



# DENSITY BONUS ORDINANCE UPDATE

## INITIAL STUDY/NEGATIVE DECLARATION

LEAD AGENCY:

CITY OF SANTA ROSA  
PLANNING AND ECONOMIC DEVELOPMENT DEPARTMENT  
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SANTA ROSA, CA 95404

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**JUNE 28, 2018**

**REVISED SEPTEMBER 2018**

**M-GROUP**

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**CITY OF SANTA ROSA DENSITY BONUS ORDINANCE UPDATE  
INITIAL STUDY AND ENVIRONMENTAL CHECKLIST FORM**

- 1. Project Title:** Density Bonus Ordinance Update
- 2. Lead Agency Name & Address:** City of Santa Rosa  
Planning and Economic Development Department  
100 Santa Rosa Avenue, Room 3  
Santa Rosa, CA 95404
- 3. Contact Person & Phone Number:** Andy Gustavson, Senior Planner  
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- 4. Project Location:** Citywide, City of Santa Rosa, Sonoma County, California
- 5. Project Sponsor's Name & Address:** City of Santa Rosa  
Planning and Economic Development Department  
100 Santa Rosa Avenue, Room 3  
Santa Rosa, CA 95404
- 6. General Plan Designation:** Various (see Table 1 below)
- 7. Zoning:** Various

**8. Description of Project:** The proposed Density Bonus Ordinance Update revises the existing density bonus ordinance (Chapter 20-31 of the Santa Rosa Municipal Code) to (1) comply with State law by allowing a density bonus up to 35% for projects located within the City and (2) provide a supplemental density bonus of up to 65% above the State density bonus maximum of 35%, which would allow for a 100% increase in the allowed General Plan residential density, for eligible housing development projects located within the Downtown Station Area Specific Plan and the North Santa Rosa Station Area Specific Plan; both Specific Plans are designated as City's Priority Development Areas (PDAs) as identified in the City's General Plan.

**9. Surrounding Uses and Setting:** The Density Bonus Ordinance Update applies to land uses citywide. The 35% density bonus under state law applies to projects citywide, while the areas proposed for a supplemental density bonus are located within PDAs the Downtown Station Area and the North Station Area Specific Plan Area concentrated along major roadway corridors, including Highway 101 and State Route 12, as well as along transportation corridors. The land uses in the City of Santa Rosa, including land uses located within the Downtown Station Area Specific Plan and the North Santa Rosa Station Area Specific Plan, primarily consist of retail and business, residential, mobile homes, public/institutional, office, business park, mixed-use buildings, and light industrial, and such uses are surrounded by open space and agricultural uses.

**10. Other Public Agencies Whose Approval is Required:** None.

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## **1.0 OVERVIEW AND BACKGROUND**

The California State Density Bonus Law (SDBL) was adopted in 1979 in recognition of California's acute and growing affordable housing needs. The SDBL has been amended multiple times since adoption, in response to evolving housing conditions, to provide clarification on the legislation, to respond to legal and implementation challenges, and to incorporate new or expanded provisions. The SDBL, as originally enacted, sought to address the affordable housing shortage by encouraging development of low- and moderate-income units; over time, the law was expanded to recognize the need for housing for households at a wider range of income levels and with specialized needs.

The SDBL provides incentives for affordable and other specialized housing production by requiring local agencies to grant an increase to the maximum allowable residential density for eligible projects, and to support the development of eligible projects at greater residential densities by granting incentives, concessions, waivers, or reductions to applicable development regulations. An example of a concession or incentive is a reduction in the number of parking spaces that may be required for a project, or an increase in the allowable building height as set forth in the zoning code. The SDBL applies to projects providing five or more residential units, including mixed-use developments (hereinafter "Housing Development"). Density bonuses and associated incentives, concessions, waivers, or reductions are intended to offset the financial burden of constructing affordable or specialized dwelling units. The SDBL provides up to a maximum density bonus of 35% for eligible projects. Both rental and for-sale projects may qualify for the bonuses. To be eligible for an SDBL density bonus, projects may incorporate affordable housing units, donate land towards the production of affordable housing, incorporate senior housing or specialized housing for targeted communities (e.g. veterans' housing), or include a child care facility on site. California Government Code Section 65915(f) details the schedule for the amount of bonus that is available to eligible projects relative to the number of affordable housing units, specialized housing units, or acreage of land for affordable housing that is provided; Section 65915(h) describes the bonus for child care facilities.

All local governments are required to implement the SDBL or adopt local ordinances that are consistent with State law. Density Bonus Law Section 65915(n) stipulates that local governments have the option to grant density bonuses in excess of 35% for projects that meet the SDBL, or to grant smaller density bonuses for projects that do not meet minimum qualification thresholds in the SDBL. Projects that either fail to fully meet, or projects that exceed the eligibility requirements of the SDBL, may be granted proportionate density bonuses at the discretion of the local government if such provisions exist within a local ordinance.

The City of Santa Rosa adopted a local Density Bonus Ordinance (Santa Rosa City Code, Chapter 20-31 Density Bonus and Develop Incentives) that complied with State law at the time the ordinance was adopted and through the last amendment in 2012. Several updates to SDBL have occurred since 2012, thus Santa Rosa's local Ordinance is currently inconsistent with State law. The six amendments to the law since 2012 are related to provisions articulated in Assembly Bill (AB) 2222, AB-744, AB-1934, AB-2556, AB-2501, and AB-2442. For more details regarding these six amendments, please see *City of Santa Rosa: Density Bonus Ordinance Update White Paper* (October 5, 2017).

As a state mandate, the SDBL currently allows for a 35% density bonus. As such, updates to the City's Density Bonus Ordinance that bring the Ordinance into compliance with the provisions of the SDBL reflect existing baseline conditions and would not result in any new significant environmental impacts. Therefore, this analysis is focused on the potential environmental impacts that may occur as a result of the Supplemental Density Bonus, as described herein.

### **Purpose and Intent**

This Initial Study/ Negative Declaration (IS/ND) for the City's Density Bonus Ordinance Update Project (hereinafter referred to as the "project") has been prepared by the City of Santa Rosa as lead agency in full accordance with the procedural and substantive requirements of the California Environmental Quality Act (CEQA) and the CEQA Guidelines. CEQA Guidelines Section 15063(c) lists the following purposes of an Initial Study:

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

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

- a. The initial study shows that there is no substantial evidence, in light of the whole record before the agency, that the project may have a significant effect on the environment.

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

### **Public Review History**

This Initial Study/ Negative Declaration (IS/ND) for the City's Density Bonus Ordinance Update project was released on July 5, 2018. The 20-day comment period for the IS/ND closed on July 25, 2018 and the City received a number of written comments. A public hearing was held on July 26, 2018 before the Planning Commission, at which time oral comments were received on the IS/ND. Based on written and oral comments received during the IS/ND public review period, the scope of the Density Bonus Ordinance Update has been refined to limit areas where a supplemental density bonus may be applied. The initial Ordinance Update proposed allowing supplemental density bonuses in select areas throughout all of the City's six Priority Development Areas; the refined Ordinance update restricts supplemental density bonuses to properties within the Downtown Station Area Specific Plan and the North Santa Rosa Station Area Specific Plan, exclusively, which corresponds to two of the City's six PDAs. Consistent with SDBL, a standard density bonus of up to 35% will continue to be applied city-wide.

This IS/ND has been revised in ~~strike-through~~ and underline to reflect the refined scope of the proposed Density Bonus Ordinance Update. Correction and clarification text edits that do not alter the scope of the proposed update are not redlined or noted. Reference to project area throughout this IS/ND refers to the area within the boundaries of the Downtown Station Area Specific Plan and the North Santa Rosa Station Area Specific Plan. In accordance with CEQA Guidelines Section 15073.5, this IS/ND is not subject to recirculation as the revised Ordinance reduces the extent of the supplemental density bonus area and thereby further reduces any potential environmental impacts. Additionally, new information added to the IS/ND merely clarifies, amplifies and makes insignificant modifications that does not change the conclusion of the analysis nor does it identify any new or different impacts. As such, this revised IS/ND is not subject to recirculation. Rather, this revised IS/ND is being made available to the public for informational purposes.

## 2.0 PROJECT DESCRIPTION

The proposed Density Bonus Ordinance Update (hereinafter referred to as the “project”) includes updates to the City of Santa Rosa Density Bonus Ordinance (Chapter 20-31 of the Santa Rosa Zoning Code) to implement the goals, objectives, and policies of Santa Rosa General Plan 2035, implement the Santa Rosa Housing Action Plan to address housing needs in the community, and ensure consistency between local regulations and California Government Code Section 65915 (State Density Bonus Law, or SDBL).

The project contains provisions for a supplemental density bonus of up to 65% above the State density bonus maximum of 35%, which could allow for a 100% density bonus above the maximum permitted General Plan residential density for eligible projects located within the boundaries of the City’s ~~General Plan~~ Downtown Station Area Specific Plan or North Santa Rosa Station Area Specific Plan (hereinafter referred to as the “project area”).

These specific plan areas are defined in the Santa Rosa General Plan and are shown in Figure 1: Downtown Station Area and North Santa Rosa Station Area Specific Plans and Figure 2: Supplemental Density Bonus Areas and Tiers.

The primary objectives, or vision, for the Downtown Station Area Specific Plan is to (a) Enhance Distinct Identity and Character, (b) encourage a diverse mix of uses, (c) incorporate transit-oriented development, and (d) create additional pedestrian-friendly connections. The primary objective for the North Station Area Specific Plan is to support future rail transit by increasing the number of residents and employees within walking distance of the SMART station by improving pedestrian, bicycle, auto, and transit connections, increasing residential density, promoting economic development, and enhancing aesthetics and quality of life.

The project area is located with the City’s Urban Growth Boundary (UGB) and includes major transit stations and major transit corridors. The project area corresponds with the Downtown Station Area, ~~the Roseland Area (located southwest of downtown)~~, and the North Station Plan Area, which were designated PDAs in 2007, ~~2011~~, and 2012, respectively. ~~In addition, two Santa Rosa transportation corridors are within PDAs: Sebastopol Road and Mendocino/Santa Rosa Avenue.~~ As described in the General Plan, the PDA designation is available to jurisdictions that are planning increased residential development around existing or planned transit.

The project area contains a variety of General Plan Land Use Designations; the project enables the City to consider a supplemental density bonus only on sites that are (1) fully contained within the boundaries of the Downtown Station Area and/or the North Station Plan Area, and (2) designated with appropriate ~~PDA~~ Land Use Designations that could potentially be suitable for higher-density residential development.

**Table 1** identifies the existing General Plan Land Use Designations within the City’s ~~PDAs~~ project area in which supplemental density bonuses could be considered. The Land Use Designations within the City’s ~~PDAs~~ project area are further identified as more, or less suitable, to accommodating supplemental bonuses. Thus, three tiers are established within suitable ~~PDA~~ Land Use Designations within the project area that identify the maximum supplemental bonus that may be requested for an eligible project, ranging from up to 25% above SDBL, up to 45% above SDBL, to up to 65% above SDBL, for a total density bonus that, when combined with the State density bonus of 35%, could total from 60%, up to 80%, and up to 100%, respectively. Table 1 assigns the maximum supplemental density bonus allowed for consideration.

**TABLE 2: RANGE OF SUPPLEMENTAL DENSITY BONUS PROPOSED BY LAND USE DESIGNATION WITHIN ~~PDAs IN~~ DOWNTOWN STATION AREA AND NORTH SANTA ROSA STATION AREA SPECIFIC PLANS**

General Plan Land Use Designation Suitable for Supplemental Bonuses	Base General Plan Density (du/acre)	Range of Supplemental Bonus above SDBL (see Table 2 for details)
<i>Residential Land Use Designations</i>		
Medium-Low Density Residential	8-13	+0% to +25%
Medium Residential	8-18	+25% to +65%
Medium-High Residential	18-30	+25% <del>45%</del> to +65%



General Plan Land Use Designation Suitable for Supplemental Bonuses	Base General Plan Density (du/acre)	Range of Supplemental Bonus above SDBL (see Table 2 for details)
<b>Mixed-Use Land Use Designations</b>		
Retail/Medium Residential	8-18	+25% <del>45%</del> to +65%
Office		+25% <del>45%</del> to +65%
Office/Medium residential	8-18	+25% <del>45%</del> to +65%
Office/High Residential	18-30	<del>+45%</del> to +65%
Business Park		+25% <del>45%</del> to +65%
Public Institutional/Medium Residential	8-18	<del>+45%</del> to +65%
Light Industrial/Medium Residential	8-18	+25% <del>45%</del> to +65%
<b>Non-Residential Land Use Designations that Allow Residential Development</b>		
Transit Village Medium	25-40	+25% <del>45%</del> to +65%
Transit Village Mixed Use	60.*	+25% <del>45%</del> to +65%
Retail & Business Services	-	+25% <del>45%</del> to +65%
* Note: While the General Plan prescribes a minimum residential density for the Transit Village Mixed Use Land Use Designation of 40 units per acre, and does not stipulate a maximum density, the Station Area Specific Plan establishes a residential density limit of 60 units per acre; the General Plan controls		

Table 2, below, summarizes the amount of supplemental density bonus that would be available within PDAs the project area based on site suitability. Properties in an eligible Land Use Designation are generally eligible for a 25% supplemental bonus. Supplemental bonuses up to 45% may be considered for locations that are (1) within ½ mile of major transit and or within ½ mile of school facilities and (2) are located on parcels designated with appropriate General Plan Land Use Designations. Supplemental bonuses up to 65% may be considered for locations that are (1) within ½ mile of both transit and school facilities and (2) located on parcels designated with appropriate General Plan Land Use Designations. For properties with a Medium-Low Density Land Use Designation, a supplemental density bonus of only 25% is available when the site is within ½ mile of both transit and school facilities. A supplemental density bonus of up to 65% may be considered for Housing Opportunity Sites. In the City's Historic Preservation Districts, only the Transit Village Medium, Transit Village Mixed Use, and Retail & Business Services Land Use Designations are eligible for supplemental density bonuses. Combined with the 35% bonus granted through the SDBL, the proposed amendments to the City's Density Bonus Ordinance would allow for a total bonus between 60% and 100% for an eligible housing project, as seen in Table 2.

**TABLE 3- SUPPLEMENTAL DENSITY BONUS AMOUNT AVAILABLE  
WITHIN SUITABLE PDA LAND USE DESIGNATIONS**

	Priority Development Area (PDA)	PDA and: ½ Mile to Major Transit Stop (B) *	PDA and: ½ Mile to a School Facility (C) *	PDA and: (B) and (C)	PDA and: A Housing Opportunity Site
Supplemental Bonus Amount	25%	45%	45%	65%	65%
Total Bonus (with State Bonus)	35% + 25% = 60%	35% + 45% = 80%	35% + 45% = 80%	35% + 65% = 100%	35% + 65% = 100%

**TABLE 4: SUPPLEMENTAL DENSITY BONUS AMOUNT AVAILABLE  
WITHIN SUITABLE PDA LAND USE DESIGNATIONS IN THE PROJECT AREA**

	Maximum Supplemental Density Bonus for a Project in the Project Area, on Eligible Land Use Designations pursuant to this Section <sup>1</sup> , and Located:					
	In an eligible Land Use only (A) <sup>2</sup>	(A) and ½ Mile to Major Transit Stop (B) <sup>3</sup>	(A) and ½ Mile to a School Facility (C) <sup>3</sup>	All of (A), (B) and (C)	In Medium-Low Density Land Use and (B) and (C) <sup>2</sup>	On a Housing Opportunity Site
<u>Supplemental Bonus Amount</u>	<u>25%</u> <sup>2</sup>	<u>45%</u>	<u>45%</u>	<u>65%</u>	<u>25%</u>	<u>65%</u>
<u>Total Bonus (with 35% State Density Bonus)</u>	<u>60%</u> <sup>2</sup>	<u>80%</u>	<u>80%</u>	<u>100%</u>	<u>60%</u>	<u>100%</u>

**Notes:**

- (1) Pursuant to Subsection 20-31.070.C.2, within Historic Preservation Districts, only the Retail and Business Services, Transit Village Medium, and Transit Village Mixed Use Land Use Designations are eligible for a supplemental density bonus pursuant to this table.
- (2) Properties in the Medium-Low Density General Plan Land Use that are not located both within ½ Mile of a Major Transit Stop and School Facility are not eligible for a Supplemental Density Bonus.
- (3) Distances to a Major Transit Stop or a School Facility shall be measured as the shortest distance from the edge of the property boundaries of the project and facility.

Figures 1 and 2 depict the project area in which supplemental density bonuses could be considered. Section 20-31.070 outlines the procedures and requirements for establishing eligibility for supplemental density bonuses in excess of State law. The proposed maximum supplemental density bonus identified in the Density Bonus Ordinance Update does not affect the provisions of standard density bonuses that may be available to eligible projects citywide pursuant to SDBL. Therefore, the focus of this analysis is on the Supplemental Density Bonus, as described herein.

As stated in Section 20-31.030(B) of the draft Density Bonus Ordinance, proposed housing development projects seeking supplemental density bonuses above the State density bonus law maximum of 35% will be subject to a discretionary Minor Conditional Use Permit pursuant to Section 20-52.050. Pursuant to the City's Zoning Code, the Zoning Administrator may approve, conditionally approve, or deny an application for a Minor Conditional Use Permit.

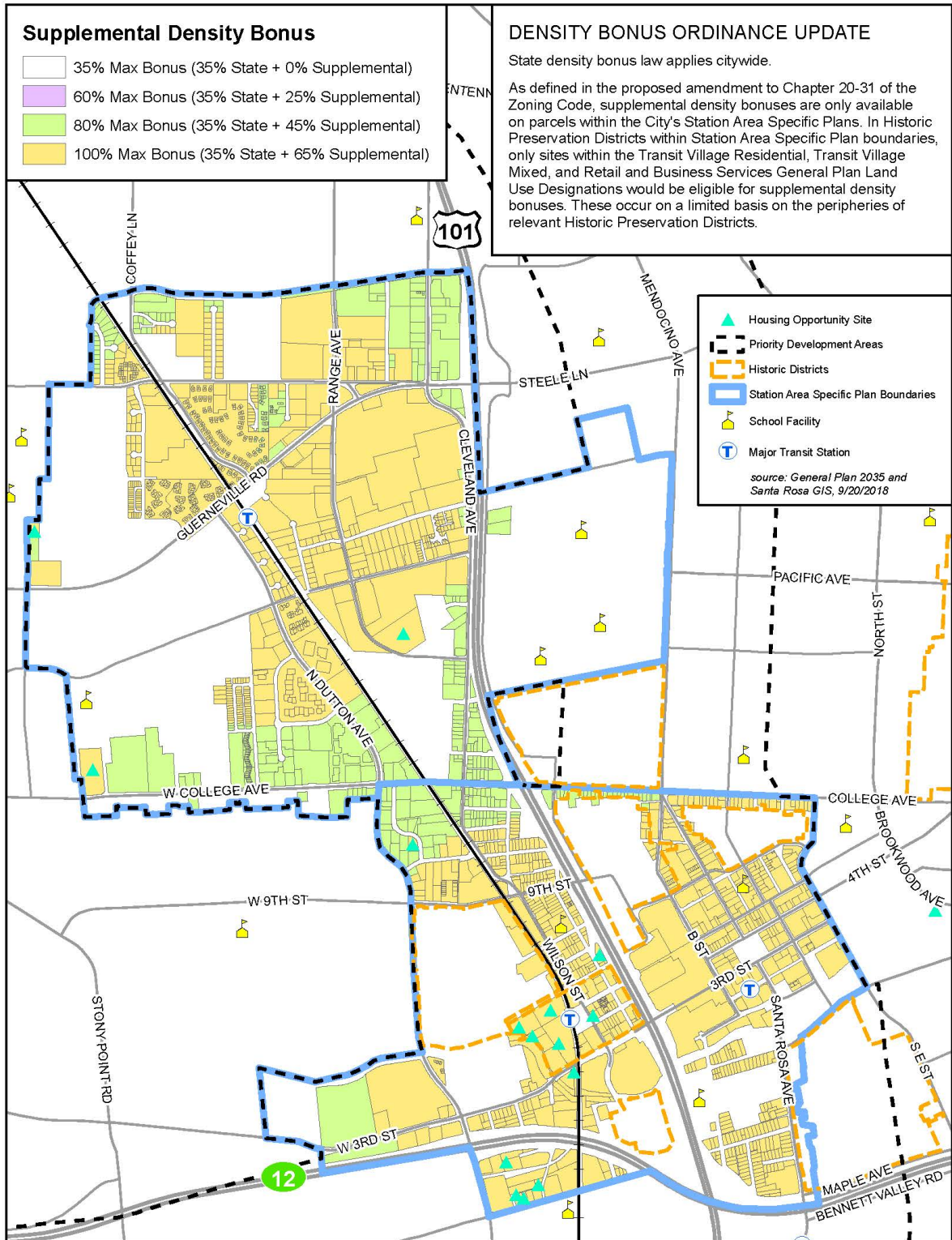
As stated in Section 20-52.030, proposed housing development projects seeking a supplemental density bonus will be subject to Design Review, which is a discretionary review process under the City's code. Projects that involve alteration, change, demolition, removal, or restoration of a structure within the -H combining district are subject to joint preliminary Design Review by the Design Review Board and the Cultural Review Board. Projects in visually sensitive locations and projects that develop sites within the CD (Downtown Commercial) zoning district, -G (Gateway), -H (Historic), or -SR (Scenic Resources) combining districts; infill sites, and major intersections; multi-family residential projects of 50 units or more, any three-story residential project, or an industrial or commercial project adjacent to residential; or other projects that the Director determines may have significant visual impact. For example, all professional offices, commercial buildings, multi-family housing units, Planned Unit Developments, and Planned Residential Zones are subject to Design Review. The City will review the design aspects of the proposed housing development (e.g., building design, landscaping) in compliance with the City's Design Guidelines. Other entitlements may

be needed depending on the scope of future housing development proposals; the Zoning Ordinance shall specify the appropriate review authority depending on the required entitlements, as applicable.

