercial and solid waste to the Central Disposal Site Transfer Station at 500 Meacham Road north of Petaluma. Once at the transfer station, the solid waste is sorted and hauled to the following landfills: the Potrero Hills Landfill in Solano County (anticipated to be in operation until approximately 2030), the Redwood Sanitary Landfill in Marin County (anticipated to be in operation until approximately 2039), the Keller Canyon Landfill in Contra Costa County (anticipated to be in operation until approximately 2030) (Santa Rosa 2009b).

During construction, there would be a temporary increase in solid waste disposal needs associated with construction wastes. Construction wastes for the Project would include small amounts of solid waste from building construction, as well as excess pavement, concrete, and soil associated with excavation and site grading. Both construction waste and operational solid

waste could be accommodated by landfills located in the region. The impact from construction waste and commercial solid waste would be less than significant.

**Recommended Mitigation Measures:**

**UTL-1: Drainage:** As part of the final grading plans, the Project shall complete the final storm water assessments and show, to the satisfaction of the City Engineer that the Project can either:

- Drain all storm water to Stony Point Road;
- retain more storm water on site; or
- construct a private storm water detention basin on site.

**Sources:**

- City of Santa Rosa 2035 General Plan/Final EIR, 2009

|  | Potentially<br>Significant<br>Impact | Less-Than-<br>Significant With<br>Mitigation<br>Incorporated | Less Than<br>Significant<br>Impact | No<br>Impact |
|--|--------------------------------------|--|------------------------------------|--------------|
|--|--------------------------------------|--|------------------------------------|--------------|

**XVIII. MANDATORY FINDINGS OF SIGNIFICANCE**

Would the project?

- |  |                          |   |                          |                          |
|--|--------------------------|---|--------------------------|--------------------------|
| a. Does the project have the potential to 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, 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? | <input type="checkbox"/> | X | <input type="checkbox"/> | <input type="checkbox"/> |
| 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)?   | <input type="checkbox"/> | X | <input type="checkbox"/> | <input type="checkbox"/> |
| c. Does the project have environmental effects which will cause substantial adverse effects on human beings, either directly or indirectly?  | <input type="checkbox"/> | X | <input type="checkbox"/> | <input type="checkbox"/> |

**Discussion:**

XVII(a) **Less Than Significant With Mitigation Incorporated:** All potential impacts to biological resources are less than significant or can be mitigated to levels of less than significant. Mitigation measures are identified in Section IV Biological Resources that will reduce the Project's impacts to less than significant levels. Cultural resources have been studied. There are no buildings on the site that qualify as having historical significance. Mitigation measures prescribed in Section V will ensure that any potential impacts to subsurface cultural resources related to construction are fully mitigated.

XVII(b) **Less Than Significant With Mitigation Incorporated:** The Project does not have the potential to create impacts which are individually limited but cumulatively considerable. The environmental effects of the Project are typical of residential developments and will all be mitigated through City construction standards and practices or, through mitigation measures contained in this Initial Study.

Traffic impacts are not anticipated to result in adverse cumulative conditions; the City has adopted circulation policies as part of its General Plan Transportation Element that regulate traffic movement and require construction of Project improvements to ensure traffic safety. Long-term traffic impacts related to General Plan build-out (2035 scenario) and cumulative traffic conditions will be addressed by ongoing City efforts to pursue alternative transportation modes, including increased use of public transit and other Transportation Systems Management methods. The Project will contribute its fair share of impact fees or implement measures thereby mitigating its contribution to traffic and circulation impacts. All other potentially cumulative impacts (agricultural resources, air quality, greenhouse gases, drainage, noise, public services and utilities) are either less than significant or are mitigated such that they will not add to a cumulatively considerable impact.

XVII(c) **Less Than Significant With Mitigation Incorporated:** The Project does not present potentially significant impacts which may cause adverse impacts upon human beings, either directly or indirectly. Potential impacts related to hazardous materials will be mitigated through the measures identified in Section VIII Hazards and Hazardous Materials. The Project will be conditioned to make City standard improvements or provide mitigations with respect to noise impacts, roadways, storm drainage and other impacts. Building and improvement plans will be reviewed to ensure compliance with applicable building codes and standards.

