



Hearn Veterans Village

CITY PROJECT FILE# MIN21-001

INITIAL STUDY/MITIGATED NEGATIVE DECLARATION

LEAD AGENCY:

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

PREPARED BY:



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MAY 2021

M-GROUP

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**HEARN VETERANS VILLAGE
CEQA ENVIRONMENTAL CHECKLIST AND INITIAL STUDY**

Project Title:	Hearn Veterans Village
Lead agency name and address:	City of Santa Rosa Planning and Economic Development Department 100 Santa Rosa Avenue, Room 3 Santa Rosa, CA 95404
Contact person and phone number:	Monet Sheikhali, City Planner (707) 543-4698 Email: msheikhali@srcity.org
Project Location:	2149 West Hearn Avenue Santa Rosa, Sonoma County, CA 95407 Assessor’s Parcel Numbers: 134-011-012; -013
File Number:	MIN21-001
Project sponsor’s name and address:	Paula Cook, Executive Director Community Housing Sonoma County (CHSC) 131-A Stony Circle, Suite 500 Santa Rosa, CA 95401 Phone: 707-578-2338 Email: pcook@ch-sc.org
Property Owners:	Community Housing Sonoma County (CHSC) 131A Stony Point Circle, Suite 500 Santa Rosa, CA 95401 Phone: 707-578-2338 Email: pcook@ch-sc.org
General Plan Designation:	Very Low Density Residential
Zoning:	Rural Residential (RR-20)/Rural Heritage (-RH)
Description of project:	Community Housing Sonoma County (CHSC) is proposing to subdivide a 2.01-acre property into four parcels ranging in size from approximately 20,000 to 25,000 square feet and develop 4 single family homes and an Accessory Dwelling Unit on each lot. Onsite amenities include outdoor recreation such as basketball and horse shoe pits, gathering areas, parking, and landscaping.
Surrounding land uses and setting; briefly describe the project’s surroundings:	The project site is located in Santa Rosa’s Southwest quadrant, between Stony Point Road to the east and the terminus of West Hearn Avenue to the west. The site is predominately surrounded by low density residential uses along West Hearn Avenue as well as higher density residential subdivisions to the north and south of the site. The North Point Mitigation Site, which is an established wetland preserve, is located north of the project site, and the FEMA conservation site, located northwest of the site, is an established habitat preservation area for rare and endangered plants as well as CTS breeding and upland habitat.

<p>Other public agencies whose approval is required (e.g., permits, financial approval, or participation agreements):</p>	<p>U.S. Fish and Wildlife Service for a Section 7 Consultation California Department of Fish and Wildlife (CDFW) for 2081 Incidental Take Permit</p>
<p>Have California Native American tribes traditionally and culturally affiliated with the project area requested consultation pursuant to Public Resources Code section 21080.3.1? If so, has consultation begun?</p>	<p>Lytton Rancheria and Federated Indians of Graton Rancheria (FIGR) were notified on March 3, 2021. Lytton responded on March 22, 2021 confirming receipt of the notice and stating that no consultation was being requested.</p>

**HEARN VETERANS VILLAGE
CEQA ENVIRONMENTAL CHECKLIST AND INITIAL STUDY**

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List of Acronyms

APN	Assessor Parcel Number
BAAQMD	Bay Area Air Quality Management District
BMP	Best Management Practice
CalEEMod	California Emissions Estimator Model
CARB	California Air Resources
CBC	California Building Code
CCR	California Code of Regulations
CSC	Commercial Shopping Center (zoning district)
CDFW	California Department of Fish and Wildlife
CEQA	California Environmental Quality Act
CNEL	community noise equivalent level
CNPS	California Native Plant Society
CRHR	California Register of Historical Resources
dBA	A-weighted decibel
DEIR	Draft Environmental Impact Report
DTSC	Department of Toxic Substance Control
EIR	Environmental Impact Report
FEIR	Final Environmental Impact Report
FMMP	Farmland Mapping and Monitoring Program
FHSZ	Fire Hazard Severity Zone
GHG	greenhouse gas
HI	hazard index
HRA	Health Risk Assessment
HMBP	Hazardous Material Business Plan
IS/MND	Initial Study/Mitigated Negative Declaration
LID	Low Impact Development
LOS	Level of Service
LRA	Local Responsibility Area
mgd	million gallons per day
MBTA	Migratory Bird Treaty Act
MEI	Maximum Exposed Individual
MMRP	Mitigation Monitoring and Reporting Program
NPDES	National Pollutant Discharge Elimination System
PPV	peak particle velocity
PRC	Public Resources Code
RAFD	Rancho Adobe Fire Protection District
RCPA	Regional Climate Protection Agency
ROG	Reactive Organic Gas
RWQCB	Regional Water Quality Control Board
SCH	State Clearinghouse
SCTA	Sonoma County Transportation Authority
SRA	State Responsibility Area
SRPCS	Santa Rosa Plain Conservation Strategy
SWPPP	Storm Water Pollution Prevention Plan
SWRCB	State Water Resources Control Board
TAC	Toxic Air Contaminants
USACOE	United States Army Corps of Engineers
UGB	Urban Growth Boundary
UST	Underground Storage Tank
UWMP	Urban Water Management Plan
µg/m ³	micrograms per cubic meter
VMT	Vehicle Miles Traveled

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1. INTRODUCTION

This Initial Study/Mitigated Negative Declaration (IS/MND) has been prepared in full accordance with the procedural and substantive requirements of the California Environmental Quality Act (CEQA). The analysis herein evaluates environmental impacts from the proposed Hearn Veterans Village Project, which consists of the subdivision of approximately 2.01-acres into four individual lots which will each be developed with one six-bedroom detached single-family residences and one two-bedroom accessory dwelling unit (ADU), providing permanent housing for 32 residents including homeless veterans, an onsite property manager, and peer managers (hereinafter referred to as the "Project").

1.1. Purpose and Intent

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

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

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

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

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

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

1.2. Public Review

In accordance with CEQA and the state CEQA Guidelines, the IS/MND prepared for the Hearn Veterans Village project will be circulated for a 30-day public review period and distributed to interested or involved public

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

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

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

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

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

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

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

Monet Sheikhal, City Planner
City of Santa Rosa: Planning and Economic Development Department
100 Santa Rosa Avenue, Room 3
Santa Rosa, CA 95404
Phone: (707) 543-4698
Email: msheikhal@srcity.org

2. PROJECT DESCRIPTION

2.1. Project Location

The project site is located west of U.S. 101 within the southwest portion of the City of Santa Rosa, Sonoma County, California (**Figure 1: Regional Location**). The 2.01-acre project site is located at 2149 West Hearn Avenue and is comprised of two parcels (APN 134-011-012; -013). The intersection of West Hearn Avenue and Stony Point Road, which is identified as a regional arterial street, is located approximately 0.3 miles east of the site. The larger of the two parcels (134-011-012) is developed as a 17-bed transitional housing facility for veterans and consists of an existing approximately 4,870 square foot building and a 1,405 square foot building. The site is also developed with a 125 square foot detached shed, water storage tank, and in-ground

water pump. The remainder of the site is undeveloped and consists primarily of non-native grassland, as well as native valley oak, coast live oak, arroyo willow, Himalayan blackberry, poison oak, toyon, and coyote brush. Other trees and shrubs include ornamental fruit trees, magnolia, palm, and walnut. The City is currently processing a lot line adjustment (LLA20-009) for parcel 134-011-012. The resulting lot line adjustment will create a 1.04-acre parcel for the existing transitional housing facility which will be operated independent of the proposed Hearn Veterans Village Project. Parcel 134-011-013 is located along the western portion of the project site and contains an existing north/south pedestrian pathway extending between West Hearn Avenue to the south and Park Meadow Drive to the north. The paved pathway is approximately 20 feet wide and precludes vehicular access due to bollards. An existing storm drain easement is located on both parcels and spans a width of 15-feet along the western property line of APN 134-011-013 where it then widens to 30-feet and is oriented at a 45 degree angle and then reduces back to 15-feet and runs parallel to the northern property line of APN 134-011-012. The project site is relatively flat with a gradual slope from the northern portion of the site at 103 feet above sea level to approximately 100 feet above sea level at the southern portion of the site. A U.S. Army Corps of Engineers (USACE) jurisdictional drainage ditch, which will be preserved as part of the project, is located adjacent to the site on the northern side of West Hearn Avenue and includes two storm drains on either side of the feature.

The site is surrounded by residential development with primarily larger lots with lower density located along West Hearn Avenue, and higher density residential subdivisions located north and south of the site. (**Figure 2: Project Vicinity**). The Bellevue Marketplace located 0.7 miles south of the site along the east side of Stony Point Road provides local retail opportunities to the surrounding area. The North Point Mitigation Site, which is an established wetland preserve, is located north of the project site, and the FEMA conservation site, located northwest of the site, is an established habitat preservation area for rare and endangered plants as well as California Tiger Salamander (CTS) breeding and upland habitat. The site is within the Santa Rosa Plain Conservation Strategy area, which is further discussed in 7.4 Biological Resources.

2.2. General Plan and Zoning

Per the City of Santa Rosa General Plan 2035 Land Use Diagram (October 18, 2016), the project site is designated Very Low Density Residential which is intended to accommodate single-family detached units at a density of 0.2 - 2.0 dwelling units per acre. The majority of properties located along West Hearn Avenue are designated Very Low Density Residential whereas residential subdivisions located north and south of the site are designated Low, Medium-Low, and Medium Density Residential. Both the North Point Mitigation Site and the FEMA Site are designated as Open Space and located north and northwest of the site, respectively. (**Figure 3: General Plan Land Use**).

As shown in **Figure 4: Zoning**, the site is zoned Rural Residential and is within the Rural Heritage Combining District (RR-20-RH) which is intended to recognize, preserve, and enhance Santa Rosa's rural communities and applies to properties within rural residential areas near the city limits. Pursuant to the City's residential district land uses and permit requirements, supportive housing uses are permitted by-right within the RR-20-RH Zoning District. As specified in Chapter 20-22.040, Table 2-3 the minimum lot size within the RR-20 Zoning District is 20,000 square feet and provides for one dwelling unit and one accessory dwelling unit per parcel. Furthermore, pursuant to State law, accessory dwelling units are permitted by right on all single-family lots.

2.3. Project Description

The proposed Hearn Veterans Village ("Project") is located on a 2.01-acre parcel at 2149 West Hearn Avenue in the City of Santa Rosa (APN 134-011-012; -013). Community Housing Sonoma County (CHSC) is proposing to subdivide the property into four individual lots. As previously noted, the existing transitional housing facility for veterans, operated by Nation's Finest, formerly Vietnam Veterans of California, will be maintained on an

independent, approximately 1.04-acre parcel and is currently in the process of obtaining a lot line adjustment (LLA20-009). In compliance with the RR-20 zoning designation, the four new vacant parcels created for the Hearn Veterans Village will range in size from approximately 20,000 to 25,000 square feet. The proposed development includes four six-bedroom detached residential units and four two-bedroom detached accessory dwelling units, one of each type on each proposed lot. Each residential unit includes bedrooms with individual bathrooms and counter space with a sink. A full kitchen, laundry room, living room, dining room, and office space are provided in each unit and will be shared among occupants. The four six-bedroom and four two-bedroom units will provide permanent housing for 32 residents including homeless veterans, one onsite property manager, and four peer managers under the State Veterans Housing and Homelessness Prevention Program (VHHP) with services provided by Housing and Urban Development (HUD) Veterans Affairs Supportive Housing (VASH) staff. Onsite amenities include outdoor recreation, gathering areas, parking, and landscaping.

All four six-bedroom residential units will feature the same floor plan, with varying orientation on each individual lot. The first floor of each residence is approximately 2,425 square feet inclusive of four bedrooms with individual bathrooms and kitchenettes, as well as shared laundry, kitchen, dining, living, and office areas, mechanical equipment closet, and stairway to the second floor. The second floor of the six-bedroom units measures approximately 714 square feet and includes two bedrooms with individual bathrooms and kitchenettes. Each six-bedroom unit also includes an approximately 320 square foot covered porch on the first floor near the front entrance. Similarly, all four two-bedroom accessory dwelling units feature the same floor plan with varying orientation on each individual lot and measuring approximately 1,008 square feet. The four two-bedroom ADUs are configured in an L-shape design and include two bedrooms with individual bathroom and kitchenette, and shared laundry, dining, and living areas. Each two-bedroom unit includes an approximately 175 square foot covered porch near the entrance.

The project site contains two seasonal wetlands along West Hearn Avenue at the southwest portion of the site, and along the northern property line near the northwest portion of the site, both of which will be preserved and include a 20-foot non-disturbance buffer intended to protect the wetlands and will be demarcated by split rail open wood fencing. (**Figure 5: Site Plan**)

Public and Private Easements

As part of the Tentative Map process, the project proposes to establish several public and private easements onsite and will also include extinguishment of several existing easements. Easements onsite include the following as shown on Sheet 1 of the Tentative Parcel Map prepared for the project:

- 46-foot public access easement overlaying the western property boundary, oriented north south, and running from West Hearn Avenue to the northern property line;
- 24-foot private access/emergency vehicle access/public utility easement oriented north-south from West Hearn Avenue to the northern property line;
- 24-foot private access/emergency vehicle access easement oriented east-west connecting from the north-south access easement described above and terminating on Lot 4 with a hammerhead to accommodate turning movements;
- 15-foot private drainage easement extending from the southwest corner of Lot 1, continuing through lot 2, to approximately the southeast corner of Lot 3;
- 10-foot public utility easement running east west between Lot 2, the existing transitional housing facility, and Lot 4;
- 10-foot private utility easement running east west between Lot 2 and the existing transitional housing facility, terminating at the northeast corner of the transitional housing facility lot; and

- 2-foot right-of way dedication, 5.5-foot sidewalk easement, and 13-foot public utility easement located along the West Hearn Avenue frontage.

Existing easements onsite planned to be extinguished as part of the proposed project include the following:

- 46-foot public right-of-way running north-south along the western property line of the existing parcel 134-011-013;
- 13-foot public utility easement running north-south on the existing parcel 134-011-013;
- 5-foot sidewalk easement running north-south on the existing parcel 134-011-013;
- 15- to 30-foot drainage easement running along the western property line of APN 134-011-013 where it then widens to 30-feet and is oriented at a 45 degree angle and then reduces back to 15-feet and runs parallel to the northern property line of APN 134-011-012;
- Street right-of-way bulb out along West Hearn Avenue

Access and Parking

Access to the project site is proposed at the southwest corner via an existing driveway and a new 24-foot private access easement which will also serve as an emergency vehicle access easement (EVA) extending from West Hearn Avenue to the northern property line which will be closed to vehicular access from the north with a swing gate, approximately 50-feet south of the Park Meadow Drive cul-de-sac. The private access easement/emergency vehicle access easement will also extend in an east-west orientation through the site with a hammerhead extending onto Lot 4 to allow for vehicle turnaround. The existing 46-foot public right-of-way, which is inclusive of a drive lane ranging in width from 24- to 26-feet, 5.5-foot sidewalk easement, and a 13-foot public utility easement will be extinguished as part of the project. The project will continue to provide pedestrian access between West Hearn Avenue and Park Meadow Drive which will be achieved through dedication of an easement and construction of a 4-foot wide sidewalk/pathway. A portion of the cul-de-sac bulb out along West Hearn Avenue will also be extinguished. Each lot will include a covered parking area with access to Lots 2, 3, and 4 provided via the private access easement and emergency vehicle access easement which will be limited to use by residents and emergency vehicles and will be restricted to use by others through installation of a swing gate. Access to Lot 1 will be provided via an existing gravel driveway located along West Hearn Avenue and extending along the western portion of the existing transitional housing facility building. In addition to covered parking provided on each lot, the project also includes uncovered parking along the new private access easement inclusive of 24 standard parking spaces, and four accessible parking spaces, for a total of 28 off-street parking spaced onsite. Bicycle parking will also be located on the site between lots 2 and 3.

Consistent with the Interim Street Standard (STD 200 K) applicable to the site, the project includes a 5.5-foot wide sidewalk easement which runs along the West Hearn Avenue project frontage. Paved pedestrian pathways are located throughout the site and provide connections between residential units as well as to shared community amenities. Informal pedestrian pathways are also provided throughout the existing transitional housing facility site and will be marked by mowed oak grasslands.

Architecture

The proposed residential units feature a modern architectural style similar to that of the existing transitional housing facility and surrounding single-family residences along West Hearn Avenue. The six-bedroom residences are two stories with an overall height of 23-feet, 8-inches as measured from grade to the peak of the pitched roof and the two-bedroom residences are one story with an overall height of 13-feet, 8 ¾-inches. All residences include white vertical siding with dark grey gabled tile roofs, dark grey window trim, and red entry doors. The larger units also include a dark horizontal accent band, approximately 0.5-feet from grade

and measuring approximately 1 ¾-feet in height. Entry to the larger units is provided via a front entry door and three sliding glass doors. The covered porches for both the six-bedroom residential units and two-bedroom accessory dwelling units are supported by evenly spaced, approximately 0.5-foot wide columns.

Landscaping and Lighting

The project proposes to maintain all existing trees onsite and will also plant trees throughout the site in a non-uniform layout consistent with the rural character of the surrounding area. The project includes accent planting along the private access easement leading into the site as well as throughout the site adjacent to pedestrian walkways and within the common recreation areas and gathering spaces. Each new residence includes three aluminum garden beds for use by residents. A promenade area is located in the center of the site and is demarcated by decorative boulders. The promenade area includes several amenities including horse shoe pits, game tables, cornhole, gathering areas with boulders as informal seating, and a basketball court. Pedestrian walkways will be composed of concrete and the remainder of the courtyard area will be either decomposed granite or asphalt concrete.

Offsite Improvements

Frontage improvements will not be required to be installed by the project, however, consistent with the Interim Street Standard (STD 200 K) applicable to the site the project includes a right-of-way dedication and sidewalk easement which will be required to be irrevocably offered and accepted when ultimate improvements are constructed along the West Hearn Avenue frontage. Frontage improvements along the existing transitional housing facility are not proposed or required, and no other off-site improvements are proposed or required to be installed by the project.

Water Supply

Approximately 95 percent of the City's potable water supply comes from the Sonoma Water (formerly Sonoma County Water Agency) Aqueduct System. The City of Santa Rosa is the potable water supplier and currently provides municipal water to existing uses in the immediate vicinity of the project site. Potable water would be accommodated via the installation of water lines throughout the project site, connecting to the existing 8-inch water main located within the 24-foot public utility easement on the western portion of the site and to a new 8-inch water main within the new public utility easement along the southern portion of the site.

Wastewater

The City of Santa Rosa provides wastewater treatment services and infrastructure currently extends to the Project site. Wastewater would be accommodated via the installation of sanitary sewer laterals throughout the project site that would connect to a new 8-inch diameter sanitary sewer line located within the 24-foot public utility easement along the western portion of the site and to a new 8-inch sanitary sewer line located within the 10-foot public utility easement running east-west through the site. Wastewater generated by the proposed Project would be conveyed to the Laguna Wastewater Treatment Plant for processing.

Solid Waste

The City of Santa Rosa contracts with Recology Sonoma Marin to provide waste collection services. Recology will provide solid waste, recycling, and composting services to the proposed Project. Each residential unit will include individual receptacles that will be collected by Recology on a weekly basis.

Storm Drainage Infrastructure

The project will include new storm drainage infrastructure to accommodate the change in impervious surfaces that will result from development. Onsite improvements will capture storm water runoff via new storm drainpipes and convey flows to the proposed retention basins located throughout the site.

Bioretention areas are incorporated into the site plan and are required to be designed to capture the post development storm water runoff during precipitation events and encourage infiltration in accordance with objectives of the Low Impact Design (LID) Technical Design Manual. Proposed LID improvements include impervious surfaces and bioretention basins throughout the site.

Site Preparation and Construction

For purpose of this analysis, it is assumed that construction of the new residences, accessory dwelling units, and associated site improvements would occur over an approximately 12-month construction period between June 2022 and June 2023. Site preparation would include clearing and grading to achieve level topography. Removal and off-haul of materials would include, but not necessarily be limited to, vegetation, concrete, gravel, and existing utilities that would be removed and replaced. In areas to be developed, vegetation and debris would be cleared, and any unstable soils would be excavated and replaced with properly compacted fill to achieve finished grade elevations.

Following completion of site preparation and grading activities, the building pad foundations and buildings would be constructed. Utilities, storm drains, bioretention features, and other infrastructure would be installed, including landscaping, and lighting.

A variety of construction equipment would be used to build the project including excavators, backhoes, front end loaders, scrapers, graders, concrete saws, small cranes, jackhammers, chainsaws, rough terrain forklifts, rollers, asphalt road pavers, compactors, air compressors, generator sets, and pneumatic tools. A variety of trucks including cement mixers, haul trucks, and water trucks would also be required. Construction equipment will be parked or staged onsite.

Required Discretionary Actions

The proposed use is permitted by-right in the RR-20-RH Zoning District in which the site is located. As such, the project is limited to review and approval of a tentative and final map for the subdivision of the 2.01-acre parcel into four individual lots which requires approval by the City of Santa Rosa Planning Commission.

Other Public Agency Review

The project requires the following approvals from regulatory agencies:

- U.S. Fish and Wildlife Service for a Section 7 Consultation
- California Department of Fish and Wildlife for a 2081 Incidental Take Permit

Sustainability Measures

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

1.1.1 Comply with Cal Green Tier 1 Standards

- 1.1.3 After 2020, all new development will utilize zero net electricity¹
- 1.4.2 Comply with the City's Tree Preservation Ordinance
- 1.4.3 Provide public and private trees
- 1.5 Install new sidewalks and paving with high solar reflectivity materials
- 4.1.2 Install bicycle parking consistent with regulation
- 6.1.3 Increase diversion of construction waste
- 7.1.1 Reduce potable water use for outdoor landscaping
- 9.1.3 Install low water use landscapes
- 9.2.1 Minimize construction idling time to 5 minutes or less
- 9.2.2 Maintain construction equipment per manufacturer's specifications
- 9.2.3 Limit GHG emissions by using electrified construction equipment or alternative fuels

California Native American Tribal Consultation

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

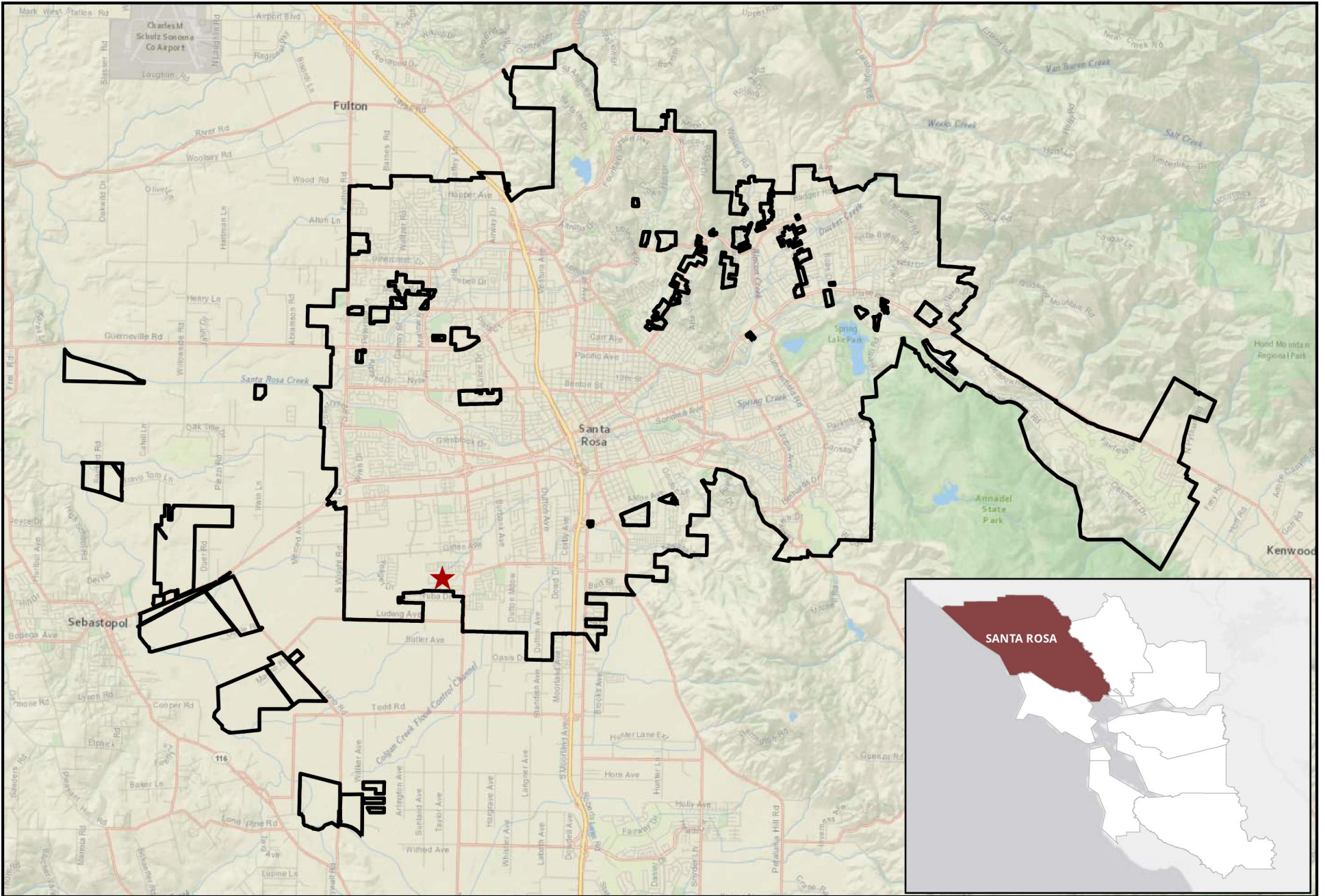
In accordance with PRC Section 21080.3.1(d), notification of the proposed project was mailed to the following local tribes on March 3, 2021:

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

FIGR did not respond to the notification. The Lytton Rancheria responded to notification of the project, confirmed receipt, and stated that no further consultation was being requested.