The project is limited to an update of the City's existing Density Bonus Ordinance to bring provisions into compliance with State law and, through a minor conditional use process, establishes a procedure for consideration of a supplemental density bonus of up to 65% above State law. The maximum density bonus that could be granted, if a proposed development were determined to be eligible (i.e., located on a parcel within the Downtown Station Area and/or North Station Plan Area, located on a parcel with a suitable General Plan Land Use Designation, located proximate to a school facility and/or located on a housing opportunity site), is 100% density bonus (above the allowed General Plan residential density). As an update to the City's Density Bonus Ordinance, the proposed project does not grant any right or entitlement that allows physical development. Rather, the Ordinance Update establishes a Minor Conditional Use Permit process to enable the City to consider applying a supplemental density bonus to eligible projects, should such projects be proposed in the future.



**FIGURE 3: SUPPLEMENTAL DENSITY BONUS AREAS AND TIERS**



### 3.0 APPLICABLE REGULATIONS AND POLICIES

The following regulations, plans, and policies are particularly relevant to the proposed Density Bonus Ordinance Update.

#### Senate Bill 375

Senate Bill 375 (Stats. 2008, ch. 728) (SB 375) directs the California Air Resources Board to set regional targets for the reduction of greenhouse gas emissions related to transportation activities in order to implement AB 32 (California's 2006 climate change law). SB 375's core provision is a requirement for regional transportation agencies to develop a Sustainable Communities Strategy (SCS) in order to reduce GHG emissions from passenger vehicles (i.e. cars and light trucks). The SCS is one component of the existing Regional Transportation Plan (RTP).

On July 26, 2017 the Association of Bay Area Governments (ABAG) and the Metropolitan Transportation Commission (MTC) adopted Plan Bay Area 2040, an integrated transportation and land-use strategy through 2040 that serves as the nine-county region's SCS per the requirements of SB 375. Working in collaboration with cities and counties, the Plan advances initiatives to expand housing and transportation choices, create healthier communities, and build a stronger regional economy.

Additionally, SB 375 modified the state's Housing Element Law to achieve consistency between the land use pattern outlined in a region's SCS and the Regional Housing Needs Assessment allocation. The legislation also substantially improved cities' and counties' accountability for carrying out their housing element plans.

#### Priority Development Areas

Priority Development Areas (PDAs) are places identified by Bay Area communities as areas for investment, as well as for new housing and job growth. PDAs are the foundation for sustainable regional growth as envisioned through Plan Bay Area 2040, the region's SCS. Implementation of PDAs enhance mobility and economic growth by linking the location of housing and jobs with transit, thus helping to reduce vehicle commuting miles travelled and thereby reducing greenhouse gas emissions while realizing a greater return on existing and planned transit investments. The City's Supplemental Density Bonus Ordinance exclusively applies to lands within the North Santa Rosa Station PDA and the Downtown Station Area PDA.

#### Santa Rosa General Plan 2035

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

The Santa Rosa General Plan 2035 serves the following purposes:

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

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

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

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

The Santa Rosa General Plan 2035 governs land use within the City, including land uses within the boundaries of the project area, and provides relevant goals and policies that would be applicable to all future housing development projects seeking a Density Bonus through State Law and/or through the proposed Supplemental Density Bonus. The most relevant goals and policies of the General Plan are identified below.

The Housing Element of the General Plan presents a summary of the demographic and housing characteristics of Santa Rosa, an overview of available resources and potential constraints to housing development, a review of housing accomplishments (housing programs implemented since the adoption of the last Housing Element), and housing goals and policies for the current planning period (2015 to 2023).

#### City of Santa Rosa General Plan EIR

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

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

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

#### *Santa Rosa General Plan 2035 EIR: Population Projections*

The City's General Plan accommodates growth and development within the Urban Growth Boundary (UGB) that would support a projected buildout population of 233,520 people, 128,400 jobs, 94,840 housing units, and

40,730,631 square feet of non-residential land uses.<sup>1</sup> ABAG's projections for the City of Santa Rosa identify a 2035 population of 211,600, and a total of 77,690 households. The General Plan EIR explains that the City's population and housing projections exceed ABAG's projections and have been evaluated and fully considered for both individual and cumulative impacts.

The following is excerpted from page 4.B-11 of the City's General Plan 2035 Draft EIR:

"The fact that the City's population and housing unit increases at buildout would exceed ABAG's projections for the Planning Area is not considered a significant cumulative impact in and of itself. Rather, the direct and indirect impacts of population and housing growth are considered throughout this EIR and include potential impacts to traffic, air quality, noise, visual resources, the provision of public services and utilities, and other areas. To the extent that the projected population would result in significant adverse effects to these resources, these impacts have been identified and considered within relevant sections of this document. The EIR also identifies goals and policies proposed under the proposed General Plan that would serve to mitigate the impacts of development and population growth (as well as an increased demand for housing that typically accompany a larger population) to the extent feasible and provides additional mitigations that are not currently included as part of the proposed General Plan, as needed. Cumulative impacts related to the City's contribution to the anticipated regional growth in population, housing, and employment are, therefore, considered less than cumulatively considerable."

#### *General Plan Annual Review 2017*

As of January 1, 2017, the City of Santa Rosa had a population of 176,799, which represents approximately 76% of the buildout potential analyzed by the General Plan by 2035.<sup>2</sup> In 2017, 350 building permits were issued. As of 2017, the City identified a housing need of 4,242 units in order to achieve the Regional Housing Needs Allocation of 5,083 units by 2023.

The City's General Plan Annual Review (pages 37 and 38) states the following:

"On October 9, 2017, the City Manager, in his capacity as Director of Emergency Services, proclaimed the existence of local emergency in the City, which proclamation was ratified by the City Council on October 13, 2017. Prior to the wildfires, the Council had identified "housing for all" as a priority due to the City's ongoing, unmet housing needs. As a result of both the devastation of the wildfires and the previously existing significant shortage of housing, the Council has stated the need for immediate measures to address both housing and the rebuilding of uses such as lodging and childcare facilities Citywide.

The City is working diligently to address the housing crisis. In early 2018, the Council again identified a "comprehensive housing strategy" as a top priority, as well as "rebuild/build downtown and fire areas" and "downtown housing".

The Density Bonus Ordinance Update, and in particular the supplemental density bonus, incentivizes housing development projects in an effort to realize the City's objective to provide unmet housing needs for all income levels. Furthermore, given the General Plan's projected population growth within the Urban Growth Boundary, and the City's current population, there remains capacity to accommodate additional development within the City and

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<sup>1</sup> Santa Rosa General Plan 2035 DEIR, Table 3-1, 2009.

<sup>2</sup> The 2035 General Plan buildout population estimate is based on projected growth within the 45 square mile Urban Growth Boundary (UGB). which in January 2017 included the City's 41.7 square mile municipal boundary and the adjoining 3.3 square mile unincorporated area within the UGB. In November 2017, the 1.1 square mile unincorporated Roseland area was annexed to the City, which increased the City's population by 7,433 residents. As a result, the 2018 Department of Finance population estimate will likely increase to about 184,200 residents, which is 79 percent of the General Plan projected buildout population (233,520).



specifically within the boundaries of the Downtown Station Area Specific Plans and the North Santa Rosa Station Area Specific Plan. The Density Bonus Ordinance Update including the supplemental density bonus provisions incentivize housing production to address this gap and meet the City's acute housing needs. Furthermore, pursuant to the proposed Section 20-31.070(A), the supplemental density bonus program would be reviewed by the City Council, at which time the Council can consider whether the program is achieving its goals.

#### *Santa Rosa General Plan 2035 EIR Alternative 3 (Environmentally Superior Alternative): Downtown and Corridors*

The City's General Plan 2035 Draft EIR includes an analysis of alternatives; one of the alternatives, identified as Alternative 3 the Downtown and Corridors Alternative, is designated as the Environmentally Superior Alternative because it would reduce impacts related to energy consumption, traffic volumes, and level of service impact. The Downtown and Corridors Alternative focuses on intensifying uses within the downtown and along major corridors by accommodating higher densities and mixed-use development. Alternative 3 recognizes that efficiencies are gained by locating higher density housing proximate to transit and jobs. These efficiencies translate to a lessening of environmental impacts to air quality, greenhouse gases, energy and transportation. The analysis recognized greater displacement of existing residents would likely occur during proposed reuse and intensification than the current General Plan. However, at the time the EIR was certified the State's density bonus provision requiring replacement of existing affordable unit and which is part of the project was not impact to address this potential impact. Table 3, General Plan EIR SUMMARY OF IMPACTS: PROJECT AND ALTERNATIVES, Table 5-1, compares impacts of this alternative to the current General Plan.

Like the Downtown and Corridors Alternative, the Density Bonus Ordinance Update restricts supplemental density bonuses to locations that are located proximate to downtown and along major transit corridors. The proposed supplemental density bonus provisions incentivize housing development within the project area PDAs, and thereby promote infill development within the areas of the City that have the highest capacity to serve and accommodate higher density development. This is similar to the Downtown and Corridors Alternative, which promoted infill development as a means of reducing environmental impacts associated with development. While this infill alternative was identified as the environmentally superior alternative, the General Plan EIR identified a potentially significant and unavoidable impact associated with the displacement of existing housing through the promotion of infill development. Section 20-31.050 of the proposed ordinance, as well as California Government Code Section 65915(c)(3), ensures that any existing housing units eliminated by a density bonus project must be replaced with units of a similar size (as defined in Section 20-31.020 of the proposed Ordinance), and further ensures that affordable housing units that are to be replaced must achieve the same affordability levels as existing units or units that may have existed at the subject property within a 5-year period preceding the density bonus application. Thus, the proposed density bonus ordinance, including the supplemental density bonus provisions therein, promote the environmentally superior buildout alternative described in the General Plan EIR while preventing the potentially significant and unavoidable environmental impact associated with the displacement of both market rate and affordable housing units.

#### Downtown Station Area Specific Plan Program EIR

The Downtown Station Area Specific Plan Program Environmental Impact Report (SCH No. 2006070204) was prepared in February 2007. The Downtown Station Area Specific Plan defines the framework for future development of a compact area with a mix of housing, shopping and jobs that preserves the history, character and natural benefits of the existing environment surrounding the Downtown Station. It established Transit Village Mixed Use and Transit Village Medium land use designations which allow residential development at 40 to 60 dwelling units per acre and thus set the stage to increase downtown buildout by 3,250 dwelling units and 8,125 residents beyond the 2020 General Plan estimate. These increases were subsequently analyzed by General Plan EIR when the General Plan 2035 was adopted as noted above.

#### North Santa Rosa Station Specific Plan EIR

The North Santa Rosa Station Area Specific Plan Environmental Impact Report (SCH No. 2011122034) was prepared in June 2012 (“North Station EIR”). The North Station specific plan provides the framework for transit oriented development with a mix of housing, shopping and jobs within the ½ mile area surrounding the North Santa Rosa Station Area.

The addition of Transit Village Mixed Use and Transit Village Medium land use designations in this area allows future housing projects to add 1,714 dwelling units and 4,217 residents above the projected General Plan 2035 buildout estimate. The North Station EIR was certified with mitigation measures that reduce all impacts to less than significant with the exception of significant and unavoidable air quality (nonattainment criteria pollutants) and traffic circulation (freeway capacity) impacts generated by a 1.8 percent population increase above the estimated General Plan 2035 buildout. The project, which requires General Plan and Specific Plan consistency through a minor use permit entitlement, will require eligible projects to develop within the projected residential buildout and to implement mitigation measures outlined by the North Station EIR. This entitlement mechanism will help to ensure eligible projects will not intensify air quality and traffic circulation impacts previously analyzed by the General Plan EIR.

#### Santa Rosa City Municipal Code

The Santa Rosa Municipal Code implements the goals and policies of the Santa Rosa General Plan by classifying and regulating the uses of land and structures within the City of Santa Rosa. In addition, the Zoning Code is adopted to protect and promote the public health, safety, and general welfare of residents, and to preserve and enhance the aesthetic quality of the City. The Santa Rosa Municipal Code would be applicable to all future housing development projects seeking a Density Bonus or Supplemental Density Bonus pursuant to the proposed Density Bonus Ordinance Update. The most relevant chapters of the Santa Rosa Municipal Code, as they relate to the subject Density Bonus Ordinance Update, are identified in this Initial Study/Negative Declaration.

#### Santa Rosa Housing Action Plan

To address local unmet housing needs, and to prioritize the implementation of key policies of the City's General Plan Housing Element, the City Council prepared a Housing Action Plan in October 2016 to focus the City's work program on housing issues.<sup>3</sup> The Housing Action Plan establishes five work program areas. Program #1 is to “increase inclusionary affordable housing.” Inclusionary housing is a requirement that some portion/percentage of a housing development be affordable to lower income households. Within Program #1 of the Action Plan, the City Council's goal is to increase affordable housing production as part of market-rate housing projects, and density bonuses in exchange for affordable housing units are identified as a strong and desirable incentive to achieve this goal. Program #1 of the Action Plan specifically directs the City to augment State density bonus law by developing an appropriate, local supplemental density bonus, with consideration of bonuses up to 100% of the maximum permitted residential density identified in the General Plan. The City is currently engaged in an update to the Housing Allocation Plan Ordinance to implement the direction outlined in Program #1 of the Housing Action Plan.

#### Santa Rosa Climate Action Plan

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

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<sup>3</sup> City of Santa Rosa, Final Housing Action Plan, October 2016, <https://srcity.org/DocumentCenter/View/16276/Housing-Action-Plan>, accessed May 16, 2018.

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

On June 5, 2012, the City of Santa Rosa adopted a Climate Action Plan, which meets the programmatic threshold for a Qualified GHG Reduction Strategy, established by the Bay Area Air Quality Management District (BAAQMD) guidelines. The supplemental program environmental impact report prepared for this plan was certified in January, 2012 (SCH No. 2011092010). It evaluated whether the CAP would result in new significant environmental effects not previously addressed in the General Plan EIR, or result in a substantial increase in the severity of previously identified significant environmental effects, or result in a reduction of any significant environmental effects previously identified in the General Plan EIR to a less than significant level. The CAP EIR found the implementation would not create new significant environmental effects not previously addressed in the General Plan EIR, nor would it result in a substantial increase in the severity of previously identified significant environmental effects. Finally, it concluded its provisions would not result in a reduction of any significant environmental effects previously identified in the General Plan EIR to a less than significant level. On August 6, 2013, the City of Santa Rosa adopted a Municipal Climate Action Plan. All future housing development projects will be subject to the Santa Rosa Climate Action Plan. This plan will implement a number of GHG reduction strategies that complement the intent of the Project by supporting mixed use and higher density development near services and the development of affordable housing near transit (Santa Rosa Climate Action Plan, page 6-6).

#### Tiering – Santa Rosa General Plan 2035 EIR + Downtown Station Area SP EIR + North Station SP EIR

CEQA discourages “repetitive discussions of the same issues” (CEQA Guidelines §15152(b)) and allows limiting discussion of a later project that is consistent with a prior plan to impacts which were not examined as significant effects in a prior EIR or to significant effects which could be reduced by revisions in the later project (CEQA Guidelines §15152(d)), because there would be no additional benefit to the environment nor is there a public purpose that would be served by preparing an environmental review that merely restates the analysis and the significant and unavoidable effects found to remain after adoption of all policies/mitigation measures of the General Plan and related Specific/Area Plans. All General Plan and Specific Plan policies adopted as mitigations by the City apply to the City’s Density Bonus Ordinance.

This initial study tiers off of the following EIRs because this project is a regulation that promotes development of housing projects and affordable housing, directly implementing and consistent with the policies and mitigation measures of the following certified EIRs:

- Santa Rosa General Plan 2035 Final Environmental Impact Report
- Downtown Station Area Specific Plan Final Program Environmental Impact
- North Santa Rosa Station Area Specific Plan Final Environmental Impact Report
- Climate Action Plan Environmental Impact Report

Pursuant to CEQA Guidelines Section 15152, this initial study reviews effects that were not previously examined by these EIRs and effects that could be substantially reduced or avoided with the implementation of the project. These EIRs are available at the Planning and Economic Development Department, 100 Santa Rosa Avenue, Room 3, Santa Rosa, California 95404, during normal business hours and online at: <https://ca-santarosa.civicplus.com/392/General-Plan>.

#### **DETERMINATION OF NEGATIVE DECLARATION**

The project (proposed amendments to the City’s Density Bonus Ordinance) has been reviewed for consistency with governing planning documents and is determined to be generally consistent with the City’s General Plan 2035, the Downtown Station Area Specific Plan, and the North Santa Rosa Station Area Specific Plan.

As an ordinance that defines requirements for eligibility for application of a supplemental density bonus, the project is limited to amendments to Chapter 20-31 of the Santa Rosa Municipal Code. The project will have no physical impact and will not introduce any new structures that may have a significant effect on the environment. The proposed Density Bonus Ordinance Update would have no impact on environmental resource categories, as demonstrated herein.

As described herein, all future housing development projects proposed under the Density Bonus Ordinance Update will be subject to individual environmental review, in accordance with the California Environmental Quality Act (CEQA). As described above, eligibility for a supplemental density bonus is subject to a Minor Conditional Use Permit. Minor Conditional Use Permits are discretionary actions pursuant to the City's Zoning Code, and discretionary actions are subject to review under CEQA.

If incentives or concessions are requested as part of a Minor Conditional Use Permit for a supplemental density bonus, the proposed Section 20-31.090 (B) *Available Incentives and Concessions*, states that the City shall grant incentive(s) or concession(s) requested by the applicant unless the City can make the following written findings, based upon substantial evidence following

- The concession or incentive would have a specific, adverse impact, as defined in paragraph (2) of subdivision (d) of Section 65589.5 or Section 20-31.020 of this Chapter, upon public health and safety or the physical environment or on any real property that is listed in the California Register of Historical Resources and for which there is no feasible method to satisfactorily mitigate or avoid the specific, adverse impact without rendering the development unaffordable to low-income and moderate-income households.
- The incentive or concession would be contrary to State or Federal law.

Consistent with SDBL Section 65915(d)(3) Section 20-31.020 of the proposed Density Bonus Ordinance Update defines a significant, adverse impact as follows:

A significant, quantifiable, direct, and unavoidable impact to public health and safety, or the physical environment, or on any real property that is listed or eligible for listing, in the California Register of Historical Resources, based on objective, identified written public health or safety standards, policies, or conditions as they existed on the date the application was deemed complete, and for which there is no feasible method to satisfactorily mitigate or avoid the specific, adverse impact without rendering the development unaffordable to lower-income and moderate-income households. Inconsistency with the Zoning Ordinance or General Plan Land Use Designation shall not constitute a specific, adverse impact upon the public health or safety. In Santa Rosa, specific, adverse impacts include but are not limited to:

- Development within a Preservation District wherein a proposed development concession or incentive would irreparably alter a historic resource, either individual or a district, in a manner that is inconsistent with the Secretary of The Interior's Standards for the Treatment of Historic Properties with Guidelines for Preserving, Rehabilitating, Restoring & Reconstructing Historic Buildings.
- Development on land which does not currently have adequate water or wastewater facilities to service the development, or the provision of such services infeasible at the level of residential density proposed in the development.

