

**CITY OF SANTA ROSA
ROSELAND AREA/SEBASTOPOL ROAD
SPECIFIC PLAN AND
ROSELAND AREA ANNEXATION PROJECTS
FINAL ENVIRONMENTAL IMPACT REPORT**

State Clearinghouse No. 2016012030

Prepared for:

CITY OF SANTA ROSA
PLANNING AND ECONOMIC DEVELOPMENT DEPARTMENT
100 SANTA ROSA AVENUE, ROOM 3
SANTA ROSA, CA 95404

Prepared by:

Michael Baker
INTERNATIONAL

2729 PROSPECT PARK DRIVE, SUITE 220
RANCHO CORDOVA, CA 95670

AUGUST 2016

**CITY OF SANTA ROSA
ROSELAND AREA/SEBASTOPOL ROAD SPECIFIC
PLAN AND ROSELAND AREA ANNEXATION
PROJECTS
FINAL ENVIRONMENTAL IMPACT REPORT**

SCH No. 2016012030

Prepared for:

CITY OF SANTA ROSA
COMMUNITY DEVELOPMENT DEPARTMENT
100 SANTA ROSA AVENUE, ROOM 3
SANTA ROSA, CA 95404

Prepared by:

MICHAEL BAKER INTERNATIONAL
2729 PROSPECT PARK DRIVE, SUITE 220
RANCHO CORDOVA, CA 95670

AUGUST 2016

1.0 INTRODUCTION

1.1 Background and Purpose of the EIR..... 1.0-1
1.2 Intended Uses of the EIR..... 1.0-2
1.3 Organization and Scope of the Final EIR 1.0-2

2.0 COMMENTS AND RESPONSES TO COMMENTS ON THE DRAFT EIR

2.1 List of Commenters..... 2.0-1
2.2 Comments and Responses..... 2.0-1

3.0 MINOR REVISIONS TO THE DRAFT EIR

3.1 Introduction 3.0-1
3.2 Minor Changes and Edits to the Draft EIR..... 3.0-1

TABLES

Table 3.14-15 Existing plus Project PM Peak-Hour Freeway Ramp Operations 3.0-4

TABLE OF CONTENTS

This page intentionally left blank.

1.0 INTRODUCTION

This Final Environmental Impact Report (Final EIR) was prepared in accordance with the California Environmental Quality Act (CEQA) and the State CEQA Guidelines (Section 15132). The City of Santa Rosa (City) is the lead agency for the environmental review of the proposed Roseland Area/Sebastopol Road Specific Plan and Roseland Area Annexation Project (project; proposed project). The City has the principal responsibility for approving the project. This Final EIR assesses the expected environmental impacts resulting from approval and implementation of the proposed project, as well as responds to comments received on the Draft EIR.

1.1 BACKGROUND AND PURPOSE OF THE EIR

BACKGROUND OF ENVIRONMENTAL REVIEW PROCESS FOR THE PROJECT

The following is an overview of the environmental review process for the proposed project that has led to the preparation of this Final EIR.

Notice of Preparation

The Notice of Preparation (NOP) for the Draft EIR was submitted for public review on January 15, 2016, with the review period ending on February 16, 2016. A scoping meeting was held on February 1, 2016, to solicit input from interested agencies and the public. The City received several comment letters on the NOP and during the public scoping meeting. These comment letters are provided in **Appendix 1.0** of the Draft EIR.

Draft EIR

The Draft EIR was released for public and agency review on May 20, 2016, with the 45-day review period ending on July 5, 2016. The Draft EIR contains a description of the project, description of the environmental setting, identification of project impacts, and mitigation measures for impacts found to be significant, as well as an analysis of project alternatives. The Draft EIR was provided to interested public agencies and the public and was made available for review at City offices, at the Sonoma County Library (Downtown Santa Rosa and Roseland locations), and on the City's website.

Final EIR

The City received comment letters from public agencies, interest groups, and the public regarding the Draft EIR. This document responds to the written comments and Planning Commission public hearing comments received during the 45-day public review period, as required by CEQA. This document also contains minor edits to the Draft EIR, which are included in Section 3.0, Minor Revisions to the Draft EIR. This document, together with the Draft EIR, constitutes the Final EIR.

Certification of the Final EIR/Project Consideration

The City will review and consider the Final EIR. If the City finds that the Final EIR is "adequate and complete," the City may certify the Final EIR. The rule of adequacy generally holds that the EIR can be certified if it: (1) shows a good faith effort at full disclosure of environmental information; and (2) provides sufficient analysis to allow decisions to be made regarding the project in contemplation of its environmental consequences.

1.0 INTRODUCTION

Upon review and consideration of the Final EIR, the City may take action to adopt, revise, or reject the proposed project. A decision to approve the project would be accompanied by written findings in accordance with State CEQA Guidelines Sections 15091 and 15093. Public Resources Code Section 21081.6 also requires lead agencies to adopt a mitigation monitoring and reporting program to describe measures that have been adopted or made a condition of project approval in order to mitigate or avoid significant effects on the environment.

1.2 INTENDED USES OF THE EIR

The EIR is intended to evaluate the environmental impacts of the proposed project to the greatest extent possible and provide for future CEQA streamlining. This EIR, in accordance with CEQA Guidelines Section 15126, addresses the significant environmental effects of the project, any potential growth inducing impacts, proposed mitigation measures and potential alternative and should be used as the primary environmental document to evaluate all planning and permitting actions associated with the project. Please refer to Section 2.0, Project Description, of the Draft EIR for a detailed discussion of the proposed project.

In addition, it is anticipated that, pursuant to CEQA Guidelines Section 15182, as well as Sections 15152, 15168, and others, this EIR may provide the foundation for evaluation of individual projects within the project area. Depending upon the nature and circumstances of such future projects, additional focused environmental review may be required.

1.3 ORGANIZATION AND SCOPE OF THE FINAL EIR

This document is organized in the following manner:

SECTION 1.0 – INTRODUCTION

Section 1.0 provides an overview of the EIR process to date and what the Final EIR is required to contain.

Section 2.0 – COMMENTS AND RESPONSES TO COMMENTS ON THE DRAFT EIR

Section 2.0 includes a list of commenters, copies of written comments (coded for reference), and the responses to those written and oral comments made on the Draft EIR.

Section 3.0 – MINOR REVISIONS TO THE DRAFT EIR

Section 3.0 provides a list of minor edits made to the Draft EIR as a result of comments received and other staff-initiated changes.

2.0 COMMENTS AND RESPONSES TO COMMENTS ON THE DRAFT EIR

2.0 COMMENTS AND RESPONSES TO COMMENTS ON THE DRAFT EIR

2.1 LIST OF COMMENTERS

The following individuals and representatives of organizations and agencies submitted written comments on the Draft EIR.

Letter	Agency, Organization, or Individual	Date
A	Reg Elgin, Dry Creek Rancheria Band of Pomo Indians	May 31, 2016
B	Brenda L. Tomaras on behalf of the Lytton Rancheria	June 2, 2106
C	Ken Chiang, California Public Utilities Commission	June 2, 2016
D	Arthur Deicke	June 8, 2016
E	Trish and Greg Tatarian	June 8, 2016
F	Frederick W. Krueger	June 9, 2016
G	Gabi Shader	June 19, 2016
H	Curt Groninga	June 29, 2016
I	Patricia Maurice, California Department of Transportation, District 4	June 30, 2016
J	Ashle Crocker	June 23, 2016
K	Mark Bramfitt, Sonoma Local Agency Formation Commission	July 5, 2016
L	Kenneth Tam, Sonoma County Regional Parks	July 5, 2016
M	G.P. Radich	July 5, 2016
TR	City of Santa Rosa Planning Commission Public Hearing Transcript	June 9, 2016

2.2 COMMENTS AND RESPONSES

REQUIREMENTS FOR RESPONDING TO COMMENTS ON A DRAFT EIR

State CEQA Guidelines Section 15088 requires that lead agencies evaluate all comments on environmental issues received on the Draft EIR and prepare a written response. The written response must address the significant environmental issues raised and must be detailed, especially when specific comments or suggestions (e.g., additional mitigation measures) are not accepted by the lead agency. In addition, there must be a good faith and reasoned analysis in the written response. However, lead agencies need only respond to significant environmental issues associated with the project and do not need to provide all the information requested by commenters, as long as a good faith effort at full disclosure is made in the EIR (State CEQA Guidelines Section 15204).

State CEQA Guidelines Section 15204 recommends that commenters provide detailed comments that focus on the sufficiency of the Draft EIR in identifying and analyzing the possible impacts on the environment and ways in which the significant effects of the project might be avoided or mitigated. State CEQA Guidelines Section 15204 also notes that commenters should include an explanation and evidence supporting their comments. Pursuant to State CEQA Guidelines Section 15064, an effect shall not be considered significant in the absence of substantial evidence supporting such a conclusion.

2.0 COMMENTS AND RESPONSES TO COMMENTS ON THE DRAFT EIR

State CEQA Guidelines Section 15088 also recommends that where a response to comments results in revisions to the Draft EIR, those revisions be incorporated as a revision to the Draft EIR or as a separate section of the Final EIR.

RESPONSES TO COMMENT LETTERS

Written comments on the Draft EIR are reproduced on the following pages, along with responses to those comments.

Where changes to the Draft EIR text result from responding to comments, those changes are included in the response and demarcated with revision marks (underline for new text, ~~strikeout~~ for deleted text).

Letter A



DRY CREEK RANCHERIA
BAND OF POMO INDIANS

May 31, 2016

Jessica Jones, Senior Planner
City of Santa Rosa
100 Santa Rosa Avenue
Santa Rosa, C 95404

Dear Jessica Jones,

As the Tribal Historic Preservation Officer of the Dry Creek Rancheria, I am the primary contact on matters involving the protection of Tribal Cultural resources. In your letter of 5/20/16, you have notified the Dry Creek Rancheria of the proposed Roseland Area/ Sebastopol Road Specific Plan and Annexation Projects.

We have researched your proposed project site and have found that there are areas of cultural/historic significance on/or adjacent to that area.

At this point we would like to open a dialogue with you re: the protection of cultural significance at this site. Please call at your earliest convenience at (707) 849-1209 or you can email me Regedrycreekrancheria.com.

Thank you

Reg Elgin, Tribal Historic Preservation Officer
Dry Creek Rancheria
P.O. Box 607
Geyserville, CA 95441

Mailing Address: P.O BOX 607, Geyserville, CA 95441
Rancheria Address: 3250 Highway 128 East, Geyserville, CA 95441
Office Address: 3750 Westwind Boulevard, Suite 200A, Santa Rosa, CA 95403

A-1

2.0 COMMENTS AND RESPONSES TO COMMENTS ON THE DRAFT EIR

Letter A

Reg Elgin, Dry Creek Rancheria Band of Pomo Indians

Response A-1: The commenter states that in response to the City's letter notifying the Dry Creek Rancheria of the proposed project, research was conducted which determined that there are areas of cultural/historic significance on or adjacent to the project site. The commenter requests to open a dialogue with the City regarding the protection of the site's cultural significance.

In response to the letter, the City sent an email to Mr. Elgin on June 6, 2016, to the address provided, acknowledging receipt of the letter, sending a link to the Draft EIR, and suggesting times for a meeting. On June 20, 2016, City staff called the phone number provided and left a voice mail message for Mr. Elgin. To date, the City has not received a response.

The existing cultural resources setting and potential effects of the proposed project are discussed in Section 3.5, Cultural Resources, in the Draft EIR. The Draft EIR (Impact 3.5.2) concluded that the project would have a potentially significant impact on archaeological and tribal cultural resources and included mitigation measures MM 3.5.2a and MM 3.5.2b to reduce the impact to a less than significant level. No further analysis or additional mitigation measures are required.

Letter B

From: Brenda L. Tomaras [<mailto:btomaras@mtowlaw.com>]
Sent: Friday, June 03, 2016 8:49 AM
To: Jones, Jessica
Subject: RE: Draft Roseland Area/Sebastopol Road Specific Plan and Draft EIR - Release of Documents and Public Hearing

Hi Jessica,

Thank you for the link – that was helpful. I was having problems navigating around yesterday trying to find the EIR. Those MMs look great. Thank you very much.

Brenda L. Tomaras
Tomaras & Ogas, LLP
10755-F Scripps Poway Parkway #281
San Diego, CA 92131
(858) 554-0550
(858) 777-5765 Facsimile

CONFIDENTIALITY NOTICE: This e-mail transmission, and any documents, files or previous e-mail messages attached to it is confidential and may be legally privileged. If you are not the intended recipient or authorized agent for the intended recipient, you have received this message and attachments in error, and any review, dissemination, or reproduction is strictly prohibited. If you are not the intended recipient, please immediately notify us by reply e-mail or by telephone at (858) 554-0550, and destroy the original transmission and its attachments without reading them or saving them. Failure to follow this process may be unlawful.

From: Jones, Jessica [<mailto:JJones@srdcity.org>]
Sent: Thursday, June 02, 2016 3:59 PM
To: Brenda L. Tomaras <btomaras@mtowlaw.com>
Subject: RE: Draft Roseland Area/Sebastopol Road Specific Plan and Draft EIR - Release of Documents and Public Hearing

Hi Brenda,

Mitigation measures were included in the Draft Environmental Impact Report (see Impacts 3.5.2 and 3.5.3, pages 3.5-10 through 3.5-12, of the Draft EIR) to address cultural impacts of future projects in the area. Please let me know if these satisfy your concerns.

The Cultural Resources section of the Draft EIR can be found at the following link: http://www.srdcity.org/DEPARTMENTS/CITYADMIN/CITY_MANAGER/ROSELAND/Pages/EnvironmentalImpactReport.aspx

Thank you,
Jessica

Jessica Jones | Senior Planner
Planning & Economic Development | 100 Santa Rosa Avenue, Room 3 | Santa Rosa, CA 95404
Tel. (707) 543-3410 | Fax (707) 543-3269 | jjones@srdcity.org



Letter B Continued

From: Brenda L. Tomaras [<mailto:btomaras@mtowlaw.com>]
Sent: Thursday, June 02, 2016 3:53 PM
To: Jones, Jessica
Subject: RE: Draft Roseland Area/Sebastopol Road Specific Plan and Draft EIR - Release of Documents and Public Hearing

Ms. Jones,

On behalf of the Lytton Rancheria, I am responding regarding the Specific Plan. We would request that a requirement for some kind of cultural analysis prior to approval of any projects under the specific plan be included.

B-1

Thank you.

Brenda L. Tomaras
Tomaras & Ogas, LLP
10755-F Scripps Poway Parkway #281
San Diego, CA 92131
(858) 554-0550
(858) 777-5765 Facsimile

CONFIDENTIALITY NOTICE: This e-mail transmission, and any documents, files or previous e-mail messages attached to it is confidential and may be legally privileged. If you are not the intended recipient or authorized agent for the intended recipient, you have received this message and attachments in error, and any review, dissemination, or reproduction is strictly prohibited. If you are not the intended recipient, please immediately notify us by reply e-mail or by telephone at (858) 554-0550, and destroy the original transmission and its attachments without reading them or saving them. Failure to follow this process may be unlawful.

Letter B

Brenda L. Tomaras on behalf of the Lytton Rancheria

Response B-1:

The commenter requests that the EIR require further cultural analysis prior to approval of future projects in the project area. The commenter is referred to Impact 3.5.2 in Section 3.5, Cultural Resources, of the Draft EIR. Mitigation measure MM 3.5.2a requires preparation of Phase I archaeological resource studies for future projects that involve ground disturbance. Mitigation measures MM 3.5.2b and MM 3.5.3b require measures to protect any archaeological resources or human remains that are discovered during construction of such future projects. City staff responded to the initial email comment, dated June 2, 2016, indicating that mitigation measures were included in the Draft EIR. In a follow-up email to City staff dated June 3, 2016, the commenter stated the Draft EIR mitigation measures “look great.” No further analysis, or additional mitigation measures are required.

Letter C

STATE OF CALIFORNIA

EDMUND G. BROWN JR., Governor

PUBLIC UTILITIES COMMISSION

220 WEST 4TH STREET, SUITE 600
LOS ANGELES, CA 90018
(213) 576-7076



June 2, 2016

Jessica Jones
City of Santa Rosa
100 Santa Rosa Avenue, Room 3
Santa Rosa, CA 95404

Dear Jessica:

Re: SCH 2016012020 Santa Rosa (SONOMA) Roseland Area Specific Plan - DEIR

The California Public Utilities Commission (Commission) has jurisdiction over the safety of highway-rail crossings (crossings) in California. The California Public Utilities Code requires Commission approval for the construction or alteration of crossings and grants the Commission exclusive power on the design, alteration, and closure of crossings in California. The Commission Rail Crossings Engineering Branch (RCEB) has received the *Draft Environment Impact Report (DEIR)* from the State Clearinghouse for the proposed City of Santa Rosa (City) Roseland Area/Sebastopol Road Specific Plan and Annexation projects.

According to the DEIR, the project area includes active railroad tracks. RCEB recommends that the City add language to the Roseland Area Specific Plan so that any future development adjacent to or near the rail right-of-way (ROW) is planned with the safety of the rail corridor in mind. New developments may increase traffic volumes not only on streets and at intersections, but also at at-grade crossings. This includes considering pedestrian circulation patterns or destinations with respect to railroad ROW and compliance with the Americans with Disabilities Act. Mitigation measures to consider include the planning for grade separations for major thoroughfares, improvements to existing at-grade crossings due to increase in traffic volumes, and continuous vandal resistant fencing or other appropriate barriers to prevent trespassers onto the railroad ROW.

C-1

If you have any questions in this matter, please contact me at (213) 576-7076, ykc@cpuc.ca.gov.

Sincerely,

Ken Chiang, P.E.
Utilities Engineer
Rail Crossings and Engineering Branch
Safety and Enforcement Division

C: State Clearinghouse

Letter C

Ken Chiang, California Public Utilities Commission

Response C-1: The commenter states that the project area contains active at-grade railroad crossings and requests that the Draft EIR include mitigation measures requiring future development projects in the vicinity of rail right-of-way to consider rail safety.

The commenter is referred to Specific Plan Goal PBN-3 and associated policies regarding safety along and across the Sonoma-Marín Area Rail Transit (SMART) corridor. These policies would ensure that the City coordinates with SMART on future improvements that affect the SMART corridor, to ensure safe railway crossings for all users. No additional mitigation measures are warranted.

Letter D

From: Arthur Deicke [<mailto:epsolns@gmail.com>]
Sent: Wednesday, June 08, 2016 3:37 PM
To: Jones, Jessica
Subject: Re: Draft EIR

Jessica:

Here are my observations.

Specific Plan:

Page 2-7: Do we want a picture of an establishment outside of the area in Railroad Square area - Omelette Express?

Figure 3-1: Transit Village Mixed Use in legend and only area seems to be 3rd and Wilson or Railroad Square. Is that right?

Figure 5-1: Do we have an estimate of the areas of the proposed Community and Neighborhood Parks? Seems the symbols do not represent very well.

Page 6-2 identifies Priority Action A as the Hearn Overdressing and on page 6-5 Priority Action F as the Colgan Creek Restoration. However, Table 6-1 identifies the Hearn Overcross as mid-term phasing and Colgan Restoration as near-term phasing. I know it is different terminology, but it doesn't appear to sync.

Section 6-4: Did you consider Brownfield funding?

All figures fail to depict the roads Deep Harbor Lane and Rising Moon Lane. I don't mean the names, but the actual streets, albeit as short as they both are. Are there other streets not depicted?

DEIR:

Same issue with figures and two small streets.

Page 3.12-1: Annexation Areas do not include Roseland and Victoria.

Section 3.13.1.1: Law Enforcement Services. I don't believe that it is the case that once annexed, CHP will no longer service the area. Additionally, there may be times when the Sheriff is called in.

Page 3.15-1: Groundwater Supply. Sustainable Groundwater Management Act and developing agencies was not discussed.

Page 3.15-3: Santa Rosa 2010 Urban Water Management Plan was just updated in June 2016 as the Santa Rosa 2015 Urban Water Management Plan.

That's all I have. Looks like the transportation impacts are the biggest issue.

D-1

D-2

D-3

D-4

D-5

D-6

Letter D Continued

Sincerely,

Arthur Deicke

Environmental Pollution Solutions LLC
Santa Rosa, California
(m) 707-322-2015
(f) 707-387-0505
aedeicke@epsh2o.com
www.epsh2o.com

2.0 COMMENTS AND RESPONSES TO COMMENTS ON THE DRAFT EIR

Letter D Arthur Deicke

Response D-1: The commenter provides several comments regarding the proposed Specific Plan. The comments do not address issues related to the adequacy of the Draft EIR. No further response is required.

Response D-2: The commenter states that the maps in the Draft EIR do not show two small streets (Deep Harbor Lane and Rising Moon Lane) south of Hearn Avenue at Sally Ann Street.

These streets were recently constructed and are not yet included in available mapping databases. These new streets do not significantly change traffic or circulation. The adequacy of the Draft EIR is not affected by the inclusion or exclusion of these streets in Draft EIR figures. No change in the Draft EIR is required.

Response D-3: The commenter states that the discussion of the proposed annexation areas on page 3.12-1 in the Draft EIR does not include the Roseland and Victoria areas.

As defined in Section 2.0, Project Description, in the Draft EIR, the term *Annexation Areas* used throughout the Draft EIR refers to the portions of the project area that are located outside of the Specific Plan area. Where the Draft EIR refers to the Specific Plan area, that reference includes the Roseland and Victoria areas. No change to the Draft EIR is necessary.

Response D-4: The commenter disagrees with the statement on Draft EIR page 3.13-1 that upon incorporation the annexation areas would no longer be served by the California Highway Patrol (CHP).

The annexation areas would continue to be served by the CHP as applicable and may be served by the Sonoma County Sheriff's Office under a mutual aid agreement with the Santa Rosa Police Department (SRPD). Service transition may take time beyond the annexation date. The third paragraph of Draft EIR page 3.13-1 has been revised as follows:

The majority of the project area is currently served by the Santa Rosa Police Department (SRPD). The unincorporated islands in the project area are currently served by the Sonoma County Sheriff's Office and the California Highway Patrol; upon annexation, these areas would be primarily served by the SRPD ~~only~~.

Response D-5: The commenter states that the Draft EIR does not discuss the Sustainable Groundwater Management Act (SGMA).

The following text is added to page 3.9-9 in the Draft EIR between the Porter-Cologne Water Quality Control Act and the General Construction Activity Storm Water Permits subheadings:

Sustainable Groundwater Management Act

California enacted legislation in 2014 known as the Sustainable Groundwater Management Act (SGMA). The legislation outlines a framework for sustainable management of groundwater supplies by local authorities, with a limited role for state intervention only if necessary to protect the resource. The act requires the formation of local groundwater sustainability agencies (GSAs) that must assess conditions in their local water basins and adopt locally based management plans. GSAs are to be formed by June 2017, with groundwater management plans to be adopted several years later.

The Santa Rosa Plain Basin Advisory Panel prepared the Santa Rosa Plain Watershed Groundwater Management Plan in 2014.

As discussed in Draft EIR Section 3.9, Hydrology and Water Quality, and Section 3.15, Public Utilities, the City anticipates having surplus water supply in year 2035 and the proposed project's water demand would be approximately 0.02 million gallons per day (mgd) or 22.4 acre-feet per year (AFY) less than that projected in the City's 2014 Water Master Plan Update. Therefore, the proposed project would not result in the need to pump more water from the local groundwater basin than assumed in the City's Urban Water Management Plan (UWMP) or otherwise affect groundwater resources in the region.

Response D-6: The commenter states that the Draft EIR should reflect the recent (June 14, 2016) adoption of the City's 2015 UWMP.

At the time the Draft EIR was published for public review (May 20, 2016), the City Council had not yet adopted the City's 2015 UWMP. Thus, the data and conclusions of the 2015 UWMP could not be relied upon during development of the Draft EIR. The City's 2015 UWMP indicates sufficient water supply will be available to meet all demands under normal hydrologic conditions through year 2040. In addition, based on reliability modeling prepared by the Sonoma County Water Agency (SCWA), SCWA concluded that the single-dry year hydrologic condition will result in an adjusted 14 percent demand reduction for the City that will be necessary to meet available supply. Under this scenario, the City would reduce demands by enacting the appropriate stage of its Water Shortage Contingency Plan included as part of the City's 2015 UWMP. Thus, the recent adoption of the 2015 UWMP does not affect the conclusions of the Draft EIR and no revisions are warranted.

Letter E

Trish and Greg Tatarian
1119 Burbank Avenue
Santa Rosa, CA 95407

June 8, 2016

Jessica Jones, Senior Planner, City of Santa Rosa
Community Development Department
City of Santa Rosa
100 Santa Rosa Avenue, Room 3
Santa Rosa, CA 95404
jjones@srcity.org
(707) 543-3410

RE: Comments on the Roseland Area/Sebastopol Specific Plan and Roseland Area Annexation projects Draft Environmental Impact Report (DEIR) (City of Santa Rosa 2016)

Dear Ms. Jones:

We have read through the *Roseland Area/Sebastopol Specific Plan and Roseland Area Annexation Projects Draft Environmental Impact Report (DEIR) (City of Santa Rosa 2016)* and we would like to express our deep concerns about three issues; the intensive development proposed in the Specific Plan Area, new roadways planned that will move many cars through the Specific Plan area that will increase dangers for pedestrians, and a severe lack of parks in the area to serve the existing residents and the many proposed new residents.

E-1

Intensive Development in the Specific Plan Area

The Roseland Area has seen more development that is medium to high density development than in other areas of Santa Rosa, except near the Coddington Shopping Center. We need affordable housing in Santa Rosa, but it does not need to be concentrated in our area of Roseland.

The Roseland Area has gained 8,147 new residents between 1990 and 2013, an increase of 76 % (page 3.12-1). By comparison, the rest of the City of Santa Rosa grew by 49% and Sonoma County by 10% between 1990 and 2013 (page 3.12-1). Renter-occupied housing represents a greater share of units in the Plan Area (54%) compared to the City (47%) and County (40%) (page 3.12-1).

E-2

As residents who live, work and own property in our neighborhood that is within the Annexation Area, we support development along Sebastopol Road and north along the Joe Redota Trail. However, the proposed Specific Plan Area shows Hearn Avenue as Medium-High density and Transit Village Medium density, as shown on the Proposed Land Use Plan (page 2.0-17). We understand this reflects the new transit hub that is to be located at the Southwest Community Park.

E-3

Letter E Continued

However, along with this proposed increase in density along Hearn Avenue, there has also been a proposed change from very low residential along Burbank Avenue to Medium-Low residential development. As one of the last undeveloped areas in the area of annexation, Burbank Avenue should not be developed as Medium-Low residential development; it should remain as Very Low Residential to support park lands and maintain the current scenic road designation, rather than become contiguous with growth along Sebastopol Road and Hearn Avenue, which are larger streets that can better handle the increased population, vehicular traffic, and infrastructure.

E-3
cont.

The plan proposes 5,759 single-family and 3,039 multi-family units in the Specific Plan Buildout, an increase of existing conditions of 2,358 and 1,244 units, respectively. *Figure 10, Planned and Proposed Development in the Plan Area*, identified the number of proposed projects that have been approved for the Plan Area, which includes 1,301 units, of which 318 are affordable units and 983 are market rate units. However, Figure 10, contains several errors and did not include several proposed development that are already included in the April 2015 *City of Santa Rosa Pending Development Report*, including Lantana Place (2875 Dutton Meadows) with 96 units of multi-family and Stony Village North (2729 Stony Point Road) with 40 units detached. This increases the number of Market Rate Units to 1,023 and the Affordable Units to 414 for a total proposed all units to 1,437 not the 1,301 units identified in Figure 10.

E-4

We need to ensure that affordable projects are distributed more equitably throughout all areas of the city, rather than concentrating them in one already high-density quadrant, such as the Specific Plan Area.

Higher-Speed Roadways Crossing Through Specific Plan Area

The Pedestrian and Bicycle Network of Santa Rosa, created in 2011, provided background information used in the Transportation Section (Chapter 5) in the *Santa Rosa General Plan 2035*, in which Burbank Avenue (which has already been classified as a Scenic Road) was identified as a Class II Bicycle Road. However, in the *Specific Plan*, there are several new local roads proposed along the east side of Burbank Avenue.

Roseland Creek Elementary School is located on Burbank Avenue and currently supports 405 students with a capacity of 700 students. Some of the children walk to school, but the majority of students are driven to school. With the current number of students in the school, traffic is stopped on Burbank Avenue for the parents waiting to pick up their children between 7:45 - 8:30 am and between 2:30-3:30 pm. If we increase the number of roads connecting to or bisecting Burbank Avenue, the resultant heavy increase in traffic will create even more, major traffic congestion on Burbank Avenue.

E-5

There is also proposed a major road to connect Hearn Avenue to Northpoint Parkway to facilitate further development in the western portion of Southwest Santa Rosa. That would connect Northpoint Parkway, with speeds of 45 miles per hour, to Hearn Avenue – the only access from Highway 101 - crossing Burbank Avenue. The Southwest Community Park is identified as a major park with the Specific Plan that serves the Roseland Area. However, introducing these higher-speed roadways through the Specific Plan area will bisect the area with heavy, faster-moving vehicular traffic, reducing access and safety for pedestrians and bicyclists. These new roadways would also negatively impact the scenic character, aesthetic value, and natural/cultural integrity of the scenic roadway, and negatively affect the quality of life and safety for existing residents, pedestrians, and bicyclists.

E-6

Letter E Continued

Severe Lack of Parks for the Roseland Area

One of the Goals identified for the Specific Plan is “To make life and the physical environment better for plan area residents and employees.” (Page 2.0-2). We feel this can be achieved by increasing the number of parks for the existing residents.

As stated in the DEIR (Page 2.0-1), the Specific Plan Area is 1,860 acres, which includes 1,220 acres of incorporated city land and 640 acres of unincorporated county land. The population within the incorporated city land is 18,918, while the population within the Annexation area is 6,594. Chapter 3.13, Public Services states (page 3.13-10) that the standard of six acres of parkland per 1,000 residents is comprised of 3.5 acres of city park, 1.4 acres accessible school recreational land and 1.1 acres of open space. Based on the current population of 18,918 residents in the Plan Area, **a total of 113.5 acres of parks is required for the existing residents.**

Although the Chapter also states (Page 3.13-13) that the *General Plan 2035 Land Use Diagram* shows eight proposed community and neighborhood parks in the project area, there are only five identified. All of the others are located outside the Plan Area. The Chapter also states (page 3.13-9) that there are six additional neighborhood parks identified for the project area, as shown in the Santa Rosa General Plan 2035. However, Figure 6-1 actually shows parks that are outside the project area, and one on Dutton Avenue that is actually a proposed medium-density residential development, not a park.

Although it is stated on Page 3.13-14 that a sufficient number of new parks are planned in the project area to serve anticipated growth, we don’t agree with this statement is accurate, based on calculations. Not enough parkland occurs for the existing population let alone the addition of almost 10,000 people.

One of the few areas left undeveloped is along Burbank Avenue. If we assume the City is going to create parks for those areas of Roseland that are already developed, and ignore the addition of 9,662 residents approved by the proposed plan, **we will still need 113 acres of parks for the existing residents.** The only place to put that park acreage is on Burbank Avenue. Placing parks on the outskirts of existing development will require people to drive to the park area instead of walk. Perhaps another urban garden, like Bayer Farm, should be built.