¹ Goal 1.1.3 was adopted to coincide with CA Energy Codes. Since the CAP adoption, the CEC has determined that it is not possible to achieve net zero on a wholesale basis and "net zero" has been removed from the CA Energy Codes.

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HEARN VETERANS VILLAGE: REGIONAL LOCATION

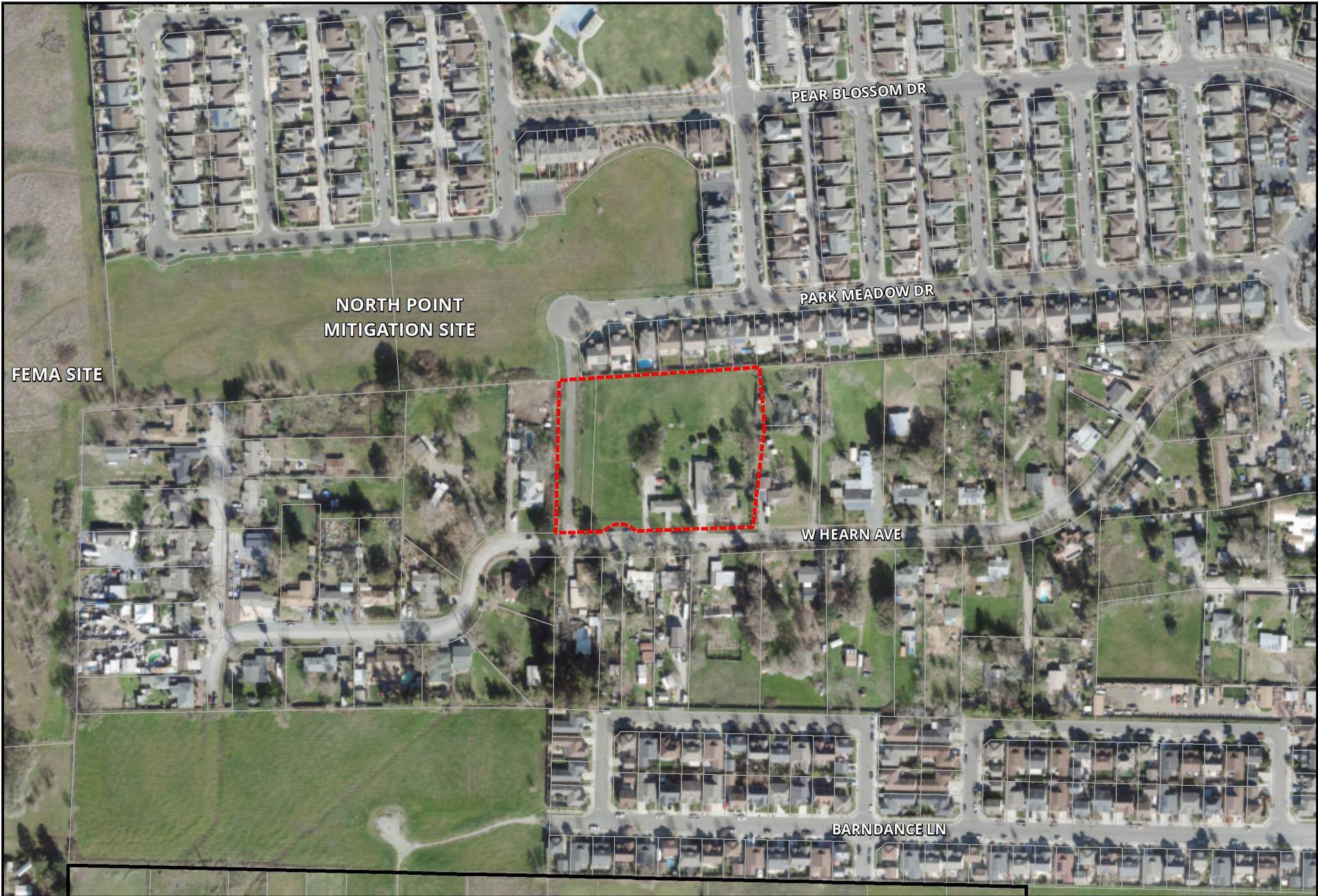
0 0.75 1.5 3 Miles

Data source: Sonoma County GIS; ESRI Basemap




- ★ PROJECT SITE
- CITY OF SANTA ROSA
- SONOMA COUNTY

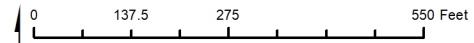


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HEARN VETERANS VILLAGE: PROJECT VICINITY

-  CITY OF SANTA ROSA
-  PROJECT SITE
-  PARCELS

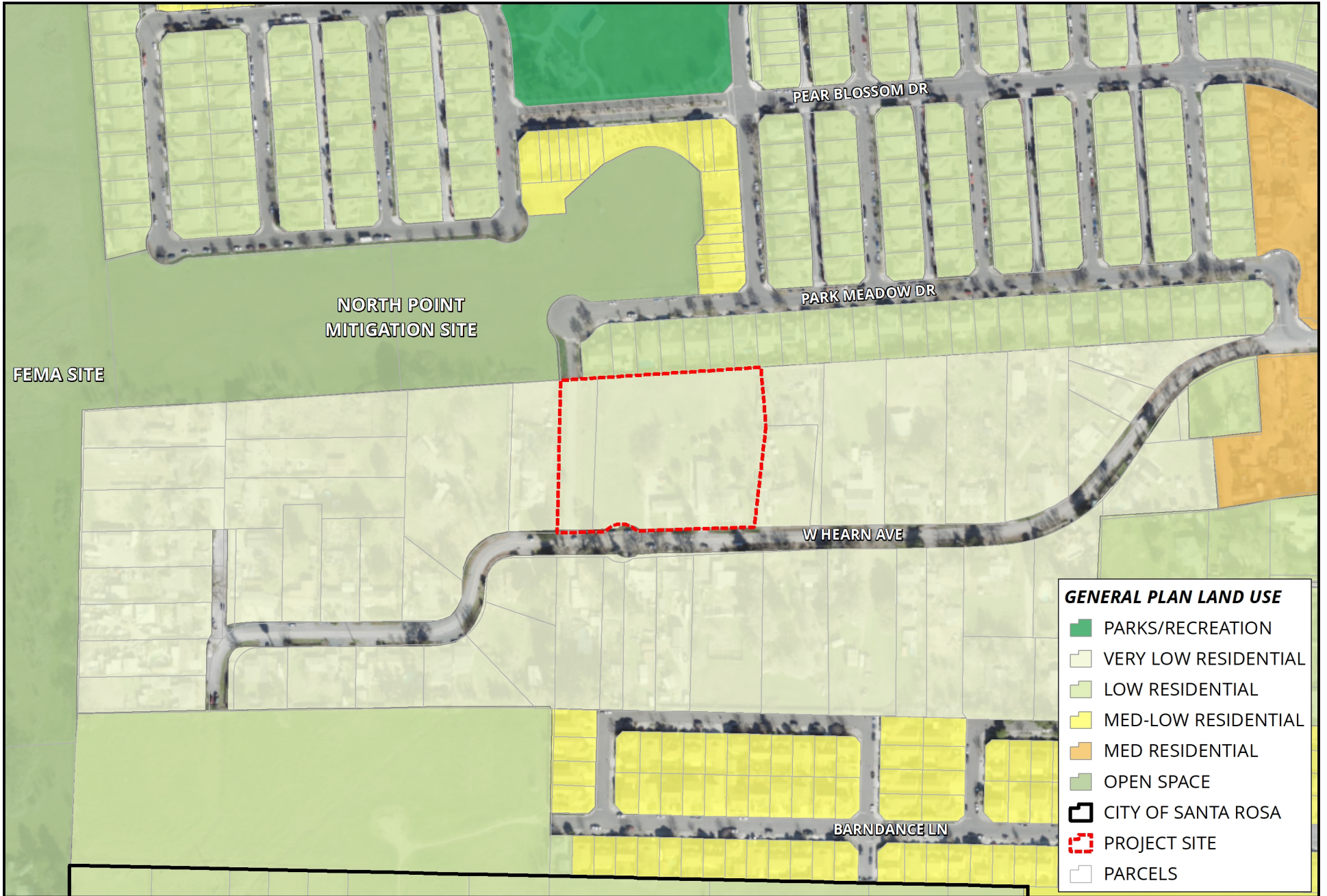


Data source: Sonoma County GIS; ESRI Basemap



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FIGURE 3



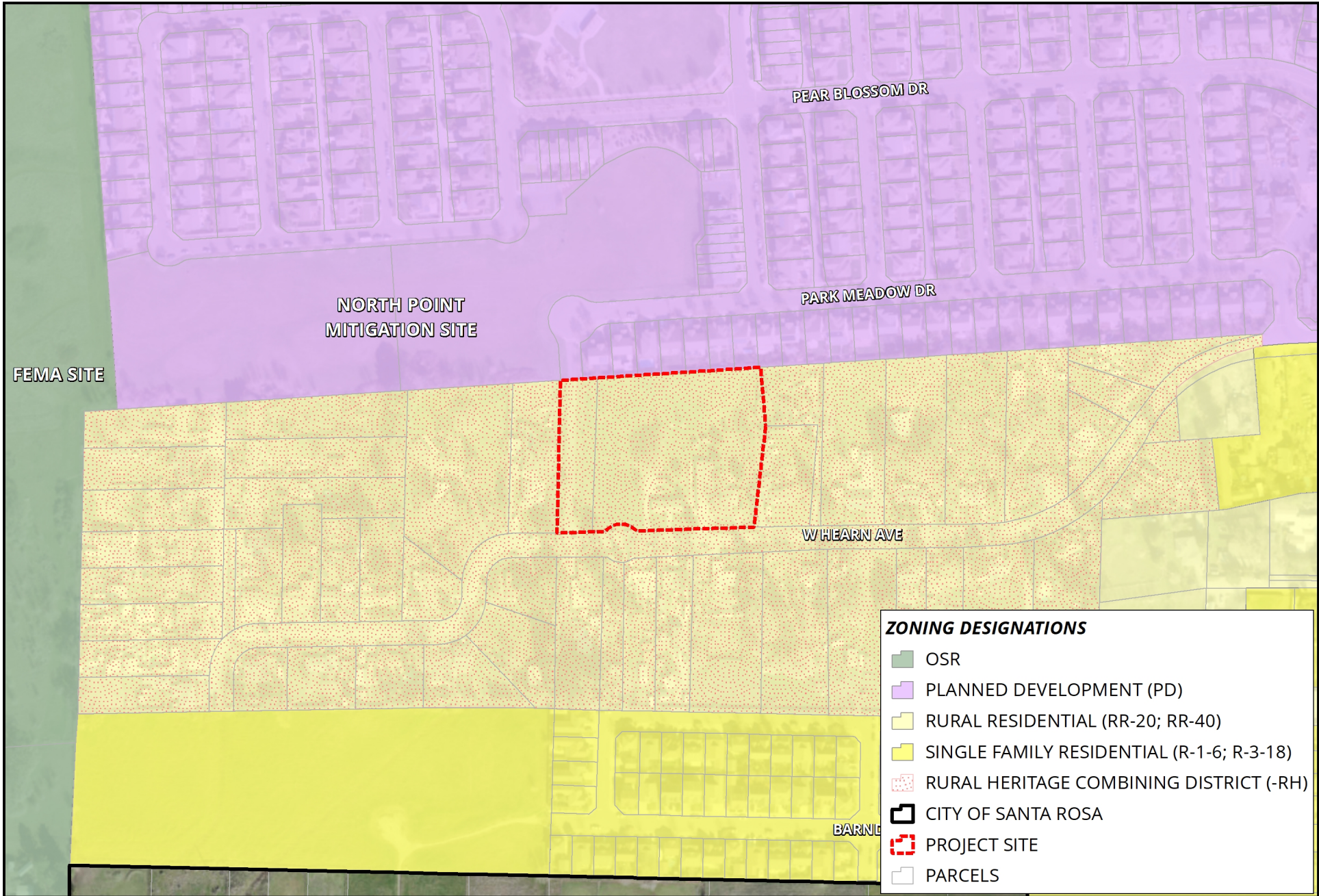
HEARN VETERANS VILLAGE: GENERAL PLAN LAND USE

0 137.5 275 550 Feet

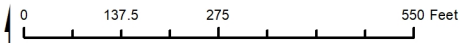
Data source: Sonoma County GIS; ESRI Basemap



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HEARN VETERANS VILLAGE: ZONING DESIGNATIONS



Data source: Sonoma County GIS; ESRI Basemap



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HEARN VETERANS VILLAGE: SITE PLAN

- PROJECT SITE
- PARCELS
- PROPOSED LOTS
- WETLAND AREAS
- 4-FOOT PUBLICLY ACCESSIBLE PATHWAY

0 40 80 160 Feet

Data source: Sonoma County GIS; ESRI Basemap; TPM for Hearn Veterans Village, BKF, 5/21; Schematic Plan, Quadringa Landscape Architecture and Planning, Fritz Architecture Urbanism, 4/7/21



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3. INCORPORATION BY REFERENCE

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

4. RELEVANT CITY PLANNING DOCUMENTS

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

The project site is located within an area of the City of Santa Rosa that is surrounded by existing single-family residences to the north, south, east, and west. The proposed project is consistent with the development densities established by the existing General Plan and zoning designations for the area which were adopted as part of the City of Santa Rosa's prior review of the project site in conjunction with the Roseland Area/Sebastopol Road Specific Plan and Roseland Area Annexation Project. The site has a General Plan designation of Very Low Density Residential (Figure 3: General Plan Land Use) which allows for a density of 0.2-2.0 housing units per gross acre and is zoned Rural Residential within the Rural Heritage Combining District (Figure 4: Zoning Designations) which provides for a maximum residential density of one dwelling unit plus one second unit per parcel. As stated in the Environmental Impact Report (EIR) prepared for the Roseland Area/Sebastopol Road Specific Plan and Roseland Area Annexation Project, the General Plan land use designation for the West Hearn Avenue Neighborhood, which included the project site, was changed from Low Density Residential to Very Low Density Residential, resulting in a lower density than that anticipated in the Santa Rosa General Plan 2035 and analyzed in the General Plan EIR.

Pursuant to Section 15182(c) of the CEQA Guidelines, where a residential project undertaken pursuant to and in conformity with a specific plan for which an EIR has been prepared is exempt from CEQA. As discussed herein, though the West Hearn Avenue Neighborhood is outside of the boundaries of the Roseland/Sebastopol Road Specific Plan Area, the annexation of the neighborhood was analyzed in the EIR prepared for the Specific Plan and annexation project and as such the project is eligible for exemption consistent with Section 15182(c) of the Guidelines as it is in conformity with the EIR. Furthermore, due to the project's consistency with the applicable General Plan and zoning designations for the site, the project is also eligible for an exemption from further environmental review in accordance with Section 15183 of the CEQA Guidelines which states that projects which are consistent with the development density established by existing zoning, community plan, or general plan policies for which an EIR was certified shall not require additional environmental review, except as might be necessary to examine whether there are project-specific significant effects which are peculiar to the project or its site. Though the project is eligible for one or more CEQA exemption, the City has prepared this Draft IS/MND to conduct a site specific analysis of the project and evaluate project specific impacts as discussed throughout this document.

4.1. City of Santa Rosa General Plan 2035

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

The Santa Rosa General Plan 2035 serves the following purposes:

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

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

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

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

4.2. City of Santa Rosa General Plan EIR

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

The General Plan EIR reviewed all environmental impacts and effects, identified potentially significant environmental impacts, and developed measures and policies to mitigate impacts. Nonetheless, significant and unavoidable impacts were determined to occur through the implementation of the General Plan. Therefore, the City adopted a statement of overriding considerations, which balances the merits of

implementing the General Plan despite the potential environmental impacts. The impacts identified as significant and unavoidable in the Santa Rosa General Plan 2035 Final EIR are:

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

Tiering – Santa Rosa General Plan 2035 EIR

Because CEQA discourages “repetitive discussions of the same issues” (CEQA Guidelines Section 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 Section 15152(d)), no additional benefit to the environment or public purpose would be served by preparing an EIR merely to restate the analysis and the significant and unavoidable effects found to remain after adoption of all General Plan policies/mitigation measures. All General Plan policies adopted as mitigation apply to the project analyzed herein.

This environmental document tiers off the Santa Rosa General Plan 2035 EIR (SCH No. 2008092114), which was certified on November 3, 2009, and provides a programmatic evaluation of the environmental effects due to the Santa Rosa General Plan 2035. A copy of the City of Santa Rosa’s General Plan and EIR are available at the Planning and Economic Development Department, 100 Santa Rosa Avenue, Room 3, Santa Rosa, California 95404, during normal business hours and online at <https://srcity.org/392/General-Plan>.

4.3. Roseland Area/Sebastopol Road Specific Plan and Annexation EIR

The Roseland Area/Sebastopol Road Specific Plan, adopted by the City Council in November 2016 is intended to improve connectivity, concentrate areas of activity, and enhance the physical environment of the Roseland Area which is generally bounded by State Route (SR) 12 to the north, Bellevue Avenue to the south, Highway 101 to the east, and Stony Point Road to the west. The guiding principles of the Specific Plan include the following:

- Engage plan area residents, property owners, and business owners to envision and plan for their community in the future through an innovative community engagement strategy.
- Make life and the physical environment better for plan area residents and employees.
- Establish a land use and policy framework to guide future development in the area toward transit-supportive land uses.
- Balance the preservation of existing uses and the development of new uses while maintaining the cultural diversity that makes this area special and unique in Santa Rosa.
- Improve connections, particularly for bicycling and walking, to the Southside Bus Transfer Center, to the Santa Rosa Downtown Station, and to Sebastopol Road, the main commercial area (within the plan area and beyond).
- Enhance livability by promoting community health and equity.
- Prepare a comprehensive environmental document for the Specific Plan that will also facilitate future annexation of unincorporated areas and subsequent development projects.
- Establish the plan area as a place where people want to live, work, shop, and visit.
- Promote economic vitality by maintaining and expanding small businesses and local services for residents.

The Draft EIR for the Roseland Area Annexation Project (SCH No. 2016012030) was prepared in May 2016. The Draft EIR, together with the Response to Comments document constitute the Final EIR for the project which was certified by the City Council on October 18, 2016 (Resolution No. 28873).

The EIR analyzed environmental impacts associated with implementation of the Roseland Area/Sebastopol Road Specific Plan, associated General Plan and Zoning amendments, and annexation of five unincorporated County islands in southwest Santa Rosa. As stated in the EIR, unincorporated islands are defined as areas of unincorporated land that are substantially surrounded by incorporated City land. Two of the five islands are located within the Plan Area and three are located outside of the Plan Area including the West Third Street area, located north of the Plan Area, the Brittain Lane area, located northwest of the Plan Area, and the West Hearn Avenue area, located southwest of the Plan Area. The total annexation area included 1,614 parcels and approximately 714 acres. The impacts identified as significant and unavoidable in the Roseland Area/Sebastopol Road Specific Plan and Annexation Final EIR include:

- Project traffic would have the potential to degrade mainline freeway operations to unacceptable levels of service under Existing plus Project conditions (US 101 North – Todd Rd to SR 12).
- Project traffic would have the potential to degrade freeway ramp operations to an unacceptable level of service at the southbound US 101 freeway off- ramp at Hearn Avenue under Existing plus Project conditions.
- Project traffic, when considered together with other past, present, and future development, would have the potential to degrade mainline freeway operations to unacceptable levels of service.

The Hearn Veterans Village Project site is located within the West Hearn Avenue annexation area which included an analysis of the change in land use from Low Density Residential to Very Low Density Residential.

Tiering – Specific Plan EIR

This environmental document tiers off the Roseland Area Annexation EIR (SCH No. 2016012030), which was certified on October 18, 2016, and provides a programmatic evaluation of the environmental effects resulting from implementation of the Roseland Area/Sebastopol Road Specific Plan and associated annexation as well as annexation of three unincorporated county islands outside of the Plan area. A copy of the Roseland Area Annexation Specific Plan and EIR are available at the Planning and Economic Development Department, 100 Santa Rosa Avenue, Room 3, Santa Rosa, California 95404, during normal business hours and online at <https://srcity.org/2437/Roseland-Area-Projects-Environmental-Imp>.

4.4. Santa Rosa Municipal Code

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

The zoning designation for the project site is Rural Residential and falls within the Rural Heritage Combining District (RR-20-RH). Pursuant to Santa Rosa City Code, Title 20 Zoning, Chapter 20-22.020, the RR-20-RH zoning district is applied to areas of the City intended to accommodate residential neighborhoods with compatible agricultural uses, but where the primary uses are residential, and compatible accessory uses. Furthermore, the Rural Heritage Combining District is intended to recognize, preserve, and enhance Santa Rosa's rural communities and applies to properties within rural residential areas near the city limits.

4.5. Santa Rosa Climate Action Plan

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

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

On June 5, 2012, the City of Santa Rosa adopted a Climate Action Plan, which meets the programmatic threshold for a Qualified GHG Reduction Strategy, established by the Bay Area Air Quality Management District (BAAQMD) guidelines. The Project is subject to the Santa Rosa Climate Action Plan.

On August 6, 2013, the City of Santa Rosa adopted a Municipal Climate Action Plan. On January 14, 2020, the Santa Rosa City Council adopted Resolution No. RES-2020-002 declaring a climate emergency and immediate emergency mobilization to restore a safe climate. The resolution establishes a 2030 carbon neutrality goal.

5. ENVIRONMENTAL FACTORS POTENTIALLY AFFECTED

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

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

The CEQA Initial Study (IS) Checklist and written explanations are provided in Section 7 of this document. The IS Checklist and narrative indicate the level of significance of the potential environmental effects of the proposed project upon each of the noted environmental resources.

6. DETERMINATION

(TO BE COMPLETED BY THE LEAD AGENCY)

On the basis of this initial evaluation:

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



May 6, 2021

Signature: Monet Sheikhali, City Planner

Date

7. EVALUATION OF ENVIRONMENTAL IMPACTS

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

7.1. Aesthetics

Would the project:	Potentially Significant Impact	Less Than Significant with Mitigation	Less Than Significant Impact	No Impact
a) Have a substantial adverse effect on a scenic vista?	<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 public views of the site and its surroundings? (Public views are those that are experienced from publicly accessible vantage points.) If the project is in an urbanized area, would the project conflict with applicable zoning and other regulations governing scenic quality)?	<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"/>

Sources: Santa Rosa General Plan 2035 and General Plan EIR; Roseland Area/Sebastopol Road Specific Plan and Roseland Area Annexation DEIR; California Scenic Highway Mapping System, <https://www.arcgis.com/home/item.html?id=f0259b1ad0fe4093a5604c9b838a486a>, accessed March 22, 2021; and Hearn Veterans Village Plans, May 20, 2020.

Existing Aesthetics Setting:

The subject property is located in southwest Santa Rosa and within the City's Urban Growth Boundary (UGB). The project site is currently developed as a 17-bed transitional housing facility for veterans consisting of an existing approximately 4,870 square foot building and a 1,405 square foot building. The site is also developed with a 125 square foot detached shed, water storage tank, and in-ground water pump. The remainder of the site is undeveloped and consists of native and non-native grassland, trees, and shrubs.

The Santa Rosa General Plan designates several scenic roads within the City. The project site is located approximately 0.5 miles east of South Wright Road and one-mile west of Highway 101, both of which are designated scenic roads. Policies in the General Plan seek to preserve and enhance scenic roads throughout Santa Rosa in rural areas, including within the proximity of the project site.

Aesthetic and visual resources visible from the project site are limited due to the site's location, relatively flat topography, and the presence of existing low and medium density residential development surrounding the project site. Views from the site are primarily of adjacent one- and two-story single-family residences, larger lots with a rural development character, yards, mature trees, narrow roadways, low fencing, and farm animals. Views of hills and ridgelines are obscured by existing development, mature trees, and other vegetation present within the area.