The General Plan 2035, Downtown Station Area Specific Plan, and the North Santa Rosa Station Area Specific Plan provides relevant goals and policies to guide future housing development within the project area that may be seeking a density bonus. Appropriate conditions or mitigation measures necessary to address potential environmental impacts associated with future housing development including population projections, infrastructure capacity, and availability of public services and utilities will be required based on the merits and specifics of future projects eligible for a density bonus, whether pursuant to State law or the proposed local supplemental density bonus.

The proposed Density Bonus Ordinance Update provides for density bonuses in compliance with State law

(up to 35% bonus) as well as supplemental density bonuses (up to 100% when combined with State bonus) and allows the City to review projects with respect to their impacts on the community. When it can be demonstrated by the City that a proposed housing development projects is inconsistent with the General Plan, Downtown Station Area Specific Plan, or North Santa Rosa Station Area Specific Plan, or that would result in a specific, adverse impact as defined in Section 20-31.020 of the proposed Ordinance, which includes significant environmental impacts, the City may deny the project.

The subject project is limited to the proposed supplemental density bonus provisions of the Density Bonus Ordinance Update and does not authorize or otherwise grant any physical development; all future housing development projects will be subject to discretionary approval. The City's programmatic EIRs prepared for the General Plan, the Downtown Station Area Specific Plan and the North Station Specific Plan evaluate the environmental impact associated with infill growth and redevelopment. The proposed Density Bonus Ordinance Update would enable development consistent with the level of buildout considered and analyzed in these City's programmatic EIRs.

The Downtown and Corridors Alternative in the General Plan EIR was evaluated in comparison to the General Plan 2035 preferred and subsequently adopted land use plan. The Downtown and Corridors Alternative assumed a citywide buildout population similar to the General Plan 2035 (approximately 233,000 people). The relative effects of this alternative compared to the General Plan 2035 were discussed in the EIR; impacts ranged from less than significant to significant and unavoidable (see Table 5-1 of the EIR).

The General Plan 2035 EIR compared impacts associated with buildout under the Downtown Station Area Specific Plan and General Plan 2035. The Downtown Station established Transit Village Mixed Use and Transit Village Medium land use designations which allow residential development at 40 to 60 dwelling units per acre and thus set the stage to increase downtown buildout by 3,250 dwelling units. These increases were subsequently analyzed by the General Plan EIR when the General Plan 2035 was adopted. Since adoption of the Downtown Station Specific Plan (2007), as of 2018, 100 residential units have been constructed and 275 residential units have been approved for development but not constructed. This Initial Study/Negative Declaration shows that the proposed Density Bonus Ordinance Update will facilitate development consistent with that anticipated and analyzed in the Downtown Station EIR.

The North Station EIR compared impacts associated with buildout under the North Santa Rosa Station Specific Plan and General Plan 2035. The North Station EIR found the specific plan would increase the City's 2035 buildout population by 1.8 percent. This population growth is attributed to the new Transit Village Mixed Use and Transit Village Medium land use designations within the specific plan area and is tied to cumulatively considerable and significant and unavoidable air quality and traffic circulation impacts. The North Station EIR projected the addition of 1,714 units above the General Plan 2035 buildout. Since adoption of the North Station Specific Plan (2012), as of 2018, 400 residential units have been constructed and an additional 40 units have been entitled, but not yet built. This Initial Study/Negative Declaration concludes that the proposed Density Bonus Ordinance Update will facilitate development consistent with that anticipated and analyzed in the North Station EIR.

The residential buildout projections of both the Downtown Station Specific Plan and the North Santa Rosa Station Specific Plan have not been realized. The Station Area Specific Plans have been identified as areas where residential development potential remains and where increased density has been planned. Realizing residential development within areas that are planned to accommodate future growth provides an opportunity to close the gap in the City's housing shortage. Given the historic trend, even with the supplemental density bonus potentially allowed by the proposed Density Bonus Ordinance Update, it is unlikely that the residential development potential of the Station Area Specific Plans would be realized during the lifespan of each Specific Plan. Future growth and development within the Station Area Specific Plans would be subject to all relevant General Plan policies and mitigation measures set forth in the General Plan EIR and Station Area Plan EIRs. As such, the project is consistent with the development anticipated for the City's downtown core and analyzed in the Santa Rosa General Plan 2035 EIR, the Downtown Station EIR, and the North Santa Rosa Station EIR. This Negative Declaration incorporates the relevant prior EIRs by reference and tiers from the previous analysis in accordance with CEQA Guidelines Sections 15070(a) and 15152.



**4.0 ENVIRONMENTAL FACTORS POTENTIALLY AFFECTED**

None of the environmental factors listed would be potentially affected by this project as the project does not intensify an existing impact nor create a new impact that is a "Potentially Significant Impact " as indicated by the checklist on the following pages.

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

**Determination** (To be completed by the Lead Agency)

On the basis of this initial evaluation:

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

**Signature: Andy Gustavson, Senior Planner**

**Date**





## 5.0 EVALUATION OF ENVIRONMENTAL IMPACTS

The following discussion addresses the potential level of impact relating to each aspect of the environment, including brief explanations to support the identified potential level of impact.

### 5.1 AESTHETICS

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

As described in the General Plan 2035, Santa Rosa is a visually rich community. The downtown serves as the City's primary activity node, and is comprised primarily of mixed office and retail uses. Old Courthouse Square, Santa Rosa Plaza and Railroad Square, are retail, restaurant and hotel hubs sited within the Downtown area. Surrounding the Downtown are several historic districts, which contain structures that lend a sense of historic character to the city. The City's residential neighborhoods are diverse, with grid street patterns and moderately high densities to low density neighborhoods.

The General Plan identifies major highways and regional/arterial entries into Santa Rosa that are important in providing a more pleasing visual experience upon entry into the City and while moving through the community, such as Highway 101 and State Route 12. The General Plan also designates specific Santa Rosa roadways that have unique scenic qualities because of their natural setting as well as historical and cultural features, such as portions of State Route 12 and Highway 101 (contiguous from northern to southern City limits).

As an ordinance that already defines requirements for eligible projects to receive density bonus pursuant to State law the proposed project is limited to amendments within Chapter 20-31 of the Santa Rosa Municipal Code that add a local supplemental density bonus (referred to as "density bonus" hereinafter) above the state's 35% density bonus. The subject project will have no physical impact and will not introduce any new built structures that would affect scenic vistas, aesthetic resources or otherwise degrade the visual character of the city. Therefore, the proposed Density Bonus Ordinance Update would have a less than significant impact to aesthetic resources.

The ordinance proposes to allow consideration of a density bonus pursuant to State law as well as a supplemental density bonus within the project area. The PDAs project area is largely built out and/or are envisioned as being built out with higher residential densities and commercial development in the General Plan as they are near existing or planned transit.

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The project identifies streamlining measures for state-mandated incentives and concessions that support implementation of density bonus policy. The project identifies specific incentives and concessions that are understood to help offset costs borne by the developer to produce affordable housing units. The identified incentives or concessions allow exceedances in maximum height requirements and setback requirements. Future housing development projects that are eligible for a supplemental density bonus, and seek a height or setback exception or other development incentive, will be subject to a Minor Conditional Use Permit, which triggers a discretionary review and would be analyzed relative to major highways and local scenic roadways identified in the General Plan. These projects will also be subject to design review and thus will be evaluated against the design guidelines of the specific plan and the City's commercial and residential design guidelines.

Eligible Density Bonus projects could result in changes to the visual character and aesthetic quality by introducing new buildings and structures that could potentially affect scenic natural or cultural resources along Santa Rosa's Scenic Roads. Impacts to visual resources that may result from redevelopment are analyzed in the City's General Plan EIR.

The Downtown and Corridors Alternative in the General Plan EIR provides for a similar concentration of population and housing within Specific Plan PDA's as may be achieved by the supplemental density bonus provisions in the proposed Density Bonus Ordinance. The Downtown and Corridors Alternative was determined to have less than significant impacts to visual resources as summarized in Table 5-1 of the EIR, Summary of Impacts, because infill development would be concentrated along major corridors where the visual setting already exhibits an urban character. The Downtown and Corridors Alternative focuses on downtown as the primary activity node. Significantly higher intensity uses and streetscape improvements would be constructed within downtown and along mixed-use corridors, more so than in the General Plan 2035. Neighborhood character and connections between uses outside of downtown were not anticipated to change in the Downtown and Corridors Alternative relative to the General Plan buildout scenario.

The General Plan EIR noted that hillside development with the Downtown and Corridors Alternative could potentially block views of the Sonoma foothills. This potential view impact is avoided by concentrating the supplemental density bonus to the City's PDAs project area which does not include any hillside properties. ~~Where supplemental density bonuses overlap with an identified hillside property, the lowest tier of supplemental density bonus is available.~~

Eligible Density Bonus projects are subject to a minor use permit and are thus required to adhere to all applicable policies and mitigation measures set forth by the General Plan and in the appropriate specific plan and EIR (i.e., Downtown Station Area Specific Plan and EIR or North Santa Rosa Station Area Specific Plan and EIR) including goals and policies related to the protection of scenic vistas, major entry ways, and scenic roads. The following goals and policies, which seek to maintain the integrity of the City's visual character, are relevant and will be applied to all future housing development applications seeking a density bonus:

- UD-A-5: Require superior site and architectural design of new development projects to improve visual quality in the city.
- UD-C-3: Screen views of development from Highway 101, south of Hearn Avenue, with dense landscape treatments, allowing only glimpses or short breaks to points of interest. North of Hearn Avenue along Highway 101, allow openings in the buffer to views of downtown.
- UD-F-4: Provide visual interest in building, site, and landscape design that avoids the sense of a monotonous tract development.
- UD-G: Design residential neighborhoods to be safe, human-scaled, and livable by addressing compact development, multi-modal connectivity and reducing energy use.
- UD-I-1: Require mapping of all natural features as part of development applications, including landforms, mature tree stands, rock outcroppings, creek ways, and ridgelines. During development review, ensure that site layout is sensitive to such mapped features.

Eligible Density Bonus projects would be required to meet all requirements of the proposed Ordinance, as well as State density bonus law, and would also be subject to the Santa Rosa Municipal Code, which includes chapters related to tree protection and preservation (Chapter 17-24), hillside development standards (Chapter 20-32), landscaping standards (Chapter 20-34), and outdoor lighting standards (Chapter 20-30.080).

If applicable, and as described in Zoning Ordinance Section 20-52.030 Design Review, future housing development projects seeking a density bonus will be subject to Design Review approval. For example, all professional offices, commercial buildings, multi-family housing units (four or more dwelling units), Planned Unit Developments, and Planned Residential Zones are subject to Design Review. The City will review the design aspects of the proposed development (e.g., building design, landscaping) in compliance with the City's Design Guidelines.

In conclusion, Eligible Density Bonus projects will comply with all regulations imposed by the City of Santa Rosa. The subject Density Bonus Update does not in and of itself introduce any physical development and only through a discretionary Minor Conditional Use Permit process would future housing development projects be eligible for consideration of a supplemental density bonus.

## 5.2. AGRICULTURAL AND FORESTRY RESOURCES

Would the project:	Potentially Significant Impact	Less Than Significant with Mitigation	Less Than Significant Impact	No Impact
a) Convert Prime Farmland, Unique Farmland, or Farmland of Statewide Importance (Farmland), as shown on the maps prepared pursuant to the Farmland Mapping and Monitoring Program of the California Resources Agency, to non-agricultural use?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
b) Conflict with existing zoning for agricultural use, or a Williamson Act contract?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
c) Conflict with existing zoning for, or cause rezoning of, forest land (as defined in Public Resources Code section 12220(g)), timberland (as defined by Public Resources Code section 4526), or timberland zoned Timberland Production (as defined by Government Code section 51104(g))?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
d) Result in the loss of forest land or conversion of forest land to non-forest use?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
e) Involve other changes in the existing environment which, due to their location or nature, could result in conversion of Farmland, to non-agricultural use or conversion of forest land to non-forest use?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>

As described in the General Plan 2035, agricultural resources within the Santa Rosa Planning Area provide residents with a sense of rural character and access to local agricultural goods. Agricultural resources located

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outside of the Urban Growth Boundary (UGB), but within the Planning Area, total 18,200 acres of farmland and include crop fields, vineyards, open rangeland, barns, and other farm structures. There are approximately 1,624 acres of viable agricultural lands within the UGB. This acreage is further broken down into 25 acres of Prime Farmland, 22 acres of Farmland of Statewide Importance, 1,571 acres of Farmland of Local Importance, and 6 acres of Unique Farmland.

As an ordinance that defines requirements for eligibility for application of a density bonus, the proposed project under consideration is limited to amendments to Chapter 20-31 of the Santa Rosa Municipal Code. The project will have no physical impact and will not introduce any new development that would convert existing farmland to non-agricultural use, conflict with existing zoning for agricultural use or a Williamson Act contract, or result in the loss of forest land. Therefore, the proposed Density Bonus Ordinance Update would have no impact on agricultural and forestry resources.

The ordinance proposes to allow consideration of supplemental density bonuses in areas that are classified by the California Department of Conservation's Farmland Mapping and Monitoring Program (FMMP) as Urban and Built-Up. In addition, there are no Williamson Act parcels proposed as eligible to apply for a supplemental density bonus, nor are there any areas proposed as eligible to apply for a supplemental density bonus that are classified as forestland.

Eligible Density Bonus projects will be required to adhere to all applicable General Plan goals and policies related to the protection of agricultural resources. The following goals and policies, which seek to conserve agricultural soils, are relevant and will be applied to all future housing development applications seeking a density bonus:

- OSC-C-3: Preserve and enhance agriculture within the Planning Area as a component of the economy and as a part of Santa Rosa's environmental quality.

Eligible Density Bonus projects are subject to a minor use permit and will thus be required to adhere to all applicable policies and mitigation measures set forth in the appropriate specific plan and EIR (i.e., Downtown Station Area Specific Plan and EIR or North Santa Rosa Station Area Specific Plan and EIR).

Eligible Density Bonus projects, would meet all requirements of the proposed Ordinance, as well as State density bonus law, and would also be subject to the Santa Rosa Municipal Code.

In conclusion, Eligible Density Bonus projects will comply with all regulations imposed by the City of Santa Rosa, the California Department of Conservation, and the U.S. Department of Agriculture Forest Service, related to the conversion of farmland and forest land. The subject Density Bonus Update does not in and of itself introduce any physical development and only through a discretionary Minor Conditional Use Permit process would future housing development projects be eligible for consideration of a supplemental density bonus.

Impacts to agricultural and forestry resources were analyzed in the City's General Plan EIR. The Downtown and Corridors Alternative was determined to have less than significant impacts to agricultural and forestry resources as summarized in Table 5-1 of the EIR, because development under this alternative would be concentrated along major corridors that are urban and designated as Urban and Built-Up by the California Department of Conservation's FMMP.

Potential impacts to agricultural and forestry resources from the proposed Density Bonus Ordinance are avoided by constraining the areas where supplemental density bonus may be granted to the project area where agricultural and open space land uses are precluded by general plan and specific plan land use policies. Rather, the project area is designated as Urban and Built-Up by the California Department of Conservation's FMMP. For each of the reasons discussed above, the proposed Density Bonus Ordinance Update would have no impact to agricultural resources or forestland resources.

### 5.3. AIR QUALITY

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

As described in the General Plan 2035, reduction of air pollutants contributes to quality of life for residents of the City of Santa Rosa. The City participates with the Bay Area Air Quality Management District (BAAQMD) to improve air quality within the City. Currently, there is one monitoring station in Santa Rosa that measures criteria pollutants including ozone, carbon monoxide, nitrogen dioxide, lead, sulfates, and PM10. In general, air quality in Santa Rosa meets state and federal air quality standards.

As an ordinance that defines requirements for eligibility to receive a density bonus, the proposed project under consideration is limited to amendments to Chapter 20-31 of the Santa Rosa Municipal Code. The subject project will have no physical impact and will not introduce any new development that would affect air quality within the city. Therefore, the proposed Density Bonus Ordinance Update would have no impact to air quality.

Eligible Density Bonus projects would result in new housing and people that could potentially be exposed degraded air quality, or result in siting of new sensitive land uses near existing sources of criteria pollutants, toxic air contaminants, or odors. Air quality impacts that may result from redevelopment are analyzed in the City's General Plan EIR and were determined to be significant and unavoidable. The project requires a minor use permit which will require eligible projects to incorporate air quality mitigation measures and thus help to ensure intensity of this impact is not increased.

The Downtown and Corridors Alternative provides for a concentration of population and housing within PDA, similar to the proposed Density Bonus Ordinance. The Downtown and Corridors Alternative was determined to result in less air pollutant emissions than the General Plan 2035, because citywide VMT and employment generation would be lower as compared to the General Plan 2035. However, impacts to air quality would still be considered significant and unavoidable under the Downtown and Corridors Alternative, the same as under the General Plan 2035.

The Downtown and Corridors Alternative identified less than significant impacts associated with locating sensitive land uses near existing sources of criteria pollutants, toxic air contaminants, or odors, with implementation of

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the General Plan 2035 policies and Mitigation Measure 4.D-4. Measure 4.D-4, which requires that new sensitive uses proposed to be located within 500 feet of high volume traffic routes where daily vehicle counts exceed 100,000 install an HVAC system with filtration to reduce/mitigate infiltration of vehicle emissions as warranted by exposure analysis.

Potential air quality impacts from eligible Density Bonus projects will be minimized through expected VMT reduction and increased transit use associated with concentrating the supplemental density bonus to the project area, which includes the City's major transit corridors, and by complying with all General Plan 2035 policies related to air quality and EIR Mitigation Measure 4.D-4.

Future projects that are eligible for a density bonus through the proposed amendments to Chapter 20-31 will be required to adhere to all applicable General Plan goals and policies related to air quality. The following goals and policies, which seek to maintain and improve air quality, are relevant and will be applied to all future housing development applications seeking a density bonus:

- OSC-J-1: Review all new construction projects and require dust abatement actions as contained in the CEQA Handbook of the Bay Area Air Quality Management District.
- OSC-J-3: Reduce particulate matter emissions from wood burning appliances through implementation of the City's Wood Burning Appliance code.

Eligible Density Bonus projects are subject to a minor use permit and will thus be required to adhere to all applicable policies and mitigation measures set forth in the appropriate specific plan and EIR (i.e., Downtown Station Area Specific Plan and EIR or North Santa Rosa Station Area Specific Plan and EIR).

Eligible Density Bonus projects would meet all requirements of the proposed Ordinance, as well as State density bonus law, and would also be subject to relevant sections of the Municipal Code, including air quality performance standards and dust control emissions during construction activities (Chapter 20-30).

Additionally, future housing development projects seeking a density bonus will be required to comply with all applicable mandatory requirements of Santa Rosa's Climate Action Plan (CAP), Appendix E New Development Checklist, which contains items that reduce air quality impacts (see Section 8.0 Greenhouse Gas Emissions).

The City of Santa Rosa is located within the San Francisco Bay Area Air Basin (SFBAAB). As such, future housing development projects would be subject to the ambient air quality standards (AAQS) established by the Bay Area Air Quality Management District (BAAQMD), and those adopted by the California Air Resources Board (CARB), and the U.S. Environmental Protection Agency (EPA). Future housing development projects will also demonstrate compliance with the BAAQMD 2017 Bay Area Clean Air Plan.

In conclusion, Eligible Density Bonus projects will comply with all regulations imposed by the City of Santa Rosa, as well as federal, state, and local statutes, standards, and plans related to air quality. Future housing development projects will be assessed for consistency with the applicable air quality regulations and plans at the time an application is received.

The subject Density Bonus Update does not in and of itself introduce any physical development and only through a discretionary Minor Conditional Use Permit process would future housing development projects be eligible for consideration of a supplemental density bonus. Areas where supplemental density bonus may be considered are limited to the project area, which corresponds with PDA that have been identified near transit corridors as part of a regional effort in accordance with SB 375 and as identified in the region's Sustainable Community Strategy

(Plan Bay Area 2040)<sup>4</sup> to achieve reduction in vehicle miles traveled (VMT) and related emissions of air quality by locating housing, jobs and transit in close proximity. For each of the reasons discussed above, the proposed Density Bonus Ordinance Update would have less than significant impact to air quality.