## Sources

- United States Fish & Wildlife Service (USFWS) et. Al., Final Santa Rosa Plain Conservation Strategy. Sacramento Office of the U.S. Fish and Wildlife Service, California Department of Fish and Game, U.S. Army Corps of Engineers, U.S. Environmental Protection Agency, North Coast Regional Water Quality Control Board, County of Sonoma, Cities of Cotati, Rohnert Park, and Santa Rosa, Laguna de Santa Rosa Foundation. December 1, 2005
- Programmatic Biological Opinion for U.S. Army Corps of Engineers (Corps) Permitted Projects that May Affect California Tiger Salamander and Three Endangered Plant Species on the Santa Rosa Plain, California (Corps File Number 223420N) (USFWS File No. 81420-2008-F-2061) (USFWS 2007)
- State of California, Surface Mining and Reclamation Act (SMARA) of 1975, updated in 1977
- BAAQMD Website and Significance Thresholds, 2010
- BAAQMD Bay Area 2001 Ozone Attainment Plan, 2001 available at:  
[http://www.baaqmd.gov/~media/Files/Planning%20and%20Research/Plans/2001%20Ozone%20Attainment%20Plan/oap\\_2001.ashx](http://www.baaqmd.gov/~media/Files/Planning%20and%20Research/Plans/2001%20Ozone%20Attainment%20Plan/oap_2001.ashx)
- BAAQMD Bay Area 2000 Clean Air Plan available at:  
[http://www.baaqmd.gov/~media/Files/Planning%20and%20Research/Plans/2000%20Clean%20Air%20Plan/2000\\_cap.ashx](http://www.baaqmd.gov/~media/Files/Planning%20and%20Research/Plans/2000%20Clean%20Air%20Plan/2000_cap.ashx)
- BAAQMD CEQA Guidelines, Page 3-2 to 3-4, May, 2010, updated 2011
- City of Santa Rosa 2035 General Plan/Final EIR, 2009
- City of Santa Rosa Zoning Code, 2006
- City of Santa Rosa Design Guidelines, September, 2005 (updated in 2010, 2011)
- City of Santa Rosa Southwest Area Plan Draft EIR, 1994
- City of Santa Rosa, Southwest Area Projects Final Subsequent EIR, 2006
- City of Santa Rosa, Southwest Area Plan, Resolution No. 21804, June 21, 1994
- City of Santa Rosa, Southwest Area Plan, Resolution No. 27488, September 22, 2009
- City of Santa Rosa Climate Action Plan, adopted June, 2012
- City of Santa Rosa, Water Efficient Landscape Ordinance, Ordinance 4051, adopted October 27, 2015
- Carlile-Macy, Storm Water Management Plan for the Grove Village Project, April 7, 2016
- Edward L. Pack Associates, Inc., Noise Assessment Study for the Planned Stony Village South Project (Grove Village), July, 2016
- Horticultural Associates, Tree Preservation and Mitigation Report, Grove Village, November, 2015
- Illingworth & Rodkin, Air Quality Construction Health Risk Assessment, July 22, 2014
- Monk & Associates, Biological Resource Analysis, Stony Village South Project (Grove Village), January, 2016
- Stantec Consulting Services, Phase I and II Environmental Site Assessments, October, 2013

- TMakdissy Consulting, Inc., Geotechnical Investigation, 2860 Stony Point Road, Santa Rosa California, September, 2014
- Tom Origer & Associates, Cultural Resources Study, June 2014 (confidential City document)
- W-Trans, Traffic Impact Study for the Grove Village Project, March, 2016

## PROJECT SPONSOR'S INCORPORATION OF MITIGATION MEASURES

As the project sponsor or the authorized agent of the project sponsor, I, Charity Wagner, undersigned, have reviewed the Initial Study for the Grove Village Project and have particularly reviewed all mitigation measures and monitoring programs identified herein. I accept the findings of the Initial Study and mitigation measures and hereby agree to modify the proposed project applications now on file with the City of Santa Rosa to include and incorporate all mitigation measures and monitoring programs set out in this Initial Study.