Pursuant to Santa Rosa City Code Section 20-52.030(B)(1)(d and e), as a single-family subdivision with accessory structures proposed on each lot, the Hearn Veterans Village is not subject to Design Review. The proposed project is subject to the requirements of Santa Rosa governing the subdivision of property for the development of housing including one- and two-story dwellings and accessory structures. The project is within the Rural Heritage combining district, which is intended to recognize, preserve, and enhance the City's rural communities, including the West Hearn Avenue Neighborhood, which includes properties along West Hearn Avenue, west of Stony Point Road.

Aesthetics Impact Discussion:

7.1(a) (Effect a Scenic Resource or Vista) Less Than Significant Impact: The Santa Rosa General Plan 2035 EIR identifies vistas of the Sonoma Mountains and foothills as significant visual resources with notable viewpoints visible throughout the City of Santa Rosa. General Plan policies require the identification, preservation, and enhancement of scenic roads throughout the City, and includes several policies intended to preserve and enhance the scenic character and aesthetic value of surrounding views from designated Scenic Roads, the nearest of which include South Wright Road and Highway 101, which are located 0.5 and 1-mile from the project site, respectively. Views of scenic resources in the project area are limited due to surrounding development and the site's relatively flat topography. The project conforms with all provisions of the regulating zoning code including lot size, setbacks, and building heights. Onsite residential buildings and accessory structures introduced by the project will not obstruct views of scenic resources or vistas. Therefore, the proposed project will not have a substantial adverse effect on a scenic vista and impacts would be less than significant.

7.1(b) (Scenic Resources from Designated Scenic Highway) No Impact: Highway 101 is the closest highway to the project site and is located approximately one mile east. Within the City of Santa Rosa, Highway 101 is not a state designated scenic highway, nor is it considered eligible to be officially designated. Highway 12, which provides east-west access throughout the City and to neighboring jurisdictions is a state designated scenic highway east of Highway 101. The portion of Highway 12 that is designated as a scenic highway is located over two miles northeast of the project site. Due to the distance of the project site to a designated State scenic highway, the proposed project will not result in damage to scenic resources including, but not limited to, trees, rock outcroppings, and historic buildings viewable from a designated (or eligible) State scenic highway. Therefore, the project will have no impact due to changes in view of scenic resources from a designated scenic highway.

7.1(c) (Degrade Visual Character or Conflict with Scenic Quality) Less Than Significant Impact: The project proposes a four lot subdivision with a six-bedroom two-story residence and a two-bedroom one-story accessory dwelling unit on each lot, which is consistent with the densities established by the Very Low Density General Plan Land Use Designation and Rural Residential Zoning Designation. Pursuant to the zoning code, primary structures in rural residential districts allow for a maximum height of 35 feet and accessory structures are allowed a maximum height of 16 feet. As proposed, the project's primary residential structures will have a maximum height of 23-feet 8-inches and accessory structures will have a maximum height of 13-feet 8 $\frac{3}{4}$ -inches. The project is also consistent with the setbacks established for the RR-20 Zoning district which requires 20-foot front and rear setbacks, and five-foot side setbacks for primary residential structures, and five foot

rear and side setbacks for accessory structures. Additionally, the RR-20 Zoning District allows for a maximum of 40% lot coverage for residential structures. The project proposes lot coverages ranging from 14 to 17%. As such, the project is fully consistent with the development standards for the rural residential district.

Proposed colors will be primarily neutral-tones that blend in with surrounding trees and natural vegetation.

The project will preserve natural features onsite including mature native trees and seasonal wetlands and will introduce native vegetation to the site including additional trees dispersed throughout the site in a non-uniform pattern consistent with the existing vegetative pattern found in the neighborhood.

As proposed, the project does not conflict with the established character of the West Hearn Avenue Neighborhood. Proposed massing, setbacks, height, and architectural design are reflective of that found along West Hearn Avenue and are consistent with the Rural Heritage combining district which intends to recognize, preserve, and enhance rural communities within the City. Though the proposed project would alter the site from its existing underdeveloped condition, it will not substantially degrade the visual character of the neighborhood. Rather, the project as proposed, will introduce a residential development at the scale and density allowed for in the rural residential district as anticipated by the General Plan and Roseland Area Specific Plan.

The proposed design provides adequate setbacks, conforms to the established height limits, and lot coverage, and will introduce native trees and other native landscaping that complement the established rural character of the West Hearn Avenue Neighborhood. The proposed tentative subdivision map and site plan exhibits a lotting pattern and layout that is compatible with surrounding residential land uses and the rural character of the neighborhood. Therefore, the project will have a less than significant impact to the existing visual character and quality of the site and its surroundings.

7.1(d) (Light and Glare) Less Than Significant Impact: The project site is bounded by existing residential uses as well as adjacent roadways serving the site, all of which are current sources of light. Exterior lights installed in conjunction with the proposed project will result in an increase of artificial light onsite relative to existing conditions. However, the proposed project is required to conform to Santa Rosa's Zoning Ordinance Section 20-30.080 Outdoor Lighting, which specifies lighting standards for all new exterior lighting, including a provision that lighting fixtures shall be shielded or recessed to reduce light bleed to adjoining properties.

With the proposed project, new sources of light and glare will be introduced including exterior lights on buildings, automobile headlights, and lights within landscape areas and pathways. Pursuant to Section 20-28.090(G), no additional streetlights shall be installed unless requested by the neighborhood, or as deemed necessary by the City for safety purposes. As such, installation of lighting at the project site would result in a minor increase in nighttime lighting relative to existing conditions.

Lighting from automobile headlights will be introduced to the project site and could intrude onto adjacent properties if not properly screened. Based on the design of the project, and the limited access to and from the site, the introduction of new automobiles and their associated headlights are not expected to generate a significant amount of light and glare onto adjacent properties. Properties potentially impacted by headlights would be limited to residences to the north as vehicles are entering the site, residences to the south as vehicles are exiting the site, and residences to the west as vehicles are pulling into and out of parking spaces. However, proposed and existing landscaping, trees, buildings, and fencing would obscure vehicle headlights, thereby impede lighting impacts to the surrounding adjacent uses. As such, the project's potential to result in impacts that would adversely affect day or nighttime views in the area, due to new sources of light and glare, would be less than significant.

Mitigation Measures: None Required.

7.2. Agricultural and Forestry Resources

Would the project:	Potentially Significant Impact	Less Than Significant with Mitigation	Less Than Significant Impact	No Impact
a) Convert Prime Farmland, Unique Farmland, or Farmland of Statewide Importance (Farmland), as shown on the maps prepared pursuant to the Farmland Mapping and Monitoring Program of the California Resources Agency, to non-agricultural use?	<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 checked="" type="checkbox"/>	<input type="checkbox"/>

Sources: Santa Rosa General Plan 2035; General Plan EIR; Roseland Area/Sebastopol Road Specific Plan and EIR, 2016; California Department of Conservation Farmland Mapping and Monitoring Program, 2016; Sonoma County Permit Sonoma GIS, Williamson Act Contracts, 2017; USGS Land Cover Classification System.

Agricultural and Forestry Resources Setting:

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

Farmland of Local Importance is classified as land of importance to the local agricultural economy as determined by each county's board of supervisors and a local advisory committee. Farmland of Local Importance is either currently producing or has the capability of production, but does not meet the criteria of

Prime, Statewide, or Unique Farmland. The hayland producing areas of the Santa Rosa Plains, Petaluma Valley, and Tubbs Island Naval Reservation are examples of Farmland of Local Importance, as are lands which are classified as having the capability for producing locally important crops such as grapes and corn, but that may not be planted at the present time.²

As stated in the General Plan EIR, approximately 1,571 acres of Farmland of Local Importance are located within the UGB, the majority of which are located in the southern sections of the UGB, with some Farmland of Local Importance located along the southeastern and western borders of the UGB adjacent to the Laguna de Santa Rosa. The majority of land within the General Plan Planning Referral Area that is classified as agricultural by the Department of Conservation comprises Farmland of Local Importance. As stated in the General Plan EIR, agricultural land within the UGB are generally vacant, open parcels.³

The entirety of the project site is classified as and surrounded by Urban and Built-Up land. The FEMA and North Point Mitigation Site's which are located approximately 60-feet north of the site are designated as Other Land, which includes several land types including vacant and nonagricultural land surrounded on all sides by urban development and greater than 40 acres. Additionally, land classified as Farmland of Local Importance is located approximately 400 feet south of the site. No portion of the subject property is under a Williamson Act contract, nor is the project site within close proximity to lands under a Williamson Act contract.

Under Public Resources Code (PRC) section 12220(g), "Forest land" is land that can support 10-percent native tree cover of any species, including hardwoods, under natural conditions, and that allows for management of one or more forest resources, including timber, aesthetics, fish and wildlife, biodiversity, water quality, recreation, and other public benefits. The subject property does not meet the definition of forest land pursuant to Section 12220(g) of the PRC. According to data obtained by the United States Department of Agriculture (USDA), Forest Service, the subject property does not contain land classified as forest land.⁴ The closest lands classified as productive forest site are located approximately 3.6 mile northeast of the subject property.

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

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

Agricultural and Forestry Resources Impact Discussion:

7.2 (a-d) (Farmland Conversion, Williamson Act, Forestland, Timberland) No Impact: The project site is not classified as Prime Farmland, Unique Farmland, or Farmland of Statewide importance nor is the subject property zoned for agricultural uses, designated as a Williamson Act contract, or classified as forestland or timberland. Data obtained from the California Department of Conservation FMMP indicates the project site is

2 California Department of Conservation, Farmland of Local Importance Definitions, http://www.conservation.ca.gov/dlrp/fmmp/Documents/Farmland_of_Local_Importance_2016.pdf, accessed April 1, 2021.

3 Environmental Science Associates, Santa Rosa General Plan 2025, March 2009.

4 Land Classifications based on USGS Land Use and Land Cover Classification System for Use with Remote Sensor Data.

classified as Urban and Built-Up. Other designations within close proximity of the site include Other land and Farmland of Local Importance. The project will not result in the conversion of lands designated as Prime Farmland, Unique Farmland, or Farmland of Statewide Importance nor will the project conflict with existing zoning for agricultural use, or a Williamson Act contract. There are no forestlands, timberlands, or other such zoning on or within close proximity to the project site. Therefore, the project will not result in the conversion or conflict with agricultural or forestry resources and no impacts will result from implementation of the project.

7.2 (e) (Other conversions of Farmland or Forestland) Less Than Significant Impact: The subject property is located within the UGB and is surrounded by existing residential development. Along West Hearn Avenue, the majority of land is zoned Rural Residential, which allows for, and currently supports agricultural uses. The proposed project is consistent with the Rural Residential district and does not include changes to the existing environment which could result in conversion of farmland to non-agricultural use. Furthermore, in the absence of forestland on or in the vicinity of the project site, the proposed project would not contribute to the loss or conversion of forested land to other uses. As such, the proposed project would not provide an impetus for the conversion of farmland or forestland in the vicinity and impacts of the proposed project will be less than significant.

Mitigation Measures: None Required.

7.3. 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) 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?	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
c) Expose sensitive receptors to substantial pollutant concentrations?	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
d) Result in other emissions (such as those leading to odors) adversely affecting a substantial number of people?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>

Sources: Santa Rosa General Plan 2035 and EIR; Roseland Area/Sebastopol Road Specific Plan and EIR, 2016; BAAQMD 2017 Bay Area Clean Air Plan; and BAAQMD CEQA Guidelines May 2017.

Air Quality Setting:

The City of Santa Rosa is located within the San Francisco Bay Area air basin, regulated by the Bay Area Air Quality Management District (BAAQMD). Air quality within the Bay Area Air Basin is influenced by natural geographical and meteorological conditions as well as human activities such as construction and development, operation of vehicles, industry and manufacturing, and other anthropogenic emission sources.

The Federal Clean Air Act and the California Clean Air Act establish national and state ambient air quality standards, respectively. The BAAQMD is responsible for planning, implementing, and enforcing air quality standards within the Bay Area Air Basin, including the City of Santa Rosa.

The Bay Area Air Basin is designated as non-attainment for both the one-hour and eight-hour state ozone standards; 0.09 parts per million (ppm) and 0.070 ppm, respectively. The Bay Area Air Basin is also in non-attainment for the PM₁₀ and PM_{2.5} state standards, which require an annual arithmetic mean (AAM) of less than 20 µg/m³ for PM₁₀ and less than 12 µg/m³ for PM_{2.5}. In addition, the Basin is designated as non-attainment for the national 24-hour fine particulate matter (PM_{2.5}).⁵ All other national ambient air quality standards within the Bay Area Air Basin are in attainment.

Air quality emissions of carbon monoxide (CO), ozone precursors (ROG and NOx), and particulate matter (PM₁₀ and PM_{2.5}) from construction and operation are evaluated pursuant to the BAAQMD CEQA Air Quality Guidelines established in May 2010⁶ and updated in May 2017. The City of Santa Rosa recognizes that these thresholds represent the best available scientific data and has elected to rely on BAAQMD Guidelines dated May 2017 in determining screening levels and significance.⁷ BAAQMD air quality thresholds are presented in Table 1 below.

TABLE 1: AIR QUALITY SIGNIFICANCE THRESHOLDS

Criteria Air Pollutant	Construction Thresholds	Operational Thresholds	
	Average Daily Emissions (lbs./day)	Average Daily Emissions (lbs./day)	Annual Average Emissions (tons/year)
ROG	54	54	10
NOx	54	54	10
PM ₁₀	82 (Exhaust)	82	15
PM _{2.5}	54 (Exhaust)	54	10
CO	Not Applicable	9.0 ppm (8-hour average) or 20.0 ppm (1-hour average)	
Fugitive Dust	Construction Dust Ordinance or other	Not Applicable	

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

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

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

Best Management Practices		
Health Risks and Hazards	Single Sources Within 1,000-foot Zone of Influence	Combined Sources (Cumulative from all sources within 1,000-foot zone of influence)
Excess Cancer Risk	>10 per one million	>100 per one million
Hazard Index	>1.0	>10.0
Incremental annual PM _{2.5}	>0.3 µg/m ³	>0.8 µg/m ³
Greenhouse Gas Emissions		
Land Use Projects – Direct and Indirect Emissions	Compliance with a Qualified GHG Reduction Strategy OR 1,100 metric tons annually or 4.6 metric tons per capita (for 2020)	

Source: BAAQMD’s May 2017 CEQA Air Quality Guidelines

Note: ROG = reactive organic gases, NOx = nitrogen oxides, PM₁₀ = coarse particulate matter or particulates with an aerodynamic diameter of 10 micrometers (µm) or less, PM_{2.5} = fine particulate matter or particulates with an aerodynamic diameter of 2.5µm or less; and GHG = greenhouse gases.

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

The City of Santa Rosa’s General Plan sets forth policies and programs to maintain and enhance air quality. Particularly applicable to the proposed project is Policy OSC-J-1 which requires that all new construction projects implement dust abatement actions as contained in the CEQA Handbook of the BAAQMD. Additionally, as noted in the Roseland Area/Sebastopol Road Specific Plan and Roseland Area Annexation EIR, when projects are subject to subsequent CEQA review, BAAQMD additional measures are also required to be implemented as applicable to the project.

Air Quality Impact Discussion:

7.3(a) (Conflict with Applicable Air Quality Plan) Less Than Significant Impact: The BAAQMD adopted the 2017 Bay Area Clean Air Plan (CAP) on April 19, 2017 to comply with state air quality planning requirements set forth in the California Health and Safety Code. The 2017 CAP includes a wide range of control measures designed to decrease emissions of the air pollutants most harmful to Bay Area residents and which include particulate matter (PM), ozone (O₃), and toxic air contaminants (TACs). The CAP further endeavors to reduce emissions of methane and other “super-greenhouse gases (GHGs)” that are potent climate pollutants in the near-term and to decrease emissions of carbon dioxide by reducing fossil fuel combustion.

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

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

The proposed project is consistent with the CAP as it a) supports the goals of the CAP by proposing residential development within existing city limits, thereby reducing urban sprawl; b) includes control measures to protect air quality during construction through implementation of best management practices set forth by

BAAQMD; and c) will generate air quality emissions below the BAAQMD criteria pollutant thresholds as further discussed below. As such, the project will have a less than significant impact due to a conflict with the regional air quality plan.

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

Of the land use types provided in Table 3-1 of the 2017 BAAQMD CEQA Guidelines, the proposed Hearn Veterans Village was determined to be most analogous to a single-family development. Table 2 provides the screening criteria for single-family land uses, above which a quantitative analysis would be warranted to determine if air quality impacts would be potentially significant.

Land Use Type	Operational	Construction
Single-family	325 du (ROG)	114 du (ROG)

Source: Table 3-1, pg. 3-2 Bay Area Air Quality Management District 2010 CEQA Guidelines, May 2017.
 Note: du = dwelling unit; ROG = reactive organic gases

The project proposes the development of four 2,425 square foot six-bedroom residential units and four 1,008 square foot two-bedroom accessory units. Given that the proposed project will introduce a four lot subdivision, it is well below the screening criteria for single-family uses for both construction and operational emissions. As such, the project does not trigger the need for a quantitative air quality analysis.

Construction Activities

Construction activities are short-term and will include temporary disturbance due to grubbing, removal of vegetation and grasses, grading, construction of the new residential units (four six-bedroom units and four two-bedroom units), and installation of associated site improvements. During construction activities, the project would generate temporary air pollutant emissions associated with site preparation, ground disturbance, the operation of heavy-duty construction equipment, workers traveling to and from the site, and the delivery of materials. These activities would create temporary emissions of fugitive dust from site grading, and the release of toxic air contaminants, particulate matter, and ozone precursors (ROG and NOx) from combustion of fuels and the operation of heavy-duty construction equipment. Consistent with the City’s General Plan policies, the project will be required to implement **Mitigation Measure AQ-1**, which requires incorporation of BAAQMD best management practices (BMPs) to reduce emissions during construction. These may include but are not limited to the use of alternative fuel vehicles and equipment, use of local building materials, and recycling or reuse of construction waste and materials. Additionally, as noted in the Roseland/Sebastopol Road Specific Plan and Roseland Area Annexation EIR, projects requiring subsequent review under CEQA are also required to implement additional BAAQMD measures, as outlined in **Mitigation Measure AQ-2**. Due to the project size being below the BAAQMD screening size for construction emissions and the requirement to implement measures AQ-1 and AQ-2, the project will result in less than significant air quality emissions during construction.

Operation

The proposed project will result in stationary and mobile source emissions during operation. Although no

new stationary point sources will be introduced (large emitters such as manufacturing plants), the project will result in area source emissions from the use of consumer products such as solvents, cleaners, and paints, and landscaping maintenance equipment. A majority of the operational emissions will result from vehicles traveling to and from the project site by residents, delivery trucks, and visitors.

As a four lot subdivision, operation of the proposed project will not result in substantial air quality emissions. Lighting, electricity, water, and wastewater energy related demands are expected to be minimal as new buildings are subject to Title 24 requirements under the latest building code. Furthermore, as shown in Table 2 the operational screening criteria for single-family residential uses is 325 dwelling units. The project proposes four six bedroom residences and four two-bedroom accessory dwellings, which is well below the operational screening size of 325 dwelling unit, below which air quality emissions are considered to be less than significant. Additionally, the project includes an all-electric design and precludes new natural gas infrastructure. Therefore, it can be conclusively determined that at operation the proposed project would result in negligible air quality emissions and as such will have a less than significant impacts due to degraded air quality resulting from the project.

7.3(c) (Expose sensitive receptors to substantial pollutant concentrations) Less Than Significant with Mitigation: The BAAQMD defines sensitive receptors as “facilities or land uses that include members of the population that are particularly sensitive to the effects of air pollutants, such as children, the elderly and people with illnesses.” Examples of sensitive receptors include places where people live, play, or convalesce and include schools, day care centers, hospitals, residential areas, and recreation facilities. Sensitive receptors within close proximity of the Project site which may be exposed to health risks from construction exhaust emissions and dust include existing residences to the north, south, east, and west.

Construction associated with development of the site would result in the emission of exhaust from vehicles and heavy duty equipment as well as the generation of fugitive dust from grading and ground disturbing activities. However, with implementation of **Mitigation Measure AQ-1 and AQ-2** potential impacts to sensitive receptors during construction will be reduced to less than significant.

At operation, the proposed residential development will not generate air quality emissions that significantly impact sensitive receptors in the vicinity of the project site. As a residential land use, air quality emissions generated by the proposed project would be minimal and similar in scale to the surrounding existing uses. Therefore, impacts due to excessive pollutant concentration would be less than significant.

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

Mitigation Measures:

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

1. All exposed surfaces (e.g., parking areas, staging areas, soil piles, graded areas, and unpaved access roads) shall be watered two times per day.
2. All haul trucks transporting soil, sand, or other loose material shall be covered.

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

AQ-2: The following BAAQMD additional mitigation measures shall be implemented throughout project construction:

1. All exposed surfaces shall be watered at a frequency adequate to maintain minimum soil moisture of 12 percent. Moisture content can be verified by lab samples or moisture probe.
2. All excavation, grading, and/or demolition activities shall be suspended when average wind speed 20 mph.
3. Wind breaks (e.g., trees, fences) shall be installed on the windward side(s) of actively disturbed areas of construction. Wind breaks should have at maximum 50 percent air porosity.
4. Vegetative ground cover (e.g., fast-germinating native grass seed) shall be planted in disturbed areas as soon as possible and watered appropriately until vegetation is established.
5. The simultaneous occurrence of excavation, grading, and ground disturbing construction activities on the same area at any one time shall be limited. Activities shall be phased to reduce the amount of disturbed surfaces at any given time.
6. All trucks and equipment, including their tires, shall be washed off prior to leaving the site.
7. Site accesses to a distance of 100 feet from the paved road shall be treated with a 6 to 12 inch compacted layer of wood chips, mulch, or gravel.
8. Sandbags or other erosion control measures shall be installed to prevent silt runoff to public roadways from sites with a slope greater than one percent.
9. Minimizing the idling time of diesel powered construction equipment to two minutes.
10. The project shall develop a plan demonstrating that the off-road equipment (more than 50 horsepower) to be used in the construction project (i.e., owned, leased, and subcontractor vehicles) would achieve a project wide fleet-average 20 percent NOX reduction and 45 percent PM reduction compared to the most recent CARB fleet average.

- 11. Use low VOC (i.e., ROG) coatings beyond the local requirements (i.e., Regulation 8, Rule 3: Architectural Coatings).
- 12. Requiring that all construction equipment, diesel trucks, and generators be equipped with Best Available Control Technology for emission reductions of NOx and PM.
- 13. Requiring all contractors use equipment that meets CARB’s most recent certification standard for off-road heavy duty diesel engines.

7.4. Biological Resources

Would the project:	Potentially Significant Impact	Less Than Significant with Mitigation	Less Than Significant Impact	No Impact
a) Have a substantial adverse effect, either directly or through habitat modifications, on any species identified as a candidate, sensitive, or special status species in local or regional plans, policies, or regulations, or by the California Department of Fish and Wildlife (Formerly Fish and Game) or U.S. Fish and Wildlife Service?	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
b) Have a substantial adverse effect on any riparian habitat or other sensitive natural community identified in local or regional plans, policies, 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 checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
c) Have a substantial adverse effect on state or federally protected wetlands (including, but not limited to, marsh, vernal pool, coastal, etc.) through direct removal, filling, hydrological interruption, or other means?	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
d) Interfere substantially with the movement of any native resident or migratory fish or wildlife species or with established native resident or migratory wildlife corridors, or impede the use of native wildlife nursery sites?	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input 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 checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>

Sources: Santa Rosa General Plan 2035; General Plan EIR; General Plan Figure 7-2: Biological Resources Map; General Plan EIR Figure 4.F-1: Special-Status Species and Sensitive Habitats Map; General Plan EIR Figure 4.F-3: Special-Status Animal Species Map; Roseland Area/Sebastopol Road Specific Plan and EIR, 2016; Santa Rosa Plain Conservation Strategy, prepared by U.S. Fish and Wildlife Service, December 2005; Recovery Plan for the Santa Rosa Plain, prepared by U.S. Fish and Wildlife Service; Programmatic Biological Opinion and Reinitiation of the Programmatic Biological Opinion, prepared by U.S. Fish and Wildlife Service, 2007 & 2020; Santa Rosa Citywide Creek Master Plan, August 2013; Biological Resources Assessment prepared by Wildlife Research Associates and Jane Valerius Environmental Consulting, December 2020; Additional Biological Evaluation prepared by Wildlife Research Associates, April 18, 2021; Special Status Plant Surveys for 2021 prepared by Jane Valerius Environmental Consulting, May 6, 2021.