Within the Santa Rosa General Plan 2035 (Page 6-15) under Public Services and Facilities, the following goals are also identified:

PSF-A-5 Developing areas of the city (e.g., southwest Santa Rosa) should be given a higher priority for new park development, and underserved neighborhoods should be given priority during redevelopment and renovation of the park system. Priority for park development should also be given to areas of greatest density and areas that allow for safe and easy access and visibility. Priority should also be given to locations that minimize impacts to sensitive environmental resources that could require extensive and expansive mitigation; the most sensitive environmental resource areas should generally be preserved for more passive recreation that assures their protection.

One way to achieve this goal is to create more natural parks, like that of Roseland Creek Park, which was designed so that very little hardscape would be developed. This prevents the need for mitigation for loss of habitat for California tiger salamander.

E-7

E-8

Letter E Continued

PSF-A-9 When building new parks, consider expanding existing parks or consolidating proposed parks to provide larger acreage and greater range of recreation activities, while maintaining park standards.

E-8
cont.

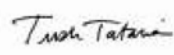
One way to achieve this goal is to create a recreational park on Burbank Avenue located across from Sheppard Middle School and designate it for youth recreation only.

Based on the increased rate of growth in the Plan Area (76%), compared to the rest of the City of Santa Rosa (49%) and Sonoma County (10%), and the fact that the renter-occupied housing represents a greater share of units in the Plan Area (54%) compared to the City (47%) and County (40%), it is clear that not enough consideration of existing population and conditions is being taken into account.

E-9

We feel that the proposed planning for the Roseland Area/Sebastopol Specific Plan and Roseland Area Annexation area is far too intensive and will result in overcrowding, excessive traffic, reduced safety, and loss of remaining areas for much-needed parklands.

Thank you very much for your time and consideration of our concerns.



Trish Tatarian



Greg Tatarian

2.0 COMMENTS AND RESPONSES TO COMMENTS ON THE DRAFT EIR

Letter E Trish and Greg Tatarian

Response E-1: The commenters express general concern about the project regarding the level of proposed development, pedestrian safety, and lack of adequate parkland.

The commenters are referred to the following detailed responses regarding these concerns.

Response E-2: The commenters state that higher-density development is being concentrated in the Roseland area and provide population growth data for the Roseland area, the City of Santa Rosa, and Sonoma County to support this assertion. The comment does not address issues related to the adequacy of the Draft EIR. No further response is required.

Response E-3: The commenters support new development along Sebastopol Road and north along the Joe Rodota Trail but do not support development along Burbank Avenue. There is also a reference to proposed land use changes along Hearn Avenue from Medium Density Residential to Medium High Density Residential and Transit Village Medium, and along Burbank Avenue from Very Low Density Residential to Medium Low Density Residential. The commenters state that the Burbank Avenue area should remain designated Very Low Residential to support parkland and the roadway's current County designation as a scenic roadway.

To clarify, pursuant to Figure 3-1 (Land Use Map) in the Specific Plan, the proposed land use changes along Hearn Avenue include the following:

- Change from Medium Density Residential to Medium High Density Residential along the north side of Hearn Avenue, near the intersection of Stony Point Road; and
- Change from Medium Density Residential and Medium Low Density Residential to a mix of Medium High Density Residential and Public Institutional on the south side of Hearn Avenue, adjacent to Southwest Community Park.

The Specific Plan does not include a proposal to add the Transit Village Medium land use designation on Hearn Avenue.

Further, the commenters' reference to a land use change along Burbank Avenue from Very Low Density Residential to Medium Low Density Residential is not accurate. The only land use changes proposed along Burbank Avenue are as follows:

- The existing Roseland Creek Elementary School site will be changed from Low and Medium Density Residential to Public Institutional, to recognize the existing school;
- The future location of Roseland Creek Community Park, on the east side of Burbank Avenue (across from Roseland Creek Elementary School),

2.0 COMMENTS AND RESPONSES TO COMMENTS ON THE DRAFT EIR

will be changed from Medium Density Residential to Parks and Recreation; and

- An area on the east side of Burbank Avenue (south of the proposed Roseland Creek Community Park) will be changed from Medium Density Residential/Retail and Business Services to Medium Low Density Residential, consistent with the existing land use designation of the adjacent properties.

The commenters' support and objections to development in specific locations in the project area are noted. No development is currently being proposed as part of this project and no development would be approved with approval of the project. As discussed in Impact 3.1.2 on Draft EIR page 3.1-21, future development along Burbank Avenue would be subject to Santa Rosa General Plan Goal T-G and associated policies, which serve to protect the scenic quality of designated scenic roadways in the city by requiring large setbacks and special design considerations. In addition, the proposed Specific Plan includes special street designs for Burbank Avenue, including narrower travel lanes, no on-street parking, and either landscape buffers or vegetated bioswales (see Draft EIR Figure 2.0-9).

Furthermore, as discussed in Impact 3.13.3.1 on Draft EIR pages 3.13-13 and 3.13-14, the project would redesignate approximately 16.4 acres of land from residential to the Parks and Recreation land use category, allowing additional parks to be development that will serve area residents. The additional land for parks would exceed the 1.7 acres required by the City's park standards for the additional 282 residents that would potentially be added at buildout of the Specific Plan. This acreage includes Roseland Creek Community Park, which is already in the planning stages in one of the areas proposed for redesignation.

Response E-4: The commenters indicate that "Figure 10, Planned and Proposed Development in the Plan Area" does not include two currently proposed development projects within plan area and thus is an inaccurate account of planned residential units in the plan area. The commenters reiterate that affordable, high-density housing should be distributed throughout the city and not concentrated in one area.

The Draft EIR does not include a Figure 10 or a figure titled Planned and Proposed Development in the Plan Area. The referenced Figure 10 is from the April 15, 2015 Market Analysis, prepared for the Specific Plan by Strategic Economics (Appendix B to the Roseland Area/Sebastopol Road Specific Plan Existing Conditions Report, dated June 2015). The commenters are referring to the Lantana Place and Stony Village North projects.

The Lantana Place project was approved by the Santa Rosa Design Review Board on November 19, 2009. Per the Santa Rosa Zoning Code, Design Review approvals are valid for two years, unless a time extension is requested and approved. The applicant did not request a time extension for the project, and, as a result, the project approval expired on November 19, 2011.

2.0 COMMENTS AND RESPONSES TO COMMENTS ON THE DRAFT EIR

The Stony Village North project was submitted to the Planning and Economic Development Department in December 2014, and deemed complete in January 2015. The pending development list identified in Figure 10 of the Market Analysis was developed based on 2014 information from the City and County of Sonoma, prior to the submittal of the Stony Village North project.

The comment does not address issues related to the adequacy of the Draft EIR. No further response is required.

Response E-5: The commenters state that the addition of new roads connecting to Burbank Avenue would worsen existing traffic congestion during drop-off and pick-up times at Roseland Creek Elementary School.

As shown in Impact 3.14.1 on Draft EIR pages 3.14-28 and -33, the proposed project would have a less than significant impact on operations along the major corridors in the plan area. In general, the addition of the proposed roadways would create a more complete and efficient roadway network that would allow for more evenly distributed vehicle trips, thus reducing congestion. This would also allow motorists to choose an alternate route to avoid regular areas of congestion. No further analysis or additional mitigation measures are required.

Response E-6: The commenters state that the proposed connection of Northpoint Parkway and Hearn Avenue near Burbank Avenue would direct heavy, high-speed traffic through the plan area, reducing safety for pedestrians and bicyclists and negatively impacting the scenic character.

As discussed in Impact 3.14.7 on Draft EIR pages 3.14-37 through -39, pedestrian, bicycle, and transit levels of service are expected to improve compared to existing conditions on almost every roadway segment analyzed in the Draft EIR, including along Burbank Avenue and the adjacent segment of Hearn Avenue. The project includes numerous improvements to enhance pedestrian and bicycle circulation and safety, including new sidewalks and crossings, increased visibility, and slower vehicle speeds. Thus, implementation of the proposed project is expected to improve safety for all modes of transportation in the plan area. The commenters are referred to Response E-3 regarding the scenic quality of the Burbank Avenue corridor. No further analysis or additional mitigation measures are required.

Response E-7: The commenters disagree with the conclusions of the Draft EIR regarding the provision of parkland in the plan area and assert that existing parkland is not sufficient to serve the existing population, nor is there sufficient planned parkland to serve the projected population. The commenters also cite City of Santa Rosa General Plan Policy PSF-A-5, which describes the City's priorities for the location and type of future park development.

The commenters are referred to Section 3.13, Public Services, in the Draft EIR. The City's parkland standard is 6 acres per 1,000 residents including 3.5 acres of developed parkland, 1.4 acres of school recreational land, and 1.1 acres of open space. According to the City's General Plan, the City currently meets or exceeds these standards. It should be noted that the City's parkland standard is citywide and the City does not mandate where the required parkland is to

2.0 COMMENTS AND RESPONSES TO COMMENTS ON THE DRAFT EIR

be located. Thus, residents within the plan area can be served by parkland located outside of the plan area.

In order to meet the parkland demands of the city's projected population resulting from buildout of the General Plan, the City identified numerous potential neighborhood and community park sites (see General Plan Figure 6-1) throughout the city, including eight neighborhood parks and one community park within the plan area. One of these planned parks is currently in the planning stages of development. However, the locations of these parks shown on General Plan Figure 6-1 are approximate and will be refined as individual projects are planned.

As discussed in Response E-3, the project would increase the population of the area beyond that projected in the General Plan by approximately 282 residents. Based on the City's parkland standard, this population increase would increase parkland demand beyond that identified in the General Plan by 1.7 acres. The increased demand generated by the project would be addressed through the proposed redesignation of 16.4 acres of land from Residential to Parks and Recreation, allowing for future park development.

Therefore, according to the City's parkland standard, there is currently sufficient parkland available to serve the existing population, and the project would ensure there is sufficient planned parkland to serve the projected population under both the Santa Rosa General Plan and the proposed project. No further analysis or additional mitigation is required.

Response E-8: The commenters state that additional parkland could be provided within the plan area through the creation of natural parks or open space, which could also eliminate the need to mitigate for the loss of wildlife habitat, specifically for California tiger salamander. The commenters also suggest a youth-recreation-only park on Burbank Avenue across from Sheppard Middle School.

The Draft EIR identified mitigation measure MM3.4.1a, which requires future project to incorporate the avoidance and mitigation measures described in the Santa Rosa Plain Conservation Strategy and the USFWS Programmatic Biological Opinion (see Draft EIR page 3.4-27). Implementation of this measure would ensure no net loss of habitat or species, which would be a less than significant impact. Thus, the recommendation in the comment is not required to reduce a significant effect identified for the project. No further analysis or additional mitigation is required..

Response E-9: The commenters reiterate their comment that a higher proportion of renter-occupied units are located in the plan area and that the project would result in excessive traffic, reduced safety, and loss of parkland.

This is not a comment on the adequacy of the Draft EIR. See Responses E-3 and E-7 regarding the commenters' concerns regarding parks, Response E-6 regarding pedestrian and bicycle safety, and Responses E-5 and E-6 regarding traffic.

Letter F

From: fred [mailto:fred@ecostewards.org]
Sent: Wednesday, June 08, 2016 10:16 PM
To: Jones, Jessica
Cc: Krueger, Patricia
Subject: Re: Planning Commission Public Hearing - June 9th at or after 4 p.m. - Draft Roseland Area/Sebastopol Road Specific Plan and Draft EIR

Hello Jessica,

Please find my terribly rushed and unedited comments on the DEIR attached below.

As you will read from my comments, I don't think that the present DEIR is comprehensive or focused enough on the Sebastopol Road area to serve our area with dignity and effectiveness.

I think we need another method for citizen evaluation and response to city planning.

An oral presentation accompanied by materials with a month for discussion and comments would be preferable to this system which becomes overly academic and bureaucratic. This system really does not allow you or the city to receive an accurate and comprehensive perspective on resident perspectives.

I realize that this is a discussion, but this format is one that does not reach residents in any deep or effective manner.

Now it is after 10 PM and I still haven't gone home for dinner.

My best to you and all your work,

Yours hoping for a better Roseland neighborhood,

Fred Krueger

Letter F Continued

Frederick W. Krueger
1100 Hughes Avenue
Santa Rosa, California 95407

June 9, 2016

Ms. Jessica Jones
Senior Planner, City of Santa Rosa
Community Development Department
100 Santa Rosa Avenue, Room 3
Santa Rosa, CA 95404
jjones@srcity.org

Comments on the Roseland Area - Sebastopol Road Plan and Roseland Area Annexation projects based on the Draft Environmental Impact Report

Dear Jessica Jones:

I have quickly scanned the *Roseland Area/Sebastopol Specific Plan and Roseland Area Annexation Projects Draft Environmental Impact Report* (DEIR) (City of Santa Rosa 2016). Yikes! There is a lot to address here, but I don't have enough time to engage all of this, so I will cherry pick a few issues where the DEIR is substantially if not woefully inadequate.

Air Quality Section 3.3

The data cited for Santa Rosa air quality is too general and not sufficiently specific to Sebastopol Road. For at least the past two decades Roseland and the Southwestern area of Santa Rosa has experienced high levels of growth but without a proportional growth in infrastructure across the Roseland area, but particularly on Sebastopol road.

Sebastopol Road, according to the 2006 Dowling Associates figures included in the DEIR for the proposed Wal-Mart Store in 2007, rated the intersections at Dutton and Sebastopol Roads, and at Sebastopol and Stony Point as LOS F, the worst designation possible. In the intervening ten years, growth has increased, and traffic is now episodically gridlocked, especially at rush hours.

F-1

Letter F Continued

It should be noted that the letter from the California Department of Transportation, ten years ago, dated September 21, 2006, explicitly states that future increases to traffic must be considered in addition to those of the proposed project then under consideration. This DEIR flagrantly fails to address the consequences of this added traffic. This flagrant omission should cause re-examination of this report as the figures presently reported fail to engage this additional factor and so are inadequate for a comprehensive assessment of the incremental traffic additions that will result from the relocation of the Roseland School.

F-2

In 2006 the former DEIR cited the traffic conditions at that time. "Hearn Avenue eastbound is reported as having an average morning speed of 6.7 mph during peak traffic hours. This average speed drops to 5.9 mph during afternoon traffic. This was at that time already one of the most congested roadways in Sonoma county. Growth across the SW in the intervening decade has caused traffic to become even more intense. At midday on many Saturdays, it takes three to five cycles of the signals across from the ARCO gas station on Hearn to cross Hwy 101.

F-3

For Sebastopol Road, the traffic flow at peak was estimated in 2006 at 3.6 mph for the one mile between Dutton Avenue and Stony Point. Since then a signal has been installed at Burbank and Sebastopol Road which has only slowed traffic. Part of the problem at this location is that Sebastopol Road narrows from a four lanes west of Burbank (two lanes in each direction) to two lanes just east of that point. This causes a bottleneck is not addressed in the DEIR, but it might be resolved by making all of Sebastopol Road, at least to Dutton Avenue, a four lane road with turns from driveways across traffic into the opposite lane eliminated.

It should be mentioned that emergency vehicles face a daunting level of traffic on Sebastopol Road. To further congest this area represents an inadequately addressed issue of public safety.

F-4

A big part of the problem here is that while Santa Rosa grew by 49% between 1990 and 2013 (the most recent data available), Roseland has grown by 76% during this same period. Significantly it grew without a proportional increase in infrastructure.

F-5

Letter F Continued

A Health Hazard in the Specific Plan Area

In 2010, according to the nurse at Roseland Grammar School, 26% of the students had disabling asthma. Since that time traffic has increased episodically, with the most intense times at morning rush hour and then at noon when the pre-school program ends.

The traffic is responsible for this health issue. A New York University School of Medicine study in 2009 documents that the major cause of urban asthma is stalled traffic, particularly diesel exhaust.

F-6

If the population density is increased along Sebastopol Road, traffic will also increase. This will mean even more stalled traffic and this will increase unhealthy air levels around the school and the plaza area. Who will pay for these extra emergency visits to the hospital that is caused by increased exhaust from stalled traffic?

The fact that school bus depository with most of the buses using diesel fuel is located exactly opposite the Roseland School further exacerbates the health problem in this local area.

F-7

Until the health issue with the children in the grammar school is resolved, no increases in traffic should be allowed. A child with asthma will miss school days; doubt their ability to participate in sports; will lose self confidence; will become embarrassed about taking medicines; will struggle to listen because of breathing difficulties; or fear having an asthma attack and even die during a serious attack. A figure in excess of 80% of students at the Roseland School are immigrants with English as a second language. Asthma makes academic performance terribly difficult when there are already handicaps on their performance. To increase population density and traffic in this area will not only increase asthma, but will relegate even more students to an inability to perform in ways sufficient to succeed in school when they especially need education to pull themselves and their families up out of poverty.

F-8

For the Sebastopol Road area and also for Hearn Avenue, if there is to be additional housing units, they need to be at a very low density. Roseland just does not have the transportation capacity to handle any more growth.

F-9

Additionally, because traffic is so intense the intersections of Dutton Avenue and Stony Point with Sebastopol Road has an extraordinarily high level of accidents and tickets because when traffic builds up, people have to wait several cycles of the

F-10

Letter F Continued

lights before turning. Too much impatience builds up so that we have one of the highest incidences of running red lights in Santa Rosa. Again, this is because we don't have sufficient transportation capacity for the present population.

**F-10
cont.**

Another dimension to overcrowding in Roseland is a lack of parking on the streets. With cars parked on both sides of the street and a higher density of population, we often see three families squeezing into a three bedroom home that historically only held one family. Some code enforcement is needed to restrain how parking is handled in this area.

F-11

Parks in Roseland

According to the National Recreation and Parks Association (NRPA) the national standard for parks is 10 acres per thousand residents. In Santa Rosa the general plan is stingy and allots only 6 acres per thousand, but only 3.5 acres is supposedly allocated for parks. With over 18,000 residents in Roseland (measured by Hwy 101, Hwy 12, Stony Point and Hearn Avenue), we should have far more park land than at present. But the continued use of space for housing will eliminate the possibility of fulfilling our quota of parks as all of the land is being taken up for housing. This is not right and a distortion of the priorities laid out in the General Plan because potential park land is being overly used for housing.

A map of parks in Santa Rosa will show that far and away Roseland is the most underparked area of the city.

Parks are known to reduce crime, reduce the cost of police services, reduce the tensions associated with urban living, and provide space for quiet and relaxation. Parks are needed to improve the quality of living for residents. By right we should enjoy the same level of city services as other regions of Santa Rosa, but clearly we do not.

F-12

The failure to position additional parks in the Roseland area could be seen as a form of prejudice and even as a failure of racial and environmental justice because of the severe mal-distribution of parkland across Santa Rosa. A need now is to identify where future parks will be located so that those places are not usurped for more housing. We just can't handle more housing density.

Letter F Continued

Other Related Issues

Roseland is experiencing an increasing problem with homelessness throughout the area. Some of this is because of the closeness of Camp Michaela; some of it is because of overflow from other parts of Santa Rosa. Some of it may be because of a lack of police services. Some of the consequences include that bus stops becoming unusable for bus riders because homeless people congregate at these places and carry on long discussions while hogging the bench, camping is increasing in the dark corners, unsanitary habits and open defecation is taking place in the small open spaces, trash and garbage are increasingly scattered throughout the area, and people with mental problems carry on arguments with the air. All of this is making Roseland an increasingly difficult place for long time residents to live in peace.

F-13

A fair policy would be to spread high density housing across Santa Rosa and not concentrate it in Roseland which already has a higher population density than other areas of Santa Rosa.

As the City relegates Roseland to higher density housing, safety becomes another issue that has to be considered. We need some relaxation of plans to grow in this region of Santa Rosa.

What we really need is a full spectrum grocery store, not another narrowly ethnic facility. Traffic is actually increased when Roseland residents have to travel across town to find a fully equipped grocery store.

F-14

We also need recreation areas for young people. We need a quiet natural area for reflection and the therapies that wild places offer. Most of all we need respect from the city and not to be treated as the place for super developing in ways that do not appear in other parts of Santa Rosa.

Respectfully submitted,

Fred Krueger
(707) 573-3076 (h);
(707) 573-3160 (w) after 12 noon

2.0 COMMENTS AND RESPONSES TO COMMENTS ON THE DRAFT EIR

Letter F Frederick W. Krueger

Response F-1: The commenter states that the air quality data presented in the Draft EIR is inadequate, as it is too broad and does not focus on the Sebastopol Road corridor. The commenter summarizes some findings of an EIR published in 2006 regarding traffic operations in the project area.

The commenter is not clear about which data is considered inadequate and does not provide alternative data. The Draft EIR includes a programmatic analysis of the proposed project's air quality impacts. Future development projects and roadway improvements would require further CEQA review of project-level traffic impacts, and associated air emissions, prior to implementation. No further analysis or additional mitigation is required.

Response F-2: The commenter states that the traffic analysis is inadequate because it fails to consider traffic generated by other planned projects, such as relocation of Roseland School, in addition to that of the proposed project.

Draft EIR pages 3.14-46 through -51 analyze traffic impacts under the Future plus Project scenario. This scenario considers buildout in the region and the entire project area, including all planned projects and roadway improvements. No further analysis or additional mitigation is required.

Response F-3: The commenter describes existing areas of traffic congestion in the project area and suggests that conditions could be improved by widening all of Sebastopol Road to four lanes and restricting left turns from existing driveways.

As shown in Draft EIR Table 3.14-12 on page 3.14-28, the segment of Sebastopol Road within the project area currently operates acceptably at level of service (LOS) C or better consistent with City standards. As discussed in Draft EIR Impact 3.14.1 on pages 3.14-28 through -33, the addition of project traffic would not degrade operations along this segment of Sebastopol Road to an unacceptable level. No mitigation is required. The comment is noted.

Response F-4: The commenter states that existing traffic congestion on Sebastopol Road interferes with emergency response and the addition of project traffic would worsen this condition. The commenter believes that the Draft EIR does not adequately address this issue.

The proposed project's potential effects on emergency response are addressed in Draft EIR Impact 3.8.5 on pages 3.8-13 and -14 and Impact 3.14.5 on page 3.14-36. Current and projected traffic conditions in the project area are discussed in Draft EIR Section 3.14, Traffic and Transportation.

As discussed on these pages, the addition of project-related traffic would not substantially degrade traffic operation on local streets within the project area (see Draft EIR Impact 3.14.1 on pages 3.14-28 through -33). Additionally, the proposed Specific Plan includes new streets that would improve connectivity within the project area, creating new routes for all users, including emergency responders. Furthermore, the Santa Rosa Fire Department would review construction plans for roadway improvement projects and establish temporary alternative emergency routes as necessary. The Draft EIR adequately

2.0 COMMENTS AND RESPONSES TO COMMENTS ON THE DRAFT EIR

addresses the issue of emergency response and no modifications are warranted.

Response F-5: The commenter states that the Roseland area has grown at a faster pace than the remainder of the city without a proportional increase in infrastructure.

The Priority Development Area Profile developed for the 1,800 acre plan area notes that the Plan Area population increased 76% between 1990 and 2013 as compared to the City of Santa Rosa, which grew 49% during that period. This growth is partially related to growth in the southern plan area. The conditions that the commenter describes represent existing conditions that are not caused by the proposed project. No further analysis or mitigation is required.

Response F-6: The commenter describes incidents of asthma among schoolchildren at Roseland Elementary School on Sebastopol Road and states that diesel exhaust from traffic congestion is the cause, citing an unreferenced 2009 medical study. The commenter further states that increased development in the area would increase traffic, thus worsening health conditions.

Mobile sources (e.g., automobiles and diesel-fueled trucks) associated with project operation would generate toxic air contaminants (TACs), but based on the California Air Resources Board's (CARB) Air Quality and Land Use Handbook: A Community Health Perspective, traffic from local roads in the project area would not be high enough to produce TACs that would cause adverse health effects for sensitive receptors. For mobile sources, CARB's handbook identifies only high traffic freeways and roads, including urban roads with 100,000 vehicles per day, or rural roads with 50,000 vehicles per day, as a source of TACs that could present a potentially significant health risk (CARB 2005). None of the roadways in the project area would carry these volumes. Draft EIR Impact 3.3.6 on pages 3.3-36 through -50 considered effects of toxic air contaminants, including mobile-source diesel emissions. The Draft EIR found the primary mobile sources that could affect the project area would be the US Highway 101 (US 101) corridor and the State Route (SR) 12 corridor. Mitigation measure MM 3.3.6 is included to reduce the risk of exposure to any development that would occur in the project area by requiring site-specific analysis to determine the level of health risk and implementing measures to reduce the risk to below thresholds. No further analysis or additional mitigation is required.

Response F-7: The commenter states that the location of the school bus parking lot in proximity to Roseland Elementary School exacerbates health problems associated with diesel exhaust.

The commenter describes an existing condition within the project area. Emissions associated with existing bus trips contribute to the local ambient air quality data provided in Draft EIR Table 3.3-2 on page 3.3-3, which serves as the basis for the project's air quality impact analysis. The Bay Area Air Quality Management District has set standards for acceptable levels of criteria air pollutants including particular matter (the primary pollutant generated by diesel engines). As discussed in Impact 3.3.2, the proposed project would not violate these standards or contribute substantially to an existing violation.

2.0 COMMENTS AND RESPONSES TO COMMENTS ON THE DRAFT EIR

Response F-8: The commenter states that no additional traffic should be permitted within the project area until air quality is improved and describes various potential societal effects of poor air quality.

See Responses F-6 and F-7.

Response F-9: The commenter states that any additional housing units approved along Sebastopol Road or Hearn Avenue should be very low density due to the insufficient transportation capacity in the area. The comment does not address issues related to the adequacy of the Draft EIR. See Responses F-3 and F-4 for a discussion of the commenter's concerns about traffic. No further response is required.

Response F-10: The commenter states that existing traffic congestion along Sebastopol Road causes accidents and traffic violations at intersections. There is no evidence in the record to suggest that there would be an increase in accidents as a result of the project. Please also see Response F-3. No further response is required.

Response F-11: The commenter states that there is insufficient on-street parking in the project area and requests code enforcement to regulate parking. The comment does not address issues related to the adequacy of the Draft EIR. No further response is required.

Response F-12: The commenter cites the National Recreation and Parks Association, which has a national park standard of 10 acres per 1,000 residents. The commenter further states that the City's parkland standard of 6 acres per 1,000 residents is inadequate, that the Roseland area does not have sufficient existing parkland, and that planned development in Roseland would eliminate the potential for new park development. The commenter also describes the various societal benefits of parks. The commenter further asserts that the failure of the project to designate more land for park development represents racial and environmental injustice.

The issue of parks and recreational facilities is discussed in Draft EIR Section 3.13, Public Services, on pages 3.13-9 through -15. The Quimby Act, discussed on Draft EIR pages 3.13-10 and -11, establishes parkland standards in California at 3 to 5 acres per 1,000 residents. The National Recreation and Parks Association, cited by the commenter, is a private, nonprofit organization. It does not set standards for the provision of parkland that must be applied by local jurisdictions, and there is no requirement that the City achieve this ratio.

Page 3.13-9 in the Draft EIR describes the City's standard as 6 acres of parkland per 1,000 residents, which consists of 3.5 acres of parkland per 1,000 residents plus 1.4 acres of school recreational land and 1.1 acres of public-serving open space. As of January 2015, the parkland ratio for the City was 3.8 acres of parkland per 1,000 residents, which exceeds the standard. The Draft EIR (Impact 3.13.3.1) determined that Santa Rosa, as a whole, currently meets its adopted parkland standard and that the proposed project would provide sufficient additional land for future park development to serve the project's projected population increase. It should also be noted that parks and recreational facilities are permitted in most residential zones, and additional

2.0 COMMENTS AND RESPONSES TO COMMENTS ON THE DRAFT EIR

neighborhood parks are designated by the Draft Specific Plan and General Plan.

As discussed in Response E-3, the project would increase the population of the area beyond that projected in the General Plan by approximately 282 residents. Based on the City's parkland standard, this population increase would increase parkland demand beyond that identified in the General Plan by 1.7 acres. The proposed redesignation of 16.4 acres of land from Residential to Parks and Recreation, which would allow for future park development, would satisfy the parkland needs created by the potential buildout of the Specific Plan.

Response F-13: The commenter describes observations and concerns with regards to homelessness in the Roseland area. The comment does not address issues related to the adequacy of the Draft EIR. No further response is required.

Response F-14: The commenter states that the City should spread higher-density housing across the entire city rather than concentrating it in the Roseland area and expresses concerns for public safety and the need for a general grocery store and more open space. The comment does not address issues related to the adequacy of the Draft EIR. No further response is required.

Letter G

From: Gabi [mailto:gabiwolf@aol.com]
Sent: Sunday, June 19, 2016 12:09 AM
To: _PLANCOM - Planning Commission
Cc: Cisco, Patti; Crocker, Ashle; Dippel, Hans; Duggan, Vicki; Edmondson, Casey; Groninga, Curt; Stanley, Peter
Subject: Comment on the DEIR Southwest Santa Rosa

Re: Draft EIR

Ladies and
Gentlemen,

June 18, 2016

My name is Gabi Shader. I have lived with my family here at 2671 Victoria Drive, Santa Rosa, CA 95407 for 24 years. We live within the project area of this DEIR.

In the DEIR document, a few impacts of the proposed developments were category SU, significant and unavoidable. I would like to specifically address the significant and unavoidable impact on freeway traffic on HW 101 between Todd Rd. and SR 12.

An increase of 1% is considered acceptable. However, the project would increase traffic by about 3%, which puts it into the significant and unacceptable range.

The following is an excerpt from the DEIR document:

As described in Section 2.0, Project Description, the City has established the following objectives for the proposed project for purposes of CEQA:

..... Make life and the physical environment better for plan area residents and employees.

..... Enhance livability by promoting community health and equity.

Establish the Plan Area as a place where people want to live, work, shop, and visit.

(I used for bullet points not quoted.)

These specific objectives will be compromised greatly by an unacceptable and unhealthy traffic impact.

The traffic situation has already a rating of unacceptable on the surface streets in the project area, specifically on Hearn Ave, Dutton Ave, and freeway on and off ramps in all directions, even before any further development. It seems that the argumentation for stating that the project would not have any further impact on the surface streets is that it is already unacceptable, therefore no change in rating would happen, going from unacceptable to unacceptable. However, it is very impactful to go from unacceptable to completely unlivable. Putting up with congestion at the major commute times is difficult, but worsening that to a situation where the traffic back-up would exist most of the day would substantially lower quality of life even further.

I urge the planning commission and the city council to seriously consider Alternative 2 in order to achieve the objectives of the Project (Creating a livable, enjoyable, healthy place where people would like to live, work, shop, and visit.)

In the final statement after evaluating Alternative 2, the DEIR states that this alternative would definitely be the environmentally superior alternative. The statement goes on to say that the reduced development would not be considered, because the desired project densities related to transit-supportive land use would not be achieved. It seems that two of the project objectives are in conflict here, the one of liveability and quality of life vs. the city's goal of creating a higher density neighborhood here in the southwest. It is also important to note that southwest Santa Rosa already carries the highest density of any of the four city quadrants.