Charity Wagner  
Property Owner (authorized agent)

8.18.2016  
Date

### DETERMINATION FOR PROJECT

On the basis of this Initial Study and Environmental Checklist I find that the proposed project (choose the appropriate text):

☐ could not have a Potentially Significant Effect on the environment. A Negative Declaration will be prepared.

☒ could have a Potentially Significant Effect on the environment; however, the aforementioned mitigation measures to be performed by the property owner (authorized agent) will reduce the potential environmental impacts to a point where no significant effects on the environment will occur. A Mitigated Negative Declaration will be prepared.

Susie Murray  
Signature

8/18/2016  
Date

Susie Murray  
Printed Name

City Planner  
Title

### REPORT AUTHORS AND CONSULTANTS

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Illingworth & Rodkin

Monk & Associates

Stantec Consulting Services, Inc.

TMakdissy Consulting, Inc.

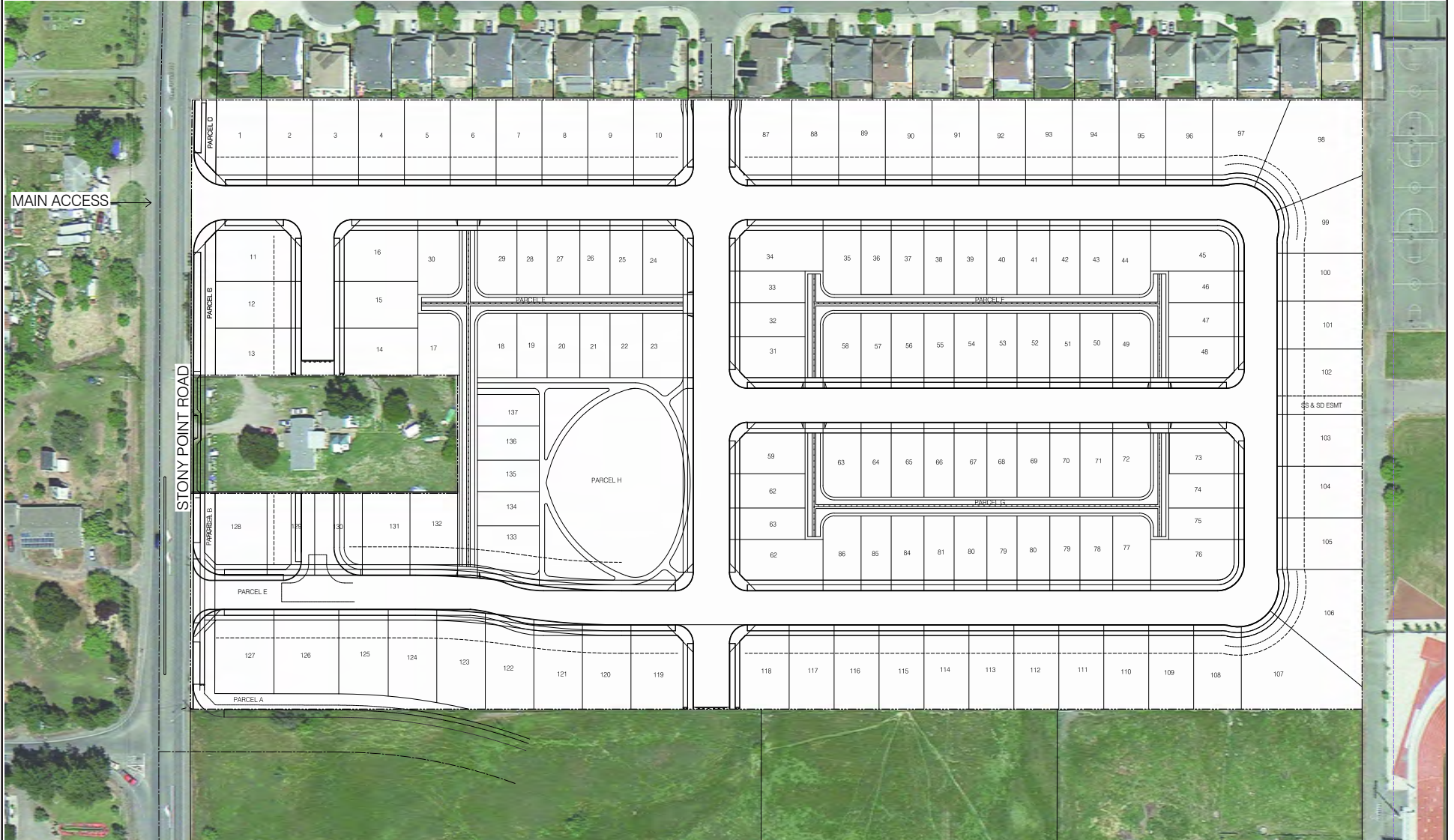
Tom Origer & Associates

Whitlock and Weinberger Transportation, Inc.