Biological Resources Setting:

Biological resources are protected by federal and state statute including the Federal Endangered Species Act (FESA), the California Endangered Species Act (CESA), the Clean Water Act (CWA), and the Migratory Bird Treaty Act (MBTA) which affords protection to migratory bird species including birds of prey. These regulations provide the legal protection for identified plant and animal species of concern and their habitat. In addition, regional efforts, including the Santa Rosa Plain Conservation Strategy Plan, have taken steps towards establishing a regional biological framework to protect the endangered California Tiger Salamander (CTS) and rare plant species associated with wetlands. The Santa Rosa Plain Recovery Plan was released by the United States Fish and Wildlife Service (USFWS) in June 2016 and provides a framework for the recovery of listed species. Subsequently, in 2020, the USFWS published the reinitiation of formal consultation on issuance of Section 404 of the Clean Water Act for the Santa Rosa Plain. The reinitiation of the Biological Opinion analyzes the impacts to critical habitat as it relates to development in the Santa Rosa Plain. As noted therein, development in the Santa Rosa Plain would result in the filling of wetlands and removal of upland habitat, resulting in the loss of critical habitat for CTS as well as Burke's Goldfield, Sebastopol meadowfoam, and Sonoma Sunshine. To address these impacts, the Corps provides several minimization measures and best management practices for each species including updates to measures identified in the 2005 Conservation Strategy and 2007 Biological Opinion to reflect current knowledge and more effectively minimize adverse impacts of development within the Santa Rosa Plain.

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

As shown on Figure 7-2 of the General Plan, the project site is identified as an area potentially containing sensitive species and potentially containing high quality vernal pool habitat. General Plan EIR Figure 4.F-1 indicates that the project site and vicinity have the potential to support special-status animal species. Similarly, Figures 3.4-2 and 3.4-3 of the Roseland Annexation EIR indicate the potential for the project site and vicinity to support special-status animal and plant species. Roseland Creek is the closest waterway to the project site, located approximately 0.2 miles north. As noted in the Santa Rosa Citywide Creek Master Plan, Roseland Creek in the vicinity of the project site was previously channelized. Habitat restoration for this area of the creek is recommended as part of the Roseland Creek Restoration Concept Plan.

Biological Resources Assessment

A site-specific Biological Resources Assessment was prepared by Wildlife Research Associates for the subject property and characterizes the existing site conditions and evaluates potential impacts to biological resources that would result from the proposed development. The Assessment includes a review of available data from the California Natural Diversity Database (CNDDDB), USFWS, California Department of Fish and Wildlife (CDFW), and the California Native Plant Society (CNPS), and also included a reconnaissance-level site survey which was conducted on April 27, 2020 and included an evaluation of the property for small mammal burrows, potential

habitat for nesting birds, and seasonal protocol level surveys for special status plants. The information presented in this section is based on the project specific Biological Resources Assessment prepared for the project which is included in **Appendix B** of this document.

The project site is located within the geographic region of Sonoma County designated by the Army Corps of Engineers (Corps) and the United States Fish and Wildlife Service (USFWS) as the Santa Rosa Plain. The southeast portion of the project site is developed with an existing transitional housing facility for veterans which includes an approximately 4,870 square foot building, 1,405 square foot building, and accessory structures including a 125 square foot detached shed, water storage tank, and in-ground water pump. The remainder of the site is undeveloped and consists of native and non-native grasslands, forbs, trees, and shrubs, and two seasonal wetlands comprised of 525 square feet combined. An approximately 585 square foot USACE jurisdictional drainage ditch is located on the northern side of West Hearn Avenue, the majority of which is within the public right-of-way, and includes two storm drains on either side of the feature. The two seasonal wetlands and the drainage feature will be preserved in place as part of the proposed project.

Wildlife Habitats

Vegetation Communities

The main vegetation type onsite is comprised of non-native grasslands including wild oats (*Avena barbata*, *A. fatua*), tall fescue (*Festuca arundinacea*), Harding grass (*Phalaris aquatica*), annual ryegrass (*Festuca perennis*), Bermuda grass (*Cynodon dactylon*), and hare barley (*Hordeum murinum* ssp. *leporinum*). Though two native grass species were identified onsite including meadow barley (*Hordeum brachyantherum*) and creeping wildrye (*Elymus triticoides*), it should be noted that these species occur as small patches and not as a community. Non-native forbs (herbaceous flowering plants) identified onsite include teasel (*Dipsacus fullonum*), fennel (*Foeniculum vulgare*), bristly ox-tongue (*Picris echioides*), wild radish (*Raphanus sativus*), bindweed (*Convolvulus arvensis*), and knotweed (*Polygonum aviculare*), and native forbs include California poppy (*Eschscholzia californica*), lupines (*Lupinus nanus*, *L. bicolor*), and bedstraw (*Galium aparine*). Existing trees onsite include native valley oak (*Quercus lobata*), coast live oak (*Quercus agrifolia*), arroyo willow, and ornamentals including fruit trees, magnolia, palm, and walnut trees. Shrubs onsite include a thicket of Himalayan blackberry (*Rubus discolor*), poison oak (*Toxicodendron diversilobum*), toyon (*Heteromeles arbutifolia*), and coyote brush (*Baccharis pilularis*).

Seasonal Wetlands

Two seasonal wetlands totaling 525 square feet are located on the northwest and southwest portions of the site in topographical depressions. The dominant plant species observed within the wetlands included lippia (*Phyla nodiflora*), a facultative wetland (FACW) plant species, which is defined as a plant species typically occurring in wetlands but that may also occur in non-wetland areas. Creeping wildrye, also a FACW plant species was also observed in the wetland located in the northwest corner of the site. Both wetlands were mostly dry during the 2020 surveys, with no special status plants observed. Though the project site contains Wright loam soils which are associated with vernal pool wetlands, the plant species that were observed within the seasonal wetland areas are not typically associated with vernal pools and as such it is unlikely that any of the listed vernal pool species, including rare plants identified as having the potential to occur would be present onsite. Additionally, though the 2019 to 2020 rainfall season was below average and not a viable year for vernal pool plant species reference surveys conducted consistent with USFWS protocol confirm that vernal pool plants were in bloom during the surveys conducted onsite, which did not identify any rare plants. Furthermore, due to the size and depth of the seasonal wetlands (small and shallow) ponding of water does not occur and as such does not provide breeding habitat for amphibians. Similarly, ponding of the

approximately 585 square foot linear drainage feature along West Hearn Avenue did not retain water long enough to provide breeding habitat.

Special-Status Species

Certain plant and animal species are designated as having special-status based on their overall rarity, endangerment, restricted distribution, and/or unique habitat requirements. In general, special-status is a combination of these factors that leads to the designation of a species as sensitive. The FESA outlines the procedures whereby species are listed as endangered or threatened and establishes a program for the conservation of such species and the habitats in which they occur. The CESA amends the California Fish and Game (Wildlife) Code to protect species deemed locally endangered and expands the number of species protected under the FESA.

The Biological Resources Assessment identifies 51 special-status plant species and 32 special-status animal species that have been documented within the vicinity of the project site. As identified in the Assessment, the project site contains suitable habitat to potentially support three special-status plant species and six special status animal species as well as non-native grasslands which provide foraging, hunting, and nesting habitat, and trees which provide foraging and nesting habitat for birds, raptors, and owls. These special-status species and their occurrence potential on the site are provided in the Biological Resources Assessment and briefly discussed below. Special-status species that are identified in the Assessment as regionally occurring, but with no potential to occur onsite due to a lack of suitable habitat are not further discussed, however more information on these species including their habitat requirements and a discussion of their occurrence potential can be found in Appendix A and B of the Biological Resources Assessment.

Special-Status Plant Species

All three special-status plant species listed below were identified as having a low potential to occur onsite. Appropriately timed protocol level surveys for special status plant species were performed on March 17, April 8, and April 7, 2020 and none of the three species were observed onsite. A second year of rare plant surveys were performed on April 16, April 22, and May 6, 2021 with negative results.⁸ The surveys covered the entire project area with emphasis on seasonal wetlands that could support habitat for the three species listed below. Additionally, as required by USFWS guidelines, a field visit was conducted at the Alton Lane Preservation site in advance of the 2020 and 2021 surveys, which served as a reference site where the three species are known to occur. All three listed special-status plant species were observed at the Alton Lane Preservation site on the same day as the site surveys in both 2020 and 2021. Suitable habitat for these species includes seasonal wetlands, however the low potential of occurrence was identified due to the relatively small size of the wetland areas, isolated nature, and lack of vernal pool plants. Furthermore, the plants were not identified onsite during appropriately timed protocol level surveys. All three species are classified by the California Native Plant Society (CNPS) as having a California Rare Plant Rank (CRPR) of 1B, which includes plants that are rare, threatened, or endangered in California and elsewhere. The Santa Rosa Plain Conservation Strategy was prepared to address impacts on these species as a result of development within the Santa Rosa Plain and identifies the habitat compensation ratios for the three listed vernal pool plant species.

- Sonoma Sunshine (*Blennosperma bakeri*) - CNPS 1B.1
- Burke's Goldfields (*Lasthenia burkei*) - CNPS 1B.1
- Sebastopol Meadowfoam (*Limnanthes vinculans*) - CNPS 1B.1

⁸ Special Status Plant Surveys for 2021 prepared by Jane Valerius Environmental Consulting, May 6, 2021.

Special-Status Animal Species

During the site survey conducted by Wildlife Research Associates a nesting Cooper's hawk was observed on the south side of West Hearn Avenue adjacent to the project site however, no other special-status animal species were observed onsite during the surveys. Of the six species identified as having the potential to occur onsite, four were identified as having a high potential, and two were identified as having low potential. As indicated below, one special-status species, the California Tiger Salamander, which has a high potential to occur onsite is listed as a federally endangered and state threatened species. Three species with the potential to occur onsite are listed at the state level as species of special concern, three species are federally listed as birds of conservation concern, and one species is protected under the Migratory Bird Treaty Act.

- Western bumble bee (*Bombus occidentalis*) - CDFW Species of Special Concern
- California tiger salamander (*Ambystoma californiense*) - USFWS Endangered/CDFW Threatened
- Song sparrow (*Melospiza melodia*) - Bird of Conservation Concern
- Spotted towhee (*Pipilo maculatus clementae*) - Bird of Conservation Concern
- Oak titmouse (*Baeolophus inornatus*) - Bird of Conservation Concern/CDFW Species of Special Concern
- Cooper's hawk (*Accipiter cooperi*) - Migratory Bird/CDFW Species of Special Concern

Habitat available onsite for special-status animal species includes non-native annual grasslands and individual trees and shrubs. Additionally, the project site is located within the critical habitat area for CTS. Though the site does not provide suitable breeding habitat for CTS, it is identified as suitable upland habitat which provides opportunities for food, shelter, and protection for the CTS.

Based on initial consultation and feedback provided by CDFW, Wildlife Research Associates prepared an Additional Biological Assessment on April 19, 2021 (Appendix A-1). The assessment includes a discussion of potential impacts to the Monarch butterfly (*Danaus plexippus*), burrowing owl (*Athene cunicularia hypugaea*), and American badger (*Taxidea taxus*). As noted therein, a site survey was conducted on April 16, 2021 and included the project site and an approximately 0.4-mile buffer in the North Point Mitigation Bank located northwest of the site. Surveying for each individual species was conducted consistent with applicable protocol and included an evaluation of suitable habitat for each species. The assessment concludes that there is no suitable habitat onsite or in the project vicinity for any of the three species discussed in the Additional Biological Assessment.

Biological Resources Impact Discussion:

7.4(a-b) (Special-Status Species and Sensitive Communities) Less Than Significant with Mitigation: The project site is located in an area with a diversity of common and special status species and has the potential to result in direct and indirect impacts to special status species.

Special-status Plant Species

The two seasonal wetlands onsite were identified as potential habitat for three special-status plant species including Sonoma Sunshine, Burke's Goldfields, and Sebastopol Meadowfoam however, the potential for occurrence was identified as low due to the relatively small size of the wetland areas, isolated nature, and lack of associated vernal pool plants. None of the three special-status plant species were observed onsite during appropriately timed protocol level surveys, and observations at a reference site identified all three listed special-status plants on the same day as the site surveys indicating that if rare plants were present, they would have been observable. Furthermore, seasonal wetlands will be preserved on site and will have an established 20-foot non-disturbance buffer. Therefore, impact to special-status plants will be less than significant.

Special-status Animal Species

No special-status animal species have been mapped or previously recorded on the project site. However, the project has the potential to support California Tiger Salamander, Cooper's hawk, western bumble bee, song sparrow, spotted towhee, and oak titmouse, which could be directly or indirectly affected by the proposed project. The project will impact non-native grassland, native forbs and grasslands which provide foraging habitat for the western bumble bee, and upland habitat for the California Tiger Salamander. Additionally, construction of the project has the potential to impact special-status passerine and raptor bird species nesting in trees within and adjacent to the property. The following includes a discussion of potential impacts to special status species.

Western Bumble Bee

The project site provides marginal burrowing and foraging habitat for the western bumble bee. To avoid potential impacts through removal of grasslands and native forbs, **Mitigation Measure BIO-1** shall be implemented which requires planting of native shrubs and herbaceous species around the project site. As further detailed in measure BIO-1, shrubs and forbs shall be of a species known to benefit the native bee. Implementation of measure BIO-1 will replace bee-friendly plant species (native forbs and shrubs) that will be removed as part of the project. In accordance with measure BIO-1 including bee-friendly native forbs and shrubs in the landscaping plan will provide foraging habitat onsite to offset the removal of existing foraging habitat and as such potential impacts to the western bumble bee due to removal of foraging habitat will be less than significant levels.

California Tiger Salamander

As noted in the Biological Resources Assessment, suitable breeding habitat for California Tiger Salamander includes water bodies that typically support inundation during winter/spring and hold water for a minimum of 12 consecutive weeks in a year of average rainfall, which result in water being present until May or longer. The seasonal wetlands onsite as well as drainage ditches along West Hearn Avenue do not support ponding that would provide suitable breeding habitat for CTS. Furthermore, the seasonal wetlands onsite will be retained, and a 20-foot non-disturbance buffer will be established and demarcated with fencing.

Due to the known location of CTS breeding habitat proximate to the project site as well as individuals reported within close proximity to the site, there is a high likelihood that individual CTS could occur on the project site. As such, construction of the proposed project would result in a significant impact to individuals if present underground within small mammal burrows and such action would be defined as a "take" by the USFWS and CDFW. The project is required to apply for a formal Section 7 consultation with the USFWS, which is designed to assist federal agencies in fulfilling their duty to ensure federal actions do not jeopardize the continued existence of a listed species or destroy or adversely modify critical habitat. Upon completion of the formal consultation, the USFWS will analyze the project's implementation of Reasonable and Prudent Measures for Avoidance and Minimization of Effects as described in the Programmatic Biological Opinion prior to issuing an incidental take statement for the project. Additionally, due to the species listing as threatened at the state level, a 2081 Incidental Take Permit (ITP) from the CDFW will be required. The ITP authorizes the incidental take of a special-status species if the take is incidental to an otherwise lawful activity; the impacts of the authorized take are minimized and fully mitigated; issuance of the permit will not jeopardize the continued existence of the species; the permit is consistent with any regulations adopted in accordance with Sections 2112 and 2114 (legislature-funded recovery strategy pilot programs in the affected area); and the applicant ensures that adequate funding is provided for implementing mitigation measures and monitoring compliance with these measures and their effectiveness.

The DEIR prepared for the Roseland Area/Sebastopol Road Specific Plan and Annexation project, which encompasses the project site, states that implementation of the project could result in significant impacts to

special-status plant and animal species. However, mitigation measures incorporated in the DEIR state that compliance with avoidance and mitigation measures described in the *Santa Rosa Plain Conservation Strategy* and the *Programmatic Biological Opinion* published by the USFWS would result in less than significant impacts. The *Conservation Strategy* and *Programmatic Biological Opinion* provide that areas greater than 500 feet, but within 2,200 feet of a breeding population or habitat for CTS require a 2:1 mitigation ratio to offset the loss of critical habitat for the special-status species. The project will impact 2.01 acres within critical habitat of the CTS. As such, the project is required to implement **Mitigation Measure BIO-2**, which provides that a minimum of 4.02-acres of mitigation credits be purchased from an agency approved mitigation bank within the critical habitat for CTS.

In addition to the required acquisition of mitigation credits, the project is required to comply with **Mitigation Measure BIO-3**, which requires incorporation of avoidance and minimization measures as well as Best Management Practices (BMPs) as outlined in the *Programmatic Biological Opinion* and *Reinitiation of the Programmatic Biological Opinion*. Measures include but are not limited to installation of wildlife exclusion fencing, preparation/implementation of a relocation plan, maintenance of biological monitoring records, limits on the scheduling of ground-disturbing activities, erosion control measures, and incorporation of wildlife passage improvements. Implementation of measures BIO-2 and BIO-3 will reduce impacts to CTS to less than significant levels. Furthermore, the project is subject to regulatory review and approval by the USFWS through a Section 7 consultation and an ITP from the CDFW. Compliance with all requirements imposed by the regulatory agencies will further ensure that potential impacts to CTS habitat and individuals are avoided, minimized, and offset in accordance with CESA and FESA.

Special-Status Bird Species

Existing trees on and adjacent to the project site contain suitable nesting habitat for special-status passerine and raptors with potential to occur onsite including the song sparrow, spotted towhee, oak titmouse, and Cooper's hawk. There is a potential that nesting birds may be significantly impacted if construction of the project occurs during the nesting season (March through August). To ensure compliance with the MBTA, **Mitigation Measure BIO-4** shall be implemented which provides protection to nesting birds, their eggs, and their young by restricting construction activities to outside the bird nesting season or requiring pre-construction nesting bird surveys and avoidance protocols to protect active nests. Implementation of Mitigation Measure BIO-4 will reduce potential impacts to nesting birds during the construction phase of the project to less than significant levels.

7.4(c) (Adverse Effects to Jurisdictional Waters) Less Than Significant Impact with Mitigation: There are two seasonal wetlands onsite located at the northwest and southwest portions of the site, and a jurisdictional linear drainage ditch along West Hearn Avenue. As proposed, the project will maintain both seasonal wetlands onsite and will include a 20-foot non-disturbance buffer which will be demarcated by wooden fencing. The jurisdictional drainage ditch will also be preserved under the proposed project. Construction activities will occur proximate to seasonal wetlands and the jurisdiction drainage to be retained and could result in inadvertent impacts to jurisdiction features if not properly controlled. **Mitigation Measure BIO-5** provides for avoidance measures and best management practices during construction to ensure the seasonal wetlands and jurisdictional drainage feature are preserved and adequately protected. The project will not result in removal, fill, or hydrological interruption of the existing wetlands onsite or the drainage ditch adjacent to the site. As such, with mitigation, the project will have a less than significant impacts to jurisdictional waters.

The project proposes to retain wetland onsite and will install split rail wood fencing establishing as a protective 20-foot protective buffer around each of the onsite seasonal wetland features. Therefore, at operation the project will have less than significant impacts to wetlands.

7.4(d) (Adverse Effect on Wildlife Movement) Less Than Significant Impact: Wildlife movement includes seasonal migration, long-term genetic flow, and daily movement within an animal's territory. Small travel pathways facilitate daily movement for activities such as foraging or escape from predators but can also provide connections between outlying populations and the main corridor which increase gene flow among populations. Barriers to wildlife movement include large developments or major roadways. Movement to and from the subject property is restricted to the east by Stony Point Road, however movement to the north, west, and south is generally unrestricted and provides opportunities for movement between the FEMA preserve and Broadmoor preserve, both of which are known breeding areas for CTS. The density of the proposed development will not result in a barrier to wildlife movement and therefore the project will result in a less than significant impact.

7.4(e) (Conflict with Local Ordinances) No Impact: As identified in Section 17-24.020(M) of the Santa Rosa City Code, protected trees include heritage trees and any tree designated to be preserved on an approved development plan or as a condition of approval of a tentative map, a tentative parcel map, or other development approval issued by the City. Heritage trees include valley oak, blue oak, and California buckeye with a diameter of 6-inches or greater, madrone with a diameter of 12-inches or greater, live oak, black oak, Oregon or white oak, canyon oak, interior live oak, red alder, and white alder with a diameter of 18-inches or greater, and redwood, California bay, douglas fir, and big leaf maple with a diameter of 24-inches or greater. A permit is required when removal, alteration, or relocation of a protected tree is proposed. Furthermore, when trees are proposed to be preserved as part of a development project, an appropriate protection perimeter is required as noted in Section 17-24.050 of the Santa Rosa City Code. The project does not propose removal of any trees onsite and as such the project will result in no impacts due to a conflict with a local ordinance.

7.4(f) (Conflicts with Habitat Conservation Plans) Less than Significant Impact with Mitigation: Sonoma County does not have any California Regional Conservation Plans, as identified in the California Department of Fish and Wildlife's (CDFW) Natural Community Conservation Planning (NCCP) Map.⁹ Though not a habitat conservation plan, the Santa Rosa Plain Conservation Strategy Plan, Recovery Plan, and Reinitiation Plan are intended to mitigate potential adverse impacts on listed plant and animal species within the Plan area. The plans establish a long-term conservation program to mitigate potential adverse impacts associated with development in the Santa Rosa Plain, conserve and contribute to the recovery of the listed species and the conservation of sensitive habitat, protect public and private land use interests, and support issuance of an authorization for incidental take of CTS and listed plants that may occur in the course of carrying out a broad range of activities in the Santa Rosa Plain area, including development such as the proposed project. The two main considerations for project sites located in the Santa Rosa Plain include (1) the State and federally-listed California tiger salamander (*Ambystoma californiense*); and (2) the three federally and state-listed vernal pool plants (*Blennosperma bakeri*, *Lasthenia burkei*, and *Limnanthes vinculans*) of the Santa Rosa Plain. As shown on Figure 3 of the plan, the site is within the Santa Rosa Plain Conservation Strategy Study Area and designates the project site as "potential future development."

As discussed, none of the three rare plants were observed during appropriately timed protocol surveys, and seasonal wetlands will be maintained onsite with a 20-foot non-disturbance buffer. The site does provide upland habitat for the California tiger salamander and is within the Llano Crescent-Stony Point Core Area for CTS. Though the project will result in the loss of 2.01-acres of critical habitat on the project site, implementation of Mitigation Measure BIO-2 requires that mitigation credits at a ratio of 2:1 be purchased to

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

offset the impact to CTS and will result in no net loss of habitat. The mitigation ratios are consistent with the Santa Rosa Plain Conservation Strategy Plan and the Recovery Plan and therefore, the project does not conflict with any local policies or adopted conservation plans and impacts resulting from a conflict with an adopted conservation plan will be reduced to less than significant.

Mitigation Measures:

BIO-1: To offset the loss of grassland habitat (native forbs and native shrubs) for the special-status western bumble bee (*Bombus occidentalis*), native shrubs and herbaceous (forb) species shall be identified in a revised landscaping plan and introduced onsite. Plants known to benefit native bees shall be selected and may include but are not limited to coyote brush (*Baccharis pilularis*), sage (*Salvia* spp.), lupines (*Lupinus* spp.), various species of *Lotus* and *Acmispon*, gumplant (*Grindelia* spp.), and *Phacelia* spp. As part of the update to the landscaping plans, selected bee-friendly species and planting locations shall be confirmed by a qualified biologist.

BIO-2: Consistent with requirements set forth by the U.S. Fish and Wildlife Service and the California Department of Fish and Wildlife to prevent loss of California tiger salamander habitat within the Santa Rosa Plain, mitigation credits shall be purchased at a Service/CDFW-approved mitigation bank at a 2:1 ratio from a mitigation bank that is within the Critical Habitat for the species. The total acreage to be developed is 2.01-acres, and as such the required mitigation shall be 4.02-acres.

BIO-3: The following Reasonable and Prudent Measures for Avoidance and Minimization of Effects as described in the Programmatic Biological Opinion and Reinitiation of the Programmatic Biological Opinion or as otherwise directed by the USFWS and/or CDFW through Section 7 Consultation and the Fish and Game Code Incidental Take Permit (ITP) provisions shall be implemented during project construction to avoid or minimize potential impact of the project to the special-status CTS individuals that have the potential to occur or migrate onsite:

1. **Wildlife Exclusion Fencing (WEF).** Prior to the start of construction, WEF will be installed at the edge of the project footprint in all areas where Sonoma County California tiger salamanders could enter the construction area.

A conceptual fencing plan shall be submitted to the Service/CDFW for review and approval prior to WEF installation.

2. **Relocation Plan.** The Applicant shall prepare and submit a Relocation Plan for the Service/CDFW review and written approval. The Relocation Plan shall be consistent with the Guidelines for the relocation of California tiger salamanders (*Ambystoma californiense*) (Shaffer et. al. 2008). The Relocation Plan shall contain the name(s) of the Service/CDFW-approved biologist(s) to relocate Sonoma County California tiger salamanders, method of relocation (if different than number 3 below), a map, and description of the proposed release site(s) and burrow(s), and written permission from the landowner to use their land as a relocation site.
3. **Protocol for Species Observation, Handling, and Relocation.** Only Service/CDFW-approved biologists shall participate in activities associated with the capture, handling, relocation, and monitoring of Sonoma County California tiger salamanders. If a Sonoma County California tiger salamander is encountered, work activities within 50 feet of the individual shall cease immediately and the onsite Project Manager and Service/CDFW-approved biologist shall be notified.
4. **Biological Monitors.** Qualified Service/CDFW-approved biological monitor(s) will be on site each day during all earth moving activities. The biological monitor(s) shall conduct clearance surveys at the beginning of each day and regularly throughout the workday when construction activities are

occurring that may displace, injure, or kill Sonoma County California tiger salamanders through contact with workers, vehicles, and equipment. All aquatic and upland habitat including refugia habitat such as small woody debris, refuse, burrow entries, etc., shall be duly inspected.