There may be a way to achieve both objectives, quality of life, and housing needs:

1. Use Alternative 2 for a guideline for right now and build up 1/3 of the density of the project now.

G-1

G-2

G-3

Letter G Continued

2. -Work in tandem with CalTrans to put the Bellevue overpass on their building schedule.
3. -Schedule the rest of the developments after new road and overpass construction has been finished and can accommodate new traffic.

This way, we will not put the cart before the horse. It would be wonderful to have a thoughtful process where life here in our beloved southwest does not have to become completely unbearable so that then things have to be scrambled together in a haphazard fashion to bandaid problems that could have been avoided in the first place.

Thank you for considering taking the findings of this DEIR to heart and listening to the ramifications of the very serious traffic impact. Please do not sign off on this DEIR finding.

Respectfully,

Gabi Shader

**G-3
cont.**

2.0 COMMENTS AND RESPONSES TO COMMENTS ON THE DRAFT EIR

Letter G Gabi Shader

Response G-1: The commenter summarizes Draft EIR traffic-related findings.

On pages 3.14-33 and -34, the Draft EIR acknowledges that the addition of project traffic would result in a significant and unavoidable impact to mainline freeway operations on northbound US 101 between Todd Road and SR 12. The comment is noted.

Response G-2: The commenter summarizes her understanding of the Draft EIR traffic-related findings, stating that multiple surface streets and freeway ramps currently operate at unacceptable levels, which is not accurate. The commenter asserts that the addition of project traffic would make the project area unlivable and that traffic would be backed up most of the day, thus conflicting with the quality of life objective.

Draft EIR pages 3.14-3 through -8 summarize existing traffic operation levels of service within the project area. As shown in Table 3.14-2, all four of the arterial corridors in the project area currently operate acceptably at LOS D or better, meeting the City's operational standards. As shown in Table 3.14-4, all studied freeway ramps also currently operate acceptably at LOS C or better.

As discussed on Draft EIR pages 3.14-28 through -33 (see Table 3.14-13), the addition of project traffic would not degrade the level of service to an unacceptable level on local roadway segments; therefore, the impact was determined to be less than significant. Impact 3.14.2 on Draft EIR page 3.14-34 found that the mainline freeway on northbound US 101 between Todd Road and SR 12 currently operates at an unacceptable level and the project would increase traffic density by more than 1 percent, which was considered a significant impact. Widening SR 12 would reduce the impact, but due to constraints related to right-of-way acquisition, this was determined to be infeasible. No other mitigation is available, so this impact was considered significant and unavoidable.

Impact 3.14.3 on Draft EIR page 3.14-35 found off-ramp queues would extend onto the mainline freeway due to spillback from upstream signals and capacity constraints created by the existing two-lane Hearn Avenue freeway overpass and would degrade freeway ramp operations at the southbound US 101 freeway off-ramp at Hearn Avenue. The Draft EIR disclosed that the City is currently in the environmental phase of Caltrans project approval for the Hearn Avenue overpass widening project, which would ultimately alleviate adverse queuing conditions. However, because the project would not be complete under Existing plus Project conditions, the proposed project's impacts were considered significant and unavoidable in the near term. In the future conditions with the overpass project, this impact would be less than significant.

With respect to cumulative impacts, Impact 3.14.11 on Draft EIR page 3.14-48 determined that freeway study segments of US 101 and SR 12 are expected to operate unacceptably even without traffic from the project, but increases in freeway density from the project would exceed 1 percent on northbound US 101, eastbound SR 12, and westbound SR 12. For this reason, the project's impact was considered significant. Widening would reduce the impact, but it

2.0 COMMENTS AND RESPONSES TO COMMENTS ON THE DRAFT EIR

would require major reconstruction of multiple freeway structures, right-of-way acquisition including many homes and businesses, closure or relocation of city streets paralleling the freeway corridor, and substantial environmental impacts associated with the construction. This impact was therefore considered significant and unavoidable. No further analysis or additional mitigation is required.

Response G-3: The commenter supports consideration of Project Alternative 2 (Reduced Development Alternative). The commenter believes that the project's objectives to increase quality of life and to achieve desired building densities are in conflict. The commenter further suggests that the City implement Alternative 2, allowing one-third of the proposed development now and the rest of the proposed development after planned roadway and freeway improvements are completed.

This is not a comment on the adequacy of the Draft EIR. The comment is noted.

Letter H

To: Jessica Jones
Senior Planner
City of Santa Rosa

June 29, 2016

From: Curt Groninga
Member, Planning Commission
City of Santa Rosa

cc: Clare Hartman
Deputy Planning Director
City of Santa Rosa

Subject: DEIR: Roseland Area/Sebastopol Road Specific Plan and
Roseland Area Annexation

Please accept the attached review and commentary related to the Draft Environmental Impact Report for the proposed Roseland Area/Sebastopol Road Specific Plan and Roseland Area Annexation.

First, I wish to thank the Planning and Economic Development Staff who worked on this massive, complex and very important planning document. Given a long experience in either developing Environmental Impact Reports under CEQA guidelines or reviewing said document, this is the most critical EIR that I have encountered. This draft document reflects very good work on the part of city planners and the EIR consultant and the related sub-consultants. It is particularly helpful how the DEIR addresses the substance of the Roseland Area/Sebastopol Road Specific Plan and Annexation Project Area.

In order to understand my review logic (or lack there of!), I should briefly layout the format of my comments, discussions and questions as they relate to the DEIR and its relevance to the Specific Plan and Project Area. General comments relate to the overall analysis, findings and observations of the DEIR as it attempts to address potential impacts and mitigation measures *and* when necessary, notations concerning matters that either were omitted or need further expansion. Discussion is reserved for specific concerns that arose during my review and, hopefully clarify what issues may need further thought. Relevance to the Specific Plan and Project Area attempts to specify and address the nexus of planning documents to the DEIR review. And finally, Question(s) are intended to either help clarify concerns expressed under the discussion and to provide a stimulus for further review.

I wish to state my concurrence with Commissioner Stanley's suggestion that a *courtesy letter*, upon final approval of the proposed annexation and specific plan for the project area, be issued to property owners whose properties are listed in Appendix 3.8 Hazards and those individuals or business concerns who are part of the environmental "*chain of mitigation responsibility or liability*" frequently contained in purchase contract and title documents. Should the City wish to begin development and improvements in the

H-1

Letter H Continued

project area, a great many properties require (84+/-) hazardous materials removal long before actual work can commence.

**H-1
cont.**

Further, I also concur with Commissioner Stanley's suggestion that maintenance and replacement costs be calculated for all infrastructure projects in order to better ascertain the life cycle costs of major municipal investments. Such analysis could be provided as part of project planning documents yet not be required for overall project approval. The purpose is to assist in long-term planning for public works projects and their maintenance. This information would be used to inform the city budgeting (general fund and enterprise fund accounts) process annually and to proactively plan for public works impacts (short and long-term).

Thank you for your consideration. Should you have any questions and/or comments, I can be reached at (707) 538-9226 or (707) 481-4209 or at CGroninga@srcity.org.

Letter H Continued

DEIR Review for the Roseland Area/Sebastopol Road and Roseland Area Annexation

Curt Groninga
June 29, 2016

3.1 AESTHETICS:

- A. **General Comment:** Concur with the overall analysis, findings and observations relevant to potential impacts and related mitigation measures for Section 3.1 AESTHETICS (3.1-3.1.5).
- B. **Discussion:** It emphasizes Urban Design Element Goals UD-A (Preserve and enhance Santa Rosa's scenic character, including its natural waterways, hillsides, and distinctive districts); UD-C (Enhance and strengthen the visual quality of major entry routes into the city, as well as major corridors that link neighborhoods with downtown); UD-D (Avoid strip patterns of commercial development. Improve the appearance and functioning of existing commercial strip corridors, such as Santa Rosa Avenue and Sebastopol Road) and UD-F (Maintain and enhance the diverse character of Santa Rosa's neighborhoods. Promote the creation of neighborhoods---not subdivisions---in areas of new development).
- C. **Relevance to Specific Plan and Project Area:** Analysis and findings support the Sebastopol Road Urban Vision Plan and continues Sebastopol Road's role as the primary neighborhood center.
- D. **Questions:** None

H-2

3.2 AGRICULTURE AND FOREST RESOURCES:

- A. **General Comment:** Concur with overall analysis, findings and observations relevant to potential impacts and related mitigation measures for Section 3.2 AGRICULTURE AND FOREST RESOURCES (3.2.1-3.2.4).
- B. **Discussion:** West Hearn Annexation change of land use designation from low density residential to very low density residential will help preserve the existing character of this area.
- C. **Relevance to Specific Plan and Project Area:** Relates to Specific Plan 3.4 (Goals and Policies) in that it does encourage the development of attractive residential neighborhoods that maintain and enhance the diverse character of the Roseland Area. Changed land use designation of West Hearn Annexation area assists in achieving this goal.
- D. **Questions:** None

H-3

Letter H Continued

3.3 AIR QUALITY:

- | | |
|--|-------------------------------|
| <p>A. General Comment: Concur with overall analysis, findings and observations relevant to potential impacts and related mitigation measures for Section 3.3 AIR QUALITY (3.3.1-3.3.8) <i>except for lack of emphasis on current efforts, if any, to resolve identified existing hazardous health conditions noted on tables 3.3.9 and 3.3.11.</i></p> | H-4 |
| <p>B. Discussion: As it relates to future construction projects and their operational environmental impacts, <i>it is suggested</i> that construction document language be appropriately strengthened to insure and assure the community that consistent construction oriented mitigation measures are effectively monitored and, should any lapses occur, the contractor be subjected to sufficient project penalties designed to cover any and all external environmental entities (i.e. BAAQMD, et. al;) fines and punitive fees to the City for lack of compliance.</p> <p>In reviewing Table 3.3.9 (U.S. Highway 101 and State Route 12 Health Risk), it appears that U.S. 101 Link 652 exceeds BAAQMD Thresholds for PM_{2.5} Concentration (0.86 v 0.80) at the 10 foot distance. It is suggested it be noted in the same manner as the identified cancer risks were on Table 3.3.11 and noted on page 3.3.41</p> <p>In reviewing Table 3.3.11 (Stationary Source Health Risks), it appears that 5 locations exceed the Single Source Threshold for Cancer risk at distances from <100' up to and including 200'. <i>It is suggested here</i> that <i>existing current and on-going mitigation measures, if any,</i> be identified and referenced for those locations identified on both Tables 3.3.9 and 3.9.11.</p> | H-5

 H-6

 H-7 |
| <p>C. Relevance to Specific Plan and Project Area: Relates specifically to Vision Concepts 2.1 through 2.5 and Vision Concept 2.8 and, Circulation 4.4 Goals and Policies (RN-1-RN-5, PBN 1 and T-1).</p> | |
| <p>D. Questions:</p> <p>Q1-3.3: How does the City of Santa Rosa monitor and measure operational construction mitigation measures (i.e. dust control and fuel emissions) for contract and environmental compliance?</p> <p>Q2-3.3: What are the current and on-going mitigation measures for US 101 Link 652 (Table 3.3.9, page 3.3-38) and locations G7228, G12304, G10583, 18271 and G8645 (Table 3.9.11 pages 3.3.42-43)?</p> | H-8

 H-9 |

Letter H Continued

3.4 BIOLOGICAL RESOURCES:

A. General Comments: Concur with overall analysis, findings and observations relevant to potential impacts and related mitigation measures for Section 3.4 BIOLOGICAL RESOURCES (3.41-3.4.4).

B. Discussion: The City of Santa Rosa is commended for its consistent implementation of General Plan Mitigation Measure 4.F-5 and its sensitivity to endangered and threatened species habitats. Its implementation assists the possibility of attaining “less than significant” and/or “less than cumulatively considerable” for a number of potential negative environmental impacts.

Where necessary and possible, external environmental conservation organizations* and entities could be utilized to effectuate project area mitigation measures. *As a point of disclosure, though all comments, observations, suggestions and questions here are written by me as a current City of Santa Rosa Planning Commission member, *I am on the Board of Directors for the Laguna de Santa Rosa Foundation*. That organization is but one of several Sonoma County environmental organizations and entities (County of Sonoma based) that could assist in appropriate mitigation efforts appropriate to their respective missions. Referenced here is the portion of MM.3.4.2b which discusses compensatory mitigation by government agencies and nonprofit organizations.

H-10

C. Relevance to Specific Plan and Project Area: Section 3.4 relates directly to the Roseland Area/Sebastopol Road Specific Plan 3.3 (Affordable Housing & Anti-Displacement Strategy), 3.4 (Land Use Goals and Policies), 4.0 (Circulation and 5.1 Recreation and Parks).

D. Questions:

Q1-3.4: Given the potential conflict between the endangered Tiger Salamander habitat and increasingly apparent need for greatly increased volume of affordable housing units throughout Santa Rosa (and Sonoma County), would the City consider incurring upon that that habitat for development of much needed human species housing (endangered species v. human need argument)?

H-11

Q2-3.4: If the above were to occur, to which local, state and federal processes need to be adhered?

Letter H Continued

3.5 CULTURAL RESOURCES:

A. General Comment: Concur with overall analysis, findings and observations relevant to potential impacts and related mitigation measures for 3.5 CULTURAL RESOURCES (3.5.1-3.54).

B. Discussion: The City of Santa Rosa, through its policies and actions, has an established sensitivity to the importance of local cultural and historical resources.

Given the historic development of the Roseland Area, the City may anticipate future requests for Historic Neighborhoods Designation through the City Council and its Cultural Heritage Board.

C. Relevance to Specific Plan and Project Area: This section clearly relates to the Sebastopol Road Urban Vision Plan, Vision Concepts (2.1 through 2.8), Land Use & Housing (3.1, 3.3 and 3.5)

D. Question:

Q1-3.5: Assuming an affirmative vote on the Roseland Annexation, when would newly annexed neighborhoods be eligible for inclusion as Historic Districts? From original establishment date as a neighborhood (for example W. Hearn Avenue area) or from the annexation date? Just curious as I am a former member of the Cultural and Heritage Board and I believe a neighborhood seeking such a designation is required to be an established City of Santa Rosa neighborhood for fifty years at the time of application. *Note to staff: If you wish to ignore this question as being irrelevant, it would neither offend me nor hurt my feelings!* Just curious.

H-12

3.6 GEOLOGY AND SOILS:

A. General Comment: Concur with overall analysis, findings and observations related to potential impacts and related mitigation measures for 3.6 GEOLOGY AND SOILS (3.6.1-3.6.4) and *suggest the inclusion of reference to public schools earthquake standards.*

B. Discussion: The DEIR could become more technically correct with a notation indicating public schools located within the project area and specific plan are subjected to the dictates of both the California Building Code and the (K14) Field Act regarding earthquake safety and construction requirements. Though a minor omission, the Field Act has relevance to the educational facilities described in the Specific Plan and Project Area and may provide additional knowledge and comfort to project area residents.

H-13

Letter H Continued

C. Relevance to Specific Plan and Project Area: This section has significance for Vision 2.1 (Create a welcoming community that is clean, safe, affordable and inviting) and 5.1 (Educational Facilities) and 5.6 (Utility Infrastructure).

D. Questions: None

3.7 GREENHOUSE GAS EMISSIONS:

A. General Comment: Concur with overall analysis, findings and observations relevant to potential impacts and related mitigation measures for 3.7 GREENHOUSE GAS EMISSIONS (3.7.1-3.7.3).

B. Discussion: Santa Rosa's Climate Action Plan is commendable given the complexities involved. Hope for even greater expansion of greenhouse gas measures in the future.

C. Relevance to Specific Plan and Project Area: This section speaks to the Roseland Area/Sebastopol Road Specific Plan through out and gives emphasis to Vision Concepts 2.1-2.8 and has particular relevance to 3.0 (Land Use and Housing) as well 4.0 (Circulation).

D. Questions: None

H-14

3.8 HAZARDS AND HAZARDOUS MATERIALS:

A. General Comments: Concur with overall analysis, findings and discussions relevant to potential impacts and related mitigation measures.

B. Discussion: The City of Santa Rosa General Plan, the Santa Rosa City Code, the City of Santa Rosa City Code and Standardized Emergency Management System (SEMS) along with its hazardous materials oversight greatly assist in the enforcement and management of hazards and hazardous materials throughout the City.

I concur with Commissioner Stanley's recent comments that it would be helpful to Project Area property owners if a *courtesy letter* be sent informing them the area will be undergoing further development and their property(s) may be impacted. Also, it would be helpful to reach out to both the property owner and those holding "chain of mitigation" responsibilities. This courtesy alert would hopefully give property owners to review any mandated clean up responsibilities and hopefully, address them.

C. Relevance to Specific Plan and Project Area: This section does have particular relevance to the Specific Plan Vision Concepts 2.1, 2.3, 2.4 and 2.8. Additionally,

H-15

Letter H Continued

it is relevant to 3.0 (Land Use and Housing); 5.2 (Public Safety); 5.3 (Educational Facilities); 5.4 (Library) and 5.6 (Utility Infrastructure).

H-15
cont.

D. **Questions:** None

3.9 HYDROLOGY AND WATER QUALITY:

A. **General Comments:** Concur with overall analysis, findings and observations relevant to possible impacts and related mitigation measures for 3.9 HYDROLOGY AND WATER (3.9.1-3.9.4).

B. **Discussion:** The City of Santa Rosa's history and experience regarding hydrology and water quality is well established as it with the various local and state agencies involved in this feel. Given this history it should give comfort to project area residents and participants that standards are kept and enforced.

The impact statement 3.9.6 notes ... "the proposed project, in combination with existing, approved, proposed and reasonably foreseeable development in the Laguna de Santa Rosa watershed, would alter drainage conditions, rates, volumes, and water quality, which could result in potential flooding and stormwater quality impacts in the overall watershed. This cumulative impact is considered *less than cumulative considerable*. It needs to be noted that the *stewards of the Laguna de Santa Rosa work in consort with the City of Santa Rosa, various county and state agencies* to protect the overall watershed from being adversely impacted in relation anticipated county and city growth.

H-16

C. **Relevance to Specific Plan and Project Area:** This DEIR section has particular relevance to the Roseland Area/Sebastopol Road Specific Plan Vision Concept 2.1 (Create a Welcoming Community That Is Clean, Safe, Affordable, And Inviting); 3.0 (Land Use and Housing) and; 5.6 (Utility Infrastructure).

D. **Questions:** None

3.10 LAND USE AND PLANNING:

A. **General Comments:** Concur with overall analysis, findings and discussions relevant to potential impacts and related mitigation measures for 3.10 LAND USE AND PLANNING (3.10.1-3.10.4).

B. **Discussion:** This entire section in itself is clear and consistent with the overall project area goals. The statement regarding a proposed General Plan Amendment (page 3.10-9) reflects the character of what this analysis is about when it states "...a General Plan is proposed as part of the project to *ensure consistency* (emphasis added) with the General Plan. Rezoning in the Specific Plan area and establishment

H-17

Letter H Continued

of pre-zoning in the Annexation areas is consistent with the proposed Specific Plan and General Plan land use designations is also proposed as part of the project.” As mentioned in other portions of the DEIR, this seems to be underway.

- C. Relevance to Specific Plan and Project Area:** This DEIR section addresses the Roseland Area/Sebastopol Road Specific Plan Vision Concepts 2.1, 2.4 and 2.7; the Land Use and Housing 3.3 (Affordable Housing and Anti-Displacement Strategy) and Land Use and Housing Goals 3.4 with emphasis on Goal 3-1 and Policies R-1.1 and R-1.3 as well as Sebastopol Road and Land Use Goal SR-1 and Affordable Housing Goal AH-1 and AH-2.

H-17
cont.

- D. Questions:** None

3.11 NOISE:

- A. General Comments:** Concur with overall analysis, findings and observations relevant to possible impacts and related mitigation measures for 3.11 NOISE (3.11.1-3.11.5).
- B. Discussion:** Given the planning commissions experience in reviewing noise impacts related to prospective projects, the information and data provided is consistent with City of Santa Rosa standards and codes.

It is suggested here that the DEIR consultants may want to request updates to the Sonoma-Marín Area Rail Transit DEIR data prepared in 2005 which apparently stated that 12 passenger trains (6 round trips?) would travel along the rail corridor daily between the hours of 5:00 a.m. and 8:00 p.m. Given recent newspaper accounts, this may not be the current plan.

H-18

- C. Relevance to the Specific Plan and Project Area:** This section addresses the Roseland/Sebastopol Road Specific Plan and Roseland Area Annexation Projects Vision Concepts 2.1 through 2.8; 3.0 Land Use Planning and Housing; 4.1 Roadway Network; 4.4 Goals and Policies and; 5.5 Transit.
- D. Questions:**

Q1-3.11: Is the 2005 SMART Plan of 12 to 14 daily passenger trains still current?

3.12 POPULATION AND HOUSING:

- A. General Comments:** Concur with overall analysis, findings and observations relevant to potential impacts and related mitigation measures for 3.12 POPULATION AND HOUSING (3.12.1-3.12.4).

H-19

Letter H Continued

- B. Discussion:** This particular section appears to be consistent with the City of Santa Rosa General Plan and the Roseland Area/Sebastopol Road Specific Plan and Project Area.
- C. Relevance to the Specific Plan and Project Area:** This section has particular relevance to the Roseland Area/Sebastopol Road Plan and Roseland Area Annexation Projects especially Vision Concepts 2.1, 2.3 and 2.7 as well as Land Use and Housing 3.1 (Land Use Plan) and 3.3 (Affordable Housing and Anti-Displacement Strategy). It further speaks to 6.2 (Priority Projects) Priority Action C: Close Gaps in Sidewalks.
- D. Questions:** None

H-19
cont.

3.13 PUBLIC SERVICES:

- A. General Comments:** Concur with overall analysis, findings and observations relevant to potential impacts and related mitigation measures for 3.13 PUBLIC SERVICES (3.13.1-3.13.3) *with suggested inclusion of an analysis of the impacts of a proposed relocation of SRFD Station #8 and prospective uses of the vacated land. Additionally, it should be noted that Santa Rosa Junior College has utilized space at Wright Elementary School for several community college level courses and portions of its English As A Second Language Program for a number of years and anticipates being active within the Project Area well into the future.*
- B. Discussion:** Section 3.13 provides an overview of needed Public Services Facilities within the Project Area. The prospective relocation of SRFD Fire Station #8 opens up the alternative uses at the existing site (passive park? child care?, etc.). It may be helpful, for planning purposes, to have a brief acknowledgement of alternative uses of the vacated SRFD Station #8.

H-20

Santa Rosa Junior College has had a long-standing presence within the Roseland and Project Area for a number of years. I was involved in discussions with the City Manager and his staff (circa 2008) regarding the possibility of merging SRJC interests with the City's proposed Multi-Cultural Center as envisioned in the 2035 General Plan. Not current on the status of those discussions or whether they are worthy of mention in the Project Area Plan.

H-21

It is worthwhile to mention that at least four school districts, Santa Rosa Junior College and Sonoma State University service the educational needs within the project area. What is not certain, especially at the K8 level, whether these efforts are well coordinated and are in need of further collaboration and/or consolidation.

- C. Relevance to the Specific Plan and Project Area:** Given the above, this section seems to address Vision Concepts 2.1, 2.3, 2.4, 2.6 and 2.8. It further relates to 3.0 (Land Use and Housing), 5.0 (Public Services) and in particular 5.1-5.4. Of interest also are 6.0 (Implementation & Financing) Priority Action D (Construct Plaza and

Letter H Continued

Library Near Sebastopol Road) and Priority Action E (Planning for Roseland Creek Community Park). Then of course, the entire 6.3 (Implementation Action Plan) is relevant as outlined in Table 6.1.

D. Questions:

Q1-3.13: Do alternative land uses exist for the possible evacuation of SRFD Station #8?

Q2-3.13: What is the status of SRJC and City of Santa Rosa facilities use discussions for the Roseland Project Area, if any?

Q3-3.13: There are four local school districts serving the Project Area. Has there been any discussion and/or planning, on their part, in regards to possible consolidation of efforts and districts?

H-22

3.14. TRAFFIC AND TRANSPORTATION:

A. General Comments: Concur with overall analysis, findings and discussion related potential impacts and proposed mitigations for 3.14 TRAFFIC AND TRANSPORTATION (3.14.1-3.14.4) *with the possible exception as to the characterization of the proposed project as responsible for the need for specific high cost improvements (i.e. Hearn Avenue & Highway 101 Overpass and Highway 12 @ Dutton Westbound Off-Ramp Mitigation Projects).*

B. Discussion: I am normally somewhat skeptical of how the results of Traffic Studies (especially Levels of Service or LOS) are interpreted. However, the work done for this DEIR is quite good and informative. I concur with the conclusions and recommendations noted in Appendix 3.14 (Traffic Study for the Roseland/Sebastopol Road Specific Plan & Annexation). Realizing the consultants look at a variety of conditions (existing, existing with project and, existing+project+future), I fear that the *need* for the two specific improvements may be saddled on the responsible shoulders of the Roseland Area/Sebastopol Road Specific Plan & Annexation. Strong arguments can be made that the pre-existing design and installation of both the Hearn Avenue Overpass and the Dutton Avenue Westbound Off-Ramp (storage) have been inadequate for City and County of Sonoma uses for a great number of years. The Hearn Avenue Overpass, and to a degree both the Dutton Avenue storage issues currently exacerbate the concern that under future conditions without the project, the US 101 and SR 12 study freeway segments would “continue” to operate unacceptably at LOS D or worse during peak hours. Given current and future conditions both the Hearn Avenue Overpass and the Highway 12 Off-Ramp storage issues deserve *top priority* within the 6.0 Roseland Area/Sebastopol Road Specific Plan and Roseland Area Projects and specifically within the Table 6-1 Implementation Action Plan. The City, the County of Sonoma and the Sonoma County Transportation Agency (SCTA) will need to continue

H-23

Letter H Continued

efforts to acquire funding for these mitigations irrespective of the final resolution of the proposed annexation and project area specific plan.

H-23
cont.

As noted on page 3.14-12, pedestrian and bicycle levels of service are poor along several corridors and segments. Much of this is due to the poor condition of sidewalks and/or lack thereof.

H-24

It is observed that within the 3.14 discussion regarding extensions of off-street trails (page 3.14-13) connections to the existing Laguna de Santa Rosa Trail from both the Colgan Creek Trail and the Roseland Creek Trail are mentioned. It is assumed here that planning discussions for these extensions and connections are being held with the County of Sonoma Open Space District and the Laguna de Santa Rosa Foundation.

Given that both Sonoma County Transit and CityBus operate within the Project Area, it seems apparent that on-going coordination of bus routes and schedules is important in servicing the interest of area residents and businesses. Transit operations in south of Hearn Avenue are functioning at a low level of service exacerbated by poor pedestrian accessibility.

Recent discussions regarding fees for SMART passengers appear related to concerns regarding ridership projections. It would be helpful if SMART began publishing its projected schedule including times and trip frequency to ascertain positive impacts.

C. Relevance to Specific Plan and Project Area: This section addresses 4.0 Circulation and more specifically Table 4-1 (Roadway Network) and Table 4-2 (Intersection Improvements); 4.2 (Pedestrian & Bicycle Network); 4.3 (Transit) and 4.4 (Goals and Policies) and specific to Policy RN-1.5 (Support the planned construction of a new US Highway 101 overpass at Bellevue Avenue and a widened overpass overpass at Hearn Avenue to improve east-west multimodal connectivity to and from the Roseland area); Policy RN-3.1 (Prioritize and secure funding for the planned widening of the Hearn Avenue overcrossing and associated interchange improvements to relieve existing congestion and improve multimodal connectivity) and; Policy PBN-4.1 (Ensure safe routes to school, including safe pedestrian crossing and clearly marked routes near schools). This section is also important to 5.5 (Transit) and specifically to 6.2 (Priority Projects); Priority Action A: (Identify Funding for Hearn Avenue Overcrossing); Priority Action B: (Establish and Sign Bicycle Routes) and; Priority Action C: (Close Gaps in Sidewalks) and, indeed, the entire 6.3 Action Plan (Table 6-1 Implementation Action Plan).

D. Questions:

Q1-3.14: Would the approvals of the Hearn Overpass Project and Highway 12 at

H-25

Letter H Continued

Dutton Avenue Off-Ramp Project by SCTA supplant and change Highway 101 and Highway 12 Project funding priorities within SCTA's jurisdiction?

Q2-3.14: How well developed and coordinated (with external entities) are the plans to extend and connect the Roseland Creek and Colgan Creek to the Laguna de Santa Rosa trail?

Q3-3.14: Will the City need to develop a letter of overriding conditions to allow the proposed traffic impact mitigations to proceed?

H-25
cont.

3.15 PUBLIC UTILITIES:

A. General Comments: Concur with the overall analysis, findings and observations related to potential impacts and proposed mitigation measures for 3.15 PUBLIC SERVICES (3.15.1-3.15.4.3)

B. Discussion: It appears that, should the annexation and specific plan be approved and accepted, adequate and appropriate capacity requirements (for water, waste water, storm water drainage and solid waste (removal) will continue.

C. Relevance to Specific Plan and Project Area: This DEIR addresses 5.6 (Utility Infrastructure) and to Table 6.3 (Implementation Action Plan).

H-26

4.0 ALTERNATIVES:

Only comment here is that, given the *existing conditions*, Impacts 3.14.2, 3.14.3 and 3.14.11 and their proposed mitigations are required now and should occur irrespective the final disposition of both the specific plan and the proposed annexation.

H-27

Letter H Curt Groninga, Member, Planning Commission, City of Santa Rosa

The comment letter includes comments on the Specific Plan document and the Draft EIR. Specific Plan-related comments will be addressed by staff in the staff report and in public meetings. The responses below focus on comments related to the environmental analysis in the Draft EIR.

Response H-1: The commenter suggests that a courtesy letter be sent to the owners of properties listed in Draft EIR Appendix 3.8 regarding the hazardous materials contamination identified on the properties to notify them that remediation may be required prior to development.

The issue of existing hazardous materials contamination within the project area is addressed in Draft EIR Impact 3.8.4 on pages 3.8-10 through -13. Mitigation measure MM 3.8.4a requires preparation of a Phase I Environmental Site Assessment prior to development of any property within the project area, so such notification would be required for all properties in the project area. Notification in conjunction with publication of this Draft EIR would not be practical, especially since the timing of any development in the project area is not known at this time. It should also be noted that preparation of a Phase I ESA is a common practice as part of the development process, as a Phase I ESA is the vehicle by which buyers and lenders perform and document their due diligence. The Phase I ESA investigation would include property owner notification and interviews. This mitigation measure, in addition to MM 3.8.4b, would reduce the impact to a less than significant level and no additional mitigation is warranted.

Response H-2: The commenter concurs with the findings in the Aesthetics section of the Draft EIR. No response is required.

Response H-3: The commenter concurs with the findings in the Agriculture and Forest resources section of the Draft EIR. No response is required.

Response H-4: The commenter states that the Draft EIR should discuss any current efforts being taken to resolve the identified transportation and stationary source health risks listed in Draft EIR Tables 3.3-9 and 3.3-11.

The issue of exposure to toxic air contaminants is addressed in Draft EIR Impact 3.3.6 on pages 3.3-36 through -46. The comment refers to existing facilities that contribute to the existing stationary source health risks in the project vicinity. Because these are existing uses, the Draft EIR cannot impose mitigation to reduce emissions at these sources, unless a new discretionary action is requested at those particular facilities. At the time a request that requires a discretionary action by the City occurs at any of these properties, the City would require compliance with Draft EIR mitigation measure MM 3.3.6, which would reduce TAC and PM_{2.5} exposure. In addition, the Bay Area Air Quality Management District (BAAQMD) is responsible for enforcing air quality regulations in the project area, including those related to toxic air contaminants. Those air quality regulations applicable to the proposed project are described in Draft EIR subsection 3.3.2. These plans, programs, and regulations are intended to improve air quality in the region and assist the basin in achieving the adopted standards for criteria air pollutants, thus reducing associated health risks. No further analysis or additional mitigation is required.