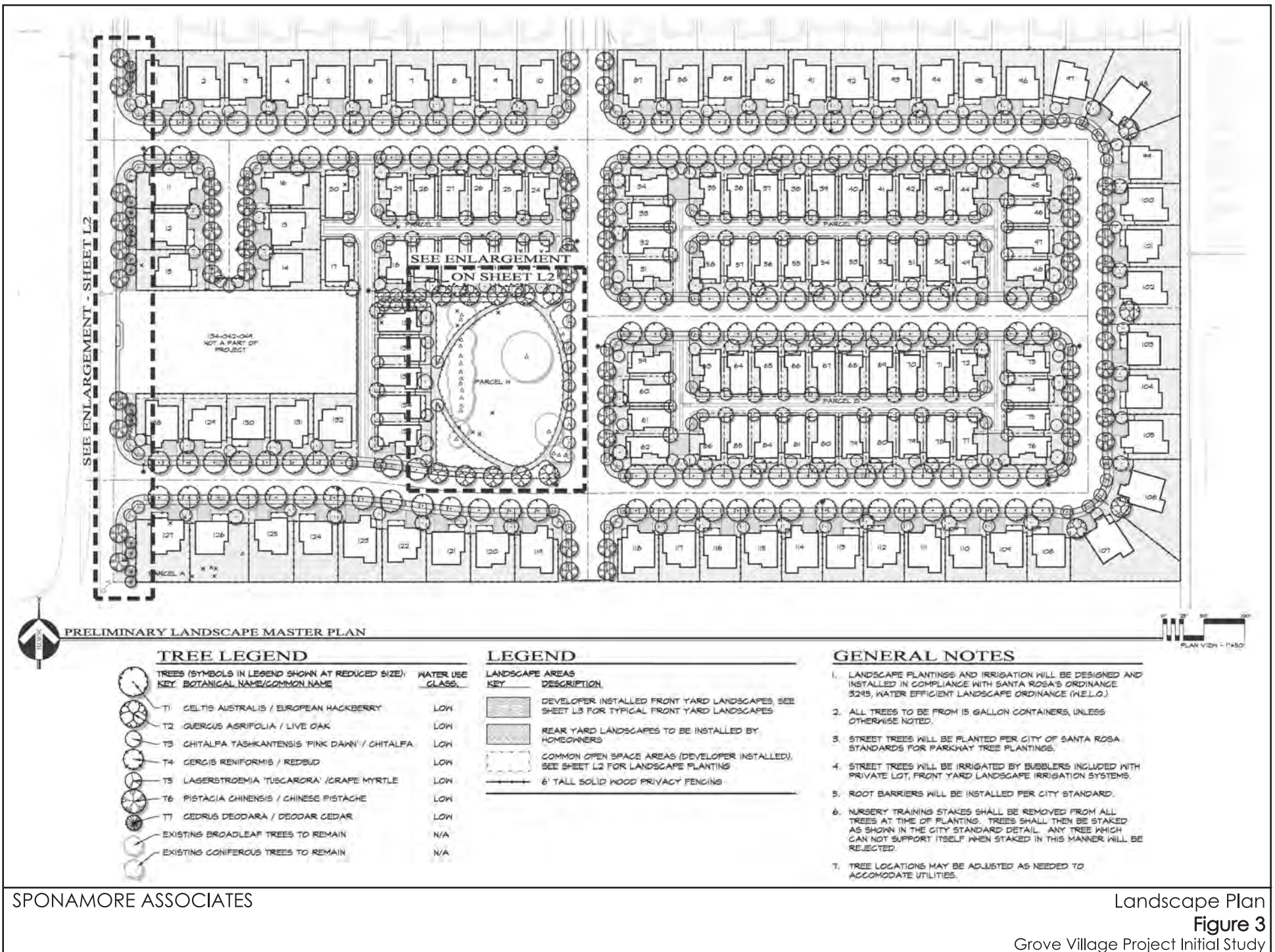












## ERRATA

Table LU-1 (Residential Small Lot Subdivision Compliance Table) is replaced with the following table (see *italics*):

**Table LU-1: Residential Small Lot Subdivision Compliance Table**

| Standards             | Requirement per 20-42.140  | Project   | Waiver requested per section 20-42.140(F)(4)(8) |
|-----------------------|--|---|---|
| Maximum density       | 18 units/acre  | 7.2 units/acre  | No  |
| Lot area              | 2,000 to 6,000; projects larger than 3 acres shall provide variable lot sizes  | Project is more than 3 acres, varied lot sizes provided. Perimeter lot areas are a minimum of 3,800 square feet and the interior lot areas are a minimum of 2,285 square feet.  | No  |
| Front setbacks        | 10'; 6' for front porch element  | Perimeter unit setbacks are a minimum of 10' to living space and 10' to porch; interior unit setbacks are a minimum 8' to living area and 6' to porch   | Yes, for interior units                         |
| Side setbacks         | 4' to the first story; 8' to the second story  | All units meet the 4' first story setback requirement; All units require a waiver for second story setback  | Yes, for all units                              |
| Rear setbacks         | 15' except where garage is alley-loaded, which may be 3'-5'  | Perimeter unit setbacks are 10' to 38'; Interior units are alley-loaded and have setbacks of 3' or greater.   | Yes, for perimeter units only                   |
| Garage setbacks       | 19' from public sidewalk or 19' from property line whichever is greater; a garage placed in a rear yard with alley access shall be placed 3'-5' from property line   | Perimeter unit garage setbacks are 19' from the back of the public sidewalk; Interior unit setbacks are 3 to 5' for alley-loaded garages  | No  |