#### 5.4. BIOLOGICAL RESOURCES

Would the project:	Potentially Significant Impact	Less Than Significant with Mitigation	Less Than Significant Impact	No Impact
a) Have a substantial adverse effect, either directly or through habitat modifications, on any species identified as a candidate, sensitive, or special status species in local or regional plans, policies, or regulations, or by the California Department of Fish and Wildlife (Formerly Fish and Game) or U.S. Fish and Wildlife Service?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>
b) Have a substantial adverse effect on any riparian habitat or other sensitive natural community identified in local or regional plans, policies, regulations or by the California Department of Fish and Wildlife (formerly Fish and Game) or U.S. Fish and Wildlife Service?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>
c) Have a substantial adverse effect on federally protected wetlands as defined by Section 404 of the Clean Water Act (including, but not limited to, marsh, vernal pool, coastal, etc.) through direct removal, filling, hydrological interruption, or other means?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>
d) Interfere substantially with the movement of any native resident or migratory fish or wildlife species or with established native resident or migratory wildlife corridors, or impede the use of native wildlife nursery sites?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>
e) Conflict with any local policies or ordinances protecting biological resources, such as a tree preservation policy or ordinance?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
f) Conflict with the provisions of an adopted Habitat Conservation Plan, Natural Community Conservation Plan, or other approved local, regional, or state habitat conservation plan?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>

<sup>4</sup> Metropolitan Transportation Commission, Association of Bay Area Governments, Plan Bay Area 2040, <http://2040.planbayarea.org/>, accessed June 28, 2018.

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As described in the General Plan 2035, biological resources found within Santa Rosa include sensitive plants and animals, creeks, and wetlands, including vernal pools. Biological resources within the Santa Rosa area can be roughly divided between those found on the Santa Rosa plain and those located in the uplands to the east, with connections formed by creeks. Sensitive resources on the plain include vernal pools and their associated species and surrounding grasslands, while upland resources to the east include hillside open spaces and woodlands.

As an ordinance that defines requirements for eligibility for application of a density bonus, the proposed project under consideration is limited to amendments to Chapter 20-31 of the Santa Rosa Municipal Code. The subject project will have no physical impact and will not introduce any new development that would affect special-status plants, special-status wildlife, riparian habitat, wetlands, protected trees, or other biological resources within the city. Therefore, the proposed Density Bonus Ordinance Update would have no impact to biological resources.

The proposed Density Bonus Ordinance Update identifies incentives or concessions that could be granted to future housing development projects, such as a reduction to the minimum setback requirement. Eligible Density Bonus projects, ~~and that~~ are granted a reduced minimum setback or other development incentive, would be analyzed relative to the setbacks and other policies identified in the General Plan for the protection of waterways, such as creeks, wetlands, and vernal pools.

Eligible Density Bonus projects could result in impacts to biological resources by introducing new buildings and structures that could potentially affect biological resources. Impacts to biological resources that may result from redevelopment are analyzed in the City's General Plan EIR. The Downtown and Corridors Alternative provides for a concentration of population and housing within PDAs, similar to the proposed Density Bonus Ordinance. The Downtown and Corridors Alternative was determined to have less than significant impacts to biological resources as summarized in Table 5-1 of the EIR, because development would be concentrated within the urban core, away from sensitive habitat and open space areas.

Eligible Density Bonus projects will be required to adhere to all applicable General Plan goals and policies related to the protection of biological resources. The following goals and policies, which seek to conserve the City's significant natural features, wetlands, vernal pools, wildlife, ecosystems, rare plant habitats and waterways, are relevant and will be applied to all future housing development applications seeking a density bonus:

- OSC-B-3: Require that new subdivisions, multifamily, and non-residential development abutting creek corridors are appropriately designed with respect to the creek. Development may orient toward the creek as an amenity, but adequate setbacks shall be used to ensure riparian habitat is protected.
- OSC-D-1: Utilize existing regulations and procedures, including Subdivision Guidelines, Zoning, Design Review, and environmental law, to conserve wetlands and rare plants.
- OSC-D-3: Preserve and restore the elements of wildlife habitats and corridors throughout the Planning Area.
- OSC-D-9: Ensure that construction adjacent to creek channels is sensitive to the natural environment. Ensure that natural topography and vegetation is preserved along the creek, and that construction activities do not disrupt or pollute the waterway.
- OSC-H-1: Preserve trees and other vegetation, including wildflowers, both as individual specimens and as parts of larger plant communities.

Eligible Density Bonus projects are subject to a minor use permit and will thus be required to adhere to all applicable policies and mitigation measures set forth in the appropriate specific plan and EIR (i.e., Downtown Station Area Specific Plan and EIR or North Santa Rosa Station Area Specific Plan and EIR).

Eligible Density Bonus projects would meet all requirements of the proposed Ordinance, as well as State density bonus law, and would also be subject to the Municipal Code, including chapters related to tree protection and preservation (Chapter 17-24), hillside development standards (Chapter 20-32), and storm water quality (Chapter 17-12).



Future housing development projects would be required to comply with all state and federal statutes related to the protection of biological resources, including the Federal Endangered Species Act, the California Endangered Species Act, Migratory Bird Treaty Act, and the Santa Rosa Plain Conservation Strategy Plan and the Recovery Plan.

In conclusion, Eligible Density Bonus projects will comply with all regulations imposed by the City of Santa Rosa, as well as all state and federal statutes related to the protection of biological resources. Future housing development projects will be assessed for consistency with the applicable regulations established for the protection of biological resources at the time an application is received.

The subject Density Bonus Ordinance Update does not in and of itself introduce any physical development and only through a discretionary Minor Conditional Use Permit process would future housing development projects be eligible for consideration of a supplemental density bonus. Areas where supplemental density bonus may be considered are limited to project area, which is a built-up urban area with limited biological value. For each of the reasons discussed above, the proposed Density Bonus Ordinance Update would have a less than significant impact to biological resources.

## 5.5. CULTURAL RESOURCES

Would the project:	Potentially Significant Impact	Less Than Significant With Mitigation	Less Than Significant Impact	No Impact
a) Cause a substantial adverse change in the significance of a historical resource as defined in § 15064.5?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>
b) Cause a substantial adverse change in the significance of an archaeological resource pursuant to § 15064.5?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>
c) Directly or indirectly destroy a unique paleontological resource or site or unique geologic feature?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>
d) Disturb any human remains, including those interred outside of formal cemeteries?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>

As described in the General Plan 2035, the City of Santa Rosa retains a number of historic and cultural resources that contribute to its unique sense of place. Some of the earliest identified archaeological resources date to the Upper Middle Period (A.D. 430-1050) when what were formerly hunter-gatherer societies began transitioning to more sedentary lifestyles and establishing small permanent villages. The Santa Rosa Planning Area contains Native American resources concentrated in and around the Santa Rosa Creek and its tributaries, the alluvial plains, the hills around Annadel State Park, Laguna de Santa Rosa and the Windsor Area.

Historic resources within the Santa Rosa Planning Area include local historic landmarks and 8 historic districts with 14 buildings and 1 district listed on the National Register of Historic Places. In addition, 40 individual resources are potentially eligible for local landmark status and 7 neighborhoods have been identified as potential

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additional historic districts. Historic resources within Santa Rosa date from the 1830s to approximately 1964 and serve to chronicle the evolution from Euro-American settlement to present-day.

The subject project, which is limited to updates to Chapter 20-31 of the Santa Rosa Municipal Code and sets forth eligibility requirements to receive a density bonus, will have no physical impact and will not introduce any new development that would affect undiscovered archaeological resources, nor result in the destruction of any existing historic resources within the city. Therefore, the proposed Density Bonus Ordinance Update would have no impact to cultural resources.

The proposed Density Bonus Ordinance Update states that an applicant for a development project may request incentives or concessions to development standards and requirements to offset the cost of incorporating affordable housing into the project to qualify for a density bonus. However, the City cannot issue the requested incentive or concession if the proposed incentive or concession would result in a specific adverse impact on health and safety or on a historical resource, such as on any real property that is listed in the California Register of Historical Resources.

Eligible Density Bonus projects could result in impacts to cultural resources by unearthing undiscovered archaeological resources or adversely impacting historic resources. Impacts to cultural resources that may result from redevelopment are analyzed in the City's General Plan EIR. The Downtown and Corridors Alternative was determined to have less than significant impacts to cultural resources as summarized in Table 5-1 of the EIR. However, impacts from the Downtown and Corridors Alternative were determined to be slightly higher than the General Plan 2035 because redevelopment could increase the potential for destruction of a structure of historical or cultural importance. However, the Density Bonus Ordinance Update precludes the destruction of historic or cultural buildings and resources.

Potential impacts related to cultural resources from eligible Density Bonus projects will be mitigated through implementation of the General Plan 2035 policies. Furthermore, any project-specific impacts related to cultural resources resulting from projects that may request a supplemental density bonus, would be mitigated through the CEQA review process.

Eligible Density Bonus projects will be required to adhere to all applicable General Plan goals and policies related to the protection of cultural resources. The following goals and policies, which seek to protect Native American heritage, historic structures, and historic neighborhoods, are relevant and will be applied to all future housing development applications seeking a density bonus:

- HP-A-1: Review proposed developments and work in conjunction with the California Historical Resources Information System, Northwest Information Center at Sonoma State University, to determine whether project areas contain known archaeological resources, either prehistoric and/or historic-era, or have the potential for such resources.
- HP-A-2: Require that project areas found to contain significant archaeological resources be examined by a qualified consulting archaeologist for recommendations concerning protection and preservation.
- HP-A-3: If cultural resources are encountered during development, work should be halted to avoid altering the materials and their context until a qualified consulting archaeologist and Native American representative (if appropriate) have evaluated the situation, and recorded identified cultural resources and determined suitable mitigation measures.
- HP-A-4: Consult with local Native American tribes to identify, evaluate, and appropriately address cultural resources and tribal sacred sites through the development review process.
- HP-A-5: Ensure that Native American human remains are treated with sensitivity and dignity and assure compliance with the provisions of California Health and Safety Code Section 7050.5 and California Public Resources Code Section 5097.98.

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- HP-B-2: Preserve significant historic structures. Consider the life cycle costs when evaluating the alternatives to demolition of these structures, including the adaptive reuse of historic buildings for contemporary uses.
  - HP-B-8: Preserve sites that are eligible for the National Register of Historic Places, and pursue listing eligible sites in the Register.

Eligible Density Bonus projects are subject to a minor use permit and will thus be required to adhere to all applicable policies and mitigation measures set forth in the appropriate specific plan and EIR (i.e., Downtown Station Area Specific Plan and EIR or North Santa Rosa Station Area Specific Plan and EIR).

Eligible Density Bonus projects would meet all requirements of the proposed Ordinance, as well as State density bonus law, and would also be subject to relevant sections of the Municipal Code including Chapters 17-22 and 20-58 (Historic and Cultural Preservation), as well as and Chapter 18-64 (Historical or Architecturally Significant Buildings). The proposed Ordinance identifies the following as a significant, adverse impact: "Development within a Preservation District wherein a proposed development concession or incentive would irreparably alter a historic resource, either individual or a district, in a manner that is inconsistent with the *Secretary of The Interior's Standards for the Treatment of Historic Properties with Guidelines for Preserving, Rehabilitating, Restoring & Reconstructing Historic Buildings.*" Thus, a future housing development project that would adversely impact a historic resource could be denied a density bonus due to impacts to historic or cultural resources. However, the decision to deny, approve, or approve a project with mitigations measures, would be determined at the time that a specific supplemental Density Bonus application is received.

Future housing development projects would also be required to comply with Section 65915(d)(1)(B) of the SDBL, which protects properties listed on the California Register of Historical Resources. Section 65915(d)(1)(B) establishes that a project requesting a density bonus may be denied the bonus and associated concessions or incentives if it would have a specific, adverse impact upon any real property listed in the California Register of Historical Resources, and for which there is no feasible method to satisfactorily mitigate or avoid the specific, adverse impact without rendering the development unaffordable. However, the decision to deny, approve, or approve a project mitigation measures, would be determined through the CEQA review process.

In conclusion, Eligible Density Bonus projects will comply with all regulations imposed by the City of Santa Rosa, as well as all state statutes related to the protection of cultural and historic resources. Future housing development projects will be assessed for consistency with applicable regulations established for the protection of cultural and historic resources at the time an application is received.

The subject Density Bonus Ordinance Update does not in and of itself introduce any physical development and only through a discretionary Minor Conditional Use Permit process would future housing development projects be eligible for consideration of a supplemental density bonus. For each of the reasons discussed above, the proposed Density Bonus Ordinance Update would have a less than significant impact to cultural or historic resources.

## 5.6. ENERGY

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

Santa Rosa depends on energy to maintain a vital economy and desirable lifestyle. Development within the City uses electricity and natural gas to light, heat, and cool structures and to power office equipment, industrial machinery, public services, and home appliances. Activities within the City also use petroleum products to move people and products along its transportation corridors. Energy is vital to the continued functioning of housing, employment, transportation, and public services and facilities in Santa Rosa.

As an ordinance that defines requirements for eligibility for application of a supplemental density bonus, the proposed project under consideration is limited to amendments to Chapter 20-31 of the Santa Rosa Municipal Code. The subject project will have no physical impact and will not introduce any development, structures or uses that would consume energy. Therefore, the proposed Density Bonus Ordinance Update would have no impact on energy resources.

Eligible Density Bonus projects could result in impacts to energy by introducing new people and buildings that could potentially affect energy resources. Impacts to energy resources that may result from redevelopment are analyzed in the City's General Plan EIR. The Downtown and Corridors Alternative was determined to have less than significant impacts to energy resources as summarized in Table 5-1 of the EIR. The Downtown and Corridors Alternative would have a similar population as anticipated under the density bonus program, and therefore similar non-renewable energy consumption than the General Plan 2035. Under this alternative, with redevelopment focused on downtown, and moving people from the edges of the City to downtown for shopping and entertainment, the land use pattern is likely to decrease energy required for transportation.

Potential impacts to energy resources from eligible Density Bonus projects are minimized by concentrating the supplemental density bonus to the project area, which corresponds to PDAs that include transit corridors and the downtown.

Eligible Density Bonus projects will be required to adhere to all applicable General Plan goals and policies related to energy conservation. The following goals and policies aim to reduce energy consumption during construction and at operation, and will be applied to all future housing development applications seeking a density bonus:

- LUL-E: Promote livable neighborhoods by requiring compliance with green building programs to ensure that new construction meets high standards of energy efficiency and sustainable material use. Ensure that everyday shopping, park and recreation facilities, and schools are within easy walking distance of most residents.
- UD-G-4: Provide through-connections for pedestrians and bicyclists in new developments. Avoid cul-de-sac streets, unless public pedestrian/bikeways interconnect them.
- H-G: Develop energy-efficient residential units and rehabilitate existing units to reduce energy consumption.
- H-G-1: Maximize energy efficiency in residential areas.

- H-G-2: Require, as allowed by CALGreen Tier 1 standards, energy efficiency through site planning and building design by assisting residential developers in identifying energy conservation and efficiency measures appropriate to the Santa Rosa area.
- H-G-5: Continue to require the use of fuel-efficient heating and cooling equipment and other appliances, in accordance with CALGreen Tier 1 standards.

Eligible Density Bonus projects are subject to a minor use permit and will thus be required to adhere to all applicable policies and mitigation measures set forth in the appropriate specific plan and EIR (i.e., Downtown Station Area Specific Plan and EIR or North Santa Rosa Station Area Specific Plan and EIR).

Eligible Density Bonus projects would meet all requirements of the proposed Ordinance, as well as State density bonus law, and would also be subject to relevant sections of the Municipal Code related to energy conservation, including Chapter 18-42 (California Green Building Standards Code).

Future housing development projects will also be required to comply with all applicable mandatory requirements of Santa Rosa’s CAP Appendix E New Development Checklist, which contains voluntary and mandatory programs that minimize greenhouse gas emissions and reduce energy consumption (see Section 8.0 Greenhouse Gas Emissions).

Last, Eligible Density Bonus projects will be subject to a Minor Conditional Use Permit. Future housing development projects will be evaluated as to whether the projects conflict with or obstruct any plans for renewable energy or energy efficiency.

In conclusion, Eligible Density Bonus projects will comply with all regulations imposed by the City of Santa Rosa, as well as all state plans for renewable energy and energy efficiency. Future housing development projects will be assessed for consistency with the applicable energy efficiency regulations and plans at the time an application is received.

The subject Density Bonus Ordinance Update does not in and of itself introduce any physical development and only through a discretionary Minor Conditional Use Permit process would future housing development projects be eligible for consideration of a supplemental density bonus. For each of the reasons discussed above, the proposed Density Bonus Ordinance Update would have a less than significant impact to energy.

**5.7. GEOLOGY AND SOILS**

Would the project:	Potentially Significant Impact	Less Than Significant With Mitigation	Less Than Significant Impact	No Impact
a) Expose people or structures to potential substantial adverse effects, including the risk of loss, injury, or death involving:				
i. Rupture of a known earthquake fault, as delineated on the most recent Alquist-Priolo Earthquake Fault Zoning Map issued by the State Geologist for the area or based on other substantial evidence of a known fault? Refer to Division of Mines and Geology Publication 42.	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>

ii. Strong Seismic ground shaking?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>
iii. Seismic-related ground failure, including liquefaction?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>
iv. Landslides?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>
b) Result in substantial soil erosion or the loss of topsoil?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>
c) Be located on a geologic unit or soil that is unstable, or that would become unstable as a result of the project, and potentially result in on or off-site landslide, lateral spreading, subsidence, liquefaction or collapse?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>
d) Be located on expansive soil, as defined in Table 18-1-B of the Uniform Building Code (1994), creating substantial risks to life or property?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>
e) Have soils incapable of adequately supporting the use of septic tanks or alternative waste water disposal systems where sewers are not available for the disposal of waste water?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>

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As described in the General Plan 2035, Santa Rosa is located within the Coast Ranges geomorphic province. Geology can vary from bedrock uplands to alluvial flatlands. Due to the varied geology, hazards that affect the City include expansive soils, which possess shrink-swell characteristics and can cause structural damage and landsliding, which displaces rocks, soil, and vegetation down-slope and can create hazardous situations for people and structures.

Earthquakes pose high risks to Santa Rosa due to the proximity of the City to active faults including the Rodger's Creek Fault, Maacama Fault, San Andreas Fault, Hayward Fault, San Gregorio-Hosgri Fault, Calaveras Fault, and the Concord-Green Valley Fault. The major hazards associated with earthquakes in Santa Rosa include surface fault rupture, ground shaking, liquefaction, ground failure, and earthquake-induced landslides.

As an ordinance that defines requirements for eligibility for application of a density bonus, the proposed project under consideration is limited to amendments to Chapter 20-31 of the Santa Rosa Municipal Code. The subject project will have no physical impact and will not introduce any development, structures, or uses that would expose people or structures to substantial adverse effects involving fault rupture, strong seismic groundshaking, seismic-related ground failure, or other geologic hazards such as landslides, lateral spreading, or expansive soil. Therefore, the proposed Density Bonus Ordinance Update would have no impact related to geology and soils.

Eligible Density Bonus projects could result in impacts to geology and soils by introducing new people and buildings that could potentially result in impacts to geology and soils. Impacts related to geology and soils that may result from redevelopment are analyzed in the City's General Plan EIR. The Downtown and Corridors Alternative was determined to have less than significant impacts to geology and soils as summarized in Table 5-1 of the EIR. The Downtown and Corridors Alternative would accommodate development and intensification on areas with slopes of 15-30 percent and within the area of severe groundshaking during an earthquake on the Rogers Creek Fault. Under this alternative, significant redevelopment activities within downtown could pose greater seismic risks than in the General Plan 2035, as the numbers of residents and workers located within downtown structures would be increased.

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Potential impacts related to geology and soils from eligible Density Bonus projects will be minimized through implementation of the General Plan 2035 policies. Furthermore, any future project-specific impacts related to geology and soils resulting from projects that may request a supplemental density bonus, would be mitigated through compliance with the California Building Code and General Plan policies.

Eligible Density Bonus projects, will be required to adhere to all applicable General Plan goals and policies related to geology and seismicity. The following goals and policies aim to minimize dangers from high-risk geologic and seismic hazards and will be applied to all future housing development applications seeking a density bonus:

- NS-C-1: Prior to development approval, require appropriate geologic studies to identify fault trace locations within active fault zones as designated by the provisions of the Alquist-Priolo Earthquake Fault Zoning Act. California registered geologists or engineers must conduct these studies and investigation methodologies must comply with guidelines set forth by the Alquist-Priolo Earthquake Fault Zoning Act.
- NS-C-2: Require comprehensive geotechnical investigations prior to development approval, where applicable. Investigations shall include evaluation of landslide risk, liquefaction potential, settlement, seismically-induced landsliding, or weak and expansive soils. Evaluation and mitigation of seismic hazards, including ground shaking, liquefaction, and seismically-induced landslides, shall comply with guidelines set forth in the most recent version of the California Division of Mines and Geology (CDMG) Special Publication 117.
- NS-C-3: Restrict development from areas where people might be adversely affected by known natural or manmade geologic hazards. Hazards might include unstable slopes, liquefiable soils, expansive soils or weak poorly engineered fills, as determined by a California registered geologist or engineer.
- NS-C-8: Adopt mandatory, minimum erosion control measures for current properties and those under construction that exhibit high erosion potential, are in areas of steep slopes, or have experienced past erosion problems. Control measures shall reduce soil erosion from primary erosional agents, including wind, construction operations, and storm water runoff.