5. **Biological Monitoring Records.** The biological monitor(s) shall maintain monitoring records that include: (1) the beginning and ending time of each day's monitoring effort; (2) a statement identifying the listed species encountered, including the time and location of the observation; (3) the time the specimen was identified and by whom and its condition; (4) the capture and release locations of each individual; (5) photographs and measurements (snout to vent and total length) of each individual; and (6) a description of any actions taken. The biological monitor(s) shall maintain complete records in their possession while conducting monitoring activities and shall immediately provide records to the Service/CDFW upon request. All monitoring records shall be provided to the Service/CDFW within 30 days of the completion of monitoring work.
6. **Work Windows.** Ground disturbance will be conducted between April 15 and October 15, of any given year, depending on the level of rainfall and/or site conditions. This restriction is not applicable for areas within 1.3 miles of potential or known Sonoma County California tiger salamander breeding sites once the Applicant encircles the site with Wildlife Exclusion Fencing.
7. **Proper Use of Erosion Control Materials.** Plastic or synthetic monofilament netting will not be used in order to prevent Sonoma County California tiger salamanders from becoming entangled, trapped, or injured. This includes products that use photodegradable or biodegradable synthetic netting, which can take several months to decompose. Acceptable materials include natural fibers such as jute, coconut, twine, or other similar fibers. Following site restoration, any materials left behind as part of the restoration, such as straw wattles, shall not impede movement of this species.
8. **Wildlife Passage Improvement.** When constructing a road improvement, wherever possible, and as directed by the Service/CDFW the Applicant will enhance or construct wildlife passage for the Sonoma County California tiger salamander across roads, highways, or other anthropogenic barriers. This includes upland culverts, tunnels, and other crossings designed specifically for wildlife movement, as well as making accommodations in curbs, median barriers, and other impediments to terrestrial wildlife movement at locations most likely to provide a net benefit to wildlife.
9. **Vegetation Removal.** A Service/CDFW-approved biologist will be present during all vegetation clearing and grubbing activities. Grasses and weedy vegetation should be mowed to a height no greater than 6 inches prior to ground-disturbing activities. All cleared vegetation will be removed from the project footprint to prevent attracting animals to the project site. Once the qualified biologist has thoroughly surveyed the area, clearing and grubbing may continue without further restrictions on equipment; however, the qualified biologist shall remain onsite to monitor for Sonoma County California tiger salamanders until all clearing and grubbing activities are complete.
10. **Nighttime Activities.** Construction and ground disturbance will occur only during daytime hours and will cease no less than 30 minutes before sunset and will not begin again prior to no less than 30 minutes after sunrise. Night lighting of Environmental Sensitive Areas should be avoided.
11. **Avoidance of Entrapment.** If a water body (e.g., pond or ditch) is to be temporarily dewatered by pumping, intakes shall be completely screened with wire mesh smaller than 5 millimeters and

intake placed within a perforated bucket or other method to attenuate suction to prevent Sonoma County California tiger salamander larvae from entering the pump system.

12. **Reduce Non-Native Aquatic Predators/Competitors.** A qualified biologist shall permanently remove from within the project area, any individuals of non-native species, such as bullfrogs, crayfish, and centrarchid fishes, to the maximum extent possible. The Applicant shall have the responsibility to ensure that these activities are in compliance with the California Fish and Game Code.
13. **Trash.** All foods and food-related trash items will be enclosed in sealed trash containers at the end of each day and removed from the site every three days.
14. **Agency Access.** If verbally requested before, during, or upon completion of ground disturbance and construction activities, the Applicant will ensure that Service/CDFW personnel can with 24 hour advance notice immediately and without delay, access and inspect the project site for compliance with the project description, Conservation Measures, and reasonable and prudent measures of the programmatic biological opinion and appendage, and to evaluate project effects to the Sonoma County California tiger salamander and its habitat.

BIO-4: To avoid or minimize potential impacts to nesting birds including passerines and raptors, the following measures shall be implemented:

1. Grading or removal of potentially occupied habitat should be conducted outside the nesting season, which occurs between approximately February 1 and August 31.
2. If grading between August 31 and February 1 is infeasible and groundbreaking must occur within the nesting season, a pre-construction nesting bird survey (migratory species, passerines and raptors) of the potentially occupied habitat (trees, shrubs, grassland) shall be performed by a qualified biologist within 7 days of groundbreaking. If no nesting birds are observed no further action is required and grading shall occur within one week of the survey to prevent "take" of individual birds that could begin nesting after the survey.
3. If active bird nests (either passerine and/or raptor) are observed during the pre-construction survey, a disturbance-free buffer zone shall be established around the occupied habitat until the young have fledged, as determined by a qualified biologist.
4. The radius of the required buffer zone can vary depending on the species, (i.e., 75-100 feet for passerines and 200-500 feet for raptors), with the dimensions of any required buffer zones to be determined by a qualified biologist in consultation with CDFW.
5. To delineate the buffer zone around the occupied habitat, orange construction fencing shall be placed at the specified radius from the nest within which no machinery or workers shall intrude.
6. Biological monitoring of active nests shall be conducted by a qualified biologist to ensure that nests are not disturbed and that buffers are appropriate adjusted by a qualified biologist as needed to avoid disturbance.
7. No construction or earth-moving activity shall occur within any established nest protection buffer prior to September 1 unless it is determined by a qualified ornithologist/biologist that the young have fledged (that is, left the nest) and have attained sufficient flight skills to avoid project construction zones, or that the nesting cycle is otherwise completed.

BIO-5: Indirect impacts to the seasonal onsite wetlands and the drainage ditch along West Hearn Avenue shall be avoided by implementation of best management practices (BMPs) prior to earth-work to protect jurisdiction waters of the U.S./State that will remain. Construction exclusion zones shall be established by installing appropriate construction fencing, silt fencing, wildlife friendly hay wattles (no monofilament netting), gravel wattles, and other protective measures between project activities, seasonal wetlands, and the drainage ditch along West Hearn Avenue.

All non-native, invasive vegetation removed shall be discarded offsite and away from wetland areas to prevent reseeding.

Prior to implementation of the construction project, a biological monitor shall inspect installation of BMPs to ensure proper protection of the seasonal wetlands and drainage ditch are in place. BMPs shall thereafter be routinely inspected by the construction manager to ensure BMPs remain in place for the duration of the construction project. Upon completion of project construction all exclusion fencing shall be removed along with any temporary BMPs.

7.5. Cultural Resources

Would the project:	Potentially Significant Impact	Less Than Significant With Mitigation	Less Than Significant Impact	No Impact
a) Cause a substantial adverse change in the significance of a historical resource pursuant to § 15064.5?	<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 checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
c) Disturb any human remains, including those interred outside of formal cemeteries?	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>

Sources: City of Santa Rosa General Plan 2035; General Plan EIR; Roseland Area/Sebastopol Road Specific Plan and EIR, 2016; and Historic Resource Evaluation, prepared by Evans & De Shazo, September 1, 2020.

Cultural Resources Setting:

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

Laguna de Santa Rosa, and the Windsor Area. Only 50 percent of the Santa Rosa Planning Area has been surveyed for pre-historic and archaeological resources and as such, there is a potential for discovery of archaeological resources within the boundaries of the Planning Area.

Cultural Resources Study

Evans and De Shazo (EDS) completed a Historic Resource Evaluation (HRE) for the proposed project on September 6, 2020 (**Appendix C**). Since the project will be federally funded through the United States Department of Housing and Urban Development, Veterans Affairs Supportive Housing, it is subject to federal environmental regulations including the National Historic Preservation Act (NHPA) and the National Environmental Policy Act (NEPA). As such, the HRE was prepared in compliance with applicable federal regulations to determine if any built environment resources immediately on or within close proximity of the project site are eligible for listing on the National Register of Historic Places (NRHP) and to determine if the project would result in significant impacts to historic resources. To evaluate the project's potential impacts, EDS conducted a records search at the Northwest Information Center (NWIC), searched local and online sources, conducted a field survey, and completed an architectural survey of 11 parcels along West Hearn Avenue to assess the built environment and the potential for eligibility of listing on the NRHP. It should be noted, that though the project was not evaluated for eligibility for listing on the California Register of Historic Resources (CRHR), any resource listed or eligible for listing on the NRHP is automatically listed on the CRHR. As such, the HRE prepared in compliance with federal environmental regulations is also being used to determine potential impacts under the California Environmental Quality Act.

According to information on file at the NWIC, 20 cultural resources are recorded within 0.5-miles of the site, all of which are built-environment resources, except one which is an isolated prehistoric artifact. None of the previously documented cultural resources within 0.5-miles of the Project Area are listed or have been determined eligible for listing on the NRHP or CRHR. Additionally, there are no properties listed on the California Inventory of Historic Resources or archaeological sites located on or near the project site.

As noted in the HRE, the project site includes two residential structures which were constructed in 1949 and 1955 and are associated with the Minimal Traditional and Ranch architectural styles. Additionally, the project site contains a 1960 water storage tank, 1960 in-ground water pump, and associated landscaping, none of which are associated with any known architectural styles. The remaining properties included in the architectural survey range in construction from 1950 to 1965 and are primarily associated with the Minimal Traditional style with the exception of one structure which is associated with the Ranch architectural style. The Minimal Architectural style emerged during the Great Depression and was a result of limitations set forth by the Federal Housing Administration with regard to the form and style of houses that could be constructed using its federal mortgage programs. Common characteristics of the Minimal Traditional style include one-story heights, attached or detached garages, stucco and wood siding, minimal architectural details, gable or hipped roofs, and modest porches with simple support elements.

Eligibility for listing on the NRHP requires that a district, site, structure, or object possess significance under one of the four eligibility criteria including (a) association with events that have made a significant contribution to the broad patterns of our history, (b) association with the lives of significant persons in our past, (c) embodies the distinctive characteristics of a type, period, or method of construction, or that represents the work of a master, or possesses high artistic values, or that represent a significant and distinguishable entity whose components may lack individual distinction, and (d) has yielded, or may be likely to yield information important to prehistory or history. It should be noted that the eligibility criteria for listing on the CRHR mirrors criteria for listing on the NRHP. Following a determination of historic significance under the four NRHP criteria, a determination of integrity must also be made as it relates to location, design, setting, materials, workmanship, feeling, and association.

On June 19, 2019 EDS conducted a field survey to evaluate the site for evidence of prehistoric archaeological sites, including artifacts such as chipped stone flakes and tools, shellfish remains, ground stone, fire-affected rock, and other indicators of prehistoric archaeological resources.

Cultural Resources Impact Discussion:

7.5(a) (Historic Resources) No Impact: The project site is currently developed as a 17-bed transitional housing facility for veterans and consists of a 4,870 square foot building and a 1,405 square foot building which were originally constructed in 1949 and 1955, respectively. The site is also developed with a 1960 water storage tank and in-ground water pump as well as a contemporary 125 square foot detached shed. The remainder of the site is undeveloped. The existing transitional housing facility will continue to operate, and all existing buildings and site improvements will be retained onsite.

The existing buildings onsite were evaluated to determine eligibility for listing as historic resources on the National Register of Historic Places. As detailed in the Historic Resource Evaluation, neither of the two buildings onsite are eligible under the four NRHP criterion and can therefore be assumed ineligible for listing on the CRHR as the criterion for eligibility mirror one another. In addition, the architectural survey evaluated existing residences at ten properties within close proximity of the project site, and it was also determined that none of the structures were eligible for listing as a historic resource on the NRHP. The project does not propose removal or alteration of the two existing residential buildings, onsite nor will the project remove or alter any of the surrounding structures included in the architectural survey. Based on the conclusion that none of the 11 structures evaluated are eligible for listing as a historic resource, the project will result in no impacts due to a substantial adverse change in the significance of a historical resource.

7.5(b) (Archaeological Resources) Less Than Significant with Mitigation: Though no archaeological resources were found onsite during the site survey, due to the site's geology, proximity to a water source, and presence of Holocene-age alluvial fan and fluvial terrace deposits which formed when Native American people occupied the region of the project site, there is a moderate potential of encountering buried prehistoric archaeological resources which generally include humanly modified stone, shell, bone, or other materials such as charcoal, ash, and burned rock that can be indicative of food procurement or processing activities. As noted in the Historic Resource Evaluation prepared for the project, due to the general use of the project area for agricultural purposes, there is a low potential to encounter buried historic-period archaeological resources which generally include alignments of stone or brick, foundation elements from previous structures, minor earthworks, brick features, surface scatters of farming or domestic type material, and subsurface deposits of domestic type material (glass, ceramic, etc.). In the event that archaeological resources are present onsite, ground-disturbing activities from project development could result in potentially significant impacts to buried archeological resources.

To mitigate potential impacts to buried archeological resources the project shall be required to implement **Mitigation Measure CUL-1** which requires completion of a Cultural Resources Awareness Training prior to commencement of ground-disturbing activities, archaeological monitoring by a qualified archaeologist, and in the event of a discovery, requires that all work within the immediate vicinity of the find be halted and inspected by a qualified archaeologist. With implementation of measure CUL-1, the project will result in less than significant impacts due to a substantial adverse change in the significance of an archaeological resource.

7.5(c) (Discovery of Human Remains) Less Than Significant with Mitigation: No evidence suggests that human remains have been interred within the boundaries of the project site. However, in the event that during ground disturbing activities, human remains are discovered, the project shall comply with **Mitigation Measure CUL-2**, which requires the immediate cessation of ground disturbing activities near or in any area potentially overlying adjacent human remains and contacting the Sonoma County Coroner upon the discovery

of any human remains. If it is determined by the Coroner that the discovered remains are of Native American descent, the Native American Heritage Commission shall be contacted immediately. If required, the project sponsor shall retain a City-qualified archeologist to provide adequate inspection, recommendations, and retrieval. Compliance with measure CUL-2 as well as California Health and Safety Code Section 7050.5 and performance of actions therein will ensure that in the event of accidental discovery of historically significant remains the project will result in less than significant impacts.

Mitigation Measures:

CUL-1: To ensure the project does not result in impacts to potential buried archaeological resources onsite, the following shall be implemented:

1. **Cultural Resource Awareness Training.** Prior to commencement of ground-disturbing activities, a professional archaeologist shall conduct a preconstruction Cultural Resource Awareness Training for project supervisors, contractors, equipment operators, and other construction personnel. The training shall familiarize individuals with the potential to encounter prehistoric artifacts or historic-era archaeological deposits, the types of archaeological material that could be encountered within the Project Area, and procedures to follow if archaeological deposits and/or artifacts are observed during construction.
2. **Archaeological Monitoring.** During initial grading and grubbing activities, a Secretary of the Interior-qualified archeologist shall be onsite to monitor activities.
3. **Post-review Discoveries.** If an archaeological deposit is encountered during Project-related, ground-disturbing activities, all work within 50 feet of the discovery shall be redirected until a Secretary of Interior-qualified Archaeologist inspects the material(s), assess its historical significance, consults with Tribes and other stakeholders as needed, and provides recommendations for the treatment of the discovery in accordance with the Secretary of Interior Standards for the Treatment of Historic Properties.

CUL-2: In the event that human remains are encountered within the Project Area during Project-related, ground-disturbing activities, all work must stop, and the Sonoma County Coroner must be notified immediately. If the remains are suspected to be those of a prehistoric Native American, then the Native American Heritage Commission must be contacted by the Coroner so that a “Most Likely Descendant” (MLD) can be designated to provide further recommendations regarding treatment of the remains. A Secretary of Interior-qualified Archaeologist should also evaluate the historical significance of the discovery, the potential for additional human remains to be present, and to provide further recommendations for treatment of the resource in accordance with the MLD recommendations and the Secretary of Interior Standards for the Treatment of Historic Properties.

7.6. Energy

Would the project:	Potentially Significant Impact	Less Than Significant With Mitigation	Less Than Significant Impact	No Impact
a) Result in a potentially significant environmental impact due to wasteful, inefficient, or unnecessary consumption of energy, or wasteful use of energy	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>

resources, during project construction or operation?

b) Conflict with or obstruct a state or local plan for renewable energy or energy efficiency?

Sources: Santa Rosa General Plan 2035; General Plan EIR; Roseland Area/Sebastopol Road Specific Plan and EIR, 2016; BAAQMD 2017 Bay Area Clean Air Plan; and City of Santa Rosa Climate Action Plan (CAP), adopted June 5, 2012.

Energy Setting:

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

Electricity

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

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

Natural Gas

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

California Energy Consumption

According to the California Energy Commission (CEC), total system electric generation for California in 2018 was 285,488 gigawatt-hours (GWh).¹⁰ California's non-CO₂ emitting electric generation categories (nuclear, large hydroelectric, and renewable generation) accounted for more than 53 percent of total in-state generation for 2018. California's in-state electric generation was 194,842 GWh and electricity imports were 90,648 GWh. In 2018, the CEC reported that Sonoma County had a total electricity consumption of 2,914 GWh.

According to the CEC, nearly 45 percent of the natural gas burned in California was used for electricity generation totaling 90,691 GWh or 3.09 billion therms. The remainder of natural gas consumed was in the residential (21 percent), industrial (25 percent), and commercial (9 percent) sectors. In 2018, the CEC reported that Sonoma County had a total gas consumption of 111 million therms.

Transportation accounts for a large portion of California's overall energy consumption with gasoline remaining the dominant fuel within the transportation sector, followed by diesel and aviation fuels. In 2016, California consumed approximately 15 billion gallons of gasoline and approximately 3.35 billion gallons of diesel fuel. An increasing amount of electricity is being used for transportation energy, which is attributed to light-duty plug-in electric vehicles. In 2016, transportation in California, consisting of light-duty vehicles, medium/heavy-duty vehicles, trolleys, and rail transit, consumed approximately 1.53 million megawatt hours (MWh).¹¹

Sonoma Clean Power

Sonoma Clean Power is a program that allows businesses and residents in Mendocino and Sonoma Counties to purchase energy created from renewable resources, including geothermal, solar, wind, water, and biomass. This service provides energy from alternative generation processes while using existing infrastructure through PG&E for delivery. By using existing infrastructure, Sonoma Clean Power is billed to customers through PG&E for providing electric generation service. In 2016, 88% of eligible customers were receiving electricity from Sonoma Clean Power. As of 2018 Sonoma Clean Power had 39% fewer greenhouse gas emissions as compared to PG&E.¹²

Santa Rosa General Plan

The proposed project is subject to the goals and policies outlined in the Santa Rosa General Plan which seek to reduce energy consumption within the City. The following goals and policies from the General Plan are particularly applicable to the subject project:

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

¹⁰ California Energy Commission, Total System Electric Generation (2018), https://www2.energy.ca.gov/almanac/electricity_data/total_system_power.html, Accessed August 1, 2019.

¹¹ California Energy Commission, 2017 Integrated Energy Policy Report, https://www.energy.ca.gov/2017_energypolicy/, Accessed August 1, 2019.

¹² Sonoma Clean Power 2019 Annual Report, <https://vimeo.com/379072737>, accessed June 22, 2020.

- POLICY H-G-5: Continue to require the use of fuel-efficient heating and cooling equipment and other appliances, in accordance with CalGreen Tier 1 standards.
- GOAL LUL-E: Promote livable neighborhoods by requiring compliance with green building programs to ensure that new construction meets high standards of energy efficiency and sustainable material use. Ensure that everyday shopping, park and recreation facilities, and schools are within easy walking distance of most residents.
- Goal UD-G: Design residential neighborhoods to be safe, human-scaled, and livable by addressing compact development, multi-modal connectivity and reducing energy use.

Roseland Area/Sebastopol Road Specific Plan and Roseland Area Annexation

As noted in the EIR prepared for the Roseland Area/Sebastopol Road Specific Plan and Roseland Area Annexation project, similar development intensities were anticipated in the project area, including the West Hearn Avenue Neighborhood area, as analyzed in the General Plan 2035 EIR. Development in the project area is required to comply with all General Plan 2035 objectives and policies assumed for energy reduction in the General Plan, as discussed above.

Santa Rosa Climate Action Plan

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

- ACTION 1.1.1: Require new development to comply with the current provisions, as amended, of CalGreen, Part 11 of the California Green Building Standards Code.
- ACTION 1.4.3: Require new development to supply an adequate number of street trees and private trees.
- ACTION 6.1.3: Increase diversion of construction waste.
- ACTION 7.1.1: Require new development to reduce potable water use in accordance with the Tier 1 standards of CalGreen.

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

Santa Rosa Municipal Code

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

Santa Rosa Ordinance (2019-019)

On November 12, 2019, the City of Santa Rosa adopted with local amendments the 2019 California Energy Code including a reach code for All-Electric, Low Rise Residential. As a low-rise residential development, all residential buildings (classified as "R" occupancy by local Building Code) in the proposed project will be required to meet the definition of an all-electric building design for all space heating, water heating, cooking

appliances, and clothes drying appliances. No natural gas or propane plumbing will be installed in low rise residential buildings.

Energy Impact Discussion:

7.6(a) (Wasteful, Inefficient, Unnecessary Consumption of Energy) Less Than Significant Impact:

Development of the proposed project would involve the use of energy during construction and at operation.

Construction Activities

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

Operation

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

The project is subject to local policies related to energy conservation, including the City of Santa Rosa Climate Action Plan and the City's General Plan and Roseland Specific Plan. The project complies with the Appendix E Checklist of the CAP by incorporating mandatory items as well as select optional items. For example, the project will comply with the current provisions, as amended, of CalGreen, Part 11 of the California Green Building Standards Code per CAP Action 1.1.1. The project includes internal pedestrian and bicycle amenities to support non-vehicular transportation. In compliance with CAP Action 1.4.3, a number of trees will be planted in a non-uniform distribution throughout the project site. The planting of primarily low water use plants, with some bioretention landscaping, will limit the water demand generated by the proposed outdoor landscaping per CAP Action 7.1.1. The proposed project will conform to Santa Rosa's Zoning Ordinance §20-30.080(B) Outdoor Lighting, which specifies lighting standards for all new exterior lighting, such as the requirement that outdoor lighting fixtures utilize energy-efficient fixtures and lamps.

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

7.6(b) (Conflict with State or Local Plan) Less Than Significant Impact: As discussed in Section 7.3 Air Quality, the BAAQMD adopted the 2017 CAP on April 19, 2017 to comply with state air quality planning requirements set forth in the California Health & Safety Code. The proposed control strategy for the 2017 CAP consists of 85 distinct measures targeting a variety of local, regional, and global pollutants. The CAP specifically

includes control measures related to the energy sector. The energy control measures in the CAP aim to decarbonize electricity production and decrease electricity demand. The BAAQMD CEQA Guidelines set forth criteria for determining consistency with the CAP. In general, a project is consistent if; a) the project supports the primary goals of the CAP; b) includes control measures; and c) does not interfere with implementation of the CAP measures.

The proposed project would have a less than significant impact due to a conflict with the BAAQMD 2017 CAP related to energy since to a) supports the goals of the CAP by proposing development within existing city limits, and thereby avoiding urban sprawl; b) includes control measures to protect air quality during construction through implementation of best management practices set forth by BAAQMD per Mitigation Measure AQ-1; and c) as a low density residential project that will install energy conservation features, the proposed project would not interfere with implementation of the energy control measures identified in the 2017 CAP.

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

In December 2007, the CEC prepared the State Alternative Fuels Plan in partnership with the CARB and in consultation with the other state, federal, and local agencies.¹³ The plan presents strategies and actions California must take to increase the use of alternative non-petroleum fuels in a manner that minimizes costs to California and maximizes the economic benefits of in-state production. The plan assessed various alternative fuels and developed fuel portfolios to meet California’s goals to reduce petroleum consumption, increase alternative fuels use, reduce greenhouse gas emissions, and increase in-state production of biofuels without causing a significant degradation of public health and environmental quality. As a residential use that would install energy conservation features in compliance with CalGreen and California Energy codes, as well as the Santa Rosa all-electric reach code, the proposed project would not conflict with or obstruct implementation of the State Alternative Fuels Plan and impacts would be less than significant.

Mitigation Measures: none required

7.7. Geology and Soils

Would the project:	Potentially Significant Impact	Less Than Significant With Mitigation	Less Than Significant Impact	No Impact
a) Directly or indirectly cause potential substantial adverse effects, including the risk of loss, injury, or death involving:				
i. Rupture of a known earthquake fault, as delineated on the most recent Alquist-Priolo	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>

¹³ California Energy Commission, Final Adopted State Alternative Fuels Plan, Adopted December 2007, <https://www2.energy.ca.gov/2007publications/CEC-600-2007-011/CEC-600-2007-011-CMF.PDF/>, Accessed August 26, 2019.