| Private open space    | 400 square feet with 15 foot minimum dimension   | All perimeter units will have a minimum of 400 square feet with 15 foot minimum dimensions. <i>The yard space on the alley-loaded lots range in width from 8' at the narrowest point to 14.5' at the widest. The private open space ranges from 318 to 508 square feet. To achieve the 8-foot width and soften the effects of the narrow side yards, the applicant has proposed a Non-exclusive Benefit Use Easement granting use rights for the 4' side yard setback areas between the subject lots. This hybrid concept will preserve fenestration on all four sides of the dwellings while still providing usable open space for all residents. The Covenants, Conditions and Restrictions (CCRs) will include provisions for limitations on yard use as follows:</i> <ul style="list-style-type: none"> <li><i>Dominant Lot property owners/occupants shall not place any permanent structures, nails or attachments to the walls on the Servient Lot.</i></li> <li><i>The Servient Lot property owner shall have access for exterior maintenance of their homes (i.e. siding, windows, gutters, etc.)</i></li> </ul> <i>The reduction in private open space is the applicant's response to balancing the required density set by the General Plan and developing homes that meet market demand. Staff finds that the proposed private open space areas meet the intent of the small lot subdivision standards.</i> | Yes   |
| Height limits         | 35 feet  | Maximum of 28 feet  | No  |
| Site coverage         | Maximum of 65% of the lot  | Maximum of 64%  | No  |
| Two-story structures  | Two-story structures are permitted provided that: a) floor area of the second story is no more than 50% of the all the roofed first floor; b) 25% of the homes in the Project are one-story; or c) all two story units have one story elements | All homes are two-story with one-story elements, in compliance with item c.   | No  |
| Second dwelling units | All small lot subdivisions may include second dwelling units   | A second dwelling unit is provided on 26% of the alley-loaded homes.  | No  |