Eligible Density Bonus projects are subject to a minor use permit and will thus be required to adhere to all applicable policies and mitigation measures set forth in the appropriate specific plan and EIR (i.e., Downtown Station Area Specific Plan and EIR or North Santa Rosa Station Area Specific Plan and EIR).

Eligible Density Bonus projects would meet all requirements of the proposed Ordinance, as well as State density bonus law, and would also be subject to Santa Rosa Municipal Code, including chapters related to Seismic Safety (Chapter 17-08) and California Building Code standards (Chapter 18-16).

Last, future housing development projects would also be required to comply with Section 65915(d)(1)(B) of the SDBL, which protects public health and safety. Section 65915(d)(1)(B) establishes that a project requesting a density bonus may be denied the bonus and associated concessions or incentives if it would have a specific, adverse impact upon *public health and safety, and for which there is no feasible method to satisfactorily mitigate or avoid the specific, adverse impact without rendering the development unaffordable*. However, the decision to deny, approve, or approve a project mitigation measures, would be determined at the time a Density Bonus application is received.

In conclusion, Eligible Density Bonus projects will comply with all regulations imposed by the City of Santa Rosa, as well as all federal, state, and local regulations related to seismic safety. Future housing development projects will be assessed for consistency with the applicable health and safety regulations associated with seismic hazards at the time an application is received.

The subject Density Bonus Update does not in and of itself introduce any physical development and only through a discretionary Minor Conditional Use Permit process would future housing development projects be eligible for

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consideration of a supplemental density bonus. For each of the reasons discussed above, the proposed Density Bonus Ordinance Update would have a less than significant impact related to geology and soils.

## 5.8. GREENHOUSE GAS EMISSIONS

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

As described in the General Plan 2035, Santa Rosa actively pursues programs of resource conservation, energy efficiency, and greenhouse gas (GHG) emission reductions. In 2010, Santa Rosa reduced its GHG emissions for City operations to 20 percent below 2000 levels. The City complies with the adopted GHG emission reduction strategies through its General Plan policies, and specific programs such as the Greenhouse Gas Reduction Program and Qualified Climate Action Plan.

As an ordinance that defines requirements for eligibility for application of a density bonus, the proposed project under consideration is limited to amendments to Chapter 20-31 of the Santa Rosa Municipal Code. The subject project will have no physical impact and will not introduce any development, structures, or uses that would generate greenhouse gas emissions. Therefore, the proposed Density Bonus Ordinance Update would have no impact on greenhouse gas emissions.

Eligible Density Bonus projects could result in impacts to greenhouse gas emissions by introducing new people and housing. However, the City adopted a qualified Climate Action Plan, compliance with which ensures impact to GHG from future development would be less than significant. Infill development concentrates population growth in areas proximate to transit, goods and services thereby minimizing GHG emissions. Increasing development intensity within the Downtown Station Area and the North Station Area PDAs is the cornerstone of the region's Sustainable Community Strategy, the objective of which is the reduce VMTs and GHG emissions by linking job, housing and services.

Eligible Density Bonus projects will be required to adhere to all applicable General Plan goals and policies related to greenhouse gases. The following goals and policies aim to reduce greenhouse gas emissions in Santa Rosa and will be applied to all future housing development applications seeking a density bonus:

- LUL-L-1: Establish land use designations and development standards which will result in a substantial number of new housing units within walking distance of the downtown SMART station site.
- LUL-L-2: Improve pedestrian, bicycle, and bus transit connections from surrounding areas to the downtown SMART station site as well as between neighborhoods surrounding the SMART station site.
- H-C-6: Facilitate higher-density and affordable housing development in Priority Development Areas (PDAs), which include sites located near the rail transit corridor and on regional/arterial streets for convenient access to bus and rail transit. Implement existing PDA specific plans—the Downtown Station Area Specific Plan and the North Santa Rosa Station Area Specific Plan—and develop new plans, such as



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the Roseland Specific Plan, to encourage the development of homes that have access to services and amenities.

- T-H-3: Require new development to provide transit improvements, where a rough proportionality to demand from the project is established. Transit improvements may include:
  - Direct and paved pedestrian access to transit stops;
  - Bus turnouts and shelters; and
  - Lane width to accommodate buses.
- T-K-3 Orient building plans and pedestrian facilities to allow for easy pedestrian access from street sidewalks, transit stops, and other pedestrian facilities, in addition to access from parking lots.

Eligible Density Bonus projects are subject to a minor use permit and will thus be required to adhere to all applicable policies and mitigation measures set forth in the appropriate specific plan and EIR (i.e., Downtown Station Area Specific Plan and EIR or North Santa Rosa Station Area Specific Plan and EIR).

Eligible Density Bonus projects, would meet all requirements of the proposed Ordinance, as well as the State Density Bonus Law, and would also be subject to Santa Rosa Municipal Code, including the California Green Building Standards Code (Chapter 18-42), and Santa Rosa's Climate Action Plan (CAP) Appendix E *New Development Checklist* as described above under Energy.

Additionally, future housing development projects eligible for a density bonus will be required to comply with all applicable mandatory requirements of Santa Rosa's Climate Action Plan (CAP) Appendix E New Development Checklist for construction and operation. The CAP New Development Checklist contains policies that reduce construction-related and operational GHG emissions, which also reduce air quality impacts, energy consumption, and impacts to utilities and service systems. The CAP New Development Checklist includes the following provisions:

- 1.1.1: Comply with Cal Green Tier 1 Standards
- 1.1.3: After 2020, all new development will utilize zero net electricity
- 1.3.1: Install real-time energy monitors to track energy use
- 2.1.3: Pre-wire and pre-plumb for solar thermal or PV system
- 3.2.2: Improve non-vehicular network to promote walking, biking
- 3.3.1: Provide affordable housing near transit
- 5.1.2: Install Electric Vehicle Charging Equipment
- 6.1.3: Increase diversion of construction waste
- 7.1.1: Reduce potable water use for outdoor landscaping
- 7.1.3: Use water meters which track real time water use
- 9.1.3: Install low water use landscapes
- 9.2.1: Minimize construction equipment idling time to 5 minutes or less
- 9.2.2: Maintain construction equipment per manufacturer's specs

Eligible Density Bonus projects will comply with all regulations imposed by the City of Santa Rosa, the provisions of AB 32, the applicable air quality plan, and other state or regional plan, policy, or regulation adopted for the purpose of reducing greenhouse gas emissions. Future housing development projects will be assessed for consistency with the applicable greenhouse gas regulations and plans at the time an application is received.

The subject Density Bonus Update does not in and of itself introduce any physical development and only through a discretionary Minor Conditional Use Permit process would future housing development projects be eligible for consideration of a supplemental density bonus. Areas where supplemental density bonus may be considered are limited to Priority Development Areas of the Downtown Station Area and the North Station Plan Area, which have been identified near transit corridors as part of a regional effort in accordance with SB 375 and as identified in

the region's Sustainable Community Strategy (Plan Bay Area 2040) as a means to achieve reductions in Vehicle Miles Traveled (VMT) and related emissions of air quality and GHG emissions by linking housing, jobs and transit. Furthermore, the Downtown and Corridors Alternative, by concentrating redevelopment within the downtown and along major corridors that provide access to downtown, was determined to result in less air pollutant emissions than the General Plan 2035, because citywide VMT and employment generation would be lower as compared to the General Plan 2035. For each of the reasons described above, the proposed Density Bonus Ordinance Update would have a less than significant impact to greenhouse gas emissions.

## 5.9. HAZARDS/HAZARDOUS MATERIALS

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

including where wildlands are adjacent to urbanized areas or where residences are intermixed with wildlands?

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As described in the General Plan 2035, hazardous materials are used in the City for industrial, commercial, and household purposes, and are regulated by federal, state, and local government agencies. These regulations are intended to protect both the environment and public health and safety from improper use, handling, storage, and transport of hazardous materials and waste. Potential environmental and health and safety risks associated with hazardous materials in Santa Rosa include automobile accidents involving vehicles transporting hazardous materials or wastes (particularly along the Highway 101 corridor), accidental spills or leaks associated with seismic events, and improper use, handling, storage, transport, and disposal of hazardous materials.

Residential neighborhoods primarily located in the hillside areas in northern and eastern portions of the City are subject to risk of wildland fire, and historically have been the site of such fires. In February 2009, the Santa Rosa City Council approved an amendment to Chapter 47 Section 18-44.4702.1 of the 2007 California Fire Code, defining a Wildland Urban Interface Fire Area. The Wildland Urban Interface Fire Area includes Very High Fire Hazard Severity Zones recommended by the Director of the California Department of Forestry and Fire Protection. The adopted Wildland Urban Interface Fire Area does not include the northeastern portion of the PDA any areas where density bonus projects may qualify for supplemental density bonus.

As an ordinance that defines requirements for eligibility for application of a density bonus, the proposed project under consideration is limited to amendments to Chapter 20-31 of the Santa Rosa Municipal Code. The subject project will have no physical impact and will not introduce any development, structures or uses that would create hazards to the public or the environment. Therefore, the proposed Density Bonus Ordinance Update would have no impact related to hazards or hazardous materials.

Eligible Density Bonus projects could be exposed to or result in hazards and hazardous materials impacts by introducing new residents, buildings, and construction workers to the area. Impacts related to hazards and hazardous materials that may result from redevelopment are analyzed in the City's General Plan EIR. The Downtown and Corridors Alternative was determined to have less than significant impacts to hazards and hazardous materials as summarized in Table 5-1 of the EIR. The Downtown and Corridors Alternative proposes slightly less commercial and industrial uses with potential for hazardous materials than the General Plan 2035. However, under this alternative, significant redevelopment of existing sites, and construction of new hazardous waste generators, could subject more residents and workers to hazardous materials and wastes than the General Plan 2035.

Potential impacts related to hazards and hazardous materials from eligible Density Bonus projects will be mitigated through implementation of the General Plan 2035 policies. Furthermore, any project-specific impacts related to hazards and hazardous materials resulting from projects that may request a supplemental density bonus, would be reviewed at the time an application for density bonus is received.

Eligible Density Bonus projects will be required to adhere to all applicable General Plan goals and policies related to hazards and hazardous materials. The following goals and policies aim to minimize dangers from hazardous materials and the potential for wildland fires, and will be applied to all future housing development applications seeking a density bonus:

- NS-F-1: Require remediation and cleanup, and evaluate risk prior to reuse, in identified areas where hazardous materials and petroleum products have impacted soil or groundwater.
- NS-G-1: Require proposed developments in the Wildland Urban Interface zone, including the Very High Fire Hazard Severity zone, to investigate a site's vulnerability to fire and to minimize risk accordingly.
- NS-G-2: Require new development in Wildland Urban Interface areas to utilize fire-resistant building materials. Require the use of on-site fire suppression systems, including enhanced automatic sprinklers

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systems, smoke and/or detection systems, buffers and fuel breaks, and fire resistant landscaping. Require development and ongoing implementation of vegetation management plans to reduce the risk of wildland fires and to help prevent fires from spreading.

- PSF-E-4: Require implementation of fire protection measures, such as non-combustible roofing materials and fire sprinklers in areas of high fire hazard.
- T-M-2: Work with Sonoma County to maintain Charles M. Schulz-Sonoma County Airport's continued safe and successful operation by discouraging the development of incompatible uses in airport safety zones.

Eligible Density Bonus projects are subject to a minor use permit and will thus be required to adhere to all applicable policies and mitigation measures set forth in the appropriate specific plan and EIR (i.e., Downtown Station Area Specific Plan and EIR or North Santa Rosa Station Area Specific Plan and EIR).

Eligible Density Bonus projects would meet all requirements of the proposed Ordinance, as well as the State Density Bonus Law, and would also be subject to Santa Rosa Municipal Code, including chapters related to California Building Code standards (Chapter 18-16), California Fire Code standards (Chapter 18-44), hazardous materials (Chapter 11-32), and airport zones (Section 19-56.100).

Future housing development projects would be required to comply with all federal, state, and local regulations governing the use, management, handling, transportation and disposal of hazardous waste and materials. For example, future demolition activities, associated with a project eligible for a density bonus or supplemental bonus, would be required to comply with BAAQMD Regulation 11, Rule 2, Asbestos Demolition, Renovation and Manufacturing, which requires removal of asbestos-containing materials prior to demolition in accordance with safety standards to ensure worker and public safety and compliance with Cal/OSHA regulations.

Eligible Density Bonus projects will comply with all regulations imposed by the City of Santa Rosa, as well as all federal, state, and local regulations related to the use, handling, transportation, removal, and disposal of hazardous materials. Future housing development projects will be assessed for consistency with the applicable hazards/hazardous materials regulations at the time an application is received.

The subject Density Bonus Ordinance Update does not in and of itself introduce any physical development and only through a discretionary Minor Conditional Use Permit process would future housing development projects be eligible for consideration of a supplemental density bonus. For each of the reasons described above, the proposed Density Bonus Ordinance Update would have a less than significant impacts related to hazards and hazardous materials.

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**5.10. HYDROLOGY AND WATER QUALITY**

Would the project:	Potentially Significant Impact	Less Than Significant with Mitigation	Less Than Significant Impact	No Impact
a) Violate any water quality standards or waste discharge requirements?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
b) Substantially deplete groundwater supplies or interfere substantially with groundwater recharge such that there would be a net deficit in aquifer volume or a lowering of the local groundwater table level (e.g., the production rate of pre-existing nearby wells would drop to a level which would not support existing land uses or planned uses for which permits have been granted)?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
c) Substantially alter the existing drainage pattern on the site or area, including through the alteration of the course of a stream or river, in a manner that would result in substantial erosion or siltation on- or off-site?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>
d) Substantially alter the existing drainage pattern on the site or area, including through the alteration of the course of a stream or substantially increase the rate or amount of surface runoff in a manner, which would result in flooding on- or off-site?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>
e) Create or contribute runoff water that would exceed the capacity of existing or planned stormwater drainage systems or provide substantial additional sources of polluted runoff?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>
f) Otherwise substantially degrade water quality?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
g) Place housing within a 100-year flood hazard area as mapped on a federal Flood Hazard Boundary or Flood Insurance Rate Map or other flood hazard delineation map?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>
h) Place within a 100-year flood hazard area structures that would impede or redirect flood flows?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
i) Expose people or structures to a significant risk of loss, injury or death involving flooding, including flooding as a result of the failure of a levee or dam?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
j) Inundation by seiche, tsunami, or mudflow?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>

As described in the General Plan 2035, stormwater generated in Santa Rosa drains through six drainage basins to the Laguna de Santa Rosa. The City's largest drainage basin includes Santa Rosa Creek, which drains the northern Santa Rosa area by six major creeks and various tributaries. Four creeks (Brush, Austin, Spring, and

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Matanzas) primarily drain the easterly portion, while Paulin and Piner Creeks drain the westerly portion. Santa Rosa Creek also drains stormwater runoff generated downtown and in surrounding neighborhoods. The number and location of creeks in northern Santa Rosa result in adequate stormwater drainage capacity in the northern area. However, the southern area is susceptible to flooding along Colgan and Roseland Creeks.

As an ordinance that defines requirements for eligibility for application of a density bonus, the proposed project is limited to amendments to Chapter 20-31 of the Santa Rosa Municipal Code. The subject project will have no physical impact and will not introduce any development, structures or uses that would affect hydrology or water quality. Therefore, the proposed Density Bonus Ordinance Update would have no impact to hydrology or water quality.

The proposed Density Bonus Ordinance Update identifies incentives or concessions that could be granted to eligible applicants, such as a reduced minimum setback requirement. Eligible Density Bonus projects or supplemental density bonus that are granted a reduced minimum setback or other development incentive, would be analyzed relative to the setbacks and other policies identified in the General Plan for the protection of waterways, such as creeks, wetlands, and vernal pools.

Any other incentives or concessions sought by future housing development applicants shall be considered at the time that a development application is received for any potential conflicts to health, safety, and environmental protections. Should such conflicts be identified, the City may deny requests for waivers in accordance with the SDBL.

Eligible Density Bonus projects could result in impacts to hydrology and water quality by introducing new impervious surfaces within the Downtown Station Area and the North Station Area PDAs. Impacts to hydrology and water quality that may result from redevelopment are analyzed in the City's General Plan EIR. The Downtown and Corridors Alternative provides for a concentration of population and housing within PDA's, that is similar to that assumed for the proposed Density Bonus Ordinance. The Downtown and Corridors Alternative was determined to have less than significant impacts to hydrology and water quality as summarized in Table 5-1 of the EIR. The Downtown and Corridors Alternative would result in less developed land and less potential for flooding hazards than the General Plan 2035, as development would be focused in the urban core.

Potential impacts to hydrology and water quality from eligible Density Bonus projects will be mitigated through implementation of the General Plan 2035 policies. Furthermore, any project-specific impacts to hydrology and water quality resulting from projects that may request a supplemental density bonus would be evaluated on a case by case basis at the time an application for density bonus is received.

~~The ordinance proposes to allow consideration of supplemental density bonuses within areas susceptible to flooding, such as near Roseland Creek.~~ Eligible Density Bonus projects will be required to adhere to all applicable General Plan goals and policies related to flooding and the protection of water quality. (Water supply and wastewater conveyance and treatment are discussed in Section 5.19 Utilities and Service Systems.) The following goals and policies aim to protect water quality and minimize flooding, and will be applied to all future housing development applications seeking a density bonus:

- OSC-D-9: Ensure that construction adjacent to creek channels is sensitive to the natural environment. Ensure that natural topography and vegetation is preserved along the creek, and that construction activities do not disrupt or pollute the waterway.
- PSF-1-3: Require erosion and sedimentation control measures to maintain an operational drainage system, preserve drainage capacity, and protect water quality.
- PSF-1-6: Require implementation of Best Management Practices to reduce drainage system discharge of non-point source pollutants originating from streets, parking lots, residential areas, businesses, industrial operations, and those open space areas involved with pesticide application.
- PSF-1-7: Prepare and distribute information to increase awareness of businesses and residents about the need to reduce drainage system discharge of non-pollutants.

- PSF-I-8: Implement the Standard Urban Storm Water Mitigation Plan (SUSMP) in order to reduce pollutants and runoffs flows from new development and significant redevelopment projects.
- NS-D-3: Require that new development and redevelopment projects meet the requirements of the Storm Water Low Impact Development Technical Design Manual to reduce impermeable surface area, increase surface water infiltration, and minimize surface water runoff during storm events.
- NS-D-4: Incorporate features and appropriate standards that reduce flooding hazards.
- NS-D-5: Apply design standards and guidelines to new development that help reduce project runoff into local creeks, tributaries, and drainage ways.
- NS-D-6: Evaluate flood hazards prior to approval of development projects within a Federal Emergency Management Agency (FEMA) designated flood zone. Ensure that new development within flood zones is designed to be protected from flooding without negatively affecting adjacent areas.

Eligible Density Bonus projects are subject to a minor use permit and will thus be required to adhere to all applicable policies and mitigation measures set forth in the appropriate specific plan and EIR (i.e., Downtown Station Area Specific Plan and EIR or North Santa Rosa Station Area Specific Plan and EIR).

Eligible Density Bonus projects would meet all requirements of the proposed Ordinance, as well as SDBL, and would also be subject to Santa Rosa Municipal Code, including chapters related to storm water quality (Chapter 17-12) and flood damage protection (Chapter 18-52).

Future housing development projects would be subject to the National Pollution Discharge Elimination System (NPDES) Construction General Permit, 2009-0009-DWQ, which establishes requirements that are applicable to grading, grubbing, and other ground disturbance activities. Construction activities on more than one acre are subject to NPDES permitting requirements including the preparation of a Storm Water Pollution Prevention Plan (SWPPP). The SWPPP identifies storm water collection and discharge points, drainage patterns across the site, and best management practices that dischargers will use to protect storm water runoff.

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

In conclusion, Eligible Density Bonus projects will comply with all regulations imposed by the City of Santa Rosa, as well as all federal, state, and local regulations related to the protection of water quality. Future housing development projects will be assessed for consistency with the applicable hydrology and water quality regulations at the time a Density Bonus Application is received.