2.0 COMMENTS AND RESPONSES TO COMMENTS ON THE DRAFT EIR

Response H-5: The commenter suggests that construction documents for future projects under the proposed Specific Plan require monitoring of construction-phase air quality mitigation measure implementation and hold contractors liable for any fees or penalties resulting from air quality violations.

As discussed in Impact 3.3.3 (Draft EIR pages 3.3-29 through -33), all construction projects would be subject to BAAQMD rules and regulations adopted to reduce air pollutant emissions. Construction projects would also be subject to Draft EIR mitigation measure MM 3.3.3, which requires that construction projects also implement BAAQMD basic construction mitigation measures, as well as additional measures outlined in the BAAQMD Guidelines, as specified in the mitigation measure. In addition to City enforcement, construction projects would be subject to BAAQMD inspection as part of the air district's permit requirements. The Santa Rosa Engineering Development Services Grading Inspector or Building Inspector would also be aware of dust issues and require the contractor to use water or other dust control methods to prevent dust from going off-site as part of the Standard Urban Storm Water Mitigation Plan and CALGreen compliance criteria.

Response H-6: The commenter suggests that Draft EIR Table 3.3-9 on pages 3.3-38 and -39 be revised to more prominently identify the existing air quality violation at US 101 Link 652.

The text on Draft page 3.3-36 has been revised as follows:

Mobile Sources

The primary mobile sources affecting the project area include the US 101 corridor and the SR 12 corridor. Per BAAQMD guidance, all other sources within 1,000 feet of a proposed sensitive receptor need to be identified and analyzed. According to the BAAQMD's (2012a) Highway Screening Analysis Tool, three segments of US 101 and two segments of SR 12 are located adjacent to the project area. These segments have been modeled for health risk by the BAAQMD. **Table 3.3-9** identifies the PM_{2.5} concentration, cancer risk, and non-cancer hazard index exposure at distances of 10 through 1,000 feet from the segments of US 101 and SR 12 in locations adjacent to the project area. As shown in the table, of the highway segments identified, one (US 101 Link 652) is estimated to have predicted cancer risks in excess of the BAAQMD's risk threshold for PM_{2.5} at 10 feet from the source. At 25 feet from this highway, the cancer risk for PM_{2.5} is below the threshold.

Response H-7: The commenter suggests that the Draft EIR identify any measures currently implemented to address the existing air quality violations identified in Draft EIR Table 3.3-11 (Stationary Source Health Risks) on pages 3.3-42 through -44. Mitigation being implemented by existing construction projects is outside the scope of the Draft EIR. Please see Response H-4.

Response H-8: The commenter asks how the City monitors operational construction mitigation measures to ensure compliance. Please see Response H-5.

2.0 COMMENTS AND RESPONSES TO COMMENTS ON THE DRAFT EIR

Response H-9: The commenter asks what mitigation measures are currently being implemented to address the air quality violations identified in Draft EIR Table 3.3-9 and Table 3.3-11. Please see Response H-5.

Response H-10: The commenter suggests that the City utilize where possible and appropriate outside conservation organizations to assist with implementation of conservation mitigation measures such as Draft EIR mitigation measure MM 3.4.2b on page 3.4-30. The comment does not address issues related to the adequacy of the Draft EIR. No further response is required.

Response H-11: The commenter asks if the City would consider approving development within the tiger salamander habitat identified in the project area and what regulatory processes would be involved with such an approval.

The proposed land plan for the project area (see Draft EIR Figure 2.0-7) would allow development in areas designated as habitat for California tiger salamander. However, no specific projects are proposed as part of the project, and approval of the project would not allow any development project to proceed. Future development projects would be required to comply with all applicable mitigation identified for the project. As described in Draft EIR mitigation measure MM 3.4.1a on page 3.4-27, development projects in or near areas with suitable habitat for California tiger salamander would be subject to the avoidance and mitigation measures described in the Santa Rosa Plain Conservation Strategy and the US Fish and Wildlife Service (USFWS) Programmatic Biological Opinion.

Response H-12: The commenter asks whether eligibility of newly annexed neighborhoods as historic districts, would be based upon the date of establishment of the neighborhood or the date of annexation. Eligibility as a historic resource or district is based upon the age of that resource or district. The date of annexation is not a factor for eligibility.

Response H-13: The commenter suggests that applicable public school earthquake standards including the Field Act should be referenced in Draft EIR Section 3.6, Geology and Soils.

Page 3.6-4 in the Draft EIR has been revised to include a description of the Field Act between the Seismic Hazards Mapping Act and the California Building Code subheadings:

Field Act

The Field Act was enacted on April 10, 1933, after the Long Beach earthquake in which 70 schools were destroyed, 120 schools suffered major damage, and 300 schools had minor damage. The act requires the following:

- School building construction plans be prepared by qualified California licensed structural engineers and architects.

2.0 COMMENTS AND RESPONSES TO COMMENTS ON THE DRAFT EIR

- Designs and plans be checked by the Division of the State Architect (DSA) for compliance with the Field Act before a contract for construction can be awarded.
- Qualified inspectors, independent of the contractors and hired by the school districts, continuously inspect construction and verify full compliance with plans.
- The responsible architects and/or structural engineers observe the construction periodically and prepare changes to plans (if needed) subject to approval by the DSA.
- Architects, engineers, inspectors, and contractors file reports, under penalty of perjury, to verify compliance of the construction with the approved plans emphasizing the importance of testing and inspections to achieve seismically safe construction. Any person who violates the provisions or makes any false statement in any verification report or affidavit required pursuant to the act is guilty of a felony.

The addition of this text does not alter the findings of the Draft EIR or result in any new significant impacts. No further analysis or additional mitigation is required.

Response H-14: The commenter concurs with the findings in the Greenhouse Gas Emissions section of the Draft EIR. No response is required.

Response H-15: The commenter concurs with the findings in the Hazards and Hazardous Materials section of the Draft EIR. No response is required.

Response H-16: The commenter references Draft EIR Impact 3.9.6 on pages 3.9-21 and -22, which identifies potential effects of cumulative development on water quality, runoff, and flooding. The commenter suggests the Draft EIR should note that a private organization, the Laguna de Santa Rosa Foundation, works with the City and other local and state agencies to protect water quality in the region from the effects of growth.

The comment references the impact statement, which is intended to summarize the impact discussion that follows. A reference to the Laguna de Santa Rosa Foundation in this context would not be appropriate because it does not substantially contribute to the reduction of impacts as described in the Draft EIR. The Foundation's efforts to restore and conserve the Laguna de Santa Rosa are noted.

Response H-17: The commenter concurs with the findings in the Land Use section of the Draft EIR. No response is required.

Response H-18: The commenter asks if the number of planned daily passenger trains on the Sonoma-Marin Area Rail Transit (SMART) system used in the Draft EIR noise analysis (see Draft EIR Section 3.11, Noise) is still accurate. The information in the Draft EIR is based on a 2016 informational brochure for the SMART project, which states trains will operate in both directions every 30 minutes during peak commute hours, with a midday trip. This information is consistent with the

2.0 COMMENTS AND RESPONSES TO COMMENTS ON THE DRAFT EIR

information provided on the SMART website as of August 2016 (See <http://main.sonomamarintrain.org/>).

Response H-19: The commenter concurs with the findings in the Population and Housing section of the Draft EIR. No response is required.

Response H-20: The commenter suggests that the Draft EIR discuss the potential reuse of the vacated site once Santa Rosa Fire Department (SRFD) Station #8 is relocated.

Relocation of SRFD Station #8 is discussed in Draft EIR subsection 3.13.1, Fire Protection, Emergency Medical, and Law Enforcement Services, on pages 3.13-1 and -4. The station's current site is designated by the Draft Specific Plan and Santa Rosa General Plan 2035 as Retail/Medium Density Residential, which would allow a variety of retail uses and medium-density housing. There is currently no development proposal for the site. If it is vacated, a future development project could be proposed consistent the site's existing land use designation.

Response H-21: The commenter suggests that the Draft EIR describe higher education services provided by Santa Rosa Junior College (SRJC) and Sonoma State University on existing elementary school campuses within the project area. The commenter notes previous personal discussions with City staff regarding a potential collaboration between SRJC and the Multi-Cultural Center envisioned in the Santa Rosa General Plan 2035.

Based on the relatively small anticipated increase in population attributed to the proposed project compared to General Plan assumptions (282 residents), the project would not substantially increase demand for higher education services in the project area. The issue does not warrant further evaluation in the Draft EIR.

Response H-22: Potential alternative land uses for Santa Rosa Fire Department Station # 8, the status of discussions related to Santa Rosa Junior College and City of Santa Rosa facilities, and planning between local school districts are not within the scope of the EIR and are not related to potential physical impacts of the project. No response is required.

Response H-23: The commenter concurs with the analysis provided in Draft EIR Section 3.14, Traffic and Transportation, as well as the related traffic impact study provided as Appendix 3.14. The commenter notes that the identified deficiencies at the Hearn Avenue overpass and the Dutton Avenue westbound off-ramps are existing conditions and that the proposed project alone would not trigger the need for the identified improvements at those locations. The commenter further states that the Hearn Avenue overpass widening and Dutton Avenue westbound off-ramp widening projects should be given top priority and must be implemented regardless of project approval.

Draft EIR page 3.14-35 acknowledges the existing deficiency at the southbound US 101 Hearn Avenue off-ramp and discusses the proposed Hearn Avenue overpass widening project, which is already in the environmental phase of Caltrans project approval and will proceed regardless of the outcome of the proposed project. Impact 3.14.3 was determined to be

2.0 COMMENTS AND RESPONSES TO COMMENTS ON THE DRAFT EIR

significant and unavoidable because this improvement project would not be completed prior to approval of the proposed project.

As discussed on Draft EIR page 3.14-50, the identified deficiency at the westbound SR 12 Dutton Avenue off-ramp would occur under cumulative (existing plus project plus future growth) conditions. Thus, widening of the Dutton Avenue westbound off-ramp would be triggered only in part by the proposed project and would be implemented as part of the City's overall Capital Improvement Program, in collaboration with Caltrans.

Response H-24: The commenter notes that pedestrian and bicycle levels of service are deficient along several corridors and segments in the project area, as noted on Draft EIR page 3.14-12.

The comment refers to existing conditions in the project area that are not a result of the project. With regard to the condition of sidewalks, as discussed in Response E-6, the project includes numerous improvements to enhance pedestrian and bicycle circulation and safety, including new sidewalks and crossings, increased visibility, and slower vehicle speeds. Thus, implementation of the proposed project is expected to improve safety for pedestrians and bicyclists.

The other comments related to trails, bus schedules, and SMART fees are not comments on the adequacy of the EIR. Any changes in funding priorities for SCTA are not within the scope of the EIR. No response is required.

The comment refers to the findings related to multimodal levels of service in the project vicinity discussed on Draft EIR pages 3.14-8 through -12. No response is required.

Response H-25: The commenter asks approvals of the Hearn Overpass Project and Highway 12 at Dutton Avenue affect SCTA's funding priorities, the extent to which plans to extend and connect the Roseland Creek and Colgan Creek to the Laguna de Santa Rosa trail are developed and coordinated, and if a statement of overriding considerations for the project's significant and unavoidable traffic impacts identified in Draft EIR Section 3.14, Traffic and Transportation, would be required to implement the identified traffic mitigation.

SCTA's funding priorities and coordination with external entities regarding trail connections are not physical impacts of the project and are, therefore, outside the scope of the EIR. Because the proposed project would generate or contribute to impacts that would be considered significant and unavoidable, a statement of overriding considerations would be required pursuant to CEQA Guidelines Section 15093 if the EIR is certified and the proposed project is approved. If the EIR is not certified and the project is not approved, a statement of overriding considerations is not required. In a scenario in which the EIR is not certified and the proposed project is not approved, the mitigation measures contained in the EIR would not be implemented. However, it should be noted that the Hearn Avenue overpass widening project is already in the environmental phase of Caltrans project approval and is expected to proceed regardless.

2.0 COMMENTS AND RESPONSES TO COMMENTS ON THE DRAFT EIR

Response H-26: The commenter concurs with the findings in the Public Utilities section of the Draft EIR. No response is required.

Response H-27: The commenter asserts that, given the existing conditions described in Draft EIR Section 3.14, Traffic and Transportation, the identified traffic deficiencies exist with or without the project and the associated mitigation measures should be implemented regardless. Mitigation measures identified for a proposed project are not required to be implemented if the project is not approved.

Letter I

STATE OF CALIFORNIA—CALIFORNIA STATE TRANSPORTATION AGENCY

EDMUND G. BROWN Jr., Governor

DEPARTMENT OF TRANSPORTATION

DISTRICT 4
P.O. BOX 23660
OAKLAND, CA 94623-0660
PHONE (510) 286-5528
FAX (510) 286-5559
TTY 711
www.dot.ca.gov



*Serious Drought.
Help save water!*

June 30, 2016

SONVAR177
SON-VAR-VAR
SCI# 2016012030

Ms. Jessica Jones
Planning Division
City of Santa Rosa
100 Santa Rosa Avenue, Room 3
Santa Rosa, CA 95404

Roseland Area/Sebastopol Road Specific Plan and Roseland Area Annexation Project – Draft Environmental Impact Report

Dear Ms. Jones:

Thank you for including the California Department of Transportation (Caltrans) in the environmental review process for the Roseland Area/Sebastopol Road Specific Plan and Roseland Area Annexation Project. Our comments seek to promote the State’s smart mobility goals and are based on the Draft Environmental Impact Report (DEIR). Please also reference Caltrans February 16, 2016 letter as these comments still apply.

Project Understanding

The proposed specific plan is an overall vision for future development and redevelopment of 1,220 acres of incorporated City land and 640 acres of unincorporated County land in the southwestern Santa Rosa area. Additionally, the proposed project would include the annexation of five existing unincorporated islands in southwestern Santa Rosa, of which two are within the Specific Plan area. In total, 714 acres and 1,614 parcels are proposed to be annexed to the City of Santa Rosa (City). The proposed specific plan will include sections on Land Use and Housing, Health and Equity, Circulation, Public Services, and Implementation and Financing.

I-1

The Roseland area is bounded by State Route (SR) 12 to the north and Highway 101 (US 101) to the east. Regional access provided by these routes would be gained via ramps located at the intersections of SR 12/Stony Point Road, SR 12/North Dutton Avenue, SR 12/US 101, US 101/Baker Avenue, US 101/Colgan Avenue, US 101/Corby Avenue, and US 101/Yolanda Avenue.

Project-Generated Transportation Impacts

Please address the following so that Caltrans is able to fully consider all project-related impacts on the regional transportation network:

I-2

“Provide a safe, sustainable, integrated and efficient transportation system to enhance California’s economy and livability.”

Letter I Continued

Ms. Jessica Jones, City of Santa Rosa
June 30, 2016
Page 2

Executive Summary of Impacts and Mitigation Measures

- We strongly recommend that the project is conditioned to make a fair share contribution to the Hearn Avenue overpass widening project as mentioned on page 3.14-35 of the DEIR. The Executive Summary states that project traffic would potentially degrade operations of the southbound (SB) US 101 off-ramp at Hearn Avenue to operate unacceptably under Existing plus Project conditions; and
- Ensure that Mitigation Measure 3.14.12, widening the westbound SR 12 off-ramp at Dutton Avenue, is coordinated with Caltrans.

I-2
cont.

I-3

Section 3.14 Traffic and Transportation

- Clarify why High Occupancy Vehicle (HOV) lanes are excluded from the freeway analysis mentioned on page 3.14-2;
- Clarify and provide information on the future US 101 projects that are mentioned on page 3.14-27. This should include a full project description, funding status, and projected completion date; and
- Clarify the inconsistent level-of-service (LOS) data provided in Table 3.14-15 of the DEIR and on page 41 of the traffic impact study (TIS) for the SB US 101/Hearn Avenue intersection.

I-4

I-5

I-6

Traffic Impact Study

- Clarify whether AM peak hour data was considered in the TIS. The Conclusions and Recommendations section indicates acceptable ramp operations for the studied intersections for both AM and PM peak hours, but only PM peak hour data is presented throughout the TIS.

I-7

Encroachment Permit

Please be advised that any work or traffic control that encroaches onto the State right-of-way (ROW) requires an encroachment permit that is issued by Caltrans. To apply, a completed encroachment permit application, environmental documentation, and five (5) sets of plans clearly indicating State ROW must be submitted to the following address: David Salladay, District Office Chief, Office of Permits, California Department of Transportation, District 4, P.O. Box 23660, Oakland, CA 94623-0660. Traffic-related mitigation measures should be incorporated into the construction plans prior to the encroachment permit process. See the website linked below for more information: <http://www.dot.ca.gov/hq/traffops/developserv/permits>.

I-8


"Provide a safe, sustainable, integrated and efficient transportation system to enhance California's economy and livability"

Letter I Continued

Ms. Jessica Jones, City of Santa Rosa
June 30, 2016
Page 3

Should you have any questions regarding this letter, please contact Cole Iwamasa at (510) 286-5534 or cole.iwamasa@dot.ca.gov.

Sincerely,




PATRICIA MAURICE
District Branch Chief
Local Development - Intergovernmental Review

Cc: Scott Morgan, State Clearinghouse

"Provide a safe, sustainable, integrated and efficient transportation system to enhance California's economy and livability"

2.0 COMMENTS AND RESPONSES TO COMMENTS ON THE DRAFT EIR

Letter I Patricia Maurice, California Department of Transportation (Caltrans), District 4

Response I-1: The commenter summarizes the proposed project characteristics. This comment does not address the analysis in the Draft EIR.

Response I-2: The commenter recommends that the City condition the proposed project to pay its fair share of the cost to construct the Hearn Avenue overpass widening project.

The City has been actively working toward identifying funding for the Hearn Avenue interchange project, which has been a long-planned improvement that predates the proposed project and was identified in the Santa Rosa General Plan 2035 and the Sonoma County Transportation Authority's Comprehensive Transportation Plan. As discussed on Draft EIR page 3.14-42, the City has recently been collaborating with Caltrans in preparing a Project Approval and Environmental Document (PA&ED) for the overpass project. Caltrans' acceptance of the PA&ED is one of the critical steps needed to pursue funding sources to complete the improvement project. Chapter 6 (page 6-2) of the proposed Specific Plan also outlines the implementation and financing strategies: "Priority Action A: Identify Funding for the Hearn Avenue Overcrossing" is listed as a priority project and is described as, "Identify all possible funding sources and financing mechanisms to construct the Hearn Avenue overcrossing of US Highway 101, including grants, fees, and regional funds." Potential funding sources identified in the implementation strategy include development impact fees, One Bay Area Grants (OBAG), Caltrans, the City's General Fund, and the Traffic Relief Act for Sonoma County (Measure M).

Because the Specific Plan is a long-range planning document that will guide the development of many individual projects over a 20-year period, rather than an individual development project, there is no mechanism to condition a fair share contribution to the Hearn Avenue overpass widening project as recommended by the commenter. Rather, the City will seek multiple funding sources, including the use of development impact fees that will effectively allow developments within the plan area and surrounding areas to contribute their fair share of funding toward completing the project. As indicated by the commenter and as described on Draft EIR page 3.14-36, however, under theoretical Existing plus Project traffic conditions before the overpass widening project is complete, a potential significant and unavoidable impact may occur.

Response I-3: The commenter requests that the City coordinate with Caltrans on implementation of Draft EIR mitigation measure MM 3.14.12, widening the westbound SR 12 off-ramp at Dutton Avenue.

Mitigation measure MM 3.14.12 states, "The City shall collaborate with Caltrans in obtaining approvals to complete the widening project." The City acknowledges that the design of the ramp modifications would need to be approved by Caltrans and that an encroachment permit would be required prior to commencing any work.

Response I-4: The commenter requests clarification for why high occupancy vehicle (HOV) lanes are excluded from the freeway analysis on Draft EIR page 3.14-2.

2.0 COMMENTS AND RESPONSES TO COMMENTS ON THE DRAFT EIR

The freeway analysis methodology uses industry-standard methodologies established by the Transportation Research Board in the Highway Capacity Manual 2010 (HCM). The Freeway Facilities methodology incorporates the operations of several different freeway components, including individual freeway segments, ramp merge, ramp diverge, and waving areas, all of which heavily influence the freeway's capacity and operation. While the HCM methodology does not explicitly include the effects of HOV lanes, HOV facilities by design and intent typically operate substantially better than the mainline. When determining the potential significance of a project, analysis of a freeway's non-HOV components therefore represents the most conservative and "worst-case" condition.

Response I-5: The commenter requests clarification and further information on the future US 101 projects that are mentioned on Draft EIR page 3.14-27, including a full project description, funding status, and projected completion date.

The Draft EIR refers to future US 101 widening projects in southern Sonoma County. These projects are collectively referred to by the Sonoma County Transportation Authority (SCTA) and Transportation Authority of Marin (TAM) as the Marin-Sonoma Narrows (MSN). The project has been broken up into sub-segments with separate completion time frames and funding sources. Segment B2 includes new bridges over the Petaluma River, new frontage roads, and a reconstructed interchange at Petaluma Boulevard South. The project is under construction and is anticipated to be complete by October 2016. Segment B3 will realign a portion of US 101 near San Antonio Creek and the Marin-Sonoma county line. The project is under construction and anticipated to be complete in 2017. Sonoma Segment B will add HOV lanes from the county line to Petaluma Boulevard South. Design is complete and funding is being pursued by the SCTA, though no completion date has been set. Marin Segment B will extend HOV lanes from the county line to existing HOV lanes through Petaluma between Old Redwood Highway and Highway 116. Design is nearly complete and funding for right-of-way has been secured, though remaining construction funds are still being pursued by the SCTA, and no completion date has been set.

Response I-6: The commenter requests clarification on the inconsistent level of service (LOS) data provided in Draft EIR Table 3.14-15 and on page 41 of the traffic impact study in Appendix 3.14 for the southbound US 101/Hearn Avenue intersection.

The identified inconsistency is a typographical error in Draft EIR Table 3.14-15, which has been revised to be consistent with the traffic impact study, as follows:

2.0 COMMENTS AND RESPONSES TO COMMENTS ON THE DRAFT EIR

**TABLE 3.14-15
EXISTING PLUS PROJECT PM PEAK-HOUR FREEWAY RAMP OPERATIONS**

Freeway Interchange	Intersection Operations		Off-Ramp Queuing		
	Existing Delay/LOS	Plus Project Delay/LOS	Available Storage	Existing Max. Queue	Plus Project Max. Queue
<i>SR 12/Stony Point Road</i>					
Westbound	30.1/C	29.0/C 29.1/C	930	466	332
Eastbound	10.6/B	15.8/B	710	243	229 251
<i>SR 12/Dutton Avenue</i>					
Westbound	23.1/C	31.2/C	990	409	909
Eastbound	14.1/B	16.6/B	770	126	148
<i>US 101/Baker Avenue</i>					
Northbound	31.4/C	30.6/C	810	152	144
Southbound	9.9/A	18.0/B	340	163	132
<i>US 101/Hearn Avenue</i>					
Northbound	33.0/C	33.7/C	960	183	190
Southbound	16.7/B	22.3/C 17.3/B	620	495	1059

Source: W-Trans 2016

Notes: Delay is measured in seconds; LOS = level of service; Max Queue is the averaged maximum queue observed in 10 SimTraffic model runs measured in feet; **bold** = queuing exceeds available storage

Response I-7: The commenter requests clarification as to whether AM peak-hour data was considered in the traffic impact study (TIS).

The traffic study included analysis of both AM peak-hour and PM peak-hour conditions for all scenarios. Results for roadway segments (which rely on intersection LOS calculations) as well as mainline freeway operations are presented throughout the TIS for both peak hours. Because PM peak-hour operation was determined to represent worst-case conditions at the freeway ramps (particularly at the Hearn Avenue interchange, which is heavily influenced by nearby retail traffic), the TIS and Draft EIR tables report ramp intersection and queuing results only for the PM peak hour. However, full calculations for the AM peak hour are also included in the TIS in Draft EIR Appendix 3.14 for reference (TIS Appendix C contains queuing calculations).

Response I-8: The commenter states that any work or traffic control that encroaches onto the state right-of-way requires an encroachment permit issued by Caltrans. This comment does not address the analysis in the Draft EIR, and no further response is required.

Letter J

June 23, 2016 Planning Commission Meeting

Comments on the Draft Roseland Area/Sebastopol Road Specific Plan and associated Draft Environmental Impact Report (EIR) provided by Planning Commissioner Ashle Crocker (Commissioner Crocker was absent from the June 9, 2016 Commission meeting, which was the public hearing for the project):

- This may kind of dove-tail into, if I did have a moment to give comments, I missed the last meeting, but, in terms of all of these comments, I just think that there is an overarching need to address, I mean what is this document for, and I think these points about strong towns, this is something that the City of Santa Rosa has embraced, not just, you know, Planning Commission, or Commissioner Stanley. This has come before, and it's something that we, as a city, I believe are looking to invest in, and that it should be a concept that trickles through our documents, through our policy statements. In looking at the Specific Plan, why are we doing this Specific Plan? What is the purpose of doing this? To me, I see it being an opportunity to embrace those kind of concepts. I would suggest putting something in the Specific Plan, you know, discussing those concepts, discussing strong towns, discussing being able to pay for the development. This, as a city, is a policy statement that we are looking to embrace, encourage, prioritize, and here you have this opportunity in the Specific Plan to build in there the policies that we so often talk about, and study, and study some more. You know, so that is what I envision in seeing in this document. So what are we prioritizing? That can go in here, and my follow-up comments I have more as to what I think this document can be used for, because right now, some of it to me just rings a little bit, I don't know, it's just a little bit standard, and I think that it misses the opportunities to talk about these issues and smart planning, long range planning, strong towns, and I think it also misses an opportunity to talk about incentivizing future development through the streamlining opportunities that are afforded by the specific plan process, and I can hold that comment until later. But, I think on a broad basis that there is a need in this Specific Plan, and

J-1

Letter J Continued

in the EIR to kind of more address these, what I believe, are overarching policies of the City.

J-1
cont.

- In the interest of time, I have a number that are written, and I do apologize for missing the last meeting, but I wanted to talk about a couple, just two, that kind of just plays off of what I was just saying. And so the purpose of this Specific Plan in so much we're talking about incentivizing development and housing, etc. If we're using the Specific Plan now, as I said, I don't know, we do a lot of specific plans in Santa Rosa and there are pros and cons, but here I think we have this incredible opportunity to set the stage for the future development we want and to help incentivize that development. And a big part of it is streamlining for future projects, and, unless I missed something, I saw it discussed in the EIR on page 1.0-2 in a couple of paragraphs. I didn't see it in the Specific Plan, and I didn't see it anywhere else. To me, it misses an opportunity here of explaining to people how this can be used and why this is important, and why I get so excited about it. These few paragraphs don't convey to me, to future developers how they can use these documents, and why it is so great that Santa Rosa has these specific plans. I go to cities and counties all over the State and I talk about Santa Rosa. "Hey it's great we've got these plans", but how do we use them? I think that sometimes people don't understand the opportunity that is there, so I would like to see something built into the Specific Plan and into the EIR that better describes how we can use this in the future. So that if we're not here, and you're not here, and a developer down the line comes in and says "hey they have this specific plan, what does that mean?" Well, you know, I've written these out where it's ten pages, that's probably excessive, but what does it mean, how do we use this? If you are going to go and, you know, build and design a project that fits directly within the specific plan, it's been studied in the EIR, what does that mean for you? And you've got a few of the code sections in here, although this gets more into the details, but a couple of them are incorrect, and also it misses three or four additional code sections that I just think need to be laid out as a road map for people of how use can use this. Some are for affordable

J-2

Letter J Continued

housing, some are for infill, but just to further support. You've done all this analysis and I'm hoping that in the future people can use it, the same as, you know, identifying our priority areas. Here is, saying "hey we want to facilitate development in the future and this makes it easier for the kind of development we say we want." So I have specific comments that I'm happy to submit, but I just thought that was important to mention.

- And, secondly, in the EIR there is discussion of level of service, and I did see on the tape that there was discussion of vehicle miles traveled last time. I just was a bit troubled by the discussion on 3.14-26 saying that vehicle miles traveled is not being analyzed because it's not yet an official CEQA guideline. Right? I didn't miss something there? It was just a one paragraph that basically says there's nothing that we can really do about it because we don't know and there aren't really specific standards. I just strongly disagree with that. There are standards available. People are doing this all the time, they are doing dual tract analysis until, we've got a two year period I think still until VMT becomes the rule. I don't want to create a document that ends up being somewhat stale in two years. The brief discussion in there had said that this project would reduce vehicle miles traveled by 5.1% as compared to anticipated buildout, and I think that's an exciting conclusion, and I would think that it would be worthwhile to, even if you don't do, you know, some kind of quantitative analysis, to give a little bit more to vehicle miles traveled as our overall goal is trying to reduce VMT's, and if we're doing that here I think that it's important to study. And, then again, if you look towards future tiering, you can't always use this document down the road if you've got significant and unavoidable impacts. So, if the impacts on LOS are significant and unavoidable, and if for some reason you ran it on VMT and it wasn't, would we be creating a more usable document for projects in the future? So, I would just prefer a little bit more thought being given to that, instead of just kind of a "it's not a rule yet". I mean, we know it's a rule that's coming, so I would like to be a little bit ahead of the game, instead of behind. And I think I will leave it at that.

J-3

J-4

Letter J **Ashle Crocker, Member, Planning Commission, City of Santa Rosa**

Commissioner Crocker was unable to attend the June 9, 2016, Planning Commission meeting at which time the public hearing for the Draft EIR was held. Comments given at the public hearing on June 9, 2016 are addressed in Letter M. Commissioner Crocker provided comments at the Planning Commission hearing on June 23, which are addressed below. The comments address both the Specific Plan document and the Draft EIR. Specific Plan-related comments will be addressed by staff in the staff report and in public meetings. The responses below focus on comments related to the environmental analysis in the Draft EIR.

Response J-1: The commenter suggests consideration of the City's overarching policies in the EIR as well as the addition of new policies; however, the commenter did not provide specific examples of such policies. As such, a detailed response cannot be provided. Each technical section of the Draft EIR contains a list of General Plan policies that are relevant to implementation of the proposed project. Where appropriate, proposed Specific Plan policies are also identified in the impact analysis with an explanation of the policy's effectiveness in reducing potential environmental impacts of implementing the Specific Plan. As required under CEQA, the Draft EIR is required to identify any inconsistency with General Plan policies in the Environmental Setting. With the proposed General Plan amendment, no inconsistencies are expected to occur as a result of implementing the proposed project. Under CEQA, the EIR is not required to evaluate or recommend policy direction. The comments, however, are noted.