Earthquake Fault Zoning Map issued by the State Geologist for the area or based on other substantial evidence of a known fault? Refer to Division of Mines and Geology Publication 42.

ii. Strong Seismic ground shaking?	<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 type="checkbox"/>	<input checked="" type="checkbox"/>
b) Result in substantial soil erosion or the loss of topsoil?	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
c) Be located on a geologic unit or soil that is unstable, or that would become unstable as a result of the project, and potentially result in on or off-site landslide, lateral spreading, subsidence, liquefaction or collapse?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>
d) Be located on expansive soil, as defined in California Building Code, creating substantial direct or indirect risks to life or property?	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input 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"/>
f) Directly or indirectly destroy a unique paleontological resource or site or unique geologic feature?	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>

Sources: Santa Rosa General Plan 2035; General Plan EIR; General Plan Figure 12-3; Roseland Area/Sebastopol Road Specific Plan and EIR, 2016; California Building Code Section 1803.5.3; and Design Level Geotechnical Investigation, prepared by PJC & Associates, February 18, 2021.

Geology and Soils Setting:

The City of Santa Rosa is located within the San Andreas Fault system, which is 44 miles wide and extends throughout much of the North Bay region. The project site is located in the southern portion of Santa Rosa with the nearest active fault, the Rodgers Creek Fault, located approximately 3.5 miles east of the site. As shown in Figure 12-3 of the General Plan, the project site is not located within the Alquist-Priolo Zone. However, the site is located within a seismic hazard area expected to experience very strong ground shaking during a seismic event.

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

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

Geotechnical Investigation

A Design Level Geotechnical Investigation was prepared by PJC & Associates Inc., on February 18, 2021 to identify potential geological risks of constructing the proposed project on the site (**Appendix F**). The report includes an analysis of subsurface conditions to observe soil and groundwater conditions onsite, an evaluation of potential geologic hazards, and geotechnical recommendations for site preparation and grading, foundation types, site drainage, and other construction considerations. The primary geotechnical concerns of the site include the presence of weak and compressible fill that could experience differential settlement, which occurs as a result of the non-uniform movement of underlying soils, and the presence of highly expansive surface soils, both of which can cause distress and damage to concrete elements and structures.

Paleontological Resources

The Santa Rosa General Plan does not identify the presence of any paleontological or unique geological resources within the boundaries of the City's planning area. Additionally, the EIR prepared for the Roseland Area/Sebastopol Road Specific Plan and Roseland Area Annexation states that there are no known paleontological resources in the City, and the sedimentary rocks of the Glen Ellen and Huichica formations have not been identified as important paleontological resources formations. A paleontological resources search performed using the University of California Museum of Paleontology's (UCMP) Miocene Mammal Mapping Project (MioMap) indicated no previous finds of paleontological resources on or in the immediate vicinity of the project site. According to the MioMap database, the closest paleontological finds are not within close proximity of the project site.¹⁴

Geology and Soils Impact Discussion:

7.7(a.i) (Faults) No Impact: Fault rupture occurs when the ground surface fractures as a result of fault movement during an earthquake and almost always follows preexisting fault traces, which are zones of weakness. Given that the project site is not part of the Alquist-Priolo Earthquake fault zone and no identified active faults traverse the site, there is no expectation that the site would be vulnerable to fault rupture. The nearest fault with surface rupture is the Rodgers Creek Fault. The Alquist-Priolo Zone of the Rodgers Creek Fault is located approximately 3.5 miles east of the project site. As such, there is no risk of fault-related ground rupture during earthquakes within the limits of the site due to a known Alquist-Priolo Earthquake Fault Zone and no impacts due to fault rupture at the project site are expected.

7.7(a. ii) (Ground-Shaking) Less Than Significant Impact: The site is within Zone 8 of the Modified Mercalli Intensity Shaking Severity. As such, the project site, like the City of Santa Rosa and greater Bay Area region, holds potential to expose people or structures to substantial adverse effects resulting from strong seismic ground shaking. The resulting vibrations would likely cause primary damage to proposed buildings and

¹⁴ University of California Museum of Paleontology, Miocene Mammal Mapping Project (MioMap), <http://www.ucmp.berkeley.edu/miomap/>, accessed April 2021.

improvements with secondary effects being ground failures in loose alluvium or poorly compacted fill. Both the primary and secondary effects pose a potential risk of loss of life or property.

The intensity of earthquake motion will depend on the characteristics of the generating fault, distance to the fault and rupture zone, earthquake magnitude, earthquake duration, and site-specific geologic conditions. As stated in the Geotechnical Investigation, the site contains artificial fill primarily of low to high plasticity, sandy clays and sandy silts underlain by heterogenous alluvial soils.

Conformance with standards set forth in the Building Code of Regulations, Title 24, Part 2 (the California Building Code 3.7-20 Chapter 3: Setting, Impacts, and Mitigation Measures [CBC]) and the California Public Resources Code, Division 2, Chapter 7.8 (the Seismic Hazards Mapping Act) will ensure that potential impacts from seismic shaking are less than significant.

7.7(a. iii) (Seismic-Related Ground Failure/Liquefaction) Less Than Significant Impact: Liquefaction is a phenomenon associated with fine-grained, loosely-packed sands and gravels subjected to ground shaking as a result of seismic activity. Liquefaction can lead to total and/or differential settlement and is largely dependent upon the intensity of ground shaking and response of soils underlying the site. As discussed in the Geotechnical Investigation, the project site is located outside of an area susceptible to liquefaction.

Subsurface materials encountered during the geotechnical observations revealed no loose, saturated, or granular soil within 15-feet of the existing ground surface. Therefore, the study concluded that there is a low risk of seismically induced damage due to liquefaction, surface ruptures, and settlement.

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

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

7.7(b) (Soil Erosion) Less Than Significant Impact with Mitigation: Development of the project will require site preparation and grading activities that have the potential to result in soil erosion or the loss of topsoil if not properly controlled. Water and wind serve as the primary catalyst of soil erosion, with steeper slopes intensifying the effects. Vegetation removal as part of the site preparation process as well as grading and ground disturbing activities associated with development can heighten the potential for and accelerate soil erosion.

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

avoid potential erosion and loss of topsoil and will ensure that impacts are reduced to less than significant level.

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

As previously discussed, the project site is relatively flat and does not contain steep channel banks, slopes, or grade differentials. Additionally, as discussed under 7.7(a.iii) above, there is a low risk of liquefaction at the project site. Therefore, potential impacts related to lateral spreading, lurching, and associated ground failure will be less than significant.

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

The geotechnical investigation found that the site is underlain by moderate to highly expansive artificial fill and alluvial soils which can result in differential settlement, causing damage to foundations and structures. To ensure that the presence of expansive soils does not result in significant impacts, **Mitigation Measure GEO-2** requires implementation of the recommendations set forth in the Geotechnical Investigation. Among other recommendations, the report recommends that the proposed residential structures be supported on post-tension slab foundations or alternatively slab-on-grade foundations provided that all artificial fill is sub-excavated and recompacted and the expansive soils are removed and replaced with non-expansive materials at least 30-inches thick and extending at least five feet beyond the perimeter foundations. Implementation of measure GEO-2 will reduce potential impacts from expansive soils to less than significant.

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

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

Mitigation Measures:

GEO-1: Prior to issuance of a grading permit, an erosion control plan along with grading and drainage plans shall be submitted to the Building Division of the City’s Department of Planning and Economic Development. All earthwork, grading, trenching, backfilling, and compaction operations shall be conducted in accordance with the City of Santa Rosa’s Grading and Erosion Control Ordinance, Chapter

19-64 of the Santa Rosa Municipal Code). These plans shall detail erosion control measures such as site watering, sediment capture, equipment staging and laydown pad, and other erosion control measures to be implemented during construction activity on the project site.

GEO-2: All applicable recommendations set forth in the Design Level Geotechnical Investigation prepared by PJC & Associated, Inc. on February 18, 2021 for the subject property, including, but not limited to recommendations related to grading, drainage, excavation, foundations systems, and compaction specifications shall be incorporated. Final grading plan, construction plans, and building plans shall demonstrate that recommendations set forth in the geotechnical reports have been incorporated into the design of the project and to the satisfaction of the City of Santa Rosa City Engineer.

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

7.8. Greenhouse Gas Emissions

Would the project:	Potentially Significant Impact	Less Than Significant with Mitigation	Less Than Significant Impact	No Impact
a) Generate greenhouse gas emissions, either directly or indirectly, that may have a significant impact on the environment?	<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"/>

Sources: Santa Rosa General Plan 2035; General Plan EIR; Roseland Area/Sebastopol Road Specific Plan and EIR, 2016; BAAQMD 2017 Bay Area Clean Air Plan; BAAQMD CEQA Guidelines 2017; City of Santa Rosa Climate Action Plan (CAP), adopted June 5, 2012; Hearn Veterans Village CAP Checklist (Appendix D).

Greenhouse Gas Setting:

Greenhouse gases (GHGs) are generated naturally from geological and biological processes as well as through human activities including the combustion of fossil fuels and industrial and agricultural processes. GHGs include carbon dioxide (CO₂), nitrous oxide (N₂O), methane (CH₃), chlorofluorocarbons, hydrofluorocarbons, and perfluorocarbons.

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

To address GHGs at the State level, the California legislature passed the California Global Warming Solutions Act in 2006 (Assembly Bill 32), which requires that statewide GHG emissions be reduced to 1990 levels by 2020. Executive Order (EO) S-3-05 provides the California Environmental Protection Agency with the regulatory authority to coordinate the State’s effort to achieve GHG reduction targets. EO S-3-05 goes beyond

AB 32 and calls for an 80 percent reduction below 1990 levels by 2050. Senate Bill 375 has also been enacted, which seeks to curb GHGs by reducing urban sprawl and limiting vehicle miles traveled.

The City of Santa Rosa has adopted several regulations at the local level to address GHG emissions including a resolution of the City Council adopted on December 4, 2001 to become a member of Cities for Climate Protection (CCP), a project of the International Council on Local Environmental Initiatives (ICLEI), City Council Resolution 26341, adopted on August 2, 2005, which established a municipal greenhouse gas reduction target of 20% from 2000 levels by 2010 and facilitated the community-wide greenhouse gas reduction target of 25% from 1990 levels by 2015, adoption of the City's Climate Action Plan on June 5, 2012, which meets the programmatic threshold for a Qualified GHG Reduction Strategy, established by the BAAQMD guidelines, adoption of a Municipal Climate Action Plan on August 6, 2013, and most recently adoption of Resolution RES-2020-002, which declared a climate emergency and immediate emergency mobilization to restore a safe climate, and establishes a 2030 carbon neutrality goal.

The BAAQMD CEQA Air Quality Guidelines, which includes thresholds of significance for greenhouse gas emissions, were established in May 2010 and updated in May 2017. With release of the 2017 Bay Area Clean Air Plan (CAP) and the associated EIR, it is expected that updated thresholds and guidelines may be forthcoming from the Air District. Based on the BAAQMD Guidelines established to meet SB 32 targets¹⁵ for 2020, a project is considered to have a less-than-significant impact due to GHG emissions if it (1) complies with an adopted Qualified GHG Reduction Strategy; (2) emits less than 1,100 metric tons (MT) CO₂e per year; or (3) emits less than 4.6 MT CO₂e per service population per year (residents and employees).

The City of Santa Rosa has elected to rely on compliance with the City's Climate Action Plan, which as stated above was adopted by the City Council in June 2012. The Santa Rosa Climate Action Plan (CAP) is a Qualified GHG Reduction Strategy because it contains a baseline inventory of greenhouse gas emissions from all sources, sets forth greenhouse gas emission reduction targets that are consistent with the goals of AB 32, and identifies enforceable GHG emission reduction strategies and performance measures.

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

The BAAQMD has not yet updated their recommended GHG emissions thresholds to address target reductions past year 2020. However, consistent with current State directives (AB 32 and AB 398), the updated target is expected to require an additional 40% reduction in GHG emissions by year 2030. Applied to the BAAQMD 2020 service population threshold of 4.6 MT CO₂e, this would equate to 2.8 MT CO₂e per year per service population, by year 2030. In addition to calculating GHG emissions reductions with implementation of the Santa Rosa CAP to the 2020 targets, the Plan also calculates emissions reductions to year 2035, which coincides with the planning horizon of the General Plan. As summarized on page ES-7 of the CAP,

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

implementation of measures of the Santa Rosa CAP are expected to decrease GHG emissions to 2.3 MT CO₂e per person per year by year 2035. While this timeframe is five years after an assumed 2030 target threshold, the CAP notes that a reduction to 2.9 MT CO₂e per person per year in 2020, and with assumed steady reductions over time, it can be concluded that emissions would be below 2.8 MT CO₂e per person per year, equal to a 40% reduction below 2020 thresholds by 2030.

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

Greenhouse Gas Emissions Impact Discussion:

6.8(a-b) (Significant GHG Emissions, Conflict with GHG Plan) Less Than Significant Impact: The proposed project will result in the generation and emission of GHGs during construction and operation. The proposed project is presumed to be constructed over an approximately 12-month period and is expected to be operational in 2023. The project is subject to the City of Santa Rosa's CAP to meet AB 32 requirements and must incorporate the mandatory items therein or identify suitable substitute measures.¹⁶ The following summarizes the project's commitments to implementing the mandatory CAP items, identifies optional items that will be implemented, CAP measures that are not applicable to the subject project are listed as not applicable on the CAP Checklist (Appendix C)

Mandatory Items

1.1.1 Comply with Cal Green Tier 1 Standards¹⁷: The project complies with Cal Green Tier 1 standards and will be conditioned accordingly through site development, building design and landscaping.

1.1.3 After 2020, all new development will utilize zero net electricity: The project will comply with the CalGreen and California Building and Energy Code requirements in effect at the time of building permit application submittal. It should be noted that Goal 1.1.3 was adopted to coincide with CA Energy Codes. Since the CAP adoption, the CEC has determined that it is not possible to achieve net zero on a wholesale basis and "net zero" has been removed from the CA Energy Codes.

1.4.2 Comply with the City's Tree Preservation Ordinance: The project does not propose removal of any existing trees onsite. Mature trees onsite will be preserved and protected under the proposed project. Should trees be removed in the future, the project will comply with the City's Tree Preservation Ordinance, which requires planting of replacement trees of the same genus and species as the removed trees, or as otherwise stipulated by the City. (City Code section 17-24.050 City's tree ordinance).

¹⁶ Appendix E of the Climate Action Plan states that, "To be in compliance with the CAP, all measures denoted with an asterisk [mandatory items] are required in all new development projects unless otherwise specified. If a project cannot meet one or more of the mandatory requirements, substitutions may be made from other measures listed at the discretion of the Community Development Director."

¹⁷ Tier 1 CALGreen does not include "net zero" GHG assumptions for development. In addition, current CA Green Building Code Standards apply to all projects and has been determined by the Director to be an acceptable substitution for CAP Goal 1 – 1.1.3. Therefore, strict compliance with CAP Goal 1 – 1.1.3 is not achievable and not required.

1.4.3 Provide public and private trees in compliance with the zoning code: The proposed project would introduce new private trees throughout the project site. As shown in the landscape plan, trees will be planted along West Hearn Avenue, along the new private access easement, and throughout the project site. As such, the preliminary landscaping plan demonstrates consistency with the requirements set forth for the provision of public and private trees for new development.

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

4.1.2 Install bicycle parking consistent with regulations: Section 20-36.040 of the Santa Rosa Municipal Code sets forth the number of bicycle parking stalls required. For the proposed project, the Municipal Code requires one bicycle parking space per eight units if units do not have a private garage or private storage space for bike storage. Although the project will provide private garages, ten bicycle parking spaces are proposed onsite and as such, the project is consistent with the City's regulations.

6.1.3 Increase diversion of construction waste: The contractor will prepare and implement a Construction Waste Management Plan outlining proposed efforts to minimize construction waste disposal and maximize recycling prior to the commencement of project construction. This is a uniformly applied development standard as required by the CalGreen Building Code to which the project is subject.

7.1.1 Reduce potable water use for outdoor landscaping: The project, as conditioned, will be consistent with the City of Santa Rosa Water Efficiency Landscape Ordinance (WELO).

9.1.3 Install low water use landscapes: The project will include plantings that comply with the City's Water Efficient Landscape Ordinance (WELO). All irrigation will occur with automatic water conserving irrigation system designed to meet the requirements of Santa Rosa's WELO.

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

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

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

Mandatory Items not Implemented

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

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

Voluntary Items

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

3.3.1 Provide affordable housing near transit: The project proposes a 100% affordable housing project for homeless veterans on a site that is within one-half mile of an existing bus stop that provides access to several goods and services within the City of Santa Rosa as well as to the Coddington Transit Center, which provides regional access between Santa Rosa and other communities in Sonoma County.

8.1.3 Establish community gardens and urban farms: The project proposes to provide three garden beds per six-bedroom residential unit and two-bedroom accessory dwelling unit for a total of 24 garden beds which will be shared by residents.

Construction GHG Emissions

Construction of project will result in GHG emissions from heavy-duty construction equipment, worker trips, and material delivery and hauling. Construction GHG emissions are short-term and will cease once construction is complete. The BAAQMD has not established thresholds of significance for GHG emissions resulting from construction activities. Rather, BAAQMD encourages the incorporation of best management practices to reduce GHG emissions during construction. As provided under 7.3 Air Quality, the project will be required to implement Mitigation Measure AQ-1, which will further reduce GHG emissions generated during construction activities.

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

Operational GHG Emissions

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

The project would result in a potential impact to GHGs if it failed to implement the City of Santa Rosa's Climate Action Plan (CAP). As described above, the proposed project complies with the CAP in that it will implement mandatory items and has committed to implementing voluntary items as well. At operation, the project will implement measures consistent with the City's CAP including mandatory item 7.1.1 which requires that projects reduce potable water use for outdoor landscaping, and voluntary item 8.1.3 by establishing community gardens onsite for use by residents. Therefore, the project has demonstrated compliance with the CAP and operational-related activities will result in less than significant impacts related to GHG emissions.

Furthermore, although a quantitative GHG analysis is not required because the project has demonstrated compliance with a qualified CAP, for operational impacts, the BAAQMD recommends applying screening criteria based on development type before conducting a detailed estimation of whether a project would have a potential for exceeding the GHG emission thresholds. The screening criteria were derived using default assumptions as well as modeling for indirect emissions (e.g., motor vehicles, electric generation, solid waste,

and water use). Projects below the screening criteria are considered to emit GHG emissions below the threshold of significance at operation.

As described in 7.3 Air Quality, the project was assumed to be analogous to the single-family land use type as it proposes the development of four six-bedroom residential units and four two-bedroom units which are of a similar size and function as single-family residences and accessory dwelling units, respectively. Table 3 provides the screening levels for GHG's for the single-family land use type. The project is well below the screening criteria. Based on the project's compliance with the City's qualified CAP and the project being well below the BAAQMD screening criteria for operational emissions it can be concluded that GHG emissions at project operation would be less than significant.

Land Use Type	Operational BAAQMD Screening Level	Above Screening Level?
Single-family	56 du	No

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

Mitigation Measures: none required

7.9. Hazards/Hazardous Materials

Would the project:	Potentially Significant Impact	Less Than Significant with Mitigation	Less Than Significant Impact	No Impact
a) Create a significant hazard to the public or the environment through the routine transport, use, or disposal of hazardous materials?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input 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 checked="" type="checkbox"/>	<input 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 or excessive noise for people residing or working in the project area? | <input type="checkbox"/> | <input type="checkbox"/> | <input type="checkbox"/> | <input checked="" type="checkbox"/> |
| f) Impair implementation of or physically interfere with an adopted emergency response plan or emergency evacuation plan? | <input type="checkbox"/> | <input type="checkbox"/> | <input type="checkbox"/> | <input checked="" type="checkbox"/> |
| g) Expose people or structures, either directly or indirectly, 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"/> |

Sources: Santa Rosa General Plan 2035; General Plan EIR; Roseland Area/Sebastopol Road Specific Plan and EIR, 2016 Phase I Environmental Site Assessment, prepared by Harris and Lee Environmental Sciences, LLC, October 15, 2019 (Appendix E); Annex to 2010 Association of Bay Area Governments Local Hazard Mitigation Plan Taming Natural Disasters, adopted June 15, 2011; and Santa Rosa Local Hazard Mitigation Plan, 2016.

Hazards/Hazardous Material Setting:

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

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

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

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

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

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

Phase I Environmental Site Assessment

Harris and Lee Environmental Sciences, LLC prepared a Phase I Environmental Site Assessment (ESA) on October 15, 2019 in accordance with the American Society for Testing and Materials (ASTM) Standard Practice E1527-13 (**Appendix E**). The Phase I ESA discusses the Recognized Environmental Conditions (RECs), Controlled Recognized Environmental Conditions (CRECs), Historical Recognized Environmental Conditions (HRECs), and environmental conditions of the project site. The Phase I ESA included research and review of regulatory information, a site reconnaissance of the project site and neighboring properties, and interviews with individuals with knowledge of the subject and surrounding properties.

As noted in the Phase I ESA, two prior Phase I reports have been prepared for the project site in 2007 and 2010. In the 2007 Phase I report, one REC was identified associated with the JDS Uniphase/Optical Coatings Site located at 2789 Northpoint Parkway. As noted in the Phase I report prepared for the Hearn Veterans Village project, groundwater monitoring results indicate no contaminated groundwater has migrated from the site located at 2789 Northpoint Parkway, and as such is no longer identified as a REC. Additionally, during the site reconnaissance, no underground storage tanks, excessive staining, distressed vegetation, or other hazardous materials were observed onsite. The report concludes that there are no RECs, CRECs, or HRECs associated with the project site.

Two de minimis conditions, which are defined as conditions that generally do not present a threat to human health or the environment and that generally would not be the subject of an enforcement action if brought to the attention of appropriate governmental agencies, were identified on the project site, and include an above ground storage tank used for well water, and an old septic system. As proposed, the project will retain the existing well onsite which will continue to be used by Hearn House, the transitional housing facility. The existing septic system was abandoned during the development of Hearn House and will not be used by the proposed project.

Hazards/Hazardous Materials Impact Discussion:

7.9(a-b) (Routine Transport, Upset and Accident Involving Release) Less Than Significant: Site preparation and construction activities will result in the temporary presence of potentially hazardous materials including, but not limited to, fuels and lubricants, paints, solvents, insulation, electrical wiring, and other construction related materials onsite. Although these potentially hazardous materials may be present onsite during construction, the project is required to comply with all existing federal, state, and local safety regulations governing the transportation, use, handling, storage, and disposal of potentially hazardous

materials. Once construction is complete there will not be ongoing use or generation of hazardous materials onsite. Therefore, the impact of a significant hazard to the public or the environment through reasonably foreseeable upset and accident conditions involving the release of hazardous materials into the environment would be less than significant.

Additionally, prior to the commencement of site preparation, a Storm Water Pollution Prevention Plan (SWPPP) that includes Best Management Practices will be prepared and implemented during all construction activities (see Hydrology/Water Quality discussion below). Therefore, the impact of hazards to the public or the environment through the routine transport, use, or disposal of hazardous materials from the proposed Project would be less than significant.

7.9(c) (Emit or Handle Hazardous Material within ¼ Mile of Sites) No Impact: The project site is not located within a quarter mile of a school. The nearest school, Meadow View Elementary School, is located approximately one-mile northeast of the project site. There are no activities associated with the proposed Hearn Veterans Village project that would pose a threat to schools from the release or handling of hazardous materials. Therefore, the project would not result in any increased risk of exposure to existing or planned schools as a result of development and no impacts related to the emission or handling of hazardous, or acutely hazardous materials within one-quarter mile of an existing or proposed school are expected.

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

As part of the Phase I ESA, Harris and Lee Environmental Sciences, LLC, conducted a search of available environmental records, which concluded that the project site is not listed in any known records or databases as a hazardous materials site. As described in the Phase I ESA, the project site has historically been used for residential purposes with a majority of the site lying vacant. As further described in the Phase I report, a prior 2007 Phase I report prepared for the site identified one REC associated with the JDS Uniphase/Optical Coatings Site located at 2789 Northpoint Parkway, approximately 0.5 miles northwest of the site. However, as noted in the Phase I report prepared for the Hearn Veterans Village project, groundwater monitoring results indicate that no contaminated groundwater has migrated from the site located at 2789 Northpoint Parkway, and as such is no longer identified as a REC. Furthermore, during the site reconnaissance, no hazardous materials were observed onsite, and the report concludes that there are no RECs, CRECs, or HRECs associated with the project site.

The Phase I ESA concludes that there is no evidence of recognized environmental conditions on the property, and therefore no further environmental investigation is warranted. As such, the project will not create a significant hazard to the public or the environment and impacts of the project will be less than significant.

7.9(e) (Public Airport Land Use Plans) No Impact: The project is not located within the boundaries of an airport land use plan nor is it located in direct proximity to a private airstrip. The nearest airport is the Charles M. Schulz – Sonoma County Airport located approximately 11 miles northwest of the project site. Therefore, no impacts associated with airport-related hazards will result from the proposed project.

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

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

7.9(g) (Wildland Fire Hazards) Less Than Significant Impact: Wildland fires are of concern particularly in expansive areas of native vegetation of brush, woodland, and grassland. The project site is located within the City’s UGB and surrounded by roadways, low density development, and open space dedicated as habitat conservation areas. The project site is categorized as a Non-VHFHZ by CAL FIRE and surrounded by land designated as Non-VHFHZ on all sides. Land classified by CAL Fire as a Moderate Fire Hazard Severity Zone is located approximately two miles from the project site.