The subject Density Bonus Ordinance Update does not in and of itself introduce any physical development and only through a discretionary Minor Conditional Use Permit process would future housing development projects be eligible for consideration of a supplemental density bonus. For each of the reasons discussed above, the proposed Density Bonus Ordinance Update would have a less than significant impact to hydrology and water quality.

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## 5.11. LAND USE AND PLANNING

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<b>Would the project:</b>	<b>Potentially Significant Impact</b>	<b>Less Than Significant with</b>	<b>Less Than Significant Impact</b>	<b>No Impact</b>
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	<b>Mitigation</b>			
a) Physically divide an established community?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>
b) Conflict with any applicable land use plan, policy, or regulation of an agency with jurisdiction over the project (including, but not limited to the general plan, specific plan, local coastal program, or zoning ordinance) adopted for the purpose of avoiding or mitigating an environmental effect?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>
c) Conflict with any applicable habitat conservation plan or natural community conservation plan?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>

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

As an ordinance that defines requirements for eligibility for application of a density bonus, the proposed project under consideration is limited to amendments to Chapter 20-31 of the Santa Rosa Municipal Code. The subject project will not involve any changes to land uses or zoning, nor will it have a physical impact or introduce any development, structures or uses that would affect land use and planning. Therefore, the proposed Density Bonus Ordinance Update would not conflict with any land use plan, policy, or regulation.

The ordinance proposes to allow consideration of supplemental density bonuses within the General Plan Priority Development Areas of the Downtown Station Area and the North Station Area Specific Plans, which generally track along major roadway corridors, including Highway 101 and State Route 12, and incorporate the City's major transit hubs. These areas are largely built out with a variety of land uses (see Table 1) and/or are envisioned as being built out with higher residential densities and commercial development in the General Plan, Downtown Station Area Specific Plan and North Station Specific Plan, as they are near existing or planned transit.

The proposed Density Bonus Ordinance Update identifies development concessions that could be granted to future housing development projects, such as exceedances in maximum height requirements or a reduction to the minimum setback requirements. Eligible Density Bonus projects or supplemental density bonus, that are granted a height or setback concession or other development incentive, would be analyzed relative to compatibility with surrounding land uses and applicable planning documents including the General Plan, Santa Rosa Municipal Code, the Santa Rosa Plain Conservation Strategy, and the Recovery Plan for the Santa Rosa Plain.

Eligible Density Bonus projects could result in land use impacts by introducing new people and structures that could potentially result in conflicts with surrounding land uses. Land use impacts that may result from redevelopment were analyzed in the City's General Plan EIR. The Downtown and Corridors Alternative was determined to have less than significant impacts to land use as summarized in Table 5-1 of the EIR. The Downtown and Corridors Alternative would provide greater amounts of Medium-High Residential to accommodate more multifamily housing units in the downtown and corridor areas. This alternative would provide more potential for land use conflicts than the General Plan 2035, due to significant intensification along existing arterial corridors and within downtown. Under this alternative, urban reserve areas along the UGB would buffer rural and agricultural uses from urban development.



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Potential land use impacts from eligible Density Bonus projects will be mitigated through implementation of the General Plan 2035 policies. Furthermore, any project-specific land use impacts resulting from projects that may request a supplemental density bonus, would reviewed at the project level at the time an application for density bonus is received.

Eligible Density Bonus projects will be required to adhere to all applicable General Plan goals and policies related to land use and planning. The following goals and policies aim to provide a variety of land uses and ensure compatibility between adjacent land uses, and will be applied to all future development applications seeking a density bonus:

- LUL-F-3: Maintain a balance of various housing types in each neighborhood and ensure that new development does not result in undue concentration of a single housing type in any one neighborhood. Downtown is excepted.
- LUL-K: Protect industrial land supply and ensure compatibility between industrial development and surrounding neighborhoods.
- LUL-R-1: Require that neighborhoods be comprised of a mix of residential housing types and neighborhood serving facilities which support one another. Regional serving uses are not permitted within residential neighborhoods. (Southwest Area Plan)
- LUL-S: Develop an attractive, safe, and extensive network for pedestrian and bicyclist movements. (Southwest Area Plan)
- UD-A-4: In new developments, minimize overall grading by limiting site grading to the minimum necessary for driveways, parking areas, and understructure areas.
- NS-B-1: Do not locate noise-sensitive uses in proximity to major noise sources, except residential is allowed near rail to promote future ridership.

Eligible Density Bonus projects are subject to a minor use permit and will thus be required to adhere to all applicable policies and mitigation measures set forth in the appropriate specific plan and EIR (i.e., Downtown Station Area Specific Plan and EIR or North Santa Rosa Station Area Specific Plan and EIR).

Eligible Density Bonus projects would meet all requirements of the proposed Ordinance, as well as State density bonus law, and would also be subject to Santa Rosa Municipal Code, including chapters related to hillside development standards (Chapter 20-32) and development and land use approval requirements (Chapter 20-21).

In conclusion, Eligible Density Bonus projects will comply with all regulations imposed by the City of Santa Rosa. Future housing development projects will be assessed for consistency with the applicable land use regulations and plans at the time an application is received, as well as compatibility with surrounding land uses.

The subject Density Bonus Ordinance Update does not in and of itself introduce any physical development, general plan land use changes, or zoning changes, and only through a discretionary Minor Conditional Use Permit process would future housing development projects be eligible for consideration of a supplemental density bonus. Areas where supplemental density bonus may be considered are limited to Priority Development Areas of the Downtown Station Area and the North Station Area Specific Plans, which have been identified near transit corridors as part of a regional effort in accordance with SB 375 and as identified in the region's Sustainable Community Strategy (Plan Bay Area 2040) as a means to synchronize land use and planning by linking housing, jobs and transit. For each of the reasons discussed above the proposed Density Bonus Ordinance Update would have a less than significant impact to land use and planning.

**5.12. MINERAL RESOURCES**

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

The City of Santa Rosa does not contain any known mineral resources and according to the Sonoma County Aggregate Resources Management Plan there are no quarry sites or expansion areas in Santa Rosa. Impacts to mineral resources were determined to be less than significant in the General Plan EIR, as well as the EIRs for the two specific plans.

As an ordinance that defines requirements for eligibility for application of a density bonus, the proposed project under consideration is limited to amendments to the Chapter 20-31 of the Santa Rosa Municipal Code. The subject project will not involve any changes to land uses or zoning, nor will it have a physical impact or introduce any development, structures or uses that would affect mineral resources. Therefore, the proposed Density Bonus Ordinance Update would have no impact to mineral resources.

Eligible Density Bonus projects, would meet all requirements of the proposed Ordinance, as well as State density bonus law, and would also be subject to Santa Rosa Municipal Code, including a chapter related to surface mining and reclamation (Chapter 17-32).

In conclusion, Eligible Density Bonus projects will comply with all regulations imposed by the City of Santa Rosa, Sonoma County, and the California Department of Conservation, California Geological Survey. Future housing development projects will be assessed for consistency with the applicable regulations related to minerals at the time an application is received. Furthermore, by concentrating the supplemental density bonus to the City's PDAs of the Downtown Station Area and the North Station Area Specific Plans, along major corridors that are urban, the likelihood of encountering mineral resources would be minimized.

The subject Density Bonus Ordinance Update does not in and of itself introduce any physical development and only through a discretionary Minor Conditional Use Permit process would future housing development projects be eligible for consideration of a supplemental density bonus. Therefore, the proposed Density Bonus Ordinance Update would have no impact to mineral resources.

**5.13. NOISE**

Would the project result in:	Potentially Significant Impact	Less Than Significant with Mitigation	Less Than Significant Impact	No Impact
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a) Exposure of persons to or generation of noise levels in excess of standards established in the local general plan or noise ordinance, or applicable standards of other agencies?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>
b) Exposure of persons to or generation of excessive groundborne vibration or groundborne noise levels?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>
c) A substantial permanent increase in ambient noise levels in the project vicinity above levels existing without the project?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>
d) A substantial temporary or periodic increase in ambient noise levels in the project vicinity above levels existing without the project?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
e) For a project located within an airport land use plan or, where such a plan has not been adopted, within two miles of a public airport or public use airport, would the project expose people residing or working in the project area to excessive noise levels?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
f) For a project within the vicinity of a private airstrip, would the project expose people residing or working in the project area to excessive noise levels?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>

As described in the General Plan 2035, the major sources of noise in Santa Rosa include: U.S. Highway 101, State Route 12, regional/arterial streets, railroad operations, emergency medical helicopters and vehicles, landscaping equipment, industrial facilities, and commercial facilities.

As an ordinance that defines requirements for eligibility for application of a density bonus, the proposed project is limited to amendments to Chapter 20-31 of the Santa Rosa Municipal Code. The subject project will not involve any changes to land uses or zoning, nor will it have a physical impact or introduce any development, structures or uses that would introduce noise. Therefore, the proposed Density Bonus Ordinance Update would not expose people to noise levels in excess of standards established in the General Plan.

The ordinance proposes to allow consideration of supplemental density bonuses along major roadway corridors, including Highway 101 and Highway 12, as well as along transportation corridors. These areas are largely built out with a variety of land uses (see Table 1) and/or are envisioned as being built out with higher residential densities and commercial development in the General Plan, as they are near existing or planned transit. As described below, by concentrating development within the downtown and along major corridors that provide access to downtown with existing or planned transit, lower traffic volumes and vehicle trips would be generated, resulting in an overall lower noise level along arterials.

The proposed Density Bonus Ordinance Update identifies incentives or concessions that could be granted to future housing development projects, such as a reduction to the minimum setback requirement. Future development projects that are eligible for a density bonus or supplemental density bonus, and are granted a reduced minimum setback or other development incentive, would be analyzed relative to the noise standards used by the City of Santa Rosa.

Eligible Density Bonus projects could result in noise impacts by introducing new people and structures that could potentially increase ambient noise levels and/or expose sensitive receptors to increased noise levels. Noise impacts that may result from redevelopment were analyzed in the City's General Plan EIR. The Downtown and Corridors

Alternative was determined to have less than significant noise impacts as summarized in Table 5-1 of the EIR. Under the Downtown and Corridors Alternative, lower traffic volumes and vehicle trips generated by this alternative would result in overall lower noise levels than the General Plan 2035. However, under this alternative, future train/rail traffic would likely be comparable to the General Plan 2035.

Potential noise impacts from eligible Density Bonus projects will be mitigated through implementation of the General Plan 2035 policies. Furthermore, any project-specific noise impacts resulting from projects that may request a supplemental density bonus, would reviewed at the time a density bonus application is received.

Eligible Density Bonus projects will be required to adhere to all applicable General Plan goals and policies related to the generation of noise. The following goals and policies aim to maintain acceptable community noise levels within the city, and will be applied to all future development applications seeking a density bonus:

- NS-B-1: Do not locate noise-sensitive uses in proximity to major noise sources, except residential is allowed near rail to promote future ridership.
- NS-B-3: Prevent new stationary and transportation noise sources from creating a nuisance in existing developed areas. Use a comprehensive program of noise prevention through planning and mitigation, and consider noise impacts as a crucial factor in project approval.
- NS-B-5: Pursue measures to reduce noise impacts primarily through site planning, Engineering solutions for noise mitigation, such as sound walls, are the least desirable alternative.
- NS-B-9: Encourage developers to incorporate acoustical site planning into their projects.
- NS-B-14: Discourage new projects that have potential to create ambient noise levels more than 5 dBA DNL above existing background, within 250 feet of sensitive receptors.

Eligible Density Bonus projects are subject to a minor use permit and will thus be required to adhere to all applicable policies and mitigation measures set forth in the appropriate specific plan and EIR (i.e., Downtown Station Area Specific Plan and EIR or North Santa Rosa Station Area Specific Plan and EIR).

Eligible Density Bonus projects would meet all requirements of the proposed Ordinance, as well as State density bonus law, and would be required to meet the noise standards used by the City of Santa Rosa, including the Land Use Compatibility Standards for Community Noise environment, State of California Noise Insulation Standards (California Code of Regulations, Title 24, Part 2), and applicable standards in the City of Santa Rosa Noise Ordinance (Chapter 17-16).

In conclusion, Eligible Density Bonus projects will comply with all regulations imposed by the City of Santa Rosa. Future housing development projects will be assessed for consistency with the applicable regulations related to noise at the time an application is received.

The subject Density Bonus Ordinance Update does not in and of itself introduce any physical development and only through a discretionary Minor Conditional Use Permit process would future housing development projects be eligible for consideration of a supplemental density bonus. For each of the reasons discussed above, the proposed Density Bonus Ordinance Update would have a less than significant impact to noise.

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#### 5.14. POPULATION AND HOUSING

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Would the project:	Potentially Significant Impact	Less Than Significant with Mitigation	Less Than Significant Impact	No Impact
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a) Induce substantial growth in an area, either directly (for example, by proposing new homes and businesses) or indirectly (for example, through extension of roads or other infrastructure)?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>
b) Displace substantial numbers of existing housing, necessitating the construction of replacement housing elsewhere?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>
c) Displace substantial numbers of people, necessitating the construction of replacement housing elsewhere?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>

As described in the General Plan 2035, Santa Rosa voters approved a five-year Urban Growth Boundary (UGB) in 1990, and a 20-year UGB measure in 1996, assuring that the current UGB will not be significantly changed at least until 2016. Santa Rosa’s UGB is effective through 2035. The UGB contains 29,140 acres, a little more than 45 square miles, and encompasses all incorporated land as well as unincorporated land that may eventually be annexed into the city. The General Plan assumes all urban development through 2035 will be contained within the City’s Urban Growth Boundary and anticipates the population to reach 233,520 at General Plan build out. In 2016, the most recent available number, the City’s population was approximately 175,155, or 75% of the planned General Plan build out population.

As an ordinance that defines requirements for eligibility for application of a density bonus, the proposed project under consideration is limited to amendments to Chapter 20-31 of the Santa Rosa Municipal Code. Future housing development projects will be reviewed for consistency with the General Plan including population projections, infrastructure capacity, and availability of public services and utilities.

The proposed supplemental density bonus provisions incentivize housing development within the City’s Priority Development Areas of the Downtown Station Area and the North Station Area Specific Plans, and thereby promote an infill form of development within the areas of the City that have the highest capacity to serve and accommodate denser development. The General Plan EIR considered such an “infill” alternative as an environmentally superior alternative, as discussed in Chapter 5 of the DEIR, the Downtown and Corridors Alternative. While the Downtown and Corridors Alternative is identified as an environmentally superior option, this alternative identified a potentially significant and unavoidable impact associated with the displacement of existing housing through the promotion of infill development, as compared to the General Plan 2035, which identified the displacement of existing housing as less than significant.

Section 20-31.050 of the proposed ordinance, as well as California Government Code Section 65915(c)(3), ensure that any existing housing units that are eliminated by a density bonus project must be replaced with units of a similar size (as defined in Section 20-31.020 of the proposed Ordinance), and that affordable housing units that are to be replaced must achieve the same affordability levels as existing units or units that may have existed at the subject property within a 5-year period preceding the density bonus application. Thus, the proposed density bonus ordinance, including the supplemental density bonus provisions therein, promotes the environmentally superior buildout alternative described in the General Plan EIR while preventing the potentially significant and unavoidable environmental impact associated with the displacement of both market rate and affordable housing units.

The subject project will not have a physical impact, introduce any development, structures or uses that would induce growth in the area, either directly or indirectly, or displace people. Therefore, the proposed Density Bonus Ordinance Update would have a less than significant impact on population and housing.

Eligible Density Bonus projects will be required to adhere to all applicable General Plan goals and policies related to population and housing. The following goals and policies aim to manage growth within the City and meet

housing needs of Santa Rosa residents, and will be applied to all future housing development applications seeking a density bonus:

- LUL-F-3: Maintain a balance of various housing types in each neighborhood and ensure that new development does not result in undue concentration of a single housing type in any one neighborhood. Downtown is excepted.
- GM-A-1: Contain urban development in the Santa Rosa area within the City's Urban Growth Boundary.
- GM-B-4: Direct growth to areas where services and infrastructure can be provided efficiently.
- H-A-1: Ensure adequate sites are available for development of a variety of housing types for all income levels, throughout the City, such as single- and multifamily units, mobile homes, transitional housing, and homeless shelters.
- H-A-2: Pursue the goal of meeting Santa Rosa's housing needs through increased densities, when compatible with existing neighborhoods. Development of existing and new higher-density sites must be designed in context with existing, surrounding neighborhoods. The number of affordable units permitted each year and the adequacy of higher-density sites shall be reported as part of the General Plan Annual Review report.
- H-C-1: Implement the Housing Allocation Plan to increase the number of affordable units in Santa Rosa, through collection of Housing Impact Fees. Utilize fees generated for the development of housing units affordable to extremely low-, very low-, and low-income households.

Eligible Density Bonus projects are subject to a minor use permit and will thus be required to adhere to all applicable policies and mitigation measures set forth in the appropriate specific plan and EIR (i.e., Downtown Station Area Specific Plan and EIR or North Santa Rosa Station Area Specific Plan and EIR).

Eligible Density Bonus projects, would meet all requirements of the proposed Ordinance, as well as State density bonus law, and would also be subject to Santa Rosa Municipal Code, including chapters related to growth management (Chapter 21-03) and expanding the supply of housing available to lower income households (Chapter 21-02). Future housing development projects will be assessed for consistency with the applicable population and housing regulations at the time an application is received.

The subject Density Bonus Ordinance Update does not in and of itself introduce any physical development and only through a discretionary Minor Conditional Use Permit process would future housing development projects be eligible for consideration of a supplemental density bonus. Future housing development projects seeking a Supplemental Density Bonus will not be approved unless it can be demonstrated, through the minor use permit findings, that infrastructure is adequate and/or expansion of infrastructure is included as part of the future housing project to ensure sufficient capacity and services are retained. For each of the reasons discussed above, the proposed Density Bonus Ordinance Update would have a less than significant impact to population and housing.

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## 5.15. PUBLIC SERVICES

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Would the Project:	Potentially Significant Impact	Less Than Significant with Mitigation	Less Than Significant Impact	No Impact
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Would the project result in substantial adverse physical impacts associated with the provision of new or physically altered governmental facilities, need for new or physically altered governmental facilities, the construction of which could cause significant environmental impacts, in order to maintain acceptable service ratios, response times or other performance objectives for any of the public services:

a) Fire protection?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>
b) Police protection?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>
c) Schools?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>
d) Parks?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>
e) Other public facilities?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>

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As described in the General Plan 2035, the Santa Rosa public school system is comprised of a middle and high school district, and nine elementary schools. The Santa Rosa City High School District includes grades 7-12, and the elementary school districts serve grades K-6. In response to projected demand for new middle and elementary schools from build out of the General Plan, the City of Santa Rosa has identified areas for two potential middle schools and four potential elementary schools in the event they are needed to accommodate the City's student population.

The Santa Rosa Police Department provides a variety of law enforcement services including patrol, criminal investigations, traffic enforcement, environmental enforcement, and other specialized operations. The Santa Rosa Fire Department is responsible for protecting life, property, and the environment from fire, explosions, and hazardous materials incidents. The department responds to a variety of calls including structural and wildland fires, alarm responses, medical emergencies, hazardous materials incidents, automobile collisions, and citizen calls for assistance. There are ten fire stations located throughout the community to respond to such calls.

As an ordinance that defines requirements for eligibility for application of a density bonus, the proposed project under consideration is limited to amendments to Chapter 20-31 of the Santa Rosa Municipal Code. The subject project will not have a physical impact and will not introduce any development, structures or uses that would induce growth in the area that would impact schools, police, and fire services in Santa Rosa. Therefore, the proposed Density Bonus Ordinance Update would have no impact on public services.

Eligible Density Bonus projects could result in impacts to public services by introducing new people and buildings, which could potentially result in an increased demand for fire and police protection, schools, and parks. Impacts related to public services that may result from redevelopment are analyzed in the City's General Plan EIR, Downtown Station Area Specific Plan EIR, and the North Station Specific Plan EIR. The Downtown and Corridors Alternative was determined to have less than significant impacts to public services as summarized in Table 5-1 of the EIR. The Downtown and Corridors Alternative would result in a similar projected school enrollment putting similar demand on public school facilities, as compared to the General Plan 2035. With the similar population, this alternative would require the same number of emergency services personnel. However, with growth centered in downtown, the risk of wildfire would be reduced as compared to the General Plan 2035. Although, higher traffic congestion in the downtown could lead to slower fire and emergency response times, emergency vehicles can bypass traffic signals and utilize roadway shoulders and medians to reach their destination. Further, eligible density bonus projects will be subject to development impacts fees which are used to fund maintenance and expansion of public services in order to meet demands. In particular, the potential increase in the frequency of

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service calls within the PDAs of the Downtown Station Area and the North Station Area Specific Plans or downtown area may require shifting existing and planned emergency service personnel to these areas to maintain response times.