Response J-2: The commenter recommends that the Draft EIR and the Specific Plan provide additional explanation as to how both documents may be used to streamline future projects so the City may help incentivize future private development. The purpose of the Draft EIR is to disclose the environmental impacts of implementing the Specific Plan and the annexations. The commenter's suggestion that the EIR include more information about streamlining is acknowledged; however, it is not the purpose of the Draft EIR to develop a specific implementation process for future individual projects under the Specific Plan. The Draft EIR does describe some potential streamlining opportunities for environmental review in Subsection 1.3, Intended Uses of the EIR. The commenter notes that some citations to pertinent regulations in the Draft EIR concerning CEQA streamlining may be incorrect and some should be added but did not identify which ones should be corrected or added. As such, no further response is possible on this topic.

Response J-3: The commenter notes that the Draft EIR did not analyze vehicle miles traveled (VMT) and speculates this is because there is no official CEQA guidance at this time. The Draft EIR considers VMT but does acknowledge that there are currently no standards for vehicles miles traveled. Page 3.14-25 in Section 3.14, Traffic and Transportation, describes the legislative background for the analysis, and as noted in the comment and stated in the Draft EIR, the State has not set forth standards by which to determine whether VMT impacts would be significant. In addition, neither the City nor the Sonoma County Transportation Authority has adopted a standard for VMT.

While a goal or standard was not applied for VMT, the Draft EIR does quantify VMT for existing conditions, General Plan buildout, and Specific Plan buildout.

2.0 COMMENTS AND RESPONSES TO COMMENTS ON THE DRAFT EIR

The results are presented in Table 3.14-10 on page 3.14-26 in Section 3.14 of the Draft EIR, along with an explanation of the results. Although an impact level of significance was not made for VMT, this does not diminish the importance of the analysis and its usefulness for future projects under the Specific Plan. Establishing VMT goals or standards would be more appropriate in the context of the entire General Plan area, considering regional VMT levels and goals, rather than establishing standards that would apply only to the project area.

Response J-4: The commenter notes that CEQA's provision for tiering may not be available for individual projects in all cases if the project has significant and unavoidable impacts. Subsequent projects proposed in the project area would be required to comply with CEQA prior to project approval, but the extent of analysis and type of document would depend on the specifics of the project that is proposed. Given the project's significant and unavoidable air quality and traffic impacts, some tiering provisions may, in fact, be limited in application. A number of CEQA provisions, however, allow reliance on previous analysis to reduce the amount of new analysis required for the subsequent project. For instance, CEQA Guidelines Section 15162 allows the preparation of a subsequent EIR or negative declaration where the subsequent project could have new significant impacts or impacts that are substantially more severe than shown in the previous EIR, or if changed circumstances or new information indicates that such impacts may occur. CEQA Guidelines Section 15163 allows the preparation of a supplement to an EIR where only minor additions or changes would be necessary to make the previous EIR adequately apply to the subsequent project.

Pursuant to CEQA Guidelines Section 15164, an addendum can be prepared for a subsequent project where some changes or additions to the EIR are necessary, but none of the conditions described in Section 15162 calling for preparation of a subsequent EIR have occurred. Residential projects undertaken pursuant to and in conformity with a Specific Plan can be exempt from further environmental analysis if none of the conditions described in Section 15162 have occurred (Guidelines Section 15182). CEQA Guidelines Section 15183 provides that projects that are consistent with the development density established by existing zoning, community plan, or general plan policies for which an EIR was certified shall not require additional environmental review unless the lead agency determines there are project-specific significant effects that are peculiar to the project or its site. It is unclear what additional steps, if any, may be required under these provisions in light of the significant and unavoidable impacts identified in the original EIR.

Given the generalized nature of the traffic analysis, however, a project-specific traffic analysis will generally be required for future projects to determine impacts related to each project, required local roadway improvements, and fair-share fees toward programmed traffic improvements. The traffic analysis would also likely include project-specific VMT. At such time that VMT standards are adopted (by the City or the California Governor's Office of Planning and Research), Future projects would need to demonstrate compliance with the adopted standard. If the analysis determines that the project-specific VMT achieves the newly adopted standard, a determination may be made that the project does not trigger the need for further environmental review with respect to VMT impacts and one of the provisions noted above may apply. If the

2.0 COMMENTS AND RESPONSES TO COMMENTS ON THE DRAFT EIR

adopted VMT standard is exceeded, however, a further environmental review would be required to address the potential for a new significant impact.

Letter K

SONOMA LOCAL AGENCY FORMATION COMMISSION

575 ADMINISTRATION DRIVE, ROOM 104A, SANTA ROSA, CA 95403
(707) 565-2577 FAX (707) 565-3778
www.sonomalafco.org

July 5, 2016

City of Santa Rosa
Planning and Economic Development Department
Attn: Jessica Jones, Senior Planner
100 Santa Rosa Avenue Room 3
Santa Rosa, CA 95404

Re: Draft Environmental Impact Report for the Roseland Area/Sebastopol Road
Specific Plan and Annexation Projects

Dear Ms Jones:

Thank you for providing Sonoma LAFCO the opportunity to review and comment on the Draft Environmental Impact Report for the Roseland Area/Sebastopol Road Specific Plan and Annexation Projects ("DEIR").

As you are aware, LAFCO is keenly interested in the annexation component of this project, in that, pursuant to state law, LAFCO is the agency authorized to promote the efficient provision of governmental services and discourage urban sprawl. In consideration of those goals, LAFCO must make determinations regarding whether territory should be annexed to a city or special district. As a point of law and policy, LAFCOs support the concept that islands of unincorporated territory surrounded by a city should be annexed to that city to promote the efficient delivery of municipal services.

K-1

In general, LAFCO's interests, to be evaluated in an environmental document, include: consistency between proposed land use and city general plan designations and zoning districts; traffic and circulation impacts, infrastructure impacts related to the capacity of city water, sanitation, and flood control systems to support proposed density; impacts on the provision of other public services which the City provides, such as fire and police services, and project impacts in meeting local housing needs, if appropriate for the project and site.

K-2

The DEIR appears to address the areas cited above, with indications that sufficient capacity exists in the City's water and sanitation systems to meet future needs and acknowledgment that proposals for development will include infrastructure improvements.

Traffic and circulation issues appear to remain major impacts on the ability of the City to provide a supportive environment for its residents and visitors to the area. To the extent that development in the City resulting from the Roseland Area/Sebastopol Road

K-3


Letter K Continued

Specific Plan and Annexation Project impacts traffic and circulation in other jurisdictions, like the County of Sonoma or nearby cities, the City should consider contributing to a regional fund to help mitigate those impacts. As an example, when Sonoma LAFCO approved the annexation of the Northwest Specific Plan Area to the City of Rohnert Park in 2015, the approval was conditioned on the City and County's agreeing to establish and collect from the City regional traffic impact fees, pursuant to a nexus study.

**K-3
cont.**

Sonoma LAFCO Commissioners and staff look forward to continuation of the process leading to the Commission's consideration of annexation to the City of five islands in southwest Santa Rosa.

Sincerely,



Mark Bramfitt
Executive Officer

c: Jennifer Barrett, Deputy Director, Sonoma County Permit and Resource Management Department

2.0 COMMENTS AND RESPONSES TO COMMENTS ON THE DRAFT EIR

Letter K Mark Bramfitt, Sonoma Local Agency Formation Commission

Response K-1: The commenter summarizes the Sonoma Local Agency Formation Commission's (LAFCO) interest in the proposed project and the annexation approval process. The Draft EIR (Section 1.0, Introduction; Subsection 2.3, Project Objectives; and Subsection 2.5, Regulatory Requirements, Permits, and Approvals) acknowledges LAFCO's role in the proposed project. This is not a comment on the adequacy of the Draft EIR and no response is required.

Response K-2: The commenter summarizes the contents of an environmental document necessary for Sonoma LAFCO to act on a proposed annexation (consistency between the proposed land use and the City's General Plan designation, traffic and circulation impacts, infrastructure impacts related to the capacity of city water, sanitation, and flood control systems to support proposed density; impacts on the provision of other public services that the City provides such as fire and police; and impacts in meeting local housing needs, if appropriate). The commenter states that the Draft EIR appears to address these areas, with indications that sufficient water and wastewater system capacity exists to serve the proposed annexation areas and that proposals for development will include infrastructure improvements. This is not a comment on the adequacy of the Draft EIR and no response is required.

Response K-3: The commenter notes the traffic and circulation issues appear to remain major impacts and recommends that the project contribute to a regional fund to mitigate traffic impacts on neighboring jurisdictions. The commenter cites an example of a recent annexation project in Rohnert Park approved by Sonoma LAFCO, which was conditioned to contribute to such a regional traffic fund.

As discussed in the Draft EIR, the project area was considered for development in the City's General Plan, so regional traffic generated from the project area has already been considered in regional plans. The proposed project also differs from the example cited in the comment in that the example is a largely undeveloped 100-acre site that would be a new source of traffic at the edge of Rohnert Park. Here, the proposed project would consist of infill development in a largely developed portion of Santa Rosa. Traffic impacts of the proposed project are disclosed in Section 3.14 of the Draft EIR, which determined proposed project traffic would contribute to impacts on local highways, but would not substantially impact traffic in other jurisdictions.



Letter L

July 5, 2016

Jessica Jones, Senior Planner
 City of Santa Rosa
 Planning and Economic Development Department
 100 Santa Rosa Avenue Room 3
 Santa Rosa, Ca 95404

Re: EIR for the Roseland Area/Sebastopol Road Specific Plan and
 Annexation Projects
 State Clearinghouse No. 2016012030

Dear Ms. Jones:

Thank you for the opportunity to review and comment on the EIR for the Roseland Area/Sebastopol Road Specific Plan and Annexation Projects. Our comments are listed below.

Page 2.0-18, Roberts Avenue

The proposed Roberts Avenue connection and alignment would have a negative impact on the Joe Rodota Trail by adding a new road crossing the trail and increasing the volume of vehicle traffic over the trail. We agree with the recommendation to remove the proposed Roberts Avenue extension and connection from the General Plan.

L-1

Page 3.3-19, PBN-2.4

This policy would enhance the safety at the Joe Rodota Trail crossing of Stony Point Road. We support this specific plan policy.

L-2

Page 3.3-22, PBN-2.5

In addition to the language provided in this policy to ensure pedestrian and bicycle safety, we also recommend including some language about minimizing vehicle cross flow traffic by limiting the number of proposed driveways and new roads crossing Class I bike paths and trails.

L-3

If you have any questions, please call me at 707-565-3348.

Sincerely,

Kenneth Tam
 Park Planner II

c: Steve Ehret

S:\Planning\Administrative\Responsible Agency and Referral Letters\SR Roseland Area Specific Plan\citysr 7-5-16.docx
 Page 1 of 1

2.0 COMMENTS AND RESPONSES TO COMMENTS ON THE DRAFT EIR

Letter L Kenneth Tam, Sonoma County Regional Parks

Response L-1: The commenter refers to Table 2.0-1 (Proposed Roadway Modifications and Configurations), which indicates that the current limits of Roberts Avenue on either side of SR 12 will be maintained under the Specific Plan. This would be a change from the General Plan, which identifies a street extension and connection under SR 12. The commenter expresses agreement with the Specific Plan's proposal.

It should be noted that, at the July 14, 2016 Planning Commission meeting, during a discussion regarding an unrelated proposed development project on Roberts Avenue, the Commission unanimously moved to direct staff to return with a realignment option for Roberts Avenue with the Specific Plan project, rather than elimination of the connection. The proposed realignment would extend Roberts Avenue straight (north/south) under US Highway 12, rather than the curvilinear route under the existing US Highway 12 overpass, as currently depicted in the 2007 Downtown Station Area Specific Plan. The realignment would eliminate a second crossing of the Joe Rodota Trail, which would address the commenters stated concerns regarding negative impacts on the Trail.

Based on that direction, the text on Table 2.0-1 on page 2.0-18 in the Draft EIR is changed as follows:

Roadway	Description	General Plan Consistency
Roberts Avenue	Maintain current limits of street on either side of SR 12 Extend Roberts Avenue, straight north/south, to connect under SR 12, rather than the curvilinear route, under the existing SR 12 overpass, depicted in the 2007 Downtown Station Area Specific Plan	Change from Consistent with the General Plan, which shows street extension and connection under SR 12

The presence of the Roberts Avenue connection would have no consequential effect on the EIR traffic analysis. No further response is required.

Response L-2: The commenter supports proposed Specific Plan Policy PBN-2.4 (listed on page 3.3-19 in the Draft EIR), which would enhance safety at the intersection of the Joe Rodota Trail and Stony Point Road. This is not a comment on the Draft EIR analysis, and no further response is required.

Response L-3: The commenter suggests that proposed Specific Plan Policy PBN-2.5 (listed on page 3.3-22 in the Draft EIR) be revised to include language about minimizing vehicle cross-flow traffic by limiting the number of proposed driveways and new roads crossing Class I bike paths and trails. This is not a comment on the Draft EIR analysis. The commenter's suggestion is noted.

Letter M

Dear Jessica,

I have lived on 1/4+ acre property on Victoria Drive in Southwest Santa Rosa for 18 years.

My comments are not just to the DEIR, but to the Southwest Area Specific Plan as well.

In the hydrology section of the DEIR, the repeated conclusions for the studies on projected future water use is termed "less than significant." This doesn't make sense, since any new construction in the area will use more water than is being used at present. Considering the development of medium/high density housing, commercial businesses, eateries, coffee houses, schools, libraries, firestations, etc. with toilets, showers, laundries, not to mention landscaping which requires water, still the DEIR study's projected future use is "less than significant". This assessment seems highly inconsistent and an unrealistic conclusion, since to my knowledge, the county and state are still in "drought water use" mode. And in spite of projections of having sufficient water in the future, there is no new water source in place at this present time.

M-1

Under the geology section, the soils report and map shows an area where the study refers to figure 3.2-1, as "**Farmlands of local importance**", and that the Victoria Drive west property boundaries have an overlap into this "Prime Farmland Classification". The soil has been historically farmed and is still intact. This area needs to be seriously considered when looking at future development and "compatibility with existing neighborhoods". The zoning for medium density/retail is not an accurate reflection of this "Farmland of local importance", and would be more accurately zoned "low density", especially since Victoria Drive is zoned *Rural Residential*, references being made on page 3.9-18, as areas "unused and underused properties".

M-2

To the Specific Plan, it is my belief that a more harmonious transition could be a contiguous community gardens, stretching from Colgan Creek to Hearn Avenue. sorely lacking in this area and desperately needed, especially with the massive high density affordable housing already built across the field at Tuxhorn Drive, along Dutton Meadows, additional **community gardens** south of Hearn Avenue would serve the area well, especially since Bayer Farm is primarily servicing the West Avenue neighborhoods.

Tied into the Colgan Creek restoration project this entire strip of land, located along the east side of the future Dutton Avenue road connection to Bellevue Avenue, would also do well as a north to south greenway and bicycle/pedestrian linear park connecting Colgan Creek to Hearn Avenue, incorporating the community gardens.

Not forgetting groundwater replenishment necessary for aquifers, which is also an issue to the thoughtful future of this acreage, there is already too much rainwater diverted into the flood control channels of Colgan Creek by the concrete and asphalt parking lots directly east of the neighborhood, those being the Mead Clark Lumber Yard, business parks at Bellevue Avenue and all the auto dealerships along Dowd Drive and Corby Avenue. The issue of local climate change also has a negative effect by these massive paved areas previously listed.)

M-3

Noting **Drainage Patterns** in the DEIR (Impact 3.9.3) lists that: "Future projects in the project areas

Letter M Continued

would not likely result in substantial alteration of existing drainage patterns." Only if the area isn't massively paved over would this assessment be true.

M-3
cont.

In the Traffic section, **infrastructure to deal with the present traffic abomination along Hearn Avenue/Corby Avenue, namely a Bellevue Avenue overpass, allowing an alternate route to Santa Rosa Avenue businesses, first needs to be solved before any more new development happens.**

M-4

Thank you for your time and consideration,

GP Radich
2627 Vicoria Drive

Letter M GP Radich

Response M-1: The commenter states the less than significant conclusion in the Draft EIR related to water supply is incorrect given the current drought conditions.

As discussed in Responses D-5 and D-6, the proposed project's water demand would be approximately 0.02 million gallons per day (mgd) or 22.4 acre-feet per year (AFY) less than that projected in the City's 2014 Water Master Plan Update and the project would not affect groundwater resources in the region. The Draft EIR relied upon the City's 2010 UWMP, but the City Council adopted the City's 2015 UWMP on June 14, 2016 after the May 20, 2016 release date of the Draft EIR. The City's 2015 UWMP indicates sufficient water supply will be available to meet all demands under normal hydrologic conditions through year 2040. In addition, based on reliability modeling prepared by the Sonoma County Water Agency (Agency), the Agency concludes that the single-dry year hydrologic condition will result in an adjusted 14 percent demand reduction for the City that will be necessary to meet available supply. Under this scenario, the City would reduce demands by enacting the appropriate stage of its' Water Shortage Contingency Plan included as part of the City's 2015 UWMP. Therefore, the less than significant conclusion in the Draft EIR regarding water supply is appropriate.

Response M-2: The commenter notes that low density residential would be a more appropriate land use for areas identified as Farmland of Local Importance or Prime Farmland.

As discussed on Draft EIR page 3.2-7, there is no Prime Farmland in the project area. While future development in these areas would result in the conversion of Farmland of Local Importance to non-agricultural use (Draft EIR page 3.2-7), these properties were previously designated for urban uses in the General Plan. A change in the land use designation in these areas would not reduce or alter the effect of conversion to non-agricultural use. Therefore, the suggested land use change would have no mitigating effect.

Response M-3: The commenter expresses concern about the increase in paved areas resulting in additional flows into Colgan Creek, as well as local climate change.

As discussed in Impact 3.9.3 and Draft EIR pages 3.9-18 and -19, future projects would be conditioned to include dedication, improvement, and maintenance of stormwater flow and retention areas. Projects would also be required to implement erosion and sediment control measures to maintain an operational drainage system and preserve drainage capacity. Subsequent projects in the project area would also need to demonstrate conformance with the applicable policies in the Santa Rosa Citywide Creek Master Plan, such as Policies SW-2-1 through SW-2-3, which require new development to comply with the City's NPDES stormwater permit and the Storm Water Low Impact Development Technical Design Manual. As discussed in Impact 3.9.4 on Draft EIR pages 3.9-19 and -20, every private development project would be required to comply with Sonoma County Water Agency flood control criteria, including preparation of hydrology and hydraulic calculations, maps, and a report. All culverts and drainage systems in the City of Santa Rosa are required

2.0 COMMENTS AND RESPONSES TO COMMENTS ON THE DRAFT EIR

to be designed to accommodate the runoff from a 10-year recurrence interval storm event and protect finished floors from the 100-year recurrence interval storm. The City also requires that features be included in project design to demonstrate that the storm system has capacity to accommodate any increased flows resulting from the proposed project, or that upgrades to the system are made. Compliance with these existing requirements would ensure that new development would not negatively affect stormwater flows.

With respect to increased temperatures at paved areas, the term climate change as used in the comment is not the same as climate change as analyzed in the Draft EIR. As discussed in Draft EIR Section 3.7, climate change refers to a phenomenon in which human activities change climate on a global scale.

Response M-4: The commenter states the Bellevue Avenue overpass should be constructed prior to allowing new development to occur.

Traffic conditions under the existing conditions and existing-plus-project conditions did not assume construction of the Bellevue Avenue overpass in the short term, because the overpass is not considered for construction in the short term. As noted on Draft EIR page 3.14-41, the Bellevue Avenue overpass was considered in the traffic analysis for the cumulative conditions.

Letter TR

COMPUTERIZED
COPY

1
2
3
4
5
6
7
8
9
10
11
12
13
14
15
16
17
18
19
20
21
22
23
24
25

CITY OF SANTA ROSA

PUBLIC HEARING
ROSELAND AREA PROJECT - SEBASTOPOL ROAD
ENVIRONMENTAL IMPACT
(EXCERPT)

JUNE 9, 2016

TRANSCRIPTION OF AUDIO RECORDING

TRANSCRIBED BY:
DIANE DEARMORE
CSR NO. 12736

Verbatim 

A COMPUTERIZED REPORTING SERVICE
(707) 575-1819 • (800) 634-4311 • FAX (707) 575-8541

Letter TR Continued

PROCEEDINGS

1
2
3
4 MR. STANLEY: Any questions from the
5 Commission of staff right now before we open the public
6 hearing? Yes? Questions on the staff presentation?
7 Anyone?

8 MR. DIPPEL: Yeah, I do.

9 MR. STANLEY: You do? Okay.

10 MR. DIPPEL: As far as the EIR, how set in
11 stone is this? I mean, it's a draft right now. Once it
12 gets approved, is there a time frame? Is there a life
13 expectancy on this, or can it be changed at any time?

14 MS. JONES: Once it is certified by the city
15 council, you know, it is in place, and it would cover
16 the specific plan area and potentially be a vehicle for
17 future development in that area.

18 So this is the draft -- the draft EIR, it is
19 in draft form. So what we're looking for tonight is any
20 comments, if there are any concerns or questions about
21 any of the documentation that is in that document. We
22 will take those comments and concerns tonight. And
23 then, again, through July 5th, we will respond to those,
24 and the response to those comments will be in the form
25 of the final EIR.

Verbatim 

A COMPUTERIZED REPORTING SERVICE
(707) 575-1819 • (800) 834-4311 • FAX (707) 575-8541

2

Letter TR Continued

1 MR. DIPPEL: Okay. It's a lot. So in order
2 to simplify it, I kind of want to say that the specific
3 plan is kind of our play book. This is our game plan of
4 what we would like to see happen in Roseland. And this
5 is going to be worked on and messed with, and plays are
6 going to be changed and it's going to be adjusted. You
7 guys are doing great. You make this fairly simple, so I
8 do appreciate that.

9 The EIR is our rule book. This is telling us
10 what we want to have happen, and this is telling us how
11 we can make what we want to have happen. Is that right?
12 You see where I'm going with that?

13 MS. JONES: Yeah. The EIR is providing you
14 with the environmental analysis and on what potential
15 environmental impacts would be created, if the specific
16 plan was adopted; and what those impacts might be and
17 what mitigation might be needed to minimize potential
18 impacts to the area.

19 MR. DIPPEL: Okay. One more question. After
20 this is all done and approved or not approved or
21 whatever, the 16 development projects that are either
22 approved or pending right now, it says here that they
23 would not be appropriate at this time to change any land
24 use issues. So are those good to go no matter what we
25 do here tonight?

Verbatim 

A COMPUTERIZED REPORTING SERVICE
(707) 575-1819 • (800) 634-4311 • FAX (707) 575-0541

3

Letter TR Continued

1 MS. JONES: Yeah. The staff looked very
2 carefully at the existing projects, both pending and
3 approved, within the entire project area. And we did
4 not propose any land use changes or circulation changes
5 to those areas that would impact those projects.

6 So if this plan was approved as it is before
7 you tonight, it would not impact those projects.

8 MR. DIPPEL: Perfect. Thank you. And, again,
9 thank you for keeping this as simple as possible.

10 MR. EDMONDSON: I just wanted to ask Vice
11 Chair whether this is the appropriate time to ask
12 questions of the consultants, or should that wait until
13 a future point in the hearing?

14 MR. STANLEY: My feeling is that we should go
15 on to the public hearing and get questions from them,
16 compiling all of this, and then we'll bring it back to
17 the Commission. And I'm sure there will be a lot of
18 questions at that point. So Commissioner Duggan?

19 MS. DUGGAN: I know that the web site, it was
20 also translated in Spanish and English. Were all of the
21 other documents also available in Spanish translation?

22 MS. JONES: Most of them. All of our workshop
23 summaries were translated, and our frequently asked
24 questions for the annexation were translated, so most of
25 them were. The specific plan and the specific draft EIR

Verbatim 

A COMPUTERIZED REPORTING SERVICE
(707) 575-1818 • (800) 634-4311 • FAX (707) 575-8541

4

Letter TR Continued

1 were not translated. We didn't have funding to do that.

2 MS. DUGGAN: Okay. Thank you.

3 MR. STANLEY: Okay. With that, I'm going to
4 open the public hearing. I have a number of cards here.
5 So when I call your name, if you could come down,
6 identify yourself for the record.

7 And you'll have three minutes. There's a
8 little light that will show up, and it goes from green
9 to amber to red to let you know where you are. If you
10 could hold your comments to three minutes, that would be
11 great.

12 And I'll read out the first name and then the
13 person who cues up behind them, just so we can keep this
14 moving in as efficient a way as we can. We've got a lot
15 to get through tonight.

16 So the first up will be DuWayne Dewitt,
17 followed by Chris Meyer.

18 MR. DEWITT: Thank you, sir. I'm going to use
19 the projector, if I may. Hello. My name is DuWayne
20 Dewitt. I'm from Roseland. And I've put before you a
21 copy of a page from the urban water management plan that
22 points out you expect 64,000 more people here in the
23 Santa Rosa city limits by the year 2040.

24 I put it up there because the southwest area
25 is part of the city's aquifer recharge area. And

Verbatim 

A COMPUTERIZED REPORTING SERVICE
(707) 575-1819 • (800) 634-4311 • FAX (707) 575-8541

5

TR-1

Letter TR Continued

1 southwest area plant from 22 years ago, people pointed
2 out that it's a bad idea to pave over your aquifer
3 recharge area. The map that's currently up there is
4 just the Roseland area. And past Hearn Avenue, there's
5 even more of the aquifer recharge area. But I'm not
6 addressing that tonight.

7 The requirements for the specific plan grant
8 highlight that multimodal access and connectivity are an
9 important part of this.

10 And I'm quite concerned because I'm a member
11 of the steering committee. I'm also a member of the
12 Roseland village task group committee. And it doesn't
13 appear that there's been a comprehensive and
14 well-coordinated community plan between the city and the
15 county preparing for the future. And I say that
16 specifically realizing that a lot of things have been
17 done, and the staff and the consultants have been paid
18 to do various work.

19 But it's essential that we look at the fact
20 that there's already 15,000 people up here in this
21 Roseland area. There's not enough parks. There's
22 easily a need for 60 to 70 more acres of park up in that
23 area, the school district's land available as it should
24 be for a number of people.

25 And there's just basically this approach

Verbatim 

A COMPUTERIZED REPORTING SERVICE
(707) 575-1819 • (800) 634-4311 • FAX (707) 575-8541

6

TR-1 cont.

TR-2

Letter TR Continued

1 that's been taken tonight by both staff and the
2 consultants that because they talked with some people.
3 They believe they know what the community wants, but
4 they haven't actually quantified it. They've stood here
5 tonight before you and said, well, we have a consensus,
6 but not shown you numbers of how many people in this
7 greater community of 15,000 people have given them a
8 voice and a reason to do something.

9 So specifically, they've mixed apples and
10 oranges also because the county Sebastopol Road project
11 needs to be a big part of this. And, yet, what's going
12 on here is it's not even spoken of.

13 They've looked at this bus transit spot to the
14 south, and made these ideas without realizing that
15 Sebastopol Road is a big part of what this was supposed
16 to be about. It's called the Sebastopol Road specific
17 plan also from the funding source.

18 So there's a dilemma here, in a sense. And
19 I'm real concerned because what's occurring is that the
20 public outreach, while it may be more than what they've
21 done in the past, it's still the same old culture of not
22 really informing a lot of people and getting a lot of
23 people involved, and letting their dialogue decide what
24 the decisions will be.

25 It's actually been more about how it came down

Verbatim 

A COMPUTERIZED REPORTING SERVICE
(707) 575-1819 • (800) 634-4311 • FAX (707) 575-8541

7

Letter TR Continued

1 from above, and I believe that both the city and the
2 county haven't done right, especially since it's not
3 even including the Redwood Gospel Mission. That's a
4 giant project, and it wasn't even included in here. And
5 we just heard about it a couple of meetings back. So
6 thank you, sir. I'll put this away.

7 MR. STANLEY: Thank you. Next up is Chris
8 Meyer, followed by Arthur Deike.

9 MS. MEYER: Hi. My name is Chris Meyer. My
10 family, we have property at Olive Street at 500, 516 and
11 524.

12 And I participated in the workshops for the
13 Roseland development, and I think the staff did a great
14 job. I think their community outreach was excellent. I
15 think the workshops were well-organized and open. I
16 think their presentations were well done. I think the
17 staff listened to people, compiled and updated the
18 information to reflect the community needs.

19 I've read the reports that were being
20 presented to you today, and I think it is a result of a
21 job well done by the staff and the community. And I
22 hope it gets approved. Thank you.

23 MR. STANLEY: Thank you. Arthur Deike,
24 followed by Sam McMiller.

25 MR. DEIKE: Good afternoon. I'm Arthur Deike.

Verbatim 

A COMPUTERIZED REPORTING SERVICE
(707) 575-1819 • (800) 634-4311 • FAX (707) 575-8541

8

Letter TR Continued

1 I'm a resident of the plan area. I'm also on the
2 steering committee. And although I'm not an active
3 member, I'm with Santa Rosa together.

4 And the reason I bring that up is I know
5 they've submitted a letter, and I'm pretty much in
6 agreement with that. I've also submitted an email with
7 comments, and there were my perceived errors and
8 omissions in the documents, and I hope you'll look at
9 that.

10 What has been briefed is there's going to be
11 significant traffic impacts with this plan. It's a term
12 significant and unavoidable, so it's already -- it's a
13 bad decision. It's going to be made worse. So we've
14 kind of got to figure out how we can go forward with
15 this and have a more congested area, if we go forward
16 with it.

17 There was one area that I wanted to look at,
18 and it's a property that's bounded by west Hearn Avenue
19 on the south, Stony Point Road on the west, and old
20 Stony Point Road on the east. It's proposed to be
21 medium/high residential. Currently it's medium
22 residential and planned development.

23 It was my suggestion that this be retail
24 business. There's a lot of reasons for it. A couple of
25 them are there is really no retail business in that

Verbatim 

A COMPUTERIZED REPORTING SERVICE
(707) 575-1819 • (800) 634-4311 • FAX (707) 575-8541

9

TR-3

TR-4

Letter TR Continued

1 entire area unless you get down to the Bellevue Ranch
2 area. And if there was retail at this area, it might
3 minimize some of these traffic impacts as people would
4 head north towards Sebastopol Road and east going over
5 the Hearn overpass. So I'm suggesting that that be
6 looked at again. And that's the only comments I have.
7 Thank you very much.

8 MR. STANLEY: Thank you, Mr. Deike. Sam
9 McMiller, followed by G.P. Raddich.

10 MR. McMILLER: Yes, my name is Sam McMiller.
11 Along with my wife and my sister, we own Wayside Gardens
12 Mobile Home Park on the corner of Santa Rosa Avenue and
13 Hearn. We have about 49 spaces in the park. Maybe
14 about 40 percent of our residents are Hispanic-serving
15 and it's a family park.

16 One of the things that we appreciate the city
17 in and Shirley Zane and the Lastco (phonetic) gentleman
18 is to come out and speak to our residents. We did ask
19 them questions about how much it's going to cost because
20 I find out that the city costs are significantly higher
21 than what we are presently paying in the county.

22 So that's one of our concerns. How come we
23 didn't get that information? You know, we feel that
24 this annexation is not going to benefit our residents at
25 all. So we also want to know, what is going to be the

Verbatim ■

A COMPUTERIZED REPORTING SERVICE
(707) 575-1819 • (800) 634-4311 • FAX (707) 575-8541

10

Letter TR Continued

1 average cost? So if you can give us the average cost
2 for these residents, that would be very interesting.