The Santa Rosa Fire Department (SRFD) is responsible for protecting life, property, and the environment from fire. The Fire Department responds to emergency calls including structure, wildland, and other fires. The City operates ten fire stations, which are strategically located throughout the community to provide timely response and to meet the 5-minute travel time for emergency response as set forth in General Plan policy PSF-E-1. The SRFD responds to more than 25,000 calls for service per year, including hazardous materials incidents. As further discussed in 7.15 Public Services, the project site is well served by nearby fire stations. Based on the site’s location outside of a designated fire hazard zone and the proximity of the site to existing fire stations, impacts related to the exposure of people or structures to a significant risk of loss, injury, or death involving wildland fires will be less than significant.

Mitigation Measures: none required

7.10. Hydrology and Water Quality

Would the project:	Potentially Significant Impact	Less Than Significant with Mitigation	Less Than Significant Impact	No Impact
a) Violate any water quality standards or waste discharge requirements or otherwise substantially degrade surface or ground water quality?	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
b) Substantially decrease groundwater supplies or interfere substantially with groundwater recharge such that the project may impede sustainable groundwater management of the basin?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input 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 or through the addition of impervious surfaces, in a manner which would:	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>

i)	result in substantial erosion or siltation on- or off-site;	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>
ii)	substantially increase the rate or amount of surface runoff in a manner which would result in flooding on- or offsite;	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>
iii)	create or contribute runoff water which would exceed the capacity of existing or planned stormwater drainage systems or provide substantial additional sources of polluted runoff; or	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>
iv)	impede or redirect flood flows?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>
d)	In flood hazard, tsunami, or seiche zones, risk release of pollutants due to project inundation?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>
e)	Conflict with or obstruct implementation of a water quality control plan or sustainable groundwater management plan?	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>

Sources: Santa Rosa General Plan 2035; General Plan EIR; Roseland Area/Sebastopol Road Specific Plan and EIR, 2016; Design Level Geotechnical Investigation, prepared by PJC & Associates, February 18, 2021; and Tentative Map for Hearn Veterans Village, prepared by BKF, February 16, 2021.

Hydrology and Water Quality Setting:

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

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

Surface water quality is regulated by the North Coast Regional Water Quality Control Board (RWQCB) via the Water Quality Control Plan for the North Coast (Basin Plan). The RWQCB is responsible for implementing Section 401 of the Clean Water Act through the issuance of a Clean Water Certification when development includes potential impacts to jurisdictional areas such as creeks, wetlands, or other Waters of the State. As described in Section 7.4(c) of this document, the project will maintain both seasonal wetlands as well as the drainage ditch along West Hearn Avenue, which are considered jurisdictional or potentially jurisdictional features. The project will retain wetlands and the drainage feature, which will avoid direct impacts and will establish appropriate construction exclusion zones around these features to avoid indirect impacts during

construction. As such, the project is not required to obtain a Clean Water Certificate pursuant to Section 401 of the Clean Water Act.

The proposed project is subject to the RWQCB Municipal Regional Stormwater NPDES Permit (municipal separate stormwater system "MS4"), Order No. R1-2015-0030, NPDES Permit No. CA0025054.¹⁸ As part of a medium MS4, Santa Rosa is required to maintain authority within its boundaries to control discharges to the MS4 through ordinance, statute, permit, contract, or similar means. Such control is maintained by enforcing Title 16 of the Santa Rosa Municipal Code (Storm Water Enterprise).

Dischargers whose projects disturb one or more acres of soil, or whose projects disturb less than one acre, but are part of a larger common plan of development that in total disturbs one or more acres, are required to obtain coverage under the General Permit for Discharges of Storm Water Associated with Construction Activity Construction General Permit Order 2009-0009-DWQ (as amended by 2010-0014-DWQ and 2012-0005-DWQ) from the State Water Resources Control Board.¹⁹ Construction activity subject to this permit includes clearing, grading, and disturbances to the ground such as stockpiling or excavation. The Construction General Permit requires a Storm Water Pollution Prevention Plan (SWPPP) by a certified Qualified SWPPP Developer.

The proposed project will be subject to the National Pollution Discharge Elimination System (NPDES) General Permit No. CAS000002 for Discharges of Storm Water Runoff Associated with Construction Activity (General Permit). Construction activities on more than one acre are subject to NPDES permitting requirements including the preparation of a SWPPP. The SWPPP includes specifications for Best Management Practices to be implemented during construction activities to control potential discharge of pollutants from the construction area. Additionally, the SWPPP describes measures to prevent pollutants in runoff after construction is complete and develops a plan for inspection and maintenance of the project facilities.

Further, development projects in the City of Santa Rosa that create or replace 10,000 square feet or more of impervious area are subject to the City's Standard Urban Stormwater Mitigation Plan (SUSMP) requirements. The City of Santa Rosa requires compliance with the Low Impact Development (LID) Technical Design Manual. LID strategies include draining impervious surfaces to landscaped areas, such as the use of bio-retention²⁰ features to capture runoff and encourage infiltration onsite, thereby decentralizing stormwater treatment and integrating it into the overall site design.

As shown on the Tentative Map prepared for the project, retention basins will be installed on each lot and will collect runoff from impervious surfaces through a private storm drain system, which connects to the public storm drain system. Consistent with the City of Santa Rosa Standards, the stormwater system will be required to capture 100% of runoff generated from a one-inch rain event in a 24-hour period.

The City of Santa Rosa collects Capital Facilities Fees to ensure that new development does not result in a deterioration of existing service levels including the storm drain system. The fees provide for the ongoing maintenance and expansion of the City's storm drain system as planned for in the City's Capital Improvements Plan. The project will be required to pay all new development fees, as applicable.

¹⁸ California Regional Water Quality Control Board North Coast Region NPDES Permit, Order No. R1-2015-0030, NPDES Permit No. CA0025054, October 8, 2015, https://www.waterboards.ca.gov/northcoast/board_decisions/adopted_orders/pdf/2015/151008_0030_phaselpermitrenewal.pdf accessed February 2020.

¹⁹ State Water Resources Control Board, Construction General Permit Order 2009-0009-DWQ, http://www.waterboards.ca.gov/water_issues/programs/stormwater/construction.shtml, Accessed August 29, 2018.

²⁰ Bio-retention areas function as a soil and plant-based filtration and infiltration feature that removes pollutants through natural physical, biological, and chemical treatment processes.

The Federal Emergency Management Agency's (FEMA's) flood hazard mapping program provides important guidance for the City in planning for flooding events and regulating development within identified flood hazard areas. FEMA's National Flood Insurance Program is intended to encourage State and local governments to adopt responsible floodplain management programs and flood measures. As part of the program, the FEMA defines floodplain and floodway boundaries that are shown on the Flood Insurance Rate Maps (FIRMs). The project site is designated by FEMA as an Area of Minimal Flood Hazard, Zone X, as delineated on map 06097C0736F. According to this designation, the project site is not within an area of special flood hazard and is subject to a 500-year flood event, identified as an area that has a 0.2 percent chance of being flooded in a given year.

Hydrology and Water Quality Impact Discussion:

7.10(a) (Violations of Water Quality Standards) Less Than Significant Impact with Mitigation:

Construction activities have the potential to result in runoff that contains sediment and other pollutants that could degrade water quality if not properly controlled. Sources of potential pollution associated with construction include fuel, grease, oil and other fluids, concrete material, sediment, and litter. These pollutants have the potential to result in impacts due to chemical contamination from the presence of construction equipment and materials that could pose a hazard to the environment or degrade water quality if not properly managed.

To ensure proper controls and treatments are in place to prevent pollutants from entering storm water runoff, the project shall adhere to NPDES requirements including compliance with the RWQCB Order No. R1-2015-0030, Waste Discharge Requirements, implementation of erosion control measures, and preparation and implementation of a SWPPP that identifies potential sediment sources and other pollutants and prescribe BMPs to ensure potential adverse erosion, siltation, and contamination impacts would not occur during construction activities.

To comply with NPDES requirements, **Mitigation Measure HYDRO-1** shall be satisfied, which requires that the project prepare and implement a SWPPP with BMPs including, but are limited to, fiber roll protection at all drains, the use of gravel at access driveways during construction, designated washout areas, and the development and implementation of a hazardous materials spill prevention plan. These and other BMPs are designed to protect water quality from potential contaminants in stormwater runoff emanating from construction sites. With implementation of measure HYDRO-1, the project's potential to result in a violation of water quality standards during construction would be reduced to less than significant level.

As noted in the Geotechnical Report prepared by PJC & Associates Inc., on February 18, 2021, groundwater was encountered in two of the five subsurface boreholes at depths of approximately 12.5 to 13.5 feet below the ground surface. It is possible that groundwater may be encountered during construction including excavation, trenching, and pier drilling associated with construction of the proposed carports and dewatering required, which could result in increased sediment loads to the storm drain system resulting in potential impacts to water quality if not properly controlled. **Mitigation Measure HYDRO-2** requires that the project comply with waste discharge requirements specified by the RWQCB, including the reuse of dewaterers onsite, allowing settlement of sediment to occur prior to release, and other BMPs. With implementation of measure HYDRO-2, the project's potential to result in a violation of water quality standards due to dewatering associated with construction would be reduced to less than significant.

At operation, stormwater runoff could degrade water quality via non-point contaminants such as oils, grease, and exhaust that settle onsite. As described above, the project incorporates bioretention basins throughout the site. New storm drain facilities will convey stormwater runoff from impervious surfaces introduced by the project to the retention basins for treatment prior to discharge into the City's storm drain system. As discussed

above, the project will be required to comply with the City's requirements related to stormwater runoff as detailed in the City of Santa Rosa's Low Impact Development (LID) Technical Design Manual to ensure adequate protection of water quality at operation. The proposed Project would not result in any other discharges, including wastewater discharges that would affect water quality and as such, the project will have a less than significant impact to water quality at operation.

7.10(b) (Groundwater Supply and Recharge) Less Than Significant Impact: Potable water for all onsite water needs including indoor use and outdoor irrigation would be accommodated via the installation of water lines throughout the project site, connecting to the existing 8-inch water main located within the 24-foot public utility easement on the western portion of the site and to a new 8-inch water main within the new public utility easement along the southern portion of the site. The proposed project will increase water demand relative to existing water use on the site. The use of high efficiency appliances and fixtures for interior water use and smart controller and irrigation for outdoor water demand will minimize the new water demand generated onsite. The project's water demand is consistent with the City's overall water demand that is anticipated by the Santa Rosa General Plan 2035 and Urban Water Management Plan. Additionally, as discussed in the EIR prepared for the Roseland Area/Sebastopol Road Specific Plan and Annexation project, areas of development analyzed in the EIR, including the project site, include primarily vacant and underutilized parcels designated for low-density residential and open space uses, which allow for continued on-site percolation of runoff. The project incorporates features such as the use of decomposed granite and landscaped areas through the project site which allows for continued percolation onsite. Therefore, the project would not substantially increase water use, deplete groundwater supplies, or interfere with groundwater recharge and will have a less than significant impact to groundwater supplies and recharge.

7.10(ci-civ) (Drainage Pattern, Runoff and Storm Drain Capacity) Less Than Significant Impact: Currently, precipitation on the project site sheet flows from the northern portions of the site to the roadside drainage ditch located adjacent to West Hearn Avenue. The Project will introduce impervious surfaces onsite including building footprints, pedestrian walkways, and parking areas. Although the development will result in an increase in impervious surfaces as compared to existing conditions of the site, the project has been designed in accordance with the City's Standard Urban Storm Water Mitigation Plan (SUSMP) guidelines that require the integration of Low Impact Design (LID) measures into site designs.

New storm drainage infrastructure including storm drains and bioretention basins will be installed to accommodate the increase in impervious surfaces that would result from development. As described above, the proposed project will be required to comply with the City of Santa Rosa's standards to achieve the design goal of 100% volume capture from a one-inch rain event in a 24-hour period. As such, the project will not substantially increase the rate or amount of surface runoff as compared to existing conditions.

The flow of storm water runoff would be retained and continue to be conveyed to the existing regional storm drain facilities. As such, project construction will not substantially alter the existing drainage pattern on the site. Additionally, compliance with the Low Impact Development (LID) Technical Design Manual ensure that the proposed project would not substantially increase the rate or amount of surface runoff in a manner that would result in flooding on- or off-site. Therefore, impacts to the drainage pattern and storm drain system as a result of the proposed project would be less than significant.

7.10 (d) (Flood Hazards, Seiche, Tsunami, Mudflow) Less Than Significant Impact: The project site is not located within a 100-year flood hazard area nor is it located with any other special flood hazard area. The project site is located in an area designated by FEMA as an Area of Minimal Flood Hazard, Zone X, as delineated on map 06097C0736F. According to this designation, the project site is subject to 500-year flooding and identified as an area that has a 0.2 percent chance of being flooded in a given year. The project would not site housing or other structures within a 100-year flood hazard area. Due to the site's location outside of a special

flood hazard area, there would be no impact due to significant risk, of loss, injury, or death associated with the project. The site is not located within an inundation area of a levee or dam, nor is the site expected to be impacted by inundation, as shown on General Plan Figure 12-4. Therefore, there would be less than significant impacts associated with these risks due to flooding or inundation from a seiche, tsunami or mudflow.

7.10 (e). (Conflict with Water Quality Control Plan or Sustainable Groundwater Management Plans)

Less than Significant Impact: The project will not conflict with a water quality control plan or a sustainable groundwater management plan. As described above, implementation of a Storm Water Pollution Prevention Plan and compliance with the City’s erosion control requirements will avoid erosion and sediment runoff during all stages of construction. During operation, the project site will be improved with bio-retention basins and LID features that will minimize runoff, reduce sedimentation, and protect water quality. Therefore, the project will not result in a conflict with water quality control and impacts will be less than significant.

The Santa Rosa Plain Groundwater Sustainability Agency (GSA) was formed in June 2017 to sustainably manage groundwater in the Santa Rosa Plain groundwater basin. The GSA board of directors is comprised of several agencies including the City of Santa Rosa. In accordance with the Sustainable Groundwater Management Act (SGMA). The GSA is required to develop a Sustainable Groundwater Management Plan by January 31, 2022. The GSA is currently in the process of preparing the Draft Sustainable Groundwater Management Plan with the goal of releasing a full draft for public review and comment in Fall of 2021. In the absence of an adopted Groundwater Management Plan, the project will not result any conflicts with such a plan. Therefore, potential impacts will be less than significant.

Mitigation Measures:

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

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

7.11. Land Use and Planning

Would the project:	Potentially Significant	Less Than Significant	Less Than Significant	No Impact
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	Impact	with Mitigation	Impact	
a) Physically divide an established community?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
b) Cause a significant environmental impact due to a conflict with any land use plan, policy, or regulation adopted for the purpose of avoiding or mitigating an environmental effect?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>

Sources: Santa Rosa General Plan 2035; General Plan EIR; and Roseland Area/Sebastopol Road Specific Plan and Roseland Area Annexation EIR.

Land Use and Planning Setting:

The City of Santa Rosa encompasses 41.7 square miles, with the UGB covering approximately 45 square miles. The City exhibits a wide range of existing land uses, including residential, commercial, and industrial uses. Of the total acreage within the City’s UGB, residential land uses account for the largest share, totaling approximately half of the total area. Public and open space land uses account for approximately one-quarter of the total acreage, and the remaining quarter consists of vacant land, commercial, office and industrial uses.

The project site was annexed into the City limits as part of the Roseland Area/Sebastopol Road Specific Plan and Roseland Area Annexation Project. The West Hearn Avenue Annexation Area, which encompasses approximately 34 acres including the project site was identified as a county island, defined as areas of unincorporated land that are substantially surrounded by incorporated City land. As part of the Annexation process, the General Plan designation of the West Hearn Avenue Area was changed from Low Density to Very Low Density Residential. The EIR for the annexation project was certified by the City Council in 2016 and incorporation became effective in November 2017. As stated above, the project site has a General Plan land use designation of Very Low Density Residential. The site is zoned Rural Residential and is within the Rural Heritage Combining District (RR-20-RH). Surrounding land uses include Low, Medium-Low, and Medium Density Residential. Additionally, both the North Point Mitigation Site and the FEMA Site are designated as Open Space and located north and northwest of the site, respectively.

Land Use and Planning Impact Discussion:

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

The project proposes development on a site that is currently undeveloped and predominantly contains native and non-native grasslands, trees, and an existing paved pedestrian pathway and emergency vehicle access along the western portion of the site. The subject property is surrounded primarily by low density residential uses.

The project would not introduce a new physical feature that would divide an established community. The existing transitional housing facility will be retained onsite, and the project proposes a similar scale of low-density residential development on a vacant portion of the site. Through the tentative map process, the

existing paved pedestrian pathway which connects West Hearn Avenue to Park Meadow Drive will be established as a public access easement, private access easement, emergency vehicle access easement, and public utility easement and will provide vehicular access to the parking area onsite. As requested by the City, the project will provide a bicycle and pedestrian easement between West Hearn Avenue and Park Meadow Drive. Additionally, an approximately 4-foot wide publicly accessible pathway will be installed along the western portion of the site. As such, the project would not remove an existing road or pathway that could reduce or remove access between a community and outlying areas. Therefore, the project would have no impact due to the physical division of an established community.

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

Santa Rosa General Plan 2035

The proposed project would achieve several of the goals set forth in the Santa Rosa General Plan 2035. The project achieves Goal GM-A by focusing development within the City's UGB and thereby avoiding urban sprawl. The project fulfills General Plan Policy LUL-E-2, which calls for fostering livability within neighborhoods in that the project will provide permanent supportive housing for homeless veterans on an underutilized property within City limits. The project proposes several onsite amenities which enhance overall livability for a vulnerable population. The proposed project accommodates a diverse range of needs and will introduce affordable housing units within ½ mile of public transit providing access to a variety of existing goods and services including Bellevue Marketplace south of the site, Stony Point Plaza, Oliver's Market Shopping Center, Finley Community Center, Marlow Shopping Center, and Coddington Mall.

The Housing Element of the General Plan envisions a diversity of housing options in Santa Rosa, including a variety of housing sizes and types, such as single-family residences, townhomes, and multi-family units in different parts of the city at varied prices. By providing permanent supportive housing for homeless or chronically homeless veterans, the project supports Housing Element Goal H-A, which strives to meet the housing needs of all Santa Rosa residents. Furthermore, the project is consistent with Policy H-A-1, which aims to meet Santa Rosa's housing needs through ensuring availability of a variety of housing types for all income levels. Therefore, the proposed project is generally consistent with the goals and policies of the Housing Element.

Zoning Ordinance

The project site is zoned Rural Residential and is within the Rural Heritage Combining District (RR-20-RH). Pursuant to Santa Rosa City Code, Title 20 Zoning, Section 20-22.020, the RR zoning district is designated for areas intended to accommodate residential neighborhoods with compatible agricultural uses, but where the primary uses are residential, and compatible accessory uses. The maximum allowable density ranges from 0.2 to two dwellings per acre. As further specified in Section 20-22.040 of the Santa Rosa City Code, areas designated as RR-20 are permitted to have one dwelling unit plus one second unit. The RR zoning district implements and is consistent with the Residential—Very Low Density land use classification of the General Plan. The project proposes to subdivide the property into four parcels ranging from 20,576 to 25,051 square feet, which is consistent with the minimum lot size for the RR-20 district of 20,000 square feet. Each of the four lots will be developed with one six-bedroom residential unit and one two-bedroom accessory dwelling units. The project as designed is consistent with the requirements of the RR-20 zoning district.

The project does not conflict with General Plan policy LUL-E-3, which precludes the over concentration of large community care facilities in any single residential neighborhood. This policy is implemented through Chapter

20-42.060 (community care and health care facilities) of the Santa Rosa City Code, which facilitates integration of mentally and physically handicapped person who are in family residential situations into community life, while avoiding the over-concentration of such facilities in any particular neighborhood. Development of the proposed project will introduce permanent housing for homeless veterans into the established residential neighborhood of West Hearn Avenue. The City of Santa Rosa defines community care facilities and health care facilities as follows:

Community Care Facility. A facility, place, or building that is maintained and operated to provide non-medical residential care, which may include home finding and other services, for children and/or adults, including: the physically handicapped; mentally impaired, mentally disordered, or incompetent; developmentally disabled; court wards and dependents; neglected or emotionally disturbed children; the addicted; and the aged.

Health Care Facility. A facility other than a hospital where medical, dental, mental health, surgical, and/or other personal health care services are provided on an outpatient basis, by primary practitioners and/or medical specialists by appointment (for example, chiropractors, dentists, medical doctors, optometrists, prescription opticians, psychiatrists, etc.). May include a lab, radiology, pharmacy, rehabilitation, and other similar services as accessory uses.

The proposed project is not considered a community care or health care facility as defined by the City of Santa Rosa as it will provide permanent housing for homeless veterans and will operate similar to a supportive housing use or single-family use, both of which are permitted by right in the RR-20 residential district and are not subject to the requirements of Section 20-42.060 of the city code.

The City of Santa Rosa parking standards (Zoning Ordinance Section 20-36.040) requires projects to provide on-site parking based on land use and project size. As specified therein, single-family uses require a minimum of four parking spaces per unit and one additional space for an accessory dwelling unit unless exempted by Section 20-42.130(E)(10). Based on the site location being within 0.5-mile of public transit, parking for the ADUs is not required and the total number of spaces required for the project is 16. The project proposes to provide 28 parking spaces (4 covered; 24 uncovered) as well as 10 bicycle parking spaces, though not required by the City for single-family uses. As such, the project complies with the minimum parking standards set forth by the City of Santa Rosa.

Santa Rosa's Zoning Ordinance Section 20-30.080 specifies lighting standards for all new exterior lighting, such as the provision that all new exterior lighting fixtures shall be shielded or recessed to reduce light bleed to adjoining properties. Existing sources of light on the project site include lighting associated with the transitional housing facility. New sources of light and glare introduced by the proposed project will include exterior lights on buildings, automobile headlights, and lights within landscape areas and pathways. Based on the design of the project, and the limited access to and from the site, the introduction of new automobiles and their associated headlights are not expected to generate a significant amount of light and glare onto adjacent properties. Proposed and existing landscaping, trees, buildings, and fencing would also obscure vehicle headlights, thereby impede lighting impacts to the surrounding adjacent uses. As such, the project's potential to result in impacts that would adversely affect day or nighttime views in the area, due to new sources of light and glare, would be less than significant. Lighting specifications are compliant with City standards and the project is consistent with the lighting requirements of the zoning ordinance.

Conclusion

The proposed project does not conflict with any applicable land use plan, policy, or regulation. The project achieves goals, policies, and programs of the General Plan by focusing development within the City's UGB.

Additionally, the project will introduce new affordable residential dwelling units within the City of Santa Rosa, satisfying the need to provide housing and accommodate growth consistent with the General Plan’s Housing Element. As described above, the proposed project is generally consistent with the General Plan 2035, the Roseland Specific Plan, and zoning regulations established by the City of Santa Rosa. The project would not conflict with any applicable regulations or policies established by the City that would result in a direct or indirect environmental impact. Therefore, the project’s impacts due to a conflict with City regulations will be less than significant.

Mitigation Measures: none required

7.12. Mineral Resources

Would the project:	Potentially Significant Impact	Less Than Significant with Mitigation	Less Than Significant Impact	No Impact
a) Result in the loss of availability of a known mineral resource that would be of value to the region and the residents of the state?	<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"/>

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

Mineral Resources Setting:

The California Surface Mining and Reclamation Act of 1975 (SMARA) identifies mineral resources within California and requires the classification of mineral resources based on their relative value for extraction. According to the Division of Mine Reclamation, California Department of Conservation there are no mineral resources in or around the project site.²¹

Mineral Resources Impact Discussion:

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

Mitigation Measures: none required

²¹ California Department of Conservation, California Geological Survey, Special Report 205, Plates 1A, 1B, 1C, 2A, and 2B, 2013.

7.13. Noise

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

Sources: Santa Rosa General Plan 2035; General Plan EIR; Santa Rosa Municipal Code: Chapter 17; General Plan Figure 12-1: Land Use Compatibility Standard and Figure 12-2; and Noise Contours; and Roseland Area/Sebastopol Road Specific Plan and Roseland Area Annexation EIR

Noise Setting:

Noise is generally defined as unwanted sound and is characterized by various parameters that include the rate of oscillation of sound waves that cause pitch (frequency), the speed of propagation, and the pressure level or energy content (amplitude). The sound pressure level is the most common descriptor used to characterize the loudness of an ambient (existing) sound level. The decibel (dB) scale is used to quantify sound intensity but given that the human ear is not equally sensitive to all frequencies in the entire spectrum, noise measurements are weighted more heavily for frequencies to which humans are sensitive in a process called "A-weighting," written as "dBA" and referred to as "A-weighted decibels". In general, human sound perception is such that a change in sound level of 1 dB cannot typically be perceived by the human ear, a change of 3 dB is just noticeable, a change of 5 dB is clearly noticeable, and a change of 10 dB is perceived as doubling the sound level. The Community Noise Equivalent (CNEL) is a measure of cumulative noise in a community, with a 5-dB penalty added to evening (7:00 PM to 10:00 PM) and a 10-dB penalty addition to nocturnal (10:00 PM to 7:00 AM) noise levels. The Day/Night Average Sound Level (L_{dn} or DNL) differs from CNEL only in that the three-hour evening time period used in CNEL is grouped into the daytime period.