Potential impacts related to public services from eligible Density Bonus projects will be mitigated through implementation of the General Plan 2035 policies, collection of impact fees and relevant goals, policies and measure from the DSP EIR, and the North Station Specific Plan EIR. Furthermore, any project-specific impacts related to public services resulting from projects that may request a supplemental density bonus, would be reviewed at the time a density bonus application is received.

Eligible Density Bonus projects will be required to adhere to all applicable General Plan goals and policies related to public services. The following goals and policies aim to provide superior educational opportunities for all members of the community and provide fire and police services that ensure community safety, and will be applied to all future housing development applications seeking a density bonus:

- PSF-C-2 Maintain good communication with area school districts on all matters pertaining to the need for and the provision of school sites and facilities.
- PSF-E-4: Require implementation of fire protection measures, such as non-combustible roofing materials and fire sprinklers in areas of high fire hazard.
- PSF-E-5: Assist neighborhoods and increase community contact through the Neighborhood Oriented Policing Program.

Eligible Density Bonus projects, would meet all requirements of the proposed Ordinance, as well as State density bonus law, and would also be subject to Santa Rosa Municipal Code, including chapters related to development and school impact fees (Chapter 19-72) and California Fire Code (Chapter 18-44).

In conclusion, Eligible Density Bonus projects will comply with all regulations imposed by the City of Santa Rosa. Future housing development projects will be assessed for consistency with the applicable regulations related to public services at the time an application is received.

The subject Density Bonus Ordinance Update does not in and of itself introduce any physical development and only through a discretionary Minor Conditional Use Permit process would future housing development projects be eligible for consideration of a supplemental density bonus. For each of the reasons discussed above, the proposed Density Bonus Ordinance Update would have a less than significant impact to public services.

## 5.16. RECREATION

Would the project:	Potentially Significant Impact	Less Than Significant with Mitigation	Less Than Significant Impact	No Impact
a) Would the project increase the use of existing neighborhood and regional parks or other recreational facilities such that substantial physical deterioration of the facility would occur or be accelerated?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>
b) Does the project include recreational facilities or require the construction or expansion of recreational	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>



facilities which might have an adverse physical effect on the environment?

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As described in the General Plan 2035, in 2008 the City had a total of approximately 530 acres of neighborhood and community parks, 170 acres of undeveloped parkland, and 14 additional community and recreational facilities. Spring Lake County Park and Annadel State Park provide an additional 5,320 acres of recreational area for residents of the City. In addition to City and special purpose parks, Santa Rosa encourages the development of public plazas and gathering places which connect to pathways, trails, and commercial centers.

As an ordinance that defines requirements for eligibility for application of a density bonus, the proposed project under consideration is limited to amendments to Chapter 20-31 of the Santa Rosa Municipal Code. The subject project will have no physical impact and will not introduce any development, structures, or uses that would impact existing recreational facilities or require construction or expansion of new recreational facilities that might have an adverse effect on the physical environment. Therefore, the proposed Density Bonus Ordinance Update would have no impact on parks or other recreational facilities.

Eligible Density Bonus projects could result in impacts to recreational facilities by introducing new people, which could potentially result in an increased demand for recreational facilities. Impacts related to recreational facilities that may result from redevelopment are analyzed in the City's General Plan EIR, and the Downtown and North Santa Rosa Station Plan EIRs. The Downtown and Corridors Alternative was determined to have less than significant impacts to recreational facilities as summarized in Table 5-1 of the EIR. The Downtown and Corridors Alternative would have similar park and recreation demands and new park facilities to the General Plan 2035, given that it would have a similar number of residential units at buildout, subject to the City's parkland dedication requirements.

Potential impacts related to recreational facilities from eligible Density Bonus projects will be mitigated through implementation of the General Plan 2035 policies. Furthermore, any project-specific impacts related to recreational facilities resulting from projects that may request a supplemental density bonus, would be reviewed at the time a density bonus application is received.

Eligible Density Bonus projects, will be required to adhere to all applicable General Plan goals and policies related to recreation. The following goals and policies aim to provide recreational facilities and parks for all sectors of the community, and will be applied to all future housing development applications seeking a density bonus:

- PSF-A-15 Require the provision of private play space and/or recreation centers for children, families, and older adults in small lot subdivisions, multifamily developments, and gated communities, on each lot or in common open space areas as part of the development project.

Eligible Density Bonus projects would meet all requirements of the proposed Ordinance, as well as State density bonus law, and would be subject to Santa Rosa Municipal Code, including chapters related to Park and Recreation Land and Fees (Chapter 19-70).

Future housing development projects will be assessed for consistency with the applicable regulations related to recreation at the time an application is received and will be required to comply with all regulations imposed by the City of Santa Rosa related to recreation. The development of parks and other public open space areas may be a component of a future housing development project as a means to qualify for supplemental density bonus. At such time as future housing development projects are proposed, the whole of the project including any proposed parks and public open spaces will be reviewed in accordance with CEQA.

The subject Density Bonus Ordinance Update does not in and of itself introduce any physical development and only through a discretionary Minor Conditional Use Permit process would future housing development projects be

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eligible for consideration of a supplemental density bonus. For each of the reasons above, the proposed Density Bonus Ordinance Update would have a less than significant impact to recreation.

### 5.17. TRANSPORTATION AND CIRCULATION

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

As described in the General Plan 2035, the City's existing and proposed roadway network consists of highways, regional streets (boulevards and parkways), transitional streets (avenues and main streets), and local streets (trails, alleys, lanes, neighborhood streets, and minor streets). A variety of transportation improvements to the City's roadway system are planned, such as the widening of Highway 101 to six lanes and the expansion of the State Route 12 interchanges at Hoen Avenue and Fulton/South Wright Road. The major roadways that serve the project include Highway 101, State Route 12, Steele Lane, College Avenue, Sebastopol Road, ~~Bennett Valley Road,~~ and Santa Rosa Avenue, Hearn Avenue, and Bellevue Avenue.

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The project area is served by a variety of public transit systems providing for local, countywide, and regional needs, as well as special user groups. Local transit is provided by Santa Rosa CityBus; countywide inter-city transit service by Sonoma County Transit (SCT); and regional service by Golden Gate Transit (GGT).

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

In addition, the project area is served by existing and proposed bike and pedestrian facilities. The 2010 Bicycle and Pedestrian Master Plan Update addresses facility needs over a 25-year horizon. As depicted on Figure 2-3C of the Plan, numerous existing and proposed facilities are located in the ~~vicinity of the subject PDAs~~ Downtown Station Area and the North Station Plan Area.

As an ordinance that defines requirements for eligibility for application of a density bonus, the proposed project under consideration is limited to amendments to Chapter 20-31 of the Santa Rosa Municipal Code. The subject project will have no physical impact and will not introduce any development, structures or uses that would impact traffic volume or flow or result in an increased traffic delay at intersections. Therefore, the proposed Density Bonus Ordinance Update would have no impact on transportation and circulation.

Eligible Density Bonus projects could result in impacts to transportation and circulation by introducing new people and housing within the ~~subject PDAs~~ Downtown Station Area and the North Station Plan Area. Transportation and circulation impacts that may result from redevelopment are analyzed in the City's General Plan EIR, Downtown Station Area Specific Plan EIR, North Station Specific Plan EIR and the region's SCS (Plan Bay Area) and SCS EIR. The Downtown and Corridors Alternative of the City's General Plan EIR provides for a similar concentration of population and housing ~~within PDAs~~ as may be achieved by the supplemental density bonus provisions in the proposed Density Bonus Ordinance.

The Downtown and Corridors Alternative was determined to have less than significant and significant and unavoidable impacts to transportation and circulation as summarized in Table 5-1 of the EIR. The Downtown and Corridors Alternative would generate fewer vehicle trips than the General Plan 2035 as it would generate higher density growth proximate to public transit thereby shifting vehicle trips to other modes of travel. While intensification within the downtown area proposed by this alternative could result in reduced LOS surrounding the downtown, it would reduce vehicle miles traveled.

Potential transportation and circulation impacts from eligible Density Bonus projects will be mitigated by concentrating the supplemental density bonus to the project area, which are part of the regional plan to link housing and jobs thereby reducing VMTs. Furthermore, any project-specific transportation and circulation impacts resulting from projects that may request a supplemental density bonus, would be reviewed at the project-level at the time an application is received.

Eligible Density Bonus projects will be required to adhere to all applicable General Plan goals and policies related to transportation and circulation. The following goals and policies aim to create a safe, efficient, and convenient transportation system, and will be applied to all future housing development applications seeking a density bonus:

- LU L-E: Promote livable neighborhoods by requiring compliance with green building programs to ensure that new construction meets high standards of energy efficiency and sustainable material use. Ensure that everyday shopping, park and recreation facilities, and schools are within easy walking distance of most residents.
- T-B-2: Locate uses generating heavy traffic so that they have direct access or immediate secondary access to regional/arterial streets or highways.

- T-D-3: Require traffic studies for development projects that may have a substantial impact on the circulation system.
- T-E-2: Require development projects to pay a fair share of costs for multi-modal transportation systems improvements. Periodically update the City's impact fees to assure the adequacy of funding for needed transportation system improvements.
- UD-G-4: Provide through-connections for pedestrians and bicyclists in new developments. Avoid cul-de-sac streets, unless public pedestrian/bikeways interconnect them.

Eligible Density Bonus projects are subject to a minor use permit and will thus be required to adhere to all applicable policies and mitigation measures set forth in the appropriate specific plan and EIR (i.e., Downtown Station Area Specific Plan and EIR or North Santa Rosa Station Area Specific Plan and EIR).

Eligible Density Bonus projects would meet all requirements of the proposed Ordinance, as well as State density bonus law, and would also be subject to Santa Rosa Municipal Code, including code sections related to vehicles and traffic (Title 11) and bicycle parking requirements (Section 20-36.090). Additionally, future development projects that are eligible for a supplemental density bonus must not conflict with the 2010 Bicycle and Pedestrian Master Plan Update.

The subject Density Bonus Update does not in and of itself introduce any physical development and only through a discretionary Minor Conditional Use Permit process would future housing development projects be eligible for consideration of a supplemental density bonus. Areas where supplemental density bonus may be considered are limited to the project area, which corresponds with adopted PDAs that include transit corridors as part of a regional effort in accordance with SB 375, SB 743, and as identified in the region's Sustainable Community Strategy (Plan Bay Area 2040) as means to achieve reduction in VMT by linking housing, jobs and transit. For each of the reasons discussed above, the proposed Density Bonus Ordinance Update would have a less than significant impact to transportation and circulation.

## 5.18. TRIBAL CULTURAL RESOURCES

Would the project:	Potentially Significant Impact	Less Than Significant with Mitigation	Less Than Significant Impact	No Impact
a) Would the project cause a substantial adverse change in the significance of a tribal cultural resource, defined in Public Resources Code section 21074 as either a site, feature, place, cultural landscape that is geographically defined in terms of the size and scope of the landscape, sacred place, or object with cultural value to a California Native American tribe, and that is:				
i. Listed or eligible for listing in the California Register of Historical Resources, or in a local register of historical resources as defined in Public Resources Code section 5020.1(k), or	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>

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

On July 2015, Assembly Bill 52 went into effect, establishing requirements for notification to and, if requested, consultation with Tribal Governments, including those on the Native American Heritage Commission List of Federally Recognized Tribes as well as Non-Federally Recognized Tribes.

As an ordinance that defines requirements for eligibility for application of a density bonus, the proposed project under consideration is limited to amendments to Chapter 20-31 of the Santa Rosa Municipal Code. The subject project will have no physical impact and will not introduce any development, structures or uses that would affect tribal cultural resources. Therefore, the proposed Density Bonus Ordinance Update would have no impact to tribal cultural resources.

Eligible Density Bonus projects will be required to adhere to all applicable General Plan goals and policies related to the protection of tribal cultural resources. The following goals and policies aim to protect Native American heritage, and will be applied to all future housing development applications seeking a density bonus:

- HP-A-4: Consult with local Native American tribes to identify, evaluate, and appropriately address cultural resources and tribal sacred sites through the development review process.
- HP-A-5: Ensure that Native American human remains are treated with sensitivity and dignity and assure compliance with the provisions of California Health and Safety Code Section 7050.5 and California Public Resources Code Section 5097.98.

Eligible Density Bonus projects will be subject to a minor use permit and thus will be required to adhere to all applicable policies and mitigation measures set forth in the appropriate specific plan and EIR (i.e., Downtown Station Area Specific Plan and EIR or North Santa Rosa Station Area Specific Plan and EIR).

Eligible Density Bonus projects would meet all requirements of the proposed Ordinance, as well as State density bonus law, and would also be subject to Santa Rosa Municipal Code, including chapters related to cultural preservation (Chapters 17-22 and 20-58). Future development projects are required to comply with the requirements of Assembly Bill 52.

The subject Density Bonus Ordinance Update does not in and of itself introduce any physical development and only through a discretionary Minor Conditional Use Permit process would future housing development projects be eligible for consideration of a supplemental density bonus. Although many eligible projects would likely qualify for a CEQA Sustainable Communities exemption (PRC Section 21155.4) as a Transit Priority Project and no consultation will be required, the most of the potential development sites are already partially built-out and disturbed and construction on already disturbed areas would be subject to state law requirements in the event any remains are found.

If an eligible project does not qualify for this (or other exemptions), the CEQA review process will require, in accordance with AB 52 (PRC Section 21084.2), evaluation of Tribal Cultural Resources. If required by AB 52, the

City of Santa Rosa will initiate consultation with a tribe with traditional and/or cultural affiliations in the geographic area where a subject project is located if a project may cause a substantial adverse change in the significance of a tribal cultural resource. Should the tribe respond requesting formal consultation, the City will work with the tribe or representative thereof to determine the level of environmental review warranted, identify impacts, and recommend avoidance or mitigation measures to reduce any potential impacts. In the circumstance an eligible project qualifies for a CEQA exemption. For each of the reasons discussed above, the proposed Density Bonus Ordinance Update would have a less than significant impact to tribal cultural resources.

### 5.19. UTILITIES AND SERVICE SYSTEMS

Would the project:	Potentially Significant Impact	Less Than Significant with Mitigation	Less Than Significant Impact	No Impact
a) Exceed wastewater treatment requirements of the applicable San Francisco Bay Regional Quality Control Board?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>
b) Require or result in the construction of new water or wastewater treatment facilities or expansion of existing facilities, the construction of which could cause significant environmental effects?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>
c) Require or result in the construction of new storm water drainage facilities or expansion of existing facilities, the construction of which could cause significant environmental effects?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>
d) Have sufficient water supplies available to serve the project from existing entitlements and resources, or are new or expanded entitlements needed?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>
e) Result in a determination by the wastewater treatment provider which serves or may serve the project that it has adequate capacity to serve the project's projected demand in addition to the provider's existing commitments?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>
f) Be served by a landfill with sufficient permitted capacity to accommodate the project's solid waste disposal needs?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>
g) Comply with federal, state, and local statutes and regulations related to solid waste?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>

As described in the General Plan 2035, the majority of the City's potable water supply is derived from the Russian River watershed and is delivered under contractual agreement by the Sonoma County Water Agency (SCWA). Sewage generated from residential, commercial and industrial uses within the City is collected and transported to the Laguna Subregional Wastewater Treatment Plant (WTP) for treatment and disposal. Within the City of Santa

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Rosa storm drains convey runoff from impervious surfaces such as streets, sidewalks, and buildings and drain to creeks and ultimately through the Laguna de Santa Rosa.

The City of Santa Rosa currently contracts with Recology to provide solid waste collection, green waste collection, and recycling services. Recology collects both residential and commercial waste and delivers it to a transfer station at 500 Meacham Road in Petaluma. The Solid waste generated by the City of Santa Rosa is then transferred to the Redwood Landfill in Marin County, Keller Canyon Landfill in Contra Costa County, or Potrero Hills landfill in Solano County.

As an ordinance that defines requirements for eligibility for application of a density bonus, the proposed project under consideration is limited to amendments to Chapter 20-31 of the Santa Rosa Municipal Code. The subject project will have no physical impact and will not introduce any development, structures or uses that would affect water supply, wastewater treatment, storm drain capacity, or solid waste. Therefore, the proposed Density Bonus Ordinance Update would have no impact to utilities and service systems.

Eligible Density Bonus projects could result in impacts to utilities and service systems by introducing new people and structures, which could potentially result in an increased demand for water, wastewater, and solid waste services. Impacts related to utilities and service systems that may result from redevelopment are analyzed in the City's General Plan EIR. The Downtown and Corridors Alternative was determined to have less than significant impacts to utilities and service systems as summarized in Table 5-1 of the EIR. The Downtown and Corridors Alternative would place similar demands on water, wastewater, and solid waste services, compared to the General Plan 2035 and other alternatives. The proposed density bonus ordinance would enable higher density development downtown, consistent with the density assumed in the Downtown and Corridors Alternative. Therefore, the impacts from the proposed ordinance would be less than significant.

Potential impacts related to utilities and service systems from eligible Density Bonus projects will be mitigated through implementation of the General Plan 2035 policies. Furthermore, any project-specific impacts related to utilities and service systems resulting from projects that may request a supplemental density bonus, would be reviewed at the time a density bonus application is received.

Eligible Density Bonus projects will be required to adhere to all applicable General Plan goals and policies related to water, wastewater, storm drain capacity and solid waste. The following goals and policies ensure that an adequate supply of water, sewer capacity, solid waste disposal, and storm drain capacity are available to serve existing and future needs of the city, and will be applied to all future housing development applications seeking a density bonus:

- PSF-F-2: Ensure that water supply capacity and infrastructure are in place prior to occupancy of new development.
- PSF-H-3: Expand recycling efforts in multifamily residential and commercial projects, and continue to encourage recycling by all residents.
- PSF-I-1: Require dedication, improvement, and maintenance of stormwater flow and retention areas as a condition of approval.
- PSF-I-2: Require developers to cover the costs of drainage facilities needed for surface runoff generated as a result of new development.
- PSF-I-8: Implement the Standard Urban Storm Water Mitigation Plan (SUSMP) in order to reduce pollutants and runoffs flows from new development and significant redevelopment projects.
- NS-D-3: Require that new development and redevelopment projects meet the requirements of the Storm Water Low Impact Development Technical Design Manual to reduce impermeable surface area, increase surface water infiltration, and minimize surface water runoff during storm events.

Eligible Density Bonus projects are subject to a minor use permit and will thus be required to adhere to all applicable policies and mitigation measures set forth in the appropriate specific plan and EIR (i.e., Downtown Station Area Specific Plan and EIR or North Santa Rosa Station Area Specific Plan and EIR).

Eligible Density Bonus projects would meet all requirements of the proposed Ordinance, as well as State density bonus law, and would also be subject to Santa Rosa Municipal Code, including a specific chapter related to storm water control (Chapter 17-12). The proposed Ordinance ensures that development will not result in a significant, adverse impact, by prohibiting “[d]evelopment on land which does not currently have adequate water or wastewater facilities to service the development, or the provision of such services infeasible at the level of residential density proposed in the development.” As such, eligibility for a density bonus or supplemental density bonus is contingent upon identification of adequate water and wastewater facilities, which will be considered at the time an application is received. If water and wastewater facilities are determined to be insufficient, the density bonus application would be denied.

Additionally, future housing development projects seeking a density bonus will be required to comply with all applicable mandatory requirements of Santa Rosa’s CAP Appendix E New Development Checklist, which includes policies that reduce water demand, wastewater generation, and the volume of solid waste generated (see Section 8.0 Greenhouse Gas Emissions).

The subject Density Bonus Ordinance Update does not in and of itself introduce any physical development and only through a discretionary Minor Conditional Use Permit process would future housing development projects be eligible for consideration of a supplemental density bonus. For each of the reasons discussed above, the proposed Density Bonus Ordinance Update would have a less than significant impact to utilities and service systems.

**5.20. MANDATORY FINDINGS OF SIGNIFICANCE**

Would the project:	Potentially Significant Impact	Less Than Significant with Mitigation	Less Than Significant Impact	No Impact
a) Does the project have the potential to degrade the quality of the environment, substantially reduce the habitat of a fish or wildlife species, cause a fish or wildlife population to drop below self-sustaining levels, threaten to eliminate a plant or animal community, reduce the number or restrict the range of a rare or endangered plant or animal or eliminate important examples of the major periods of California history or prehistory?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>
b) Does the project have impacts that are individually limited, but cumulatively considerable? (“Cumulatively considerable” means that the incremental effects of a project are considerable when viewed in connection with the effects of past projects, the effects of other current projects, and the effects of probable future projects)?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>



c) Does the project have environmental effects, which will cause substantial adverse effects on human beings, either directly or indirectly?