3 We're also at the corner of Hearn Avenue.
4 Now, I've had three meetings with the state, and there's
5 three proposals for the new overpass at Hearn Avenue.
6 If that's widened, there's going to be even more
7 significant impact to my residents trying to get in and
8 out of that mobile home park, along with the
9 environmental -- you're going to have more fumes and
10 everything else because there's so many stop signs
11 within that area.

12 And I don't know if this took into
13 consideration, the possible Yolanda/Farmers Lane
14 extension, which will drop cars into that Santa Rosa
15 Avenue.

16 So those are some of the things that we have
17 concerns. I have other comments I would like to make,
18 but I'll try to send those in in writing. Thank you.

19 MR. STANLEY: Thank you, Mr. McMiller.
20 G.P. Raddich, followed by Frank Baumgartner.

21 MS. RADDICH: I'd like to use the overhead
22 projector also. Hello. My name is G.P. Raddich. Thank
23 you for hearing our comments this evening. We really
24 appreciate it.

25 I also want to say that the city staffers,

Verbatim 

A COMPUTERIZED REPORTING SERVICE
(707) 575-1818 • (800) 634-4311 • FAX (707) 575-8541

11

TR-5

TR-6

Letter TR Continued

1 Jessica and Chuck and Lisa have been more than willing
2 to come out and speak with us in our neighborhoods, and
3 it's been very helpful. And they're just very
4 cooperative in that regard.

5 Tonight I heard that given the demographic of
6 southwest Santa Rosa, that the EIR was not published in
7 Spanish makes me wonder why not. That's most of my
8 neighbors. Not all, but most.

9 I encourage all members of the Commission to
10 visit Hearn Avenue during either of the rush hours. So
11 that would be in the morning or in the afternoon. And
12 just to get a little flavor of what the traffic flow or
13 nonflow is like right now, you can see, I hope, on this
14 map -- which I tried to orient it north/south, north
15 being on the top -- that Victoria Drive has no access to
16 the outside world except by Hearn Avenue. That is it.

17 If I move it down, there's a small street,
18 Darlyn Way. It dead-ends here, and this is a residence
19 at the end. So there's no extension that can happen --
20 or no egress, I guess that's the term.

21 And then this is the business park at Duke
22 Court, and that's not possible to punch through. And
23 that's how we like it. We don't like regional or any
24 other traffic coming through our neighborhood.

25 So all of our traffic has to -- and all of the

Verbatim 

A COMPUTERIZED REPORTING SERVICE
(707) 575-1819 • (800) 634-4311 • FAX (707) 575-8541

12

TR-7

Letter TR Continued

1 emergency traffic, should the annexation go through and
2 we get all of those services, if they can't get to us,
3 we're going to be bleeding to death before they can make
4 it, especially during these rush hours.

5 So I encourage you to come on down. And
6 hopefully the S.M.A.R.T. train crossing will drop while
7 you're there so you can get a sense of how long it takes
8 to move the traffic, or it's just not going to move.
9 okay. There's that.

10 There's a new charter school that's going to
11 be built -- I was told by some of our teacher
12 residents -- on the corner of Dutton Meadow and Hearn
13 Avenue. That will also add to the traffic, and that's
14 going to happen in the fall.

15 I am pleased that the EIR was formulated;
16 however, I got the section on water and hydrology
17 because, like you said, it's big. And in the period of
18 time between us receiving it by attachment and this
19 meeting, I'm overwhelmed. So I'm sure that you are as
20 well.

21 But a lot of the statements at the end of the
22 study paragraphs were less than significant, and that
23 was a repeat statement in bold type, hyphenated and
24 plain text, and I couldn't find any details to define
25 that.

TR-7 cont.

TR-8

Verbatim 

A COMPUTERIZED REPORTING SERVICE
(707) 575-1819 • (800) 634-4311 • FAX (707) 575-8541

13

Letter TR Continued

TR-9

1 And one last thing, there are animals out
2 there. So when you do construction, should that happen,
3 consider that. Where are they going to go during the
4 construction? Thank you so much.

5 MR. STANLEY: Thank you, Ms. Raddich. Frank
6 Baumgartner, followed by Fred Kruger. Are you going to
7 use the overhead?

8 MR. BAUMGARTNER: No.

9 MR. STANLEY: Oh. Then you can just --

10 MR. BAUMGARTNER: Oh, thank you. Thank you
11 for having this meeting, and I know that nobody would be
12 here if they didn't -- you know, if they aren't in the
13 future of Roseland, Roseland kids and Roseland families.

14 I'm impressed because I was a member of the
15 steering committee. I don't live in Roseland, but I'm
16 an educator and a writer, a historian. And I know for a
17 fact that books can open the way for the future for kids
18 to see the future. And hopefully one of my books might
19 help, but that's off the subject.

20 What I'm concerned about also is crime because
21 in this area, you know, of course, we all know about the
22 Andy Lopez case, the tragedy that occurred there, and it
23 can happen again. And, of course, none of us want that
24 to happen again.

25 But one of the things that came up, a friend

Verbatim 

A COMPUTERIZED REPORTING SERVICE
(707) 575-1819 • (800) 634-4311 • FAX (707) 575-8541

14

Letter TR Continued

1 of mine, Rosemary, whose parents do live in Roseland,
2 they rented a dumpster because they have some property,
3 and they had some chassis, some old cars. And the
4 elderly gentleman was going to, you know, refurbish them
5 or make them into collector's items, and they never got
6 around to it. But I guess there's other debris.

7 But the point is they rented a dumpster. And
8 it's kind of like the wagons in the old west, you lose
9 your -- because they woke up one morning, and the
10 dumpster was gone. And one of the neighbors had dragged
11 it off. And this sort of thing is not acceptable.

12 Where I live on the other side of 101, that
13 would not be accepted. That would not happen because
14 the police of Santa Rosa Police are very efficient.
15 They respond quickly and take care of things.

16 So anyway, I wanted to commend Jessica and the
17 staff. They've done a wonderful job, and I hope this
18 project -- I wish you the best of luck. Thank you.

19 MR. STANLEY: Thank you, Mr. Baumgartner.
20 Fred Kruger, followed by Magdalena Ridley.

21 MR. KRUGER: Good afternoon. My name is Fred
22 Kruger. I'm representing the Hughes Avenue neighborhood
23 association.

24 Neighbors feel that the draft EIR, but
25 particularly the whole plan, isn't personalized to

Verbatim 

A COMPUTERIZED REPORTING SERVICE
(707) 575-1819 • (800) 634-4311 • FAX (707) 575-8541

15

TR-10

Letter TR Continued

1 Roseland. It's too academic. It's legalistic. And the
2 people who are studying the issue in our neighborhood
3 are not happy with it. There are several reasons. I
4 have seven points to make.

5 Regarding traffic, if we look back 10 years to
6 the draft EIR for the proposed Wal-Mart shopping center,
7 at that time, both Hearn Avenue and Sebastopol Road had
8 an LOS -- a level of surface -- that flunked. Since
9 that time, we've had continual growth, but almost no
10 increase in infrastructure.

11 Infrastructure has not kept up with the growth
12 of this area. And so we not only have gridlock, it's
13 episodic, so that at rush hour, as Ms. Raddich
14 mentioned, the draft EIR from 2006 measured the traffic
15 at 3.6 miles per hour. It's unacceptable. And so we
16 cannot afford more housing in that area because we're
17 already overpopulated. We're the highest density for
18 the area of any region in Santa Rosa, and you want to
19 load more into that area, and we're opposed to that.

20 There is a health hazard that goes along with
21 it. The draft EIR measured ambient air across Santa
22 Rosa, but look at what's happening in the area that's
23 fixed on Sebastopol Road. A 2009 study at New York
24 University School of Medicine documented the close
25 correlation between stalled traffic and exhaust and

Verbatim 

A COMPUTERIZED REPORTING SERVICE
(707) 575-1819 • (800) 834-4311 • FAX (707) 575-8541

16

TR-10 cont.

TR-11

Letter TR Continued

1 asthma. That Roseland school has a 26 percent incidence
2 of asthma. As you increase the traffic, you're going to
3 increase the carbon dioxide, the carbon monoxide, the
4 agents that trigger asthma. Already, it's a public
5 health hazard that's not documented in the draft EIR.

6 And, yet, if you put more housing in there,
7 you're going to increase the traffic. It's going to
8 result in a higher incidence of asthma. That's a public
9 health disaster taking place. Who is going to pay for
10 those additional kids that have an emergency and have to
11 go to the hospital? Who is going to subsidize those
12 children who are handicapped in their learning, who are
13 struggling with English as a second language, and you
14 cause them problems just trying to breathe? And it's
15 directly correlated to that traffic, and also to the
16 school bus depository immediately across the street that
17 uses diesel.

18 Now, our area is also under-parked. The
19 national standard is 10 acres per thousand residents.
20 Santa Rosa allocates six, and we actually only get 3.5,
21 and a total to park area is 22 acres, and we should have
22 three times that amount. But if you put in more
23 housing, you're obviating the possibility of new places
24 for parks. And so there's that contradiction.

25 At the same time, we're experiencing severe

Verbatim 

A COMPUTERIZED REPORTING SERVICE
(707) 575-1819 • (800) 634-4311 • FAX (707) 575-8541

17

TR-11 cont.

TR-12

TR-13

Letter TR Continued

TR-13 cont.

1 overdrafting of ground water as we have surface
2 subsidence. The foundations of houses are cracking, but
3 the city doesn't pay attention to these issues which are
4 important to residents.

5 There's a lot more to say. I'm sorry I ran
6 out of time, but we're not happy with either of the
7 proposals. And there's a diaspora, a separation between
8 the residents and what the city downtown is putting
9 together. Thank you.

10 MR. STANLEY: Thank you, Mr. Kruger.
11 Magdalena Ridley, followed by Tom Shader.

12 MS. RIDLEY: Hi. My name is Magdalena Ridley.
13 I'm a steering committee member, and so that's why I'm
14 here to give my comments.

15 I did want to commend the city for having a
16 pretty good outreach plan, much better than, sorry, what
17 the City of Santa Rosa usually does. This one was
18 actually very impressive, and the staff worked really
19 hard.

20 And a lot of people came out for the meetings,
21 and it seemed as though very diverse opinions were
22 listened to. And they went out to the community instead
23 of just waiting for the committee to come to them. So I
24 wanted to commend them for that. Obviously a lot of
25 people can't be here because it's work hours, but there

Verbatim 

A COMPUTERIZED REPORTING SERVICE
(707) 576-1819 • (800) 634-4311 • FAX (707) 575-8541

18

Letter TR Continued

1 were a lot more people at meetings themselves.

2 I just wanted to comment really quickly on a
3 new piece of information that I learned about the
4 industrial uses along Sebastopol Road. As a participant
5 in the 2007 plan along Sebastopol Road, it was certainly
6 never my intentions to prevent those businesses from
7 operating. So I appreciate that they would be given an
8 extended time to replace those uses if they happen to go
9 vacant for a while. So I think that's a good idea.
10 Those businesses are part of our community, and I
11 support them.

12 I also want to commend the plan for the policy
13 on the mobile vendors. It's part of our identity. It's
14 a cultural identity there in the neighborhood, and it is
15 a lot of economic development. It's sort of a
16 micro-business model that I understand is considered to
17 be very positive in the economic development circle.
18 And it wasn't just a consensus. There was overwhelming
19 support for that. So I really commend that policy.

20 As far as what Mr. Kruger and others have
21 spoken about with the traffic, there is certainly a lot
22 of traffic in that area. And we do need more parks.

23 As far as increased housing, I think a lot of
24 people were supportive of that idea because we perceived
25 that area as an affordable place to live. And so we

Verbatim ■

A COMPUTERIZED REPORTING SERVICE
(707) 575-1819 • (800) 634-4311 • FAX (707) 575-8541

19

Letter TR Continued

1 want more affordable housing. And so by default, I
2 think we say put that in southwest Santa Rosa. Perhaps
3 there could be increased affordability policies
4 throughout the city of Santa Rosa. We are the
5 highest-densed city neighborhood by far, and so I do
6 understand everybody's traffic concerns. However, I
7 also want to speak to the fact that higher density as
8 opposed to promote increased use of mass transportation,
9 and that's a goal that we have, too.

10 So I leave it up to you-all on how to decide
11 to balance that, but we cannot keep having housing
12 without services. So inasmuch as there is the increased
13 civil uses and are business uses along Hearn Avenue,
14 that was something that I supported and a lot of people
15 supported. There is a lot of people who live well south
16 of Sebastopol Road and cannot access the services there
17 without walking. So it's important that we have little
18 shops and accessible things like that along Hearn
19 Avenue.

20 And finally, I just want to say that the
21 overpass on Bellevue is super important so people can
22 access services, and it will reduce the traffic impact
23 on Hearn. I think that's about it. Thank you.

24 MR. STANLEY: Thank you, Ms. Ridley. Tom
25 Shader, followed by Gabby Shader.

Verbatim ■

A COMPUTERIZED REPORTING SERVICE
(707) 575-1819 • (800) 634-4311 • FAX (707) 575-8541

20

Letter TR Continued

1 MR. SHADER: I'd like to use this, but I don't
2 think I'm smart enough to make it go.

3 MR. STANLEY: We'll help you get there.

4 MR. SHADER: Thank you. Maybe you could help.
5 I live on Victoria Drive. I'm G.P.'s neighbor. She
6 spoke three people ago.

7 And we bought our house 24 years ago. They
8 said it's going to be developed behind you. I'm putting
9 this up so you can see -- as soon as she gets it
10 together -- where Victoria Drive is, in case you're not
11 familiar with it. I'm not sure if you know the --

12 MR. STANLEY: We'll wait until she gets here
13 so we can all see what you're --

14 MR. SHADER: So there's the land use map that
15 we've all been looking at this evening, and I've circled
16 that little chunk. My printer ran out of ink right
17 there, so I did it again. You can see it a little bit
18 better here. Victoria Drive runs right along this line,
19 that little line.

20 It's kind of hard to see on this map, but
21 light yellow means low density. Brighter yellow means
22 medium density. This dark reddish brown with the
23 stripes means medium density retail.

24 Fifteen years ago, Trumark -- which is a major
25 player, developer in the area, they're from Danville --

Verbatim ■

A COMPUTERIZED REPORTING SERVICE
(707) 575-1819 • (800) 634-4311 • FAX (707) 575-8541

21

Letter TR Continued

1 was going to develop that field that's in brown there
2 with this little star in the middle. We had many, many
3 meetings with the city planner. At the time his name is
4 Frank Cassinoff, and the head of Trumark was a guy named
5 Garrett Hinds. We had, like I say, 15 to 20 meetings.
6 We shook on it. The city made us a deal that was going
7 to happen. Nobody knows anything about that anymore.
8 It's all gone.

9 We live in a little housing thing on Victoria
10 Drive that was built in 1947. I have a third of an
11 acre. Low density means two to eight units per acre
12 according to this thing. In reality, we are two to
13 three units per acre on our street. Right behind us
14 where it says "retail medium density," that's, what?
15 I'd better look to make sure I'm telling you the right
16 thing -- 8 to 18 units per acre.

17 At the time, Frank Cassinoff assured us that
18 in the city plan there was a thing called blending old
19 neighborhoods to new neighborhoods, and that making the
20 transition between the old and the new wouldn't be
21 stark.

22 My property is long and skinny. The property
23 line is about three feet behind my back building. Not
24 code, but that was built in 1947. I didn't do it. And
25 they were able to build 5 or 10 feet on the other side

Verbatim 

A COMPUTERIZED REPORTING SERVICE
(707) 575-1819 • (800) 634-4311 • FAX (707) 575-8541

22

TR-14

Letter TR Continued

1 of that. They're talking about two-story buildings.
2 This is what they look like on there. Unless it's a
3 federal housing plan like Burbank Housing on the other
4 side of the field, in which case they can put garages
5 underneath them and make them three stories, they're
6 still medium density. If you do that at my back gate,
7 it's going to look like the Grand Canyon from my house,
8 and we don't like that.

9 I'm hoping this is not set in stone, you know.
10 This is not what we want. There's no egress from us to
11 get over to that park or anything even around Hearn
12 Avenue. Like G.P. said, we have to go out Victoria
13 Drive, battle traffic, and then turn left again on
14 Dutton Meadow to get into this new section. There's no
15 way for us to do it walking through my backyard. At
16 least at this point nobody has talked to us about that.

17 So what I want to say is can we please blend
18 the old neighborhoods with the new neighborhoods. This
19 is not what we want to see, this much density right
20 behind this.

21 I'm all for low-income housing. That's all
22 good. But if there's any way, especially if it's, you
23 know, retail, like retail shops, like the ones on the
24 bottom here -- again, my printer was running out of ink,
25 that's why it's all yellow. But these things are going

TR-14 cont.

TR-15

Verbatim 

A COMPUTERIZED REPORTING SERVICE
(707) 575-1819 • (800) 634-4311 • FAX (707) 575-9541

23

Letter TR Continued

1 to be facing the street, then we've got the back side of
2 the buildings on our property line, and that's not what
3 we're looking for. So I'm hoping that you guys can do
4 something about that. Thank you for your time.

5 MR. STANLEY: Thank you, Mr. Shader. Gabby
6 Shader, followed by Gregory Ferron.

7 MS. SHADER: Actually, I want to use the
8 overhead projector. It's easier for me here. I would
9 like to talk about alternative number 2, the reduced
10 development alternative. And this is in light of the
11 heavy and severe traffic impact that is shown in the
12 environmental impact report.

13 It's very concerning to me that as part of it,
14 it was stated that we have high impact, unacceptable
15 levels of traffic in many different sections of the
16 surrounding traffic areas. Number one, on the main
17 corridor of 101. Number 2, on Dutton, specifically on
18 the right turn areas of that that go into Hearn Avenue.

19 But there's, from living there, anecdotal
20 evidence. It's much more than just the highlighted
21 points as mentioned in the environmental impact report.
22 That traffic impact is just about everywhere, and it's
23 documented, and it was by the agency that did a traffic
24 study. They actually did say it was unacceptable
25 levels. Therefore, an alternative was created to the

Verbatim 

A COMPUTERIZED REPORTING SERVICE
(707) 575-1819 • (800) 634-4311 • FAX (707) 575-8541

24

TR-16

Letter TR Continued

1 EIR, two alternatives, which I highlighted in the EIR,
2 alternative number one of no development at all;
3 alternative number two, to reduce the level of the
4 growth in traffic down to one percent growth.

5 In order to do that, the alternative number 2
6 states to only do one-third of the housing and business,
7 and, two, that they will open the area (phonetic) rather
8 than the whole area, which would then mitigate the
9 traffic to be three percent up to one percent, which is
10 considered unacceptable. Of course, you know, knowing
11 where we are right now, nothing is really great, but
12 that would at least put it to the levels of this one
13 percent acceptability.

14 So one of the really big points of the plan is
15 establish the plan area as a place where people want to
16 live, work, shop and visit. It is one of the goals.
17 This is going to not happen with the traffic the way
18 it's going to be set.

19 The alternative number two, the less severe
20 impact is to reduce the development potential so that it
21 can be less severe. And it was also seen that this
22 alternative would actually mitigate many, many of the
23 environmental concerns and would, therefore, all over be
24 a much better alternative to the plan the way it is
25 suggested. However, it states in the EIR this will not

TR-16 cont.

Verbatim 

A COMPUTERIZED REPORTING SERVICE
(707) 575-1819 • (800) 634-4311 • FAX (707) 575-8541

25

Letter TR Continued

1 be able to be done because it doesn't allow for a few of
2 the objectives of the city's specific plan, which you
3 mentioned. It contradicts the specific plan.

4 And then my question that came up when an EIR
5 is done, why is it done then. If it then shows the
6 impact would be so great, that maybe a specific plan
7 that the city has set out cannot be done, what gives?
8 Where is the specific plan contradicting the EIR
9 results? Where is the solution for that, you know, and
10 do we do an EIR if the city goes ahead and does it
11 anyways?

12 So I would like to see an amendment to go to
13 alternative number 2, which is wonderful, even maybe if
14 it's just for temporary. Maybe it would be a solution
15 to say temporary, let's go to alternative number 2 until
16 we can get CalTrans on board with their schedule of
17 building the Bellevue overpass, at which point maybe
18 then we could build up the second and the third, because
19 I am all for providing affordable housing, and we know
20 we all need that. Thank you very much.

21 MR. STANLEY: Thank you, Ms. Shader. Gregory
22 Ferron, followed by Ron Lopez.

23 MR. FERRON: I'm Gregory Ferron, and I want to
24 correct Art's comment. Santa Rosa together hasn't
25 submitted a letter to you. We, as you probably know,

Verbatim 

A COMPUTERIZED REPORTING SERVICE
(707) 575-1819 • (800) 634-4311 • FAX (707) 575-8541

26

TR-16 cont.

Letter TR Continued

1 are about community engagement. We're not here to tell
2 you what should be in the specific area plan. I, my
3 wife and Art and others served on the steering committee
4 as individuals, and we have our own individual
5 positions.

6 But Santa Rosa is trying to get people engaged
7 with you, and is trying to get people to really
8 participate and feel like their words and their ideas
9 have been heard.

10 Now, I have two big complaints about the
11 process, which these guys have no control over, and I
12 really want to thank them for all the work they did.
13 But we were hampered in community engagement by the fact
14 that the steering committee members are under the same
15 Brown Act requirements you are.

16 So communications between us couldn't happen
17 for a year. That is not the formula for good community
18 engagement. That would be like if you said, Hey, city,
19 you can't talk to each other, but please tell us what it
20 is you want us to do.

21 You need citizens to be engaged with each
22 other. You need a process that bring in more people,
23 and that doesn't happen when you have a defined group of
24 people who are pretty much frozen out from communities
25 anywhere outside of the meetings that are held by the

Verbatim 

A COMPUTERIZED REPORTING SERVICE
(707) 575-1819 • (800) 634-4311 • FAX (707) 575-8541

27

Letter TR Continued

1 city.

2 Now, people want to know that they can
3 communicate. They want to know that their voice is
4 heard. To Vicki's point, sure, anyone who doesn't speak
5 English was told how to participate, but they have no
6 idea whether or not what they said was heard, and they
7 won't until they can read something in their language.

8 we will try to get the budget to pay for some
9 more copies to be in their languages. We think that's
10 part of civic engagement.

11 And one other point, DuWayne's point about the
12 Roseland village planning not being engaged with the
13 strategic area plan, as you remember, we came to you
14 early saying get the county and the city to coordinate,
15 have all of the projects that are trying to get
16 civically-engaged people to coordinate with each other
17 so they're not having meetings on the same night so
18 they're having the meeting in cooperation.

19 That really didn't happen very much. It's not
20 the city's fault. It's probably not the county's fault
21 individually, but somebody has got to bring these groups
22 together. But the community would love to be able to be
23 better engaged, but you make it harder when no one talks
24 to each other from a staff-to-staff point of view or
25 from the staff to the community. And you make it harder

Verbatim 

A COMPUTERIZED REPORTING SERVICE
(707) 575-1819 • (800) 634-4311 • FAX (707) 575-8541

28

Letter TR Continued

1 for us to really feel like our words matter. Thank you.

2 MR. STANLEY: Thank you, Mr. Ferron. Ron
3 Lopez, followed by Peter Bruce.

4 MR. LOPEZ: Good afternoon, everybody. My
5 name is Ron Lopez. I'm a professor of Chicano studies
6 at Sonoma State University. I'm actually a historian.
7 My specialty is Los Angeles land use and displacement.

8 One of my concerns is that development and
9 re-development, even as sensitive as it seems on the
10 outset -- and I hope that it is -- often precede
11 developer-driven, pushing out low-income residents, both
12 residents of color and residents that are just poor
13 whites or other mainstream residents. That's my main
14 concern.

15 I look right outside the development zone.
16 Most of my friends or many of my friends and associates
17 live within the development zone. I'm already hearing
18 stories about people feeling that they're being forced
19 out by a variety of circumstances. But, you know, some
20 of them can be tied directly to what's going on here.

21 And I'm very thankful that the city council
22 passed a rent stabilization ordinance, and I want to
23 express my appreciation for that on behalf of all of
24 those people who either cannot, again, because of
25 language difficulties or because they're not voters or

Verbatim 

A COMPUTERIZED REPORTING SERVICE
(707) 575-1819 • (800) 634-4311 • FAX (707) 575-8541

29

Letter TR Continued

1 not citizens. I guess those are my main concerns.

2 well, one other comment is I appreciate very
3 much the vendors, the street vendors, being permitted to
4 stay under specific circumstances. I'm also concerned
5 about ambulatory vendors, the people that ride the
6 little bicycles around and things like that. I hope
7 that accommodations will also be made for them because
8 they are also part of the community, and not just people
9 that you see pass by, but that are the fathers and
10 mothers and sons of many residents of not just Roseland,
11 but the rest of Santa Rosa. So thank you very much,
12 everybody.

13 MR. STANLEY: Thank you, Mr. Lopez. Peter
14 Bruce?

15 MR. BRUCE: Yeah, I've lived in Santa Rosa on
16 Victoria Drive for 27 years. So I've seen a lot of
17 different things go on, some good, some not so good.

18 The problem I have right now is the
19 infrastructure of the situation. You keep on building,
20 putting more stop lights in. Everything else. I've got
21 a 31-foot trailer. I cannot get out of my property, I
22 mean, on Hearn Avenue, period, after 3:00 o'clock.
23 There's no way. So if I can't get out of there, how's
24 the fire department going to get in there? How's an
25 ambulance going to get in there? If I were to have some

Verbatim 

A COMPUTERIZED REPORTING SERVICE
(707) 575-1819 • (800) 634-4311 • FAX (707) 575-8541

30

TR-17

Letter TR Continued

1 problem -- what is happening here?

2 They've got a thing that says "Keep Clear." I
3 think that says "Park Here" because you just pull out --
4 you can only take a right out of Hearn Avenue at certain
5 times. Left, forget it. It's not happening.

6 I wish you guys could see some of the stuff.
7 And then you have to wait four lights to get across the
8 freeway. So what happens is people cut them off -- the
9 one that goes toward the freeway, they come up and they
10 jam in, and you miss another light because there's
11 nowhere to go.

12 Now we've got the railroad track. Mmm, that's
13 going to be helpful, because now we've got the line
14 there. Now we've got the "Keep Clear" sign -- and that
15 means "Parking."

16 I mean, how are we supposed to get around?
17 I've never seen such a unique situation in my life. And
18 I drove rigs for a living, and it was a lot easier than
19 trying to get around here. I mean, how can you do all
20 of this stuff, build all of this stuff, put in all --
21 there's no infrastructure. And that's fine, well,
22 that's good enough for us. really?

23 I just can't see where that comes from. How
24 does it work? I mean, if you guys lived out where we
25 would, you would understand. But unfortunately, Mike

Verbatim 

A COMPUTERIZED REPORTING SERVICE
(707) 575-1819 • (800) 634-4311 • FAX (707) 575-8541

31

TR-17 cont.

Letter TR Continued

1 lived up on the hill or somewhere where, you know, it's
2 not -- it's not really your concern or you don't
3 understand it. Well, if you come down and look at it
4 every once in a while, dang, you'd be dang surprised.
5 Try it. Try it at about 3:30, 4:00 o'clock. Just try
6 to go to Hearn and try to go to the overpass. I'll bet
7 you it's five stop lights at least before you can even
8 get across. And then you get cut off.

9 So I don't think the improvement here is doing
10 very well because all you're doing is building more and
11 more and more stuff, not taking care of the
12 infrastructure of what should be taken care of first.

13 where's all the water going to come from?
14 where's all the sewage going to go to when you build all
15 of these houses? How are these people -- I mean, people
16 that have been here for a while, well, now, geez, we've
17 got all of these gangs coming in because we've got lower
18 rent and stuff like that.

19 I mean, this has been happening for quite a
20 while. I feel sorry for the people who live just on the
21 other side of Hearn from me. It's just -- you know, why
22 keep on making it worse? Why don't we make it better?
23 That's all I can say to that.

24 It's just as frustrating as heck to not even
25 be able to go down our street at a certain time of day.

Verbatim 

A COMPUTERIZED REPORTING SERVICE
(707) 575-1819 • (800) 634-4311 • FAX (707) 575-8541

32

TR-17 cont.

TR-18
TR-19

Letter TR Continued

1 Forget it, you can't. I don't know how many people you
2 guys have got going. Can you pull into your house on
3 your street all the time? Better luck than I've got.
4 Take care.

5 MR. STANLEY: Thank you, Mr. Bruce. I don't
6 have any more cards. You don't need to put in a card to
7 speak. If anybody wants to come forward -- seeing none,
8 I'm going to close the public hearing and bring it back
9 to the Commission, and try and figure out how to go
10 through this now.

11 Let me first ask the question of staff. So
12 there's a lot of comments that came from the public, and
13 not necessarily to address all the comments, but to take
14 comments. And maybe you can reiterate to both the
15 Commission and the community how all of these comments
16 that we've just heard will be incorporated back into
17 sort of the analysis that's going to occur, and it's
18 going to be incorporated into the final documents that
19 will come back to us in September.

20 MS. JONES: Yeah, so we're taking down all the
21 comments and questions that have been raised tonight,
22 all of the written comments that have been received to
23 date; and, again, will continue to receive through July
24 5th when the closing date for the EIR comments comes.

25 We will take all of those questions and

Verbatim 

A COMPUTERIZED REPORTING SERVICE
(707) 575-1819 • (800) 634-4311 • FAX (707) 575-8841

33

Letter TR Continued

1 comments, and they will be comment by comment, question
2 by question, addressed in the final EIR in a document
3 that will be released probably -- I think we're looking
4 at sometime mid to end of August before your next -- or
5 before the Planning Commission meeting in September.

6 And so that will be available for the public
7 to take a look at, and then we will come back to the
8 Commission in another meeting, and there will be an
9 opportunity to comment and respond to that final EIR.

10 MR. STANLEY: So to clarify, the comment
11 period did not end tonight. So everybody has until July
12 5th to submit comments, written comments, that will be
13 incorporated to the analysis that goes forward.

14 So I wanted to make sure that that was clear,
15 because I think we heard some comments from people
16 saying that they felt like they hadn't had enough time
17 to go through the EIR. It's a huge document,
18 complicated document.

19 Staff is ready, willing and able to take phone
20 calls, emails, questions, if you have concerns about the
21 technical aspects of it. Not everybody is expected to
22 understand that, so staff is here for that purpose as
23 well.

24 So in terms of the Commission, I think we're
25 just going to start at one end and move to the other

Verbatim 

A COMPUTERIZED REPORTING SERVICE
(707) 575-1819 • (800) 634-4311 • FAX (707) 575-8541

34

Letter TR Continued

1 and sort of discuss this. And what we're looking for to
2 give the staff is direction either about concern,
3 questions or any direction we may feel.

4 MS. DUGGAN: Can I ask if we can take a short
5 break so maybe we can -- I would like to sort of sort my
6 notes and make sure everything has been covered.

7 MR. STANLEY: If everybody is fine with that,
8 we will take a 5, 10-minute -- 10-minute break.

9 MS. DUGGAN: Thanks.

10 MR. STANLEY: We'll start back up at
11 6:00 o'clock.

12 (Recess.)

13 MS. DUGGAN: I've got some comments on the
14 specific plan, and then some comments that I thought of
15 during the public hearing, then on the EIR.