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

The Santa Rosa General Plan Land Use Compatibility Standards (Figure 12-1) indicates that noise levels for low density single family uses are considered normally acceptable in noise environments up to 60 dB CNEL/Ldn, conditionally acceptable between 55 and 70 dB CNEL/Ldn, normally unacceptable between 70 and 75 dB CNEL/Ldn, and clearly unacceptable above 75 dB CNEL/Ldn.

The project site is bounded by West Hearn Avenue to the south, established residential land uses to the north, east, and west, and is situated approximately 0.3 miles west of Stony Point Road, 1.2 miles south of Highway 12, 1.6 miles west of Highway 101, and over 11 miles southeast of the Sonoma County Airport. The primary noise sources that contribute to the ambient noise environment onsite include vehicular traffic on West Hearn Avenue and surrounding residential land uses. As shown in Figure 12-2 of the General Plan, the project site is located in an area where noise levels are projected below 60 dBA. As shown in Table 3.11-4 of the Roseland Area/Sebastopol Road Specific Plan and Roseland Area Annexation EIR existing traffic noise levels along Stony Point Road from Highway 12 located north of the site to Bellevue Avenue located south of the site range from 65.7 to 66.9 dBA Ldn at 75-feet from the centerline.

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

Noise Significance Criteria

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

- **Operational Noise in Excess of Standards.** A significant noise impact would be identified if project operations would generate noise levels that exceed applicable noise standards presented in the Santa Rosa General Plan or Municipal Code.
- **Permanent Noise Increase.** A significant permanent noise increase would occur if project traffic results in an increase of 3 dBA L_{dn} or greater at noise-sensitive land uses where existing or projected noise levels would equal or exceed the noise level considered satisfactory for the affected land use (60 dBA L_{dn} for single-family residential areas) and/or an increase of 5 dBA L_{dn} or greater at noise-sensitive land uses where noise levels would continue to be below those considered satisfactory for the affected land use.
- **Temporary Noise Increase.** A significant temporary noise impact would be identified if construction-related noise would temporarily increase ambient noise levels at sensitive receptors as follows. Hourly average noise levels exceeding 60 dBA L_{eq} at the property lines shared with residential land uses, and the ambient noise level by at least 5 dBA L_{eq} , for a period of more than one year would constitute a significant temporary noise increase at adjacent residential land uses.
- **Groundborne Vibration Level.** A significant impact would be identified if construction of the project would expose persons to excessive vibration levels. Groundborne vibration levels exceeding 0.3 in/sec PPV would have the potential to result in cosmetic damage to buildings.

City of Santa Rosa General Plan Policy NS-B-4 requires preparation of an acoustical study for new projects in areas with existing noise levels above 60 dBA DNL and for all new projects that could generate noise impacts on other existing uses greater than those specified as normally acceptable in the Land Use Compatibility Standards. As noted previously, the site is located in an area where noise levels are projected to be below 60 dBA. Furthermore, as a residential land use, the project is not expected to generate noise impacts on existing residential land uses in the vicinity that would be above levels identified as normally acceptable for low density residential uses. As such, an acoustical analysis was not required to be prepared as part of the project.

Noise Impact Discussion:

7.13(a) (Exceed Established Noise Standards) Less Than Significant Impact with Mitigation: As a residential use the proposed project will not introduce new sources of noise that increase the ambient noise environment to levels that exceed established land use compatibility standards. The project will result in a temporary noise increase as a result of construction activities and a permanent increase in ambient noise at operation resulting from typical residential activities such as talking, vehicle use, building and landscaping maintenance, and use of outdoor amenities onsite.

Construction Noise

Construction of the proposed project would result in temporary and intermittent noise from the use of construction equipment. Construction noise associated with the proposed project would be perceptible to established uses in the immediate vicinity including nearby residences. Noise impacts resulting from construction of the project depend upon the noise generated by various pieces of construction equipment, the timing and duration of noise-generating activities, and the distance between construction noise sources and noise-sensitive areas. Construction noise impacts primarily result when construction activities occur during noise-sensitive times of the day including early morning, evening, or nighttime hours, when construction occurs in areas immediately adjoining noise-sensitive land uses, or when construction occurs over extended periods of time.

Construction of the new primary and accessory residences onsite and associated site improvements would occur over an approximately 12-month construction period anticipated to occur between June 2022 and June 2023. Construction activities would include site preparation, grading, construction, and installation of utilities, storm drains, bioretention features, and other infrastructure, landscaping, and lighting.

A variety of construction equipment is anticipated to be used during construction activities and includes, but is not limited to excavators, backhoes, front end loaders, scrapers, graders, concrete saws, small cranes, jackhammers, chainsaws, rough terrain forklifts, rollers, asphalt road pavers, compactors, air compressors, generator sets, and pneumatic tools. A variety of trucks including cement mixers, haul trucks, and water trucks would also be required. During each stage of construction, there would be a different mix of equipment operating, and noise levels would vary based on the amount of equipment in operation and the location at which the equipment is operating. Typical construction equipment generates maximum noise levels between 80 to 90 dBA at a distance of 50 feet from the source.²²

Construction activities will occur within approximately 10 to 15 feet of the nearest existing residential land uses. Given the close proximity, nearby residents will be exposed to elevated noise levels temporarily during construction activities. However, exposure will be intermittent and will cease upon completion of the project. Based on the proximity to existing residential land uses, construction activities have the potential to generate noise levels exceeding 60 dBA L_{eq} at sensitive receptors surrounding the site during project construction which is considered a potentially significant impact. Based on the anticipated construction schedule of 12-months, daytime ambient noise levels are not expected to increase by five dBA L_{eq} or more at existing sensitive receptors for a period of more than one year. Nonetheless, to minimize potential noise impacts generated during construction, the project shall comply with **Mitigation Measure NOI-1** which requires implementation of best construction management practices to reduce construction noise levels emanating from the site, limiting construction hours, and minimizing disruption and annoyance due to noise exposure. With implementation of measure NOI-1, the project will not exceed the City's established noise standards for construction activities and impacts from temporary construction activities will be less than significant.

²² Federal Highway Administration, Construction Noise Handbook:
https://www.fhwa.dot.gov/Environment/noise/construction_noise/handbook/handbook09.cfm, accessed April 8, 2021

Operational Noise

New vehicles trips will be introduced to the surrounding roadways by the proposed residential project. A significant impact on noise levels would occur from a project generating an additional 4 dBA of roadway noise which correlates to a doubling of current roadway volume. Given the size of the proposed project, 4 primary and 4 secondary residential structures, and that new residents are expected to have a relatively low trip generation as compared to conventional single-family uses, the project would not result in a doubling of trip volumes on nearby roadways and thus would not result in a significant increase in noise associated with vehicles traveling on area roadways. Therefore, the project will have less than significant impacts due to project generated traffic noise. Furthermore, the project will introduce a residential land use to an established residential area of similar density. The site is located in an area with noise levels below 60 dBA and the operation of the proposed project is not anticipated to generate noise levels that exceed applicable noise standards presented in the Santa Rosa General Plan or Municipal Code. And as such, the project will have a less than significant impact at operation.

Noise and Land Use General Plan Consistency

The proposed project will be located within a noise compatible area for the proposed residential use. The Santa Rosa General Plan Land Use Compatibility Standards provide that noise levels for low density single family residential uses are considered normally acceptable in noise environments up to 60 dB CNEL/Ldn. Based on the project site's proximity from major roadways which generate higher levels of noise and the site being located in an area where noise levels are less than 60 dBA, the project will not site new sensitive receptors in an incompatible noise environment and is therefore consistent with the Land Use Compatibility Standards set forth in the General Plan. It should be noted that exposure of new residents to elevated community noise levels does not constitute an environmental impact because ambient community noise levels are not caused by the project. Rather, exposure of new residents to excessive noise levels is addressed as a land use compatibility consideration as it relates to General Plan policies. Based on the site's location within a compatible noise environment, the siting of residents on the project site will not result in a land use conflict.

7.13(b) (Groundborne Vibration and Noise) Less Than Significant Impact: Vibration from operation of heavy equipment can result in effects ranging from annoyance of people to damage of structures. Varying geology and distance will result in different vibration levels containing different frequencies and displacements. In all cases, vibration amplitudes will decrease with increasing distance from the source. Perceptible ground-borne vibration is generally limited to areas within a few hundred feet of construction activities. As seismic waves travel outward from a vibration source, they excite the particles of rock and soil through which they pass and cause them to oscillate. The rate or velocity (in inches per second) at which these particles move is the commonly accepted descriptor of the vibration amplitude, referred to as the peak particle velocity (PPV).

Caltrans establishes significance criteria for potential damage to structures as well as human perception. Groundborne vibration of 0.3 in/sec PPV is established for older residential structures and 0.5 in/sec PPV for newer residential structures. Groundborne vibration is considered barely perceptible to humans at 0.01 in/sec PPV and severe at 0.4 in/sec PPV. Development of the site would include construction activities that may generate perceptible vibration during use of heavy equipment or impact tools. Construction equipment including vibratory rollers, bulldozers, caisson drills, loaded trucks, and jackhammers generate vibration levels ranging from 0.003 in/sec PPV to 0.2 in/sec PPV at a distance of 25 feet.²³

²³ Transportation and Construction Vibration Guidance Manual, California Department of Transportation, Sept. 2013.

Adjoining residences to the east and west of the site were constructed in 1950 and 1959, respectively whereas residences adjoining the site to the north were constructed in 2000. Based on the anticipated construction equipment to be used and associated vibration levels at a distance of 25 feet being between 0.003 to 0.2 in/sec PPV, vibration levels of all existing residences within close proximity of the project site would be below Caltrans' significance criteria for groundborne vibration of 0.3 in/sec PPV. As such, the project would not generate excessive groundborne vibration or noise in excess of established thresholds at existing off-site residences and, the project would not expose people or structures to excessive ground borne vibration and impacts would be less than significant.

7.13(c) (Airport Noise) No Impact: The project site is located approximately 11 miles southeast of the Charles M. Schulz – Sonoma County Airport and is not located within the vicinity of a private airstrip. Residents of the project would not be exposed to excessive noise levels as a result of being located within an airport land use plan area or within the vicinity of a private airstrip. Therefore, no impacts due to excessive airport noise exposure would occur.

Mitigation Measures:

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

- Limit construction hours to between 7:00 a.m. and 7:00 p.m., Monday through Friday and between 9:00 a.m. and 5:00 p.m. on Saturdays. No construction activities are permitted on Sundays and holidays.
- Limit use of the concrete saw to a distance of 50 feet or greater from residences, where feasible.
- Construct temporary noise barriers, where feasible, to screen stationary noise-generating equipment when located near adjoining sensitive land uses. Temporary noise barriers would provide a 5-dBA noise reduction if the noise barrier interrupts the line-of-sight between the noise source and receiver and if the barrier is constructed in a manner that eliminates any cracks or gaps.
- Equip all internal combustion engine-driven equipment with intake and exhaust mufflers that are in good condition and appropriate for the equipment.
- Unnecessary idling of internal combustion engines shall be strictly prohibited.
- Locate stationary noise-generating equipment such as air compressors or portable power generators as far as possible from sensitive receptors. If they must be located near receptors, adequate muffling (with enclosures where feasible and appropriate) shall be used to reduce noise levels at the adjacent sensitive receptors. Any enclosure openings or venting shall face away from sensitive receptors.
- Utilize "quiet" air compressors and other stationary noise sources where technology exists.
- Construction staging areas shall be established at locations that will create the greatest distance between the construction-related noise sources and noise-sensitive receptors nearest the project site during all project construction.
- Locate material stockpiles, as well as maintenance/equipment staging and parking areas, as far as feasible from existing residences.
- Control noise from construction workers' radios to a point where they are not audible at existing residences bordering the project site.

- Designate a "disturbance coordinator" who would be responsible for responding to any complaints about construction noise. The disturbance coordinator will determine the cause of the noise complaint (e.g., bad muffler, etc.) and will require that reasonable measures be implemented to correct the problem. Conspicuously post a telephone number for the disturbance coordinator at the construction site and include in it the notice sent to neighbors regarding the construction schedule.

7.14. Population and Housing

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

Sources: Santa Rosa General Plan 2035, Chapter 4 Housing; General Plan EIR; U.S. Census Bureau Annual Estimates of the Resident Population, April 1, 2010 to July 1, 2018 for Santa Rosa, CA; 2016 Housing Action Plan; and Roseland Area/Sebastopol Road Specific Plan and Roseland Area Annexation EIR.

Population and Housing Setting:

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

As noted in the Roseland Area/Sebastopol Road Specific Plan and Roseland Area Annexation EIR, 207 single-family units are anticipated at project buildout of the annexation areas located outside of the Specific Plan area, but considered as part of the Specific Plan EIR, including the West Hearn Avenue Annexation Area. As noted in Table 2.0-6 of the EIR, buildout of the annexation areas is 22 units less than anticipated in the General Plan which is a result of the West Hearn Avenue area being redesignated from Low Density to Very Low Density Residential.

Population and Housing Impact Discussion:

7.14(a) (Substantial Unplanned Growth) Less Than Significant Impact: The project site is located within the City's UGB, on a parcel that was incorporated as part of the Roseland Specific Plan annexation process, on a vacant lot in an existing residential neighborhood. The project will introduce 32 residents to the site

including veterans who will be provided with permanent supportive housing, one on-site property manager, and four peer managers. The proposed project will not substantially induce population growth, as the proposed project falls within the development potential anticipated by the General Plan 2035 population projections and the slightly reduced (due to the change from Low Density to Very Low Density Residential) population projects of the Roseland Specific Plan.

The project will serve the housing needs for 32 homeless veterans under the State Veterans Housing and Homelessness Prevention Program (VHHP). The project will add to the City’s housing inventory and will help to meet the Regional Housing Needs Allocation (RHNA) as identified in the City’s Housing Element. Given the scale of the proposed development, consistency with the land use designation and zoning district, the project is not expected to induce substantial population growth in the area. Therefore, population impacts from the proposed project would be less than significant.

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

7.14(b) (Substantial Housing or Persons Displacement) No Impact: A project would normally have a significant environmental effect if it displaces a large number of people or induces substantial growth or concentration of population. As previously discussed, the existing transitional housing facility site will be maintained and is in the process of obtaining approval of a Lot Line Adjustment and will be operated independent of the proposed Hearn Veterans Village project. Accordingly, implementation of the proposed project will not displace existing housing units or people, nor necessitate the construction of replacement housing elsewhere. Therefore, the project will have no impacts to population and housing with regard to displacing people or existing housing.

Mitigation Measures: none required

7.15. Public Services

Would the Project:	Potentially Significant Impact	Less Than Significant with Mitigation	Less Than Significant Impact	No Impact
Would the project result in substantial adverse physical impacts associated with the provision of new or physically altered governmental facilities, need for new or physically altered governmental facilities, the construction of which could cause significant environmental impacts, in order to maintain acceptable service ratios, response times or other performance objectives for any of the public services:				
a) Fire protection?	<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 type="checkbox"/>	<input checked="" 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"/>

Sources: Santa Rosa General Plan 2035; General Plan EIR; General Plan Figure 6-3: Fire Facilities Map; General Plan Figure 6-2: School Facilities Map; and General Plan Figure 6-1: Parks and Recreation Map; Roseland Creek Community Park Master Plan IS/MND, November 2019; City of Santa Rosa Fire Department Strategic Plan 2016-2021; and Roseland Specific Plan and EIR.

Public Services Setting:

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

The Fire Department has a staff of 146 employees serving a population of over 181,000 residents.²⁴ The ten fire stations are strategically located around the city. The Fire Department responds to more than 25,000 calls for service per year specific to fire, emergency medical, rescue, and hazardous materials incidents. The department provides fire suppression, rescue, first response emergency medical services, operations-level hazardous materials response, fire prevention, and life-safety services. According to the General Plan and the Roseland Area/Sebastopol Road Specific Plan and Roseland Area Annexation EIR, Fire Station 8, which is located on Bellevue Avenue is proposed for relocation to Sebastopol Road/Timothy Avenue. However, the City of Santa Rosa Fire Department Strategic Plan 2016-2021 does not provide a timeline for the relocation.

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

The City’s Recreation and Parks Department operates, manages, and maintains a total of 12 community parks, 52 neighborhood parks, three special purpose parks, and eight trail parks²⁵. On January 2, 2020, Santa Rosa Recreation and Parks provided an updated version of the Initial Study/Mitigated Negative Declaration (IS/MND) for the Roseland Creek Community Park Master Plan which analyzes potential environmental impacts associated with the proposed Roseland Creek Community Park located approximately two miles northeast of the site. The proposed park includes several community amenities such as a nature center, outdoor classroom/community garden, picnic areas, multi-use turf area, nature-themed play area, sport courts, parking areas, and a network of universally accessible trails including two footbridges across Roseland Creek. Additionally, on November 12, 2019, the City Council approved the Kawana Springs Community Park Master Plan, located approximately 3 miles east of the project site. As approved the Kawana Springs Master Plan encompasses 19.2 acres and once constructed would provide a fitness course, community garden, sport courts, pump track, dog park, picnic areas, children’s play area, and a paved trail adjacent to Kawana Springs Creek. The first phase of implementation for Kawana Springs Community Park began in December 2020 with construction of the community garden anticipated to begin in late 2021. Sonoma County Regional Parks maintains a number of regional parks and trails in the vicinity of the project site, including Taylor Mountain

²⁴ City of Santa Rosa Fire Department Strategic Plan 2016-2021, <https://www.srcity.org/DocumentCenter/View/3152>, accessed August 15, 2019.

²⁵ City of Santa Rosa Recreation and Parks, <https://srcity.org/1021/Find-a-Park>, accessed August 15, 2019.

Regional Park, Spring Lake Regional Park, Colgan Creek Trail, and Hunter Creek Trail. Annadel State Park is also located approximately 4 miles northeast of the project site.

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

Public Services Impact Discussion:

7.15(a-e) (Fire & Police Protection, Schools, Parks, Other Public Facilities) Less Than Significant Impact:

The project site is located within the UGB, in City limits, and is well served by existing public services. It is expected that the increase in residents and visitors on the project site would result in an incremental increase in the need for services from Fire and Police Departments, and nearby parks and recreational uses. The proposed use, as a permanent supportive housing project for veterans, will not increase demand on nearby elementary, middle, and high school facilities as the age of the population will not include school-aged individuals. Based on the project scope and size, demands for services are in line with what has been planned for and anticipated by the General Plan and the Roseland Specific Plan. The project would not trigger the need for an expansion of services, an increase in staffing, or otherwise adversely affect public services. Incremental increasing demands on public services have been anticipated as part of General Plan and are met with impact fees that provide funding for the incremental expansion of services.

General Plan policy PSF-E-1 sets forth a 5-minute travel time for emergency response within the city. The project site is located within close proximity to several existing fire stations including Santa Rosa Fire Station 10 at 2373 Circadian Way approximately 1.7 miles northwest of the site, Santa Rosa Fire Station 8 at Burbank Avenue approximately 1.7 miles northeast of the site, Santa Rosa Fire Station 2 at Stony Point Road approximately 2.8 miles north of the site, and Sonoma County Fire District Station 4 at 207 Todd Road approximately 3.2 miles southeast of the site. According to General Plan Figure 6-3, Fire Station 8, located on Burbank Avenue south of Sebastopol Road is planned to be relocated, however, as noted previously the City's Fire Department Strategic Plan 2016-2021 does not provide a timeline for relocation. The project's addition of vehicle trips to the adjacent grid street network is not expected to cause a reduction in travel speeds that would result in significant delays for emergency vehicles. Five-minute response times are expected to be achieved due to the redundancy of approach access, the ability of emergency response vehicles to override traffic controls with lights, sirens, and signal pre-emption, and to travel in opposing travel lanes in congested conditions. Therefore, impacts to police and fire protection services as a result of the four new primary dwelling and four accessory dwelling units introduced by the project would be less than significant.

The project proposes to provide permanent housing to veterans. As such, the population demographic will not introduce any school-aged individuals to the project site and the project is therefore not expected to result in any substantial adverse physical impacts to schools or require the construction of new school facilities. The nearest public schools are Meadow View Elementary School (1.1 miles northeast), Lawrence Cook Middle School (1.6 miles north), and Ellsie Allen High School (1.5 miles southeast). The project site is served by the Wright Elementary School and Santa Rosa High School District.

The introduction of four six-bedroom residential units and four two-bedroom accessory dwelling units that provide permanent housing for veterans will not introduce school aged children to the project site. The project would therefore not impact the capacity of public schools within the City. Additionally, enrollment in existing schools in the project vicinity, not including Santa Rosa High School, has declined over the past four years by

at least 14.7%. Therefore, nearby schools will experience no impacts to school enrollment as a result of the project.

The project will not generate a substantial increase in demands that warrant the expansion or construction of new public facilities including police and fire protection facilities, parks, schools, and other public facilities. The project site is accessible to existing parks and trails and is within 1.5 miles of the proposed Roseland Creek Community Park Master Plan. Other parks within close proximity to the site include Southwest Community Park, Bayer Park, and Bellevue Ranch Park. While new residents introduced by the project would create a slight increase in the use of surrounding parks, the existing park facilities are sufficient to meet active and passive recreational demands of the new residents. Furthermore, the project will incorporate recreational amenities onsite for residents including outdoor recreation, gathering areas, parking, and landscaping. There are no other aspects of the project that would result in adverse impacts to existing parks or necessitate additional park development. Therefore, impacts to parks as a result of project implementation will be less than significant.

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

Mitigation Measures: none required

7.16. Recreation

Would the project:	Potentially Significant Impact	Less Than Significant with Mitigation	Less Than Significant Impact	No Impact
a) Would the project increase the use of existing neighborhood and regional parks or other recreational facilities such that substantial physical deterioration of the facility would occur or be accelerated?	<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 facilities which might have an adverse physical effect on the environment?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>

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

Recreation Setting:

The City of Santa Rosa offers numerous recreational opportunities, including public plazas, gathering places, and neighborhood, community, citywide, and special purpose parks and facilities. The City has many established parks, particularly on the east side of the City, and new parks are being developed to meet the needs of the growing community. According to the Santa Rosa General Plan, as of 2008, the City has a total of approximately 531 acres of neighborhood and community parks, 170 acres of undeveloped parkland, and 14 community and/or recreational facilities. Additionally, the City of Santa Rosa is located in close proximity to

regional parks operated by the County of Sonoma and State of California including Spring Lake (Sonoma County Regional Park), Taylor Mountain Regional Park and Open Space Preserve (Sonoma County Regional Park), and Annadel (State Park), which offer a variety of passive and active recreational opportunities.

The City's General Plan identifies a parkland ratio of 3.5 acres per 1,000 residents. Based on the 2035 buildout population of 233,520 and the proposed parks facilities that will occupy 864.15 acres in aggregate, the city park facilities will achieve a ratio of 3.7 acres at General Plan build-out, thereby exceeding the park ratio standard. As noted in the Roseland Area/Sebastopol Road Specific Plan and Roseland Area Annexation EIR, as of January 2015 the City exceeded the parkland standard with approximately 3.8-acres of parkland per 1,000 residents.

Recreation Impact Discussion:

7.16(a-b) (Deterioration of Parks, Additional Recreational Facilities) Less Than Significant Impact: The Hearn Veterans Village Project is not expected to result in significant impacts to parks or recreational facilities. The southwest portion of the City in which the project site is located is served by existing parks and recreational facilities. Additionally, several planned neighborhood and community parks are located within close proximity to the site as shown on General Plan Figure 6-1 and Figure 2.1-10 of the Roseland Area/Sebastopol Road Specific Plan and Roseland Area Annexation EIR, Roseland Creek is located approximately 0.2 miles north of the site and includes a pedestrian and bicycle path. Existing parks within close proximity to the site include Pearblossom Park, located approximately 0.9 miles north of the project site, Southwest Community Park, located approximately 0.7 miles east of the site, and Bellevue Ranch Park, located approximately 0.7 miles southeast of the site. The project site is also within 1.5 miles of the proposed Roseland Creek Community Park which will include a nature center, outdoor classroom/community garden, picnic areas, shade structure, multi-use turf area, nature-themed play area, sport courts, parking areas, and a network of universally accessible trails including two footbridges across Roseland Creek. While new residents introduced by the project would create an increase in the use of surrounding parks and recreational facilities, the anticipated increase would be negligible and existing recreational facilities are sufficient to meet active and passive recreational demands of the new residents. Additionally, the project as proposed includes the construction of on-site recreational facilities including horse shoe pits, game tables, cornhole, gathering areas with boulders as informal seating, a basketball court, and pedestrian walkways and within the common recreation areas and gathering spaces.

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

Mitigation Measures: none required

7.17. Transportation

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

Sources: Santa Rosa General Plan 2035; General Plan EIR; General Plan Figure 5-2: Bicycle Corridors; 2018 Santa Rosa Bicycle and Pedestrian Master Plan, adopted February 15, 2011; Moving Forward 