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As discussed above, as an ordinance that defines requirements for eligibility for application of a density bonus, the proposed project under consideration is limited to amendments to Chapter 20-31 of the Santa Rosa Municipal Code. The subject project will have no physical impact and will not introduce any development, structures or uses. As such, the proposed Density Bonus Ordinance Update would have no impact to habitat for fish and wildlife species, rare or endangered plants and wildlife, cultural resources, and human beings, nor result in impacts that are considered cumulatively considerable.

Future housing development projects will be reviewed for consistency with the General Plan, Downtown Station Area and North Station Area Specific Plans, including population projections, infrastructure capacity, and availability of public services and utilities. The proposed supplemental density bonus provisions incentivize housing development within the project area, and thereby promote an infill form of development within the areas of the City that have the highest capacity to serve and accommodate denser development and for which denser developed has been planned and analyzed in certified EIRs (Downtown Station EIR and North Santa Rosa Station EIR).

The General Plan EIR considered such an “infill” alternative, the Downtown and Corridors Alternative, as an environmentally superior alternative, as discussed in Chapter 5 of the General Plan DEIR. While Downtown and Corridors Alternative is identified as an environmentally superior option, the General Plan EIR identified a potential significant and unavoidable impact associated with the displacement of existing housing through the promotion of infill development.

Section 20-31.050 of the proposed ordinance, as well as California Government Code Section 65915(c)(3), ensure that any existing housing units that are eliminated by a density bonus project must be replaced with units of a similar size (as defined in Section 20-31.020 of the proposed Ordinance), and that affordable housing units that are to be replaced must achieve the same affordability levels as existing units or units that may have existed at the subject property within a 5-year period preceding the density bonus application. Thus, the proposed density bonus ordinance, including the supplemental density bonus provisions therein, promote the environmentally superior buildout alternative described in the General Plan EIR while preventing the potentially significant and unavoidable environmental impact associated with the displacement of both market rate and affordable housing units.

The City of Santa Rosa may deny density bonus applications that do not meet the provisions of the Ordinance. Future housing development that would adversely impact historic resources or eligible historic resources may also be denied. Similarly, future housing developments that lack adequate public infrastructure water, wastewater, public services and utilities may be denied based on the required findings of the minor use permit. Furthermore, future housing development that generates a new impact or would substantially increase the level of impact relative to the impacts identified in the City’s General Plan EIR, Downtown Station EIR or North Station EIR could be denied, unless adequate mitigation is identified.

The proposed Density Bonus Ordinance Update provides for supplemental density bonus only when it can be demonstrated that housing development projects are consistent with the General Plan and applicable planning regulation and would not generate an environmental impact beyond what was identified in the General Plan EIR, Downtown Station EIR or the North Station EIR. The proposed Density Bonus Ordinance would not degrade the quality of the environment, result in individual or cumulatively considerable impacts, nor otherwise result in adverse environmental effects. For each of the reasons discussed above, there would be no cumulative impacts associated with increased density downtown, and the proposed Density Bonus Ordinance would not result in a cumulatively significant incremental contribution to a cumulative impact.

## 6.0 REFERENCE DOCUMENTS

The following is a list of references used in the preparation of this document. Unless attached herein, copies of all reference reports are on file with the City of Santa Rosa Department of Community Development. References to Publications prepared by Federal or State agencies may be found with the agency responsible for providing such information.

1. BAAQMD 2017 Bay Area Clean Air Plan; and BAAQMD CEQA Guidelines May 2017
2. California Department of Conservation's Farmland Mapping and Monitoring Program
3. California Environmental Quality Act Air Quality Guidelines, prepared by the Bay Area Air Quality Management District, May 2017
4. Recovery Plan for the Santa Rosa Plain prepared by U.S. Fish and Wildlife Service, May 2016
5. Santa Rosa Climate Action Plan, prepared by the City of Santa Rosa, June 12, 2012
6. Santa Rosa Density Bonus Ordinance Update White Paper, October 5, 2017
7. Downtown Station Area Specific Plan, October 2007
8. Downtown Station Area Specific Plan Program Environmental Impact Report, June 2007
9. Santa Rosa General Plan 2035 prepared by the City of Santa Rosa, November 3, 2009
10. Santa Rosa General Plan Environmental Impact Report prepared by ESA, March 2009
11. North Santa Rosa Station Specific Plan, September 2012
12. North Santa Rosa Station Specific Plan Environmental Impact Report prepared by PMC, June 2012
13. Santa Rosa Housing Allocation Plan Ordinance
14. Santa Rosa Municipal Code
15. Santa Rosa Municipal Code, Title 20 Zoning, Chapter 20-31 State Density Bonus Law and Other Developer Incentives
16. Santa Rosa Plain Conservation Strategy prepared by U.S. Fish and Wildlife Service, December 2005

## APPENDIX A

**TABLE 5-1  
SUMMARY OF IMPACTS: PROJECT AND ALTERNATIVES**

<b>NOTE:</b> Significance levels shown in the table reflect levels of significance <i>after mitigation</i> and indicate maximum impact during buildout and operation, unless otherwise specified.	<b>Project</b>	<b>No Project Alternative</b>	<b>Higher Population Projection Alternative</b>	<b>Downtown and Corridors Alternative</b>
<b>A. Land Use Consistency and Compatibility</b>				
<b>A-1:</b> Would result in land use compatibility conflicts with surrounding land uses.	LTS	LTS↓	LTS↑	LTS↑
<b>A-2:</b> Would result in conflicts with existing plans and policies adopted to avoid or mitigate environmental impacts.	LTS	LTS↓	LTS	LTS↑
<b>A-3:</b> Would impact land use plans within the Planning Area under cumulative conditions.	LTS	LTS↓	LTS↓	LTS↑
<b>B. Population, Housing, and Employment</b>				
<b>B-1:</b> Would result in substantial population, housing, or employment growth in excess of local share of regional projections	LTS	LTS	LTS	LTS
<b>B-2:</b> Would result in displacement of existing residents or housing units.	LTS	LTS↓	LTS↑	SU↑
<b>B-3:</b> Along with potential development in the surrounding region would introduce additional population to the region, and would be expected to result in unanticipated population, housing, or employment growth, or the displacement of existing residents or housing units on a regional level.	LTS	SU	LTS↓	LTS
<b>C. Transportation and Circulation</b>				
<b>C-1:</b> Would result in increased traffic volumes, delay, and a decrease in LOS on area intersections during the p.m. peak hours.	SU	SU↑	SU↑	SU↓
<b>C-2:</b> Would result in an increased demand for transit service	LTS	LTS↓	LTS↓	LTS↑
<b>C-3:</b> Would result in an increased demand for bicycle and pedestrian facilities	LTS	LTS↑	LTS↓	LTS↑
<b>C-4:</b> Would result in an increase in traffic volumes, which would increase the potential opportunities for safety conflicts.	LTS	LTS↓	LTS↓	LTS↓
<b>C-5:</b> Would result in an increase in parking demand.	LTS	LTS↓	LTS	LTS↓
<b>C-6:</b> Would result in increased motor vehicle traffic, which would contribute to an unacceptable level of service (LOS) on Highway 101.	SU	SU↓	SU↓	SU↓
<b>D. Air Quality and Climate Change</b>				
<b>D-1:</b> Could increase population and VMT in the area at a rate greater than that assumed in regional air quality planning and therefore conflict with the implementation of the Bay Area Ozone Strategy.	SU	SU↓	SU↓	SU
<b>D-2:</b> Could be inconsistent with the Transportation Control Measures in the 2005 Bay Area Ozone Strategy.	LTS	LTS	LTS	LTS↓
<b>D-3:</b> Could generate air pollution during associated construction activities that exceeds state or federal standards.	LTS	LTS↓	LTS↑	LTS↓
<b>D-4:</b> Could expose existing and proposed sensitive receptors to air toxics or objectionable odors.	LSM	LSM↓	LSM	LSM↓
<b>D-5:</b> Could conflict with implementation of state goals for reducing greenhouse gas emissions and thereby have a negative effect on Global Climate Change.	SU	SU↑	SU↑	SU
<b>D-6:</b> Would result in cumulative air quality impacts through inconsistency with the 2005 Bay Area Ozone Strategy.	SU	SU	SU↑	SU↓

**TABLE 5-1 (Continued)**  
**SUMMARY OF IMPACTS: PROJECT AND ALTERNATIVES**

<b>NOTE:</b> Significance levels shown in the table reflect levels of significance <i>after mitigation</i> and indicate maximum impact during buildout and operation, unless otherwise specified.	<b>Project</b>	<b>No Project Alternative</b>	<b>Higher Population Projection Alternative</b>	<b>Downtown and Corridors Alternative</b>
<b>E. Noise</b>				
<b>E-1:</b> Could result in excessive noise generated by commercial uses, industrial facilities, or construction equipment.	LTS	LTS	LTS↑	LTS↓
<b>E-2:</b> Could increase ambient noise levels along highways and roadways within the city due to greater auto and truck traffic volumes.	LTS	LTS↓	LTS↓	LTS↓
<b>E-3:</b> Could expose sensitive receptors to increased train/rail traffic noise along the Northwest Pacific Railroad.	LTS	LTS	LTS	LTS
<b>E-4:</b> Could result in the exposure of persons to or generation of excessive groundborne vibration or groundborne noise levels.	LTS	LTS	LTS↓	LTS↓
<b>E-5:</b> Could result in sensitive receptors located within an airport land use plan area or within the vicinity of a private airstrip and could expose people residing or working within the project area to excessive noise levels.	LTS	LTS	LTS	LTS
<b>E-6:</b> Along with potential development in the surrounding region would result in substantially increase traffic noise conflicts.	LTS	LTS↓	LTS	LTS↓
<b>F. Biological Resources</b>				
<b>F-1:</b> New development permitted would impact the habitat quality of streambeds, riparian areas, and other sensitive communities, due to increased runoff, siltation, and encroachment.	LTS	LTS	LTS	LTS↓
<b>F-2:</b> New development permitted would impact special-status species.	LTS	LTS	LTS	LTS↓
<b>F-3:</b> Expansion of urban land uses would adversely affect significant habitat areas and wildlife movement corridors.	LTS	LTS	LTS	LTS↓
<b>F-4:</b> Expansion of urban land uses would remove or alter wetlands, marshes, or vernal pools.	LTS	LTS	LTS↓	LTS↓
<b>F-5:</b> Expansion of urban land uses would conflict with local, regional, or state habitat conservation plans.	LSM	LSM	LSM	LSM
<b>F-6:</b> In combination with other reasonably foreseeable projects would result in minimal direct mortality and loss of habitat for special-status species, wetlands, and waters of the U.S.	LSM	LSM	LSM	LSM
<b>G. Utilities and Service Systems</b>				
<b>G-1:</b> New development permitted would generate higher water demands than available through existing Sonoma County Water Agency and City of Santa Rosa entitlements.	LTS	LTS	SU	LTS
<b>G-2:</b> Proposed new development and intensification would result in increased wastewater flows that exceed current treatment capacity.	LTS	LTS↓	LTS↑	LTS↓
<b>G-3:</b> New development permitted would result in increased demand for solid waste disposal at the county landfills.	LTS	LTS↓	LTS↑	LTS↓
<b>G-4:</b> Along with growth in the Sonoma Water Agency service area would result in cumulative waste supply impacts.	LTS	LTS↓	LTS↑	LTS
<b>G-5:</b> Along with growth in the Sonoma County Waste Management Agency service area would result in cumulative impact.	LTS	LTS↓	LTS↑	LTS
<b>G-6:</b> Along with growth in the North Bay Corporation service area would result in cumulative impact.	LTS	LTS↓	LTS↑	LTS

**TABLE 5-1 (Continued)**  
**SUMMARY OF IMPACTS: PROJECT AND ALTERNATIVES**

NOTE: Significance levels shown in the table reflect levels of significance <i>after mitigation</i> and indicate maximum impact during buildout and operation, unless otherwise specified.	Project	No Project Alternative	Higher Population Projection Alternative	Downtown and Corridors Alternative
<b>H. Hydrology and Flooding</b>				
<b>H-1:</b> New development and intensification permitted would alter existing drainage patterns or creeks, causing downstream flooding or erosion.	LTS	LTS↓	LTS↓	LTS↓
<b>H-2:</b> New development permitted would degrade water quality by increasing nonpoint source pollutants in stormwater runoff.	LTS	LTS↓	LTS↓	LTS↑
<b>H-3:</b> Urban development permitted would increase drainage flows as a result of impervious surfaces, resulting in localized and cumulative flooding.	LTS	LTS↓	LTS↓	LTS↓
<b>H-4:</b> Proposed new development permitted would expose people or structures to risk of flooding due to the failure of a dam.	LTS	LTS↓	LTS↑	LTS↓
<b>H-5:</b> Land uses and growth, in combination with current land uses in the surrounding communities and land use activities and development of the cities and other agencies in the County, could introduce additional non-point source pollutants to surface waters.	LTS	LTS↓	LTS↓	LTS↑
<b>H-6:</b> Along with potential development in the surrounding region would increase impervious surfaces and alter drainage conditions and rates in the Planning Area, which would contribute to cumulative flood conditions in creeks in the Planning Area.	LTS	LTS↓	LTS↓	LTS↓
<b>I. Public Services</b>				
<b>I-1:</b> Proposed development would increase demand on police and fire protection by increasing population and urbanized land area.	LTS	LTS↓	LTS↑	LTS↓
<b>I-2:</b> Development near the Urban Growth Boundary would increase risk from wildland fires due to the proximity of development to open areas of grassland or chaparral.	LTS	LTS↓	LTS↓	LTS↓
<b>I-3:</b> Increased traffic congestion in certain areas due to development would result in increased response times for emergency vehicles.	LTS	LTS↓	LTS↑	LTS↑
<b>I-4:</b> Increased residential development would result in a greater number of students that school facility capacity.	LTS	LTS	LTS	LTS↓
<b>I-5:</b> Along with along with potential development in the surrounding area would contribute to the cumulative demand for fire protection and emergency medical services.	LTS	LTS↓	LTS↑	LTS↓
<b>I-6:</b> Along with along with potential development in the surrounding area would result in the increase of the demand for cumulative law enforcement services.	LTS	LTS↓	LTS↑	LTS↓
<b>I-7:</b> Along with along with potential development in the surrounding area would result in cumulative public school impacts.	LTS	LTS	LTS	LTS
<b>J. Cultural and Historic Resources</b>				
<b>J-1:</b> Would impact Santa Rosa's Native American archaeological resources.	LTS	LTS	LTS	LTS↑
<b>J-2:</b> Would impact Santa Rosa's historic structures and neighborhoods, and would help to increase public involvement in the historic preservation process.	LTS	LTS	LTS↑	LTS↑

**TABLE 5-1 (Continued)**  
**SUMMARY OF IMPACTS: PROJECT AND ALTERNATIVES**

<b>NOTE:</b> Significance levels shown in the table reflect levels of significance <i>after mitigation</i> and indicate maximum impact during buildout and operation, unless otherwise specified.	<b>Project</b>	<b>No Project Alternative</b>	<b>Higher Population Projection Alternative</b>	<b>Downtown and Corridors Alternative</b>
<b>J. Cultural and Historic Resources (cont.)</b>				
<b>J-3:</b> Along with potential development in the surrounding region would result in cumulative impacts to cultural resources in the region.	LTS	LTS	SU	LTS↑
<b>J-4:</b> Along with potential development in the surrounding region would result in cumulative impacts to paleontological resources in the region.	LTS	LTS	SU	LTS↑
<b>K. Visual Quality</b>				
<b>K-1:</b> Would, over time, redevelop designated areas of the city and would result in substantial negative change to the urban visual character as a whole.	LTS	LTS↓	LTS↓	LTS↓
<b>K-2:</b> Would result in new development, and would degrade existing visual character of and views to Sonoma Mountain foothills.	LTS	LTS↓	LTS	LTS
<b>K-3:</b> Would result in new development and would adversely affect scenic natural or cultural resources along Santa Rosa's Scenic Roads.	LTS	LTS↓	LTS↑	LTS↑
<b>K-4:</b> Along with potential development in the surrounding region would be expected to result in cumulative impacts to visual resources.	LTS	LTS↓	LTS	LTS
<b>L. Open Space and Agriculture</b>				
<b>L-1:</b> Would increase new urban development which would result in the loss of existing open space areas within the Urban Growth Boundary.	LTS	LTS↓	LTS	LTS↓
<b>L-2:</b> Expansion of residential development would result in loss of Prime Farmland, Unique Farmland, or Farmland of Statewide Importance.	LTS	LTS↓	LTS	LTS↓
<b>L-3:</b> Along with potential development in the surrounding region would result in the loss of open space and agricultural lands.	LTS	LTS↓	LTS	LTS↓
<b>M. Geology and Seismicity</b>				
<b>M-1:</b> In the event of a major earthquake in the region, surface fault rupture, ground shaking, localized liquefaction, and/or seismic-related landsliding would cause damage, destruction or injury to development.	LTS	LTS	LTS↑	LTS↑
<b>M-2:</b> New development would be subjected to geologic hazards, including expansive soils, landslides, differential settlement, and erosion.	LTS	LTS	LTS↑	LTS↑
<b>M-3:</b> Along with potential development in the surrounding region would result in cumulative impacts to geologic and seismic hazards.	LTS	LTS	LTS↑	LTS↑
<b>N. Hazardous Materials</b>				
<b>N-1:</b> Development on land previously impacted by releases of hazardous materials such as from underground fuel storage tanks would expose residents or workers to hazardous materials or wastes.	LTS	LTS	LTS	LTS
<b>N-2:</b> Demolition of any existing structures for the purpose of redevelopment could contain hazardous building materials, such as lead-based paint, asbestos, and PCBs which could expose and adversely affect workers, the public, or the environment if not handled appropriately.	LTS	LTS	LTS	LTS

**TABLE 5-1 (Continued)**  
**SUMMARY OF IMPACTS: PROJECT AND ALTERNATIVES**

<b>NOTE:</b> Significance levels shown in the table reflect levels of significance <i>after mitigation</i> and indicate maximum impact during buildout and operation, unless otherwise specified.	<b>Project</b>	<b>No Project Alternative</b>	<b>Higher Population Projection Alternative</b>	<b>Downtown and Corridors Alternative</b>
<b>N. Hazardous Materials (cont.)</b>				
<b>N-3:</b> New commercial and light industrial uses would involve the transportation, use, and storage of hazardous chemicals, which could present public health and/or safety risks to facility workers, patients and visitors, and the surrounding area.	LTS	LTS	LTS	LTS
<b>N-4:</b> Land use and infill development would result in cumulative hazardous materials and human health risk impacts.	LTS	LTS	LTS	LTS
<b>O. Energy</b>				
<b>O-1:</b> Would increase the need for, or cause inefficient use of, local energy sources by residential, commercial, industrial, or public uses.	LTS	LTS↓	LTS↑	LTS↓
<b>O-2:</b> Would increase reliance on natural gas and oil or decreased use of renewable resources.	LTS	LTS↓	LTS↑	LTS↓
<b>O-3:</b> Would increase use of energy resources for transportation systems.	LTS	LTS↓	LTS↑	LTS↑
<b>O-4:</b> Along with potential development in the surrounding region would result in substantially increase the demand for and consumption of energy resources.	LTS	LTS↓	LTS↑	LTS↑
<b>P. Parks and Recreation</b>				
<b>P-1:</b> Would result in urban development that would exceed park construction, and result in non-attainment of the city's park standard.	LTS	LTS↓	LTS↑	LTS↓
<b>P-2:</b> Would increase the likeliness Neighborhood or community park facilities may not be accessible from all residences within Santa Rosa.	LTS	LTS↓	LTS↓	LTS↑
<b>P-3:</b> Along with potential development in the surrounding region would result in cumulative park and recreation impacts.	LTS	LTS↓	LTS	LTS↓
<p>LTS = Less than Significant;  LTS↑ = Less than significant, but also increased effect compared to proposed project;  LTS↓ = Less than significant, but also decreased effect compared to proposed project;  LSM = Less than Significant with any proposed mitigation;  LSM↑ = Less than significant with any proposed mitigation, but also increased effect compared to proposed project;  LSM↓ = Less than significant with any proposed mitigation, but also decreased effect compared to proposed project;  SU = Significant and Unavoidable;  SU↑ = Significant and Unavoidable, but also increased effect compared to proposed project;  SU↓ = Significant and Unavoidable; but also decreased effect compared to proposed project;  N = No Impact</p>				