16 So on the specific plan. On page 1-6, I
17 notice about the Sebastopol Road -- or the present plan
18 (phonetic) that's referenced here, and I actually was on
19 the Commission when we considered that and adopted that.

20 So I'm just wondering, has any development
21 occurred since that plan was adopted in the area that's
22 consistent with that plan, and can we make a reference
23 to that in the specific plan?

24 And then on page 3-12, we've got some retail
25 land use policies, and policy RET.13 occurred to small

Verbatim 

A COMPUTERIZED REPORTING SERVICE
(707) 575-1819 • (800) 634-4311 • FAX (707) 575-8541

35

Letter TR Continued

1 neighborhood stores. And I'm just wondering if the
2 project area is zoned for that so that can occur,
3 because I know that like the corner markets up by the
4 junior college and up on the hill, the corner markets
5 are an important part of our neighborhood.

6 And on the next page, on 3-13, so SR 2.4, so
7 it's respect the small scale of existing local
8 businesses and avoid strip mall development. So what is
9 our -- our zoning and land use plan has protections
10 against this. I mean, like I know if you look at the
11 city, we've got little strip mall things everywhere.
12 And I'm just wondering if there are specific ways that
13 we can sort of make this policy strong enough so we
14 don't get that throughout the annexation and the
15 specific plan area.

16 And let's see. On to page 6-6 under the
17 implementation and financing tables, I'm just wondering
18 how the phasing of the improvements was decided. And if
19 I can put a plug in for improving the crossing at the
20 Joe Rodota jogging and bike trail near Stony Point Road,
21 I think that's a short-term improvement and not a
22 longer-term improvement.

23 And then on the next page on 6-7, I'm
24 wondering why the cost to build the library, that table
25 is less than building all the other things that are

Verbatim 

A COMPUTERIZED REPORTING SERVICE
(707) 575-1819 • (800) 634-4311 • FAX (707) 575-8541

36

Letter TR Continued

1 listed here. It seems like it's a very low number for a
2 library. I don't know if it's apparently because the
3 responsibility is upon a private developer, but I'm
4 wondering if there's sort of a way to clarify that
5 number.

6 And then finally on the specific plan, on page
7 6-11, under the active transportation program section,
8 how much of the active transportation program grant is
9 programmed for Sonoma County? I know that some of the
10 other grants, things mention how much is programmed for
11 Sonoma, and this one doesn't. So that's the specific
12 plan.

13 And now on the EIR, I have very few specific
14 ones. But under Appendix D, page 5, and I believe there
15 is the EIR -- it might be the specific plan appendix. I
16 didn't note it here. But there are no ongoing costs and
17 no one-time costs for the Community -- I'm sorry. I
18 always call you Community Development. I know we've
19 changed the department name.

20 But there's not a cost associated with this
21 whole project in there, where all the other departments
22 in the city have very itemized costs. And I'm wondering
23 if that is correct or not. Okay.

24 okay. I've found a few more for the specific
25 plan, and the attachments go with that. So under

Verbatim 

A COMPUTERIZED REPORTING SERVICE
(707) 575-1819 • (800) 634-4311 • FAX (707) 575-8541

37

TR-20

Letter TR Continued

1 attachment H, there are formerly -- or parcels that are
2 currently zoned RR-40, and then they're going to be
3 rezoned RO-16. So that means that they potentially
4 could be subdivided in the future to provide
5 single-family homes on some other lots, that's what I'm
6 assuming, and I'm wondering if that is correct.

7 And on attachment J on page 9 on the map, the
8 West Avenue extension and Roseland Avenue bike and ped
9 improvements don't appear to be included on that map.

10 Okay. And then on the EIR -- and I'm sorry, I
11 don't have the number or the letter of the traffic study
12 appendix. But it doesn't go into real detail about how
13 level of service is calculated for bikes and
14 pedestrians. And I know that for cars, it's basically,
15 we're just trying to eliminate or reduce idle time at
16 stop lights, but I think there's also a factor of
17 convenience and minimizing wait time for convenience.

18 And I wish that level of service, if it can be
19 quantified for pedestrians and bikes, that part of it
20 being convenience, that would be great, because I know
21 that I live very close to one of the streets that's been
22 improved with the computerized lighting system for the
23 main road. If you're at a cross road on a bicycle or on
24 foot, and you push the pedestrian walk button, you can
25 wait forever, and you cannot see cars within blocks of

Verbatim 

A COMPUTERIZED REPORTING SERVICE
(707) 575-1819 • (800) 634-4311 • FAX (707) 575-8541

38

TR-20 cont.

TR-21

Letter TR Continued

1 your intersection.

2 And I think with that condition, that's what
3 promotes people bicycling through a red light or
4 pedestrians jaywalking. So I think if there's a way to
5 quantify the level of service for bikes and peds and
6 consider it a convenience for them, that would be great.

TR-21 cont.

7 For the 3.8 section for hazards, I'm just
8 wondering about, it says under action required, some of
9 the parcels were listed as action required, but it
10 doesn't indicate when and by whom. And I'm wondering
11 what the answer to that would be.

TR-22

12 Under 3.11 for noise, and concerning the
13 evaluation of noise from existing industrial site,
14 especially for considering placing new residences
15 adjacent to them.

TR-23

16 I only have a couple more. And also from the
17 public hearing, the question about bike or mobile
18 vendors, not the food trucks, but the vendors on
19 bicycles, I don't think it's controlled by zoning, but
20 just if there's a clarification for that.

21 And the Victoria Drive neighborhood, I don't
22 have time to check the traffic appendix, but be sure
23 that's included, that the intersection of Victoria and
24 Hearn is included in the task study.

TR-24

25 And then also in the air quality impacts, once

TR-25

Verbatim 

A COMPUTERIZED REPORTING SERVICE
(707) 575-1819 • (800) 634-4311 • FAX (707) 575-8541

Letter TR Continued

1 the Hearn Avenue or crossing is extended or improved,
2 and then also if Farmers Lane is extended at the same
3 time, if that's going to create any additional impacts
4 on air quality. And I think that's all I've got.

5 MR. STANLEY: All right. Thank you,
6 Commissioner Duggan. Commissioner Dippel?

7 MR. DIPPEL: Well, I think the one thing
8 that's pretty evident as everybody that came to speak in
9 the public had nothing but great things to say about
10 staff and the meetings you conducted, and I don't think
11 that is -- I think that's very rare. So you guys really
12 need to pat yourself on the back because I think that's
13 awesome.

14 I think the fact that the existing buildings,
15 it sounds like, will not have any land use changes, so
16 that will make it a little bit easier to get people in
17 there for infill so there won't have to be any new
18 projects and people can -- we can fill those vacancies.

19 The 16 or so pending or improved projects, the
20 fact that there's no effect on that, so they don't have
21 to reapply, I think that's a positive thing. And,
22 again, this is a lot to go over, and I think it's great
23 to see people that are involved and people that care
24 about how their community is going to be designed. I
25 think everything was respectful, which, again, is

Verbatim 

A COMPUTERIZED REPORTING SERVICE
(707) 575-1819 • (800) 634-4311 • FAX (707) 575-8541

40

TR-25 cont.

Letter TR Continued

1 unusual in cases like this. So I want to applaud the
2 public for being involved because that's how this is
3 going to happen.

4 Other than that -- and we're not taking any
5 actions tonight, right? So --

6 MR. STANLEY: Just taking comments.

7 MR. DIPPEL: Comments, that's all I have to
8 say. And, again, to the staff, good job.

9 MR. STANLEY: And if there's any questions you
10 want answered --

11 MR. DIPPEL: I've already had them answered,
12 yeah.

13 MR. STANLEY: Okay.

14 MR. DIPPEL: But as of right now, I have your
15 email.

16 MR. STANLEY: Okay. Commissioner Edmondson?

17 MR. EDMONDSON: I want to thank the staff and,
18 obviously, all the members of the public who are here
19 tonight, and especially those who have stated what we
20 wanted to hear about it. I appreciate that.

21 In addition, it's very, very difficult with a
22 document this big when everybody is, you know, living
23 their lives to digest it this quickly, especially when
24 most people don't certainly read these a lot. And it's
25 very challenging, and I sympathize with the members of

Verbatim 

A COMPUTERIZED REPORTING SERVICE
(707) 575-1819 • (800) 634-4311 • FAX (707) 575-8541

41

Letter TR Continued

1 the public who wonder whether they really necessarily
2 have their input incorporated into a document that's so
3 difficult to understand.

4 So I think the specific plan is a little more
5 digestible. But when it comes to the EIR and exactly
6 what this project is, it's important to describe, I
7 think, to the public, which I think has been happening,
8 but needs to continue happening about how the existing
9 general plan is in place, and their relationship of this
10 EIR to that general plan, and exactly what action the
11 Planning Commission and the council would be taking by
12 recommending or adopting these kinds of documents.

13 I think people may not kind of see this
14 project as an incremental or partial shift on the
15 general plan. They might see it as an entirely new
16 planned development. So just reemphasizing that the
17 general plan land uses were arrived at and have been in
18 place for a while.

19 I wanted to ask the consultants on the EIR, or
20 whoever could consider the question about the traffic
21 section, and particularly the projected improvements
22 with levels of service for many roadway sections with
23 future plus project.

24 It seemed to me reading that section that the
25 negative consequences in terms of traffic and levels of

Verbatim 

A COMPUTERIZED REPORTING SERVICE
(707) 575-1819 • (800) 634-4311 • FAX (707) 575-8541

42

TR-26

Letter TR Continued

1 service were largely on the highways, and especially on
2 Highway 12 going eastbound in the morning, whereas there
3 were projected to be level of service improvements on
4 many of the major roads like Hearn and Stony Point.

5 I know that this particular project we're
6 proposing to add 100 or so housing units over the
7 general plan, and reduce drastically the retail space.
8 So I'm wondering just a little bit more detail about
9 those calculations, whether those improvements are
10 projected because of improvements to circulation,
11 upgrades to the streets and upgrades to the
12 intersections, many of which were given specifically in
13 the documents; or changes in land use, whether we're
14 projecting decrease in vehicle trips.

15 I understand that one of the reports said that
16 there would be a five percent decrease in vehicle miles
17 travelled by virtue of adopting this project instead of
18 the future build-out that would happen without this
19 project. So just seeing how sort of we get from point A
20 to point B on those numbers would be helpful to me.

21 So obviously it's impossible to cover
22 everything here. I intend to correspond in writing
23 about more detailed questions, but I do think that this
24 was an extremely well-done project thought through with
25 a lot of attention to the needs of the community, and I

TR-26 cont.

Verbatim 

A COMPUTERIZED REPORTING SERVICE
(707) 575-1819 • (800) 634-4311 • FAX (707) 575-8541

43

Letter TR Continued

1 was very encouraged to hear so many people were pleased
2 with the way the city has gone about it.

3 The last thing is that in terms of Spanish
4 language availability of these documents, I understand
5 what the financial limitations must be of the city, and
6 the city can't do more than it has the resources to do.

7 But to the extent that creative solutions or
8 funding can be found to solve that problem, I do think
9 that it's important because one of the ladies or
10 gentlemen from the public commented that it's very
11 difficult to know whether your comments have been
12 incorporated in these documents, which are going to be
13 the legal, binding documents on the city and private
14 developers in the future.

15 And, therefore, I do think that it's important
16 to make as much of the important conclusions of these
17 documents accessible to as many of these people as
18 possible, especially concerning the neighborhood that
19 the specific plan and the EIR involve. So thank you
20 very much.

21 MR. STANLEY: Thanks, Commissioner Edmondson.
22 So I have a lot here, and I'm going to kind of go
23 through it. First let me say this was an unbelievable
24 job, the work that you guys did. I understand that this
25 is very, very complicated. I think it's the biggest

Verbatim 

A COMPUTERIZED REPORTING SERVICE
(707) 575-1819 • (800) 634-4311 • FAX (707) 575-8541

44

Letter TR Continued

1 thing we will probably do in this community since I
2 moved here in '79, and I moved to Roseland when I got
3 here.

4 So this is very complicated. There are a lot
5 of issues that sort of override each other for people
6 who have been around for a long time, and they're
7 watching their community change. And we need to change
8 because that's just the way things are, and we need to
9 accommodate a lot of interests in the community.

10 So none of my comments are meant to be sort of
11 derogatory towards the plan itself, but I do have some
12 issues with the plan itself that I'd like to put on the
13 record and at least get addressed at some point.

14 So one of the things just to sort of start out
15 where sort of the community engagement and the technical
16 advising committee and the steering committee, and there
17 was a set of guiding principles that came out of all of
18 this. And I would love to see that as part of the
19 documents. I mean, meeting notes, things like that.

20 We heard a lot in the community. And it may
21 be a small part of the community, but it seemed to
22 reference a lot of people in the community felt that
23 there hadn't been any outreach. I know for a fact that
24 there was a lot of outreach. But maybe the publishing
25 of all of these meeting minutes and all of these

Verbatim TM

A COMPUTERIZED REPORTING SERVICE
(707) 575-1819 • (800) 634-4311 • FAX (707) 575-8541

45

Letter TR Continued

1 conversations that went on with the city over the long
2 term of this could be made public, and as part of this
3 so that the guiding principles get seen of what was said
4 and what came up of those guiding principles that made
5 their way into the specific plan.

6 I also wanted to understand maybe a little bit
7 better between what the community asked for, and then I
8 know the technical advisor committee meets separately of
9 that, and is there any communication that goes on
10 between those two? Because sometimes the tact
11 (phonetic) just says this is an impossible goal for
12 whatever reasons, for technical reasons. Is there a way
13 that that gets conveyed back to the steering committee
14 so that they understand that it wasn't that they weren't
15 heard. It was that there were other issues that came
16 about that we all need to understand in order to make an
17 informed decision.

18 A lot of my comments will be about land use.
19 This happens to be where my interest is, and I think
20 that it trickles itself out into a lot of other things;
21 affordable housing, services to the community, traffic
22 circulation, all the other things and issues that we
23 have.

24 So one of the things I wanted to see in that,
25 that the future housing stock was also maybe just a

Verbatim 

A COMPUTERIZED REPORTING SERVICE
(707) 575-1819 • (800) 634-4311 • FAX (707) 575-8541

46

Letter TR Continued

1 column in there that tell us what do we have now and
2 where are we going. I know that there are percentages
3 that are shown in there, but it would be -- what I saw
4 was half of what's going to be built over until 2023,
5 the 5,000 units, 2500 units will be affordable. That's
6 fantastic. But I'd like to know what's there now in
7 order to really see where we are and where we're going.

8 The other thing that's come up sort of at a
9 project element is the Joe Rodota trail. And I would
10 have liked to see something that started to organize
11 that in terms of future development north of the trail
12 and the crossings that are going to be going across
13 there.

14 My fear is that we're just going to develop
15 all along there. And the way that development occurs is
16 very sporadically, and it will happen over the next 20,
17 25 years; and that we're just going to end up with these
18 crossings every 300 yards, and that the Joe Rodota is
19 going to sort of become less of a great community
20 amenity that it is right now.

21 And I wonder, it was their conversation
22 between the BPAB (phonetic) and planning staff and
23 county about how we might be able to organize that a
24 little bit better from a land use standpoint.

25 The toxic issues out there that we all know,

Verbatim 

A COMPUTERIZED REPORTING SERVICE
(707) 575-1819 • (800) 634-4311 • FAX (707) 575-8541

47

TR-27

Letter TR Continued

1 there were three pages of -- I'd like to understand or
2 see if there's a way to incentivize the cleaning. By
3 cleaning that up, if the city took the lead on cleaning
4 up some of these toxic areas, that would begin to
5 incentivize the kind of development that we want in this
6 plan. If we don't do it, and the plan seems to say,
7 well, the developer will take care of it, well, we've
8 seen how well that's worked. You go to the path of
9 least resistance. If it's a complicated site,
10 developers go away from it. There's too much risk
11 involved.

12 The city could take on that risk, and there is
13 funding available. And I would like to see something in
14 there in the implementation side that the city would
15 take a lead.

16 The other thing was that, Jessica, in your
17 staff report in the presentation, you talked about 170
18 parcels that will get rezoned. I'm wondering how that
19 happens. Does the city take the lead on that, and they
20 rezone those properties and get them developed or ready?
21 Is that the idea, that the Planning Commission will
22 start to see a bunch of rezone come through; or is this
23 something that when we adopt, that you guys are sort of
24 given the permission to go rezone those properties? I
25 just, from a procedural standpoint, would like to

TR-27 cont.

Verbatim 

A COMPUTERIZED REPORTING SERVICE
(707) 575-1819 • (800) 634-4311 • FAX (707) 575-8541

48

Letter TR Continued

1 understand that.

2 MS. JONES: Yeah, so those would come forward
3 to you through a resolution recommendation to council to
4 rezone those. If council rezones it, then they would be
5 rezoned. What it is is rezoning to be consistent with
6 the general plan --

7 MR. STANLEY: Right.

8 MS. JONES: -- so that future projects
9 wouldn't have to, in addition to their project, rezone
10 the property because it's inconsistent.

11 MR. STANLEY: Great. Thank you. So let's get
12 to the northeast end of Sebastopol Road, the Roberts
13 Road extension. The downtown station area plan had that
14 go through because there was -- I went back and re-read
15 all of that.

16 There's sort of a Roseland subarea that was
17 created down there to have a transit village medium,
18 mixed-use idea to clean that up, to punch underneath the
19 freeway and connect directly into the train station.

20 I see that as a critical component to
21 revitalizing that sort of eastern edge of Roseland. I'm
22 less inclined to just say, sure, take it out, and then
23 be confident that what we're trying to do down there
24 with the transit village and trying to activate that in
25 a way, and trying to activate the Joe Rodota trail, and

Verbatim 

A COMPUTERIZED REPORTING SERVICE
(707) 575-1819 • (800) 634-4311 • FAX (707) 575-8541

49

Letter TR Continued

1 trying to activate that in a mixed-use walkable
2 community. I'm less inclined to believe that that can
3 happen if we just eliminate it.

4 And I realize that there are technical issues
5 associated with it, but there's technical issues
6 associated with almost everything in this plan. And
7 it's not a reason in my mind to just eliminate it
8 because there may be issues. This is a 20, 25-year
9 plan. It took us a long time to punch under 6th Street
10 and to connect that part of Santa Rosa.

11 So I'm less inclined to agree that that's just
12 something we should remove because it's complicated. I
13 think it has an important part of that walkable
14 connection, and the things that could happen both along
15 Roberts Road on the south side and then on the north
16 side, that connection, the things that could occur there
17 could just start to really activate and create what it
18 is this plan seems to be trying to do. So I'm not in
19 favor of just removing it. I'd like to see it in there
20 and more study done on it.

21 So that sort of fits into my land use, but
22 also my circulation issues with there. The proximity to
23 the S.M.A.R.T. train is the other thing. We just saw
24 it's going to cost \$9.50 to ride the rail one way. And
25 the reason it's that way is because that's the

Verbatim 

A COMPUTERIZED REPORTING SERVICE
(707) 575-1819 • (800) 634-4311 • FAX (707) 575-8541

50

Letter TR Continued

1 expectation of how many people will be on that train.
2 So I think it's our responsibility from a land use
3 standpoint because of many people with easy access to
4 that train as possible. If they're going to ride it,
5 then we need to get them to it. So I think all of that
6 put together is a reason to keep that in our minds as we
7 build out this plan and as we adopt this plan.

8 In terms of the level of service, that's
9 always a big concern with everything. Level of service,
10 you know, is F good or bad or indifferent to it? I
11 mean, at some point we have to have a conversation about
12 we're getting out of our cars, which we start to with
13 these walkable, bikeable communities.

14 So I saw in the -- there was no real reference
15 to it in the plan itself, but in the EIR it talked about
16 vehicle miles travelled, which is really the direction I
17 think the state is heading. And we are going to have a
18 general plan update. I realize level of service is how
19 we gauge traffic in this community, but vehicle miles
20 travelled is a direction the state is going to go. I
21 think that it's going to be a big conversation in our
22 general plan update.

23 And when I looked at the study in here, it was
24 very interesting. And maybe I'm reading this wrong, but
25 it said that the existing condition of actual vehicle

Verbatim 

A COMPUTERIZED REPORTING SERVICE
(707) 575-1819 • (800) 634-4311 • FAX (707) 575-8541

51

TR-28

Letter TR Continued

1 miles travelled is 200 million. That's a big number.
2 with the general plan build-out, it's 316 million
3 vehicle miles travelled. With the specific plan
4 build-out, it's 299 million miles. So 99 million more
5 miles travelled under the specific plan build-out.

6 But then it said, however, when compared to
7 the annual VMT, anticipated result from the build-out of
8 the project area under the general plan, project
9 implementation would reduce annual VMT by 16 million
10 miles. Is that over the reduction over the full
11 build-out or the existing condition? Because if we
12 could actually build this thing out and do it right, and
13 put density in a place that we should put density, and
14 reduce 16 million miles a year of travel, then I think
15 we need to be thinking very strong and hard about how
16 we -- how we do that, which brings me back to sort of
17 the land use side.

18 I do think that Sebastopol Road is the
19 corridor we should be focusing our attention on in terms
20 of not just a commercial corridor, but a place where
21 people can live, work, shop. I think that needs to be
22 the focus of our attention because it's already there.
23 It's already built up that way. It's already a place
24 that people understand as almost a downtown. It's sort
25 of that commercial place.

Verbatim 

A COMPUTERIZED REPORTING SERVICE
(707) 575-1819 • (800) 634-4311 • FAX (707) 575-8541

52

TR-28 cont.

Letter TR Continued

1 And when we start talking about TOD, it's also
2 closer to the train station. Its proximity is more
3 logical to me. When I see the density being built up on
4 Hearn, it worries me a little bit. It worries me
5 because you're just putting higher -- and it was the
6 higher density along Hearn, and it was medium density up
7 along Sebastopol Road where I think we should be going
8 higher density.

9 And down on Hearn we should be going with more
10 to the medium to low simply because those people are
11 going to have to drive everywhere if we -- because we
12 don't have the services down there, and I know there's a
13 plan to try and implement some of that.

14 But here we have this corridor that's built up
15 that we could really -- I mean, it's in close proximity
16 to the freeways. It's got access to a lot of arterials.
17 The city bus can come through there. It just seems to
18 me we should be thinking more about Sebastopol Road as
19 the place where we pick up these 119 units.

20 I was a little surprised that that was the net
21 increase, but I realize we're taking residential areas
22 out for parks and things like that. And so the net
23 density starts to -- isn't as big as we all thought. So
24 119 units isn't a ton more, but let's put it in the
25 right place.

Verbatim 

A COMPUTERIZED REPORTING SERVICE
(707) 575-1819 • (800) 834-4311 • FAX (707) 575-8541

53

Letter TR Continued

1 so the implementation and financing side, in a
2 lot of ways, seems boilerplate to me. I've looked at a
3 lot of these specific plans. I have a lot of concerns
4 about how we're going to implement this and going to
5 throw all the costs on developer fees and grant funding
6 and general fund stuff.

7 It's one of the things I've started to talk
8 more about on my little soap box about when we develop,
9 we need to be able to pay for that development through
10 the economic impact that we generate through it. That's
11 either through property tax, sales tax, building out
12 through retail.

13 And what I don't see in the implementation
14 plan is sort of an analysis of that economy. How are we
15 going to pay for all of this? We already have -- there
16 was this -- it was in Appendix F. It talked about
17 future capital costs totaling, you know, 54 million for
18 parks, 18 million for transit and public works, 76
19 million dollars in future capital costs. And future
20 ongoing costs, which I thought were very low on
21 transportation and public works of 273,000.

22 We know it costs a lot more than that to take
23 care of our roads, curbs, gutters. And what we also
24 know from the last budget is that we're already running
25 a 9, \$10 million a year deficit in what we should be

Verbatim 

A COMPUTERIZED REPORTING SERVICE
(707) 575-1819 • (800) 834-4311 • FAX (707) 575-8541

54

Letter TR Continued

1 investing just to keep up the infrastructure that we
2 have.

3 So I would like to see -- I don't know if I
4 can get it, but I'd really like to see a more rigorous
5 analysis of the long-term costs of the city's
6 operational and maintenance obligations, and how we're
7 going to pay for it.

8 You know, it's easy to say let's go build
9 roads and overpasses and all of that. But if we have no
10 way to pay for it, all we have is another budget in our
11 deficit, and more complaints from the community about
12 how we're not taking care of the roads, or the services
13 are starting to deteriorate, and we can't take care of
14 the homeless, and we don't have enough public safety
15 services within the community because we start spreading
16 ourselves so thin.

17 And when we start implementing policies like
18 this, which is long-term, I'd like to see a more
19 rigorous economic analysis of how we're going to pay for
20 all of this. And it's not because I'm trying to go
21 outside the purview of the Planning Commission. I think
22 it's well within our purview to look at land use and its
23 impact on the convenience and greater good of our
24 community.

25 So I don't see that in here. I see a lot of

Verbatim 

A COMPUTERIZED REPORTING SERVICE
(707) 575-1819 • (800) 634-4311 • FAX (707) 575-8641

55

Letter TR Continued

1 like the top six priorities were all capital improvement
2 projects, and the way we were going to pay for them was
3 simply through either developer fees or grant funding.
4 The problem with all of that stuff is it's a one-time.
5 So it's a pile of money we get. We build something and
6 then we have a 30, 40, 50-year obligation to maintain
7 and operate. And where is that nexus of how we pay for
8 all of this as we build it out?

9 It's not to say we shouldn't do this because
10 we have to. We have to accommodate the growth. And
11 it's small growth in Santa Rosa. We have less than one
12 percent annually. So it's small growth, but it's still
13 growth, and we have to maintain that in some way. And I
14 don't want it to be that we just keep implementing these
15 plans that just heap more and more long-term obligation
16 that we're not able to support through the development
17 patterns that we have.

18 I'm sure there's more, but I'll write a
19 letter. That's about what I have. So are we done here
20 tonight? Did you get what you needed? All right.
21 Well, in that case, I'm going to close the meeting.

22 (Proceedings concluded.)
23
24
25

Verbatim 

A COMPUTERIZED REPORTING SERVICE
(707) 575-1819 • (800) 634-4311 • FAX (707) 575-8541

56

Letter TR Continued

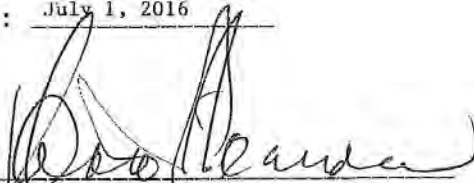
1
2
3
4
5
6
7
8
9
10
11
12
13
14
15
16
17
18
19
20
21
22
23
24
25

CERTIFICATE OF TRANSCRIPTION

I, Diane Dearmore, Certified Shorthand Reporter, and a disinterested person, hereby certify that the foregoing taped proceedings were transcribed by me, to the best of my ability considering tape quality, and reduced to typewriting, by computer, under my direction and supervision.

I further certify that I am not of counsel or attorney for either or any of the parties to the said proceedings, nor in any way interested in the outcome of the cause named in said caption.

DATED: July 1, 2016



DIANE DEARMORE
CA CSR NO. 12736
TX CSR NO. 4947

Verbatim ■

A COMPUTERIZED REPORTING SERVICE
(707) 576-1819 • (800) 634-4311 • FAX (707) 576-9541

2.0 COMMENTS AND RESPONSES TO COMMENTS ON THE DRAFT EIR

Transcript - TR City of Santa Rosa Planning Commission – Transcript of Public Hearing on Specific Plan and Draft EIR (June 9, 2016)

The Santa Rosa Planning Commission held a public hearing on the Specific Plan and the Draft EIR on June 9, 2016. Comments from the public were accepted on both the Specific Plan and the Draft EIR. Responses have been prepared for comments that pertain to environmental impacts or that specifically address the Draft EIR. Comments on the Specific Plan that are not germane to the analysis of environmental impacts do not require responses in this Final EIR, as provided under CEQA. Specific Plan-related comments will be addressed by staff in the staff report and in public meetings. For completeness, however, all individuals who offered comments during the public hearing are noted below. For ease of reference, responses are organized by the name of the individual commenter.

Duane DeWitt

Response TR-1: The commenter expresses concern that paving over the southwest area could affect groundwater recharge. The Draft EIR evaluated groundwater recharge impacts in Impact 3.9.2 on pages 3.9-17 and -18. As stated in the Draft EIR, the areas of potential future development in the project area are generally limited to vacant and underutilized parcels. Most of the parcels in the project area are planned for low-density residential and open space, which would allow continued on-site percolation of runoff. Higher-density development is generally limited to corridors along Sebastopol Road and Hearn Avenue, which, to a large extent, are mostly developed. No development would be allowed within the floodways of Colgan and Roseland creeks, which are identified as primary areas of recharge in the city. Therefore, the proposed project would not be anticipated to significantly alter groundwater recharge. Further, the aquifer is much larger than just the southwest area. As stated in the Draft EIR (page 3.9-1), the Santa Rosa Plain Subbasin of the Santa Rosa Valley Groundwater Basin covers an area of 80,000 acres, or approximately 125 square miles. The Santa Rosa area's National Pollutant Discharge Elimination System (NPDES) storm water permit (Order No. R1-2009-0050) regulates both storm water and non-storm water discharges into the Santa Rosa municipal storm drain system. The intent of the permit is to reduce storm water pollution and protect the water quality of local creeks and waterways and continue to promote groundwater recharge. Compliance with the permit would further reduce potential for impacts on groundwater.

Response TR-2: The commenter suggests 60 to 70 more acres of parks are needed and that school districts' land is available. Please see Responses E-3 and F-12.

Chris Meyer

This commenter did not provide any comments on the Draft EIR or raise significant environmental issues that should have been considered.

Arthur Deicke

Response TR-3: The commenter states he submitted an email with comments concerning perceived errors and omissions in the Specific Plan and Draft EIR. Responses to

2.0 COMMENTS AND RESPONSES TO COMMENTS ON THE DRAFT EIR

comments on the Draft EIR in the commenter's email can be found in Responses D-2 through D-6.

Response TR-4: The commenter notes there will be significant and unavoidable traffic impacts. The Draft EIR evaluated traffic impacts and concluded there would be significant and unavoidable freeway mainline impacts under existing plus project and cumulative conditions (Impacts 3.14.2 and 3.14.11, respectively) and significant and unavoidable impacts at the southbound US 101 freeway off-ramp at Hearn Avenue under existing plus project conditions (Impact 3.14.3). The City will consider adopting a statement of overriding considerations for these impacts as required under CEQA Guidelines Section 15093.

Sam McMillan

Response TR-5: The commenter expresses concern that there will be more significant impacts to residents as a result of the Hearn Avenue overpass widening. The commenter did not submit any documentation indicating how this would occur. Widening the Hearn Avenue overpass is identified on page 6-2 of the Specific Plan as a "high priority" project, and the City of Santa Rosa is actively pursuing funding to complete the widening and associated interchange improvements. With these improvements, a considerable reduction in congestion on the Hearn Avenue corridor is expected. Because there would be less congestion, localized air quality impacts (e.g., exhaust odors) would be expected to decrease, not increase. Also see Response TR-7 regarding widening the Hearn Avenue overpass. As construction of improvements occur, the city and Caltrans will work with area residents and businesses in design/construction to minimize local impacts. With regard to fumes generated at stop signs in the area, as discussed in Response F-6, none of the roadways in the project area would carry traffic volumes that would present a potentially significant health risk.

Response TR-6: The commenter asks whether the traffic study took into consideration the possible Yolanda/Farmers Lane extension. This project was included in the traffic modeling and analysis for the cumulative scenarios. It is a roadway link that is identified in the City's 2035 General Plan and is included as Project 708 in the City's Capital Improvement Program. It has been designed, but no construction date has been set.

G. P. Radich

Response TR-7: The commenter makes some general observations about traffic conditions in the Victoria Drive/Hearn Avenue area and how conditions could be further degraded with the project.

The existing congestion encountered at the Victoria Drive/Hearn Avenue intersection is acknowledged in the Draft EIR on pages 3.14-3 and -4 when describing the bottleneck condition created by the existing two-lane Hearn Avenue overpass. Widening the Hearn Avenue overpass is identified on page 6-2 of the Specific Plan as a "high priority" project, and the City of Santa Rosa is actively pursuing funding to complete the widening and associated interchange improvements. With these improvements, a considerable

2.0 COMMENTS AND RESPONSES TO COMMENTS ON THE DRAFT EIR

reduction in congestion on the Hearn Avenue corridor is expected, with less potential for queuing to extend through the Victoria Drive intersection. City General Plan Policy T-D-1 requires level of service analysis to be conducted along major corridors. Determining corridor LOS considers the influences of signalized intersections, but not unsignalized intersections like Victoria Drive/Hearn Avenue. While the City does not maintain LOS standards for unsignalized intersections, potential issues or impacts are still captured in many cases through corridor LOS analyses, which reveal the need for capacity improvements along arterials like Hearn Avenue. Additionally, as shown in the Specific Plan and summarized in Table 13 of the traffic impact study (Draft EIR Appendix 3.14), the Specific Plan includes widening Hearn Avenue to include two travel lanes in each direction plus a center turn lane between the SMART rail corridor and Dutton Avenue, which is the segment that includes the Victoria Drive intersection. This improvement will help maintain traffic flow and reduce the potential for vehicle queues to block Victoria Drive, as currently happens. Implementation of the project would, therefore, be expected to improve conditions at the Hearn Avenue/Victoria Drive intersection rather than cause them to worsen, though as with any minor street intersection along a major arterial, delays are still likely to be encountered by drivers waiting to turn left from Victoria Drive onto Hearn Avenue during peak traffic periods. Based on the City's LOS criteria and applied significance thresholds, such delays would not be considered to represent an environmental impact.

Response TR-8: The commenter notes she was unable to find a definition of the term "less than significant" in the Draft EIR. As stated on page 3.0-3 in Section 3.0, Introduction to the Analysis, "A less than significant impact would cause no substantial change in the environment. No mitigation is required." Draft EIR page 3.0-3 also provides explanations of other terms used to describe the environmental effects of the proposed project.

Response TR-9: The commenter suggests that animals could be affected by construction, which should be considered. Draft EIR Section 3.4, Biological Resources, describes the types of terrestrial wildlife and aquatic species that may be present in the various habitats throughout the project area and the potential impacts on those species. The Draft EIR (Impacts 3.4.1 and 3.4.2 on pages 3.4-26 to -28) specifically addresses animal species that are protected by laws and regulations and identifies mitigation measures to ensure species are protected during construction activities and thereafter. Impact 3.4.5 (page 3.4-31) evaluates potential effects on wildlife corridors, particularly those in undisturbed open space.

Frank Baumgardner

The commenter did not provide any comments on the Draft EIR or raise significant environmental issues that should have been considered.

Fred Krueger

Response TR-10: The commenter, representing the Hughes Avenue Neighborhood Association, is of the opinion that the Draft EIR is too academic and "legalistic" and is not personalized to Roseland. Section 1.0, Introduction, in the Draft EIR explains the purpose of the EIR and its legal requirements. An EIR must be factual, accurate,

2.0 COMMENTS AND RESPONSES TO COMMENTS ON THE DRAFT EIR

and objective and its conclusions supported by substantial evidence. The Draft EIR fully complies with CEQA requirements.

Response TR-11: The commenter states that the Draft EIR measured ambient air across Santa Rosa. The Draft EIR reported ambient air quality measurements collected by the Bay Area Air Quality Management District, as stated on page 3.3-2 in Section 3.3, Air Quality that monitors air quality throughout the basin. The local ambient air quality data are summarized in Table 3.3-2 on page 3.3-2.

The commenter describes incidents of asthma among schoolchildren in the project area and states that diesel exhaust from traffic congestion is the cause, citing a New York University 2009 medical study. The commenter further states that increased traffic would increase agents that trigger asthma and that these hazards are not documented in the Draft EIR. Table 3.3-1 on page 3.3-2 in the Draft EIR summarizes the health effects of criteria air pollutants. The table notes that one of the effects of particulate matter is asthma. Page 3.3-5 in the Draft EIR, under the Sensitive Receptors subheading, acknowledges that children are particularly sensitive to air pollution. This comment reiterates concerns stated in the commenter's written letter submitted to the City. Please see Responses F-6 and F-7, which substantiate that EIR mitigation measure 3.3.6 would ensure measures are implemented to reduce health risks to below thresholds and ensure that the proposed project would not violate BAAQMD standards or cause significant health impacts.

Response TR-12: The commenter asserts the project area does not have enough parks and that adding housing will obviate the possibility of new places for parks. This comment reiterates concerns stated in the commenter's written letter submitted to the City. Please see Response F-12. New housing would not be located in places that would eliminate a planned park site.

Response TR-13: The commenter states there is a severe groundwater overdraft problem that is causing subsidence. The commenter did not submit any documentation to substantiate the statement. According to the City's 2015 Urban Water Management Plan (UWMP) adopted in June 2016, the groundwater basin underlying Santa Rosa is not in an overdraft condition, nor is it anticipated to become overdrafted. In addition, the 2014 Santa Rosa Plain Watershed Groundwater Management Plan discusses GPS data that has been collected as part of a monitoring effort to detect tectonic movement. Three GPS stations are located within the watershed and have revealed a single location where a few millimeters of subsidence have been recorded southwest of Cotati while the other two locations have demonstrated no changes in land surface elevation. Whether the changes are related to tectonic movement, groundwater extraction, or other factors has not been examined and this would not affect the adequacy of the Draft EIR.

Magdalena Ridley

The commenter did not provide any comments on the Draft EIR or raise significant environmental issues that should have been considered.

2.0 COMMENTS AND RESPONSES TO COMMENTS ON THE DRAFT EIR

Tom Shader

Response TR-14: The commenter expresses concern about the height of housing in the Medium Density Residential/Retail and Business Services land use designation behind his property and opines that it would be visually intrusive. This comment does not specifically address the adequacy of the analysis in the Draft EIR and reflects the commenter's opinion about the land use designation. The Draft EIR includes a programmatic evaluation of aesthetics impacts in Section 3.1, Aesthetics. While a Master Plan was developed and approved by the City for this area, a specific development project has not been proposed that would adjoin the commenter's property, and it would be speculative for the Draft EIR to identify what building heights would be proposed for that site and what associated impacts would result. At the time a specific development proposal is submitted to the City, it would be required to demonstrate compliance with the City's Zoning Code regulations and Design Guidelines, and the site plan and building design would be made available to the public for review and comment prior to the issuance of any approvals, among other requirements.

Response TR-15: The commenter notes that access to the park site on Dutton Meadow is constrained by the roadway configuration in the vicinity of Hearn Avenue/Victoria Drive. This is an existing condition. The Draft EIR is not required to identify mitigation to remedy an existing condition, but it is required to evaluate if the proposed project would worsen an existing condition. See Response TR-7 regarding operations at the Hearn Avenue/Victoria Drive intersection, which shows widening Hearn Avenue to include two travel lanes in each direction plus a center turn lane between the SMART rail corridor and Dutton Avenue will help maintain traffic flow and reduce the potential for vehicle queues to block Victoria Drive. The project would, therefore, be expected to improve conditions at the Hearn Avenue/Victoria Drive intersection rather than cause them to worsen.

Gabi Shader

Response TR-16: The commenter presents comments about Alternative 2 (Reduced Development Alternative) and the analysis presented in Section 4.0, Alternatives, in the Draft EIR, focusing primarily on traffic considerations, and makes a general comment questioning the purpose of the EIR. See also Responses to Letter G, submitted by the commenter.

As stated on page 4.0-1 in the Draft EIR, the primary intent of the alternatives analysis is to disclose other ways that the objectives of the proposed project could be attained while reducing the magnitude of, or avoiding, the proposed project's environmental impacts. The Reduced Development Alternative is intended to eliminate the impact on freeway operations on US 101 North between Todd Road and SR 12. The traffic study for the project determined that development in the project area would result in an increase in delays from existing conditions by approximately 3 percent; an increase of greater than 1 percent is considered significant. In order to reduce the impact to less than significant, this alternative assumes a reduction in development intensity in the project area to one-third of that proposed by the project. The Draft EIR (page 4.0-9) concluded the Reduced Development Alternative is considered to be

2.0 COMMENTS AND RESPONSES TO COMMENTS ON THE DRAFT EIR

the environmentally superior alternative. It was determined to have the fewest negative impacts on the physical environment and would have less adverse environmental impacts than the proposed project. However, given the substantial reductions in development intensity required to achieve the reductions in impacts to a less than significant level, the resulting development may not achieve densities required to meet the project objectives related to transit-supportive land uses. In addition, although the reduced densities in the project area would result in fewer impacts generated in the project area, the inability to accommodate planned growth in this portion of the city may induce growth in other areas and result in similar impacts elsewhere in Santa Rosa or the region. The extent of impacts outside the project area have not been analyzed.

The analysis of the proposed project's environmental impacts, along with a comparative analysis of the Reduced Development Alternative's analysis presented in the Draft EIR, is to present an objective analysis to the public and decision-makers about the potential environmental impacts of the project and its alternatives, as required by CEQA. It is not the purpose of the Draft EIR to advocate for approval of the project or any of the alternatives.

Gregory Fearon

The commenter did not provide any comments on the Draft EIR or raise significant environmental issues that should have been considered.

Ron Lopez

The commenter did not provide any comments on the Draft EIR or raise significant environmental issues that should have been considered.

Peter Bruce

Response TR-17: The commenter offers personal observations about traffic conditions on Hearn Avenue, particularly during PM peak hours, and how traffic congestion affects access to properties, which could also affect emergency response. This comment of a general nature addresses existing traffic conditions. The Draft EIR (page 3.14-4 in Section 3.14, Traffic and Transportation) acknowledges that the segment of Hearn Avenue near US 101 typically operates poorly during peak hours due to the bottleneck created by the existing two-lane overpass, even though the overall segment from Stony Point Road to Santa Rosa Avenue operates at levels of service during the peak hours that are considered acceptable based on City standards. The Draft EIR is not required to identify mitigation to correct existing problems, but it is required to evaluate whether the addition of project traffic would worsen conditions such that the Hearn Avenue segment in the project area would operate unacceptably. Impact 3.14.1 (page 3.14-28) evaluates operations on Hearn Avenue during the AM and PM peak hours. Under existing plus project conditions, Hearn Avenue would continue to operate acceptably at LOS D with the project-generated traffic and roadway improvements identified with the proposed project (see Draft EIR Tables 3.14-12 and 3.14-13 on pages 3.14-28 and 3.14-33, respectively). Widening the Hearn Avenue overpass is identified on page 6-2 of the Specific

2.0 COMMENTS AND RESPONSES TO COMMENTS ON THE DRAFT EIR

Plan as a “high priority” project, and the City of Santa Rosa is actively pursuing funding to complete the widening and associated interchange improvements. With these improvements, a considerable reduction in congestion on the Hearn Avenue corridor is expected, with less potential for queuing, which contributes to the congestion experienced by the commenter. As stated on Draft EIR page 3.14-33, incorporation of the roadway improvements identified in the Specific Plan into the City’s traffic impact fee program or another appropriate long-range funding mechanism, and continued monitoring of corridor operation over time through review of traffic impact studies conducted for proposed development, will ensure this impact is less than significant. The City will continue to work to identify funding mechanisms and monitor corridor operations over time through review and implementation of individual development projects in the project area.

Response TR-18: The commenter questions where water will come from. Subsection 3.15.1, Water, on pages 3.15-1 and -2 in the Draft EIR describes the City’s water supply, which consists of a combination of groundwater and surface water. Impact 3.15.1.1 on Draft EIR page 3.15-5 evaluates the impacts of project implementation on water supply. The analysis determined that there would be adequate supply to meet existing demands and planned future demands, including the proposed project, and no new or expanded water entitlements would be necessary.

Response TR-19: The commenter asks where sewage will go when houses are built. Subsection 3.15.2, Wastewater, on Draft EIR pages 3.15-8 and -9 describes the wastewater collection and treatment system in Santa Rosa. All wastewater flow in the project area is collected and conveyed in a gravity sewer system to the Laguna Wastewater Treatment Plant (WTP). Impact 3.15.2.1 on Draft EIR page 3.15-12 evaluates the impacts of project implementation on WTP capacity. As stated on Draft EIR page 3.15-13, there is sufficient capacity in the Laguna WTP, and development of the project area has already been considered in the City’s General Plan 2035 and 2014 Sanitary Sewer System Master Plan Update. The City’s modeling of the anticipated wastewater flows in the project area indicates that the proposed project would not worsen existing capacity issues in the City’s conveyance system and would not require any pipe upsizing or other improvements beyond those previously identified in the City’s 2014 Sanitary Sewer System Master Plan Update.

Vicki Duggan, Member, Planning Commission, City of Santa Rosa

Response TR-20: The commenter indicates this is a comment on the EIR, referring to “Appendix D, page 5.” The appendix referenced by the commenter (Public Review Draft, City of Santa Rosa Services and Capital Costs Estimates, Roseland Area Annexation) is part of the Infrastructure Report for Roseland Area/Sebastopol Road Specific Plan and Roseland Area Annexation (May 5, 2016), which is included in the Draft EIR as Appendix 2.0. The commenter notes no ongoing or one-time costs estimated for the Planning and Economic Development Department associated with plan implementation. This is not a comment on the Draft EIR and does not raise any environmental issue.

2.0 COMMENTS AND RESPONSES TO COMMENTS ON THE DRAFT EIR

Attachments H and J referenced in the comment are attachments to the June 9 Planning Commission staff report, not attachments to the Draft EIR. No response is required.

Response TR-21: The commenter indicates the traffic study did not include much detail on how level of service is calculated for bicyclists and pedestrians, and asks if such information can be quantified.

Pedestrian and bicycle levels of service are presented in the Draft EIR and traffic impact study in order to help communicate the circulation conditions encountered by these modes upon implementation of the Specific Plan. The methodology used to determine level of service is described on page 3.14-24 to -25 in the Draft EIR, and the detailed sheets showing the scoring criteria used to assess multimodal levels of service are included in Appendix A of the traffic impact study (contained in Draft EIR Appendix 3.14). In response to the comment, the methodology includes factors that represent the ease of travel, or convenience of travel, for each mode. Pedestrian LOS considers the presence of pedestrian facilities, number of vehicle lanes, quality of and amenities used at crossings, streetscape components (including sidewalk widths, street trees, lighting, and buffers between pedestrians and moving vehicles), and urban context. Bicycle LOS considers the type of bicycle facility present, connectivity to other bike facilities, presence of amenities (bike racks, bike signage), use of bicycle detection at signals, use of innovative bike facility striping techniques, vehicle speeds, and type of on-street parking. No further analysis or additional mitigation is required.

Response TR-22: The commenter refers to the discussion of sites in the project area where soil or groundwater contamination may be present (Draft EIR pages 3.8-1 and -2 and Appendix 3.8, which contains a list of sites). Potential impacts of development on these sites are evaluated in Impact 3.8.4 on pages 3.8-10 and -11. The word *action* refers to activities that may be necessary to investigate a site to determine if there is contamination and/or to remediate (clean up) the site if contamination is present at levels that could pose a risk to human health or the environment. Action may also refer to the responsibility of an agency to ensure a site is investigated and/or remediated.

Mitigation measure MM 3.8.4a (Draft EIR page 3.8-11) directs that sites be investigated and remediated (as necessary) before construction activities can begin. For private property, the investigation and/or cleanup action(s) is typically the responsibility of the property owner who engages a professional consultant to perform the work. The Santa Rosa Fire Department would be responsible for ensuring the actions are implemented and for reviewing and approving work plans and reports. In some cases, the Sonoma County Environmental Health Department, the California Department of Toxic Substances Control, and/or the North Coast Regional Water Quality Control Board may also be involved in an approval and oversight role.

Response TR-23: The commenter refers to the evaluation of noise from existing industrial uses on new residences that may be placed next to them. The Draft EIR (Impact 3.11.1 on pages 3.11-17 through -19) evaluated the impacts of stationary noise sources on new receptors. As explained in the analysis, General Plan Policy NS-B-4 requires all new projects proposed for areas with existing noise above 60

2.0 COMMENTS AND RESPONSES TO COMMENTS ON THE DRAFT EIR

dBA to submit an acoustical study prepared by a qualified acoustical consultant. In cases where acceptable or conditionally acceptable noise thresholds would be exceeded, project proponents would need to incorporate measures, such as adding buffers and/or landscaped earth berms, orienting windows and outdoor living areas away from unacceptable noise exposure, and/or incorporating state-of-the-art structural sound attenuation and setbacks, to reduce noise effects. The need for noise attenuation measures in building construction and project design from any noise source and for all land uses will be determined on a project-by-project basis at the time development is proposed. The City land use compatibility noise standard for all sensitive receptors in the city is 60 dBA L_{dn} , though noise levels up to 70 dBA are conditionally acceptable (General Plan noise standards for all land uses are summarized in Draft EIR Figure 3.11-2 on page 3.11-14).

Response TR-24: The commenter requests that there be an evaluation of traffic impacts associated with the Victoria Drive/Hearn Avenue intersection. Please see Response TR-7.

Response TR-25: The commenter requests information on whether there would be additional air quality impacts as a result of the Hearn Avenue improvements and Farmers Lane extension. These improvements would help reduce traffic congestion, which would, in turn, reduce vehicle idling that is a source of exhaust emissions. Please see Responses TR-6 and TR-7.

Hans Dippel, Member, Planning Commission, City of Santa Rosa

Commissioner Dippel did not provide any comments on the Draft EIR or raise significant environmental issues that should have been considered.

Casey Edmondson, Member, Planning Commission, City of Santa Rosa

Response TR-26: The commenter requests clarification whether traffic level of service improvements are as a result of street improvements or changes in land use proposed for the project.

The Specific Plan identifies land use changes and circulation improvements that will affect the Plan area into the future. The traffic analysis of the Future plus Project scenario includes buildout of land uses that will add new vehicle trips to the circulation network, and also includes completion of roadway, bicycle, pedestrian, and transit circulation improvements identified in the Specific Plan document and the Draft EIR project description. Some of these improvements are intended to rectify existing deficiencies, such as filling gaps in the bicycle and sidewalk networks and improving circulation on Hearn Avenue, while others will help to accommodate planned growth into the future. Buildout of the project area in tandem with the City's General Plan will also result in more subtle changes that will help area-wide circulation, such as creating a better balance of housing and jobs in southwest Santa Rosa, thereby reducing auto reliance and trip lengths. The combination of the Specific Plan's roadway infrastructure upgrades and modifications, land use changes, and emphasis on strengthening travel options by non-auto modes results in a level of service that is better than existing conditions in some locations.

2.0 COMMENTS AND RESPONSES TO COMMENTS ON THE DRAFT EIR

Peter Stanley, Vice Chair, Planning Commission, City of Santa Rosa

Response TR-27: The commenter refers to the disclosure in the Draft EIR that there are a number of sites in the project area which may require additional action related to potential contamination on the sites and the extent to which cleanup can be completed with funding from the City to incentivize development of these areas. As discussed above, the purpose of the EIR is objectively evaluate the potential physical effects of the project on the environment. While cleanup of contaminated sites would be necessary to ensure people are not exposed to hazardous levels of contamination, cleanup of properties to hasten development on those sites is not a requirement of the Specific Plan or the EIR. As discussed in Response H-1, mitigation measure MM 3.8.4a requires preparation of a Phase I Environmental Site Assessment prior to development of any property within the project area, to identify any remediation necessary to ensure that people are not exposed to hazardous levels of contamination as a result of development in the project area. Additional mitigation measures to change the timing of cleanup or responsibility of the funding for cleanup is not required for purposes of the EIR.

Response TR-28: The commenter correctly summarizes information regarding vehicle miles traveled (VMT) presented on pages 3.14-25 and -26 in Section 3.14, Traffic and Transportation, in the Draft EIR. Table 3.14-10 on page 3.14-26 presents the annual vehicle miles data noted by the commenter. As stated on page 3.14-26 in the Draft EIR, implementation of the Specific Plan is expected to reduce annual VMT by approximately 16 million miles, or approximately 5 percent compared to buildout of the Specific Plan area under current General Plan land use designations.

2.0 COMMENTS AND RESPONSES TO COMMENTS ON THE DRAFT EIR

REFERENCES

CARB (California Air Resources Board). 2005. *Air Quality and Land Use Handbook: A Community Health Perspective*.

3.0 MINOR REVISIONS TO THE DRAFT EIR

3.1 INTRODUCTION

This section includes minor edits to the Draft EIR. These modifications resulted from responses to comments received during the Draft EIR public review period as well as staff-initiated changes.

Revisions herein do not result in new significant environmental impacts, do not constitute significant new information, and do not alter the conclusions of the environmental analysis. Changes are provided in revision marks (underline for new text and ~~strikeout~~ for deleted text).

3.2 MINOR CHANGES AND EDITS TO THE DRAFT EIR

SECTION 1.0 INTRODUCTION

The second sentence in the first paragraph under the heading “Intended Uses of the EIR” on page 1.0-1 in the Draft EIR has been revised as follows:

This Draft EIR, in accordance with CEQA Guidelines Section 15126, addresses the significant environmental effects of the project, any potential growth inducing impacts, proposed mitigation measures, and potential alternatives, and should be used as the primary environmental document to evaluate all planning and permitting actions associated with the project.

The first complete paragraph at the top of page 1.0-1 in the Draft EIR has been revised as follows:

The analysis included in this EIR may also be relied upon in conjunction with the City's consideration of future development proposals, ~~as summarized below~~ under CEQA Guidelines Sections 15152 (Tiering), 15162 (Subsequent EIRs and Negative Declarations, and 15168 (Program EIR). In addition, CEQA Guidelines provide a number of avenues for streamlining environmental review, which may be applicable to specific categories of future projects, including the following:

SECTION 2.0 PROJECT DESCRIPTION

On July 14, 2016, the Planning Commission unanimously directed staff to return with the realignment option for Roberts Avenue, in-lieu of completely eliminating the connection. Therefore, the following is a staff-initiated text change. The presence of the Roberts Avenue connection would have no consequential effect on the EIR traffic analysis. The text on Table 2.0-1 on page 2.0-18 in the Draft EIR is changed as follows:

Roadway	Description	General Plan Consistency
Roberts Avenue	Maintain current limits of street on either side of SR 12 <u>Extend Roberts Avenue, straight north/south, to connect under SR 12, rather than the curvilinear route, under the existing SR 12 overpass, depicted in the 2007 Downtown Station Area Specific Plan</u>	Change from <u>Consistent with the</u> General Plan, which shows street extension and connection under SR 12

3.0 MINOR REVISIONS TO THE DRAFT EIR

SECTION 3.3 AIR QUALITY

The second sentence under Impact 3.3.2 on Draft EIR page 3.3-28 has been revised as follows:

According to the BAAQMD CEQA Guidelines, in order to ensure that the proposed project would not violate any ambient air quality standard or contribute substantially to an existing or projected air quality violation, the proposed project must demonstrate consistency with the control measures contained in the Bay Area 2010 Clean Air Plan and show that projected vehicle miles traveled (VMT) increases as a result of the proposed project are less than or equal to projected population increases over the project's planning period.

The last paragraph page 3.3-36 in the Draft EIR has been revised as follows:

Mobile Sources

The primary mobile sources affecting the project area include the US 101 corridor and the SR 12 corridor. Per BAAQMD guidance, all other sources within 1,000 feet of a proposed sensitive receptor need to be identified and analyzed. According to the BAAQMD's (2012a) Highway Screening Analysis Tool, three segments of US 101 and two segments of SR 12 are located adjacent to the project area. These segments have been modeled for health risk by the BAAQMD. **Table 3.3-9** identifies the PM_{2.5} concentration, cancer risk, and non-cancer hazard index exposure at distances of 10 through 1,000 feet from the segments of US 101 and SR 12 in locations adjacent to the project area. As shown in the table, of the highway segments identified, one (US 101 Link 652) is estimated to have predicted cancer risks in excess of the BAAQMD's risk threshold for PM_{2.5} at 10 feet from the source. At 25 feet from this highway, the cancer risk for PM_{2.5} is below the threshold.

SECTION 3.4 BIOLOGICAL RESOURCES

The mitigation numbers under impact 3.4.4 on Draft EIR page 3.4-30 are corrected as follow:

MM 3.4.42a Implement Mitigation Measure 3.4.1a

MM 3.4.42b A formal wetland delineation shall be conducted for areas that will be permanently or temporarily impacted by the project. If jurisdictional waters cannot be avoided, the City shall apply for a CWA Section 404 permit from the USACE and a Section 401 permit from the RWQCB. These permits shall be obtained prior to issuance of grading permits and implementation of the proposed project.

[Text of measure has not changed. See Draft EIR Section 3.4 for the complete text of the mitigation measure.]

SECTION 3.6 GEOLOGY AND SOILS

Page 3.6-4 in the Draft EIR has been revised to include a description of the Field Act between the Seismic Hazards Mapping Act and the California Building Code subheadings:

Field Act

The Field Act was enacted on April 10, 1933, after the Long Beach earthquake in which 70 schools were destroyed, 120 schools suffered major damage, and 300 schools had minor damage. The act requires the following:

- School building construction plans be prepared by qualified California licensed structural engineers and architects.
- Designs and plans be checked by the Division of the State Architect (DSA) for compliance with the Field Act before a contract for construction can be awarded.
- Qualified inspectors, independent of the contractors and hired by the school districts, continuously inspect construction and verify full compliance with plans.
- The responsible architects and/or structural engineers observe the construction periodically and prepare changes to plans (if needed) subject to approval by the DSA.
- Architects, engineers, inspectors, and contractors file reports, under penalty of perjury, to verify compliance of the construction with the approved plans emphasizing the importance of testing and inspections to achieve seismically safe construction. Any person who violates the provisions or makes any false statement in any verification report or affidavit required pursuant to the act is guilty of a felony.

SECTION 3.9 HYDROLOGY AND WATER QUALITY

The following text is added to page 3.9-9 in the Draft EIR between the Porter-Cologne Water Quality Control Act and the General Construction Activity Storm Water Permits subheadings:

Sustainable Groundwater Management Act

California enacted legislation in 2014 known as the Sustainable Groundwater Management Act (SGMA). The legislation outlines a framework for sustainable management of groundwater supplies by local authorities, with a limited role for state intervention only if necessary to protect the resource. The act requires the formation of local groundwater sustainability agencies (GSAs) that must assess conditions in their local water basins and adopt locally based management plans. GSAs are to be formed by June 2017, with groundwater management plans to be adopted several years later.

The Santa Rosa Plain Basin Advisory Panel prepared the Santa Rosa Plain Watershed Groundwater Management Plan in 2014.

SECTION 3.13 PUBLIC SERVICES

The third paragraph on page 3.13-1 in the Draft EIR has been revised as follows:

The majority of the project area is currently served by the Santa Rosa Police Department (SRPD). The unincorporated islands in the project area are currently served by the Sonoma County Sheriff's Office and the California Highway Patrol; upon annexation, these areas would be primarily served by the SRPD ~~only~~.

3.0 MINOR REVISIONS TO THE DRAFT EIR

SECTION 3.14, TRAFFIC AND TRANSPORTATION

Table 3.14-15 on page 3.14-25 in the Draft EIR has been revised as follows:

**TABLE 3.14-15
EXISTING PLUS PROJECT PM PEAK-HOUR FREEWAY RAMP OPERATIONS**

Freeway Interchange	Intersection Operations		Off-Ramp Queuing		
	Existing Delay/LOS	Plus Project Delay/LOS	Available Storage	Existing Max. Queue	Plus Project Max. Queue
<i>SR 12/Stony Point Road</i>					
Westbound	30.1/C	29.0/C 29.1/C	930	466	332
Eastbound	10.6/B	15.8/B	710	243	229 251
<i>SR 12/Dutton Avenue</i>					
Westbound	23.1/C	31.2/C	990	409	909
Eastbound	14.1/B	16.6/B	770	126	148
<i>US 101/Baker Avenue</i>					
Northbound	31.4/C	30.6/C	810	152	144
Southbound	9.9/A	18.0/B	340	163	132
<i>US 101/Hearn Avenue</i>					
Northbound	33.0/C	33.7/C	960	183	190
Southbound	16.7/B	22.3/C 17.3/B	620	495	1059

Source: W-Trans 2016

Notes: Delay is measured in seconds; LOS = level of service; Max Queue is the averaged maximum queue observed in 10 SimTraffic model runs measured in feet; **bold** = queuing exceeds available storage

SECTION 4.0 PROJECT ALTERNATIVES

The following text, which was omitted in error, is added to page 4.0-2 in the Draft EIR – this is not a new significant and unavoidable impact:

Summary of Significant Effects

The analysis presented in the technical sections of this Draft EIR (Sections 3.1 through 3.15) concluded the following significant and unavoidable impacts would result from implementation of the proposed project:

Impact 3.3.8 The proposed project, in combination with cumulative development in the SFBAAB, could result in a significantly cumulative increase of criteria air pollutants for which the air basin is designated nonattainment.

Impact 3.14.2 Project traffic would have the potential to degrade mainline freeway operations to unacceptable levels of service under Existing plus Project conditions (US 101 North – Todd Rd to SR 12).

- Impact 3.14.3** Project traffic would have the potential to degrade freeway ramp operations to an unacceptable level of service at the southbound US 101 freeway off-ramp at Hearn Avenue under Existing plus Project conditions.
- Impact 3.14.11** Project traffic, when considered together with other past, present, and future development, would have the potential to degrade mainline freeway operations to unacceptable levels of service.

SECTION 5.0 OTHER CEQA ANALYSIS

The following text, which was omitted in error, is added to page 5.0-1 of the Draft EIR – this is not a new significant and unavoidable impact:

5.1 Significant Effects That Cannot Be Avoided

The analysis presented in the technical sections of this Draft EIR (Sections 3.1 through 3.15) concluded the following significant and unavoidable impacts would result from implementation of the proposed project:

- Impact 3.3.8** The proposed project, in combination with cumulative development in the SFBAAB, could result in a significantly cumulative increase of criteria air pollutants for which the air basin is designated nonattainment.
- Impact 3.14.2** Project traffic would have the potential to degrade mainline freeway operations to unacceptable levels of service under Existing plus Project conditions (US 101 North – Todd Rd to SR 12).
- Impact 3.14.3** Project traffic would have the potential to degrade freeway ramp operations to an unacceptable level of service at the southbound US 101 freeway off-ramp at Hearn Avenue under Existing plus Project conditions.
- Impact 3.14.11** Project traffic, when considered together with other past, present, and future development, would have the potential to degrade mainline freeway operations to unacceptable levels of service.

3.0 MINOR REVISIONS TO THE DRAFT EIR

This page intentionally left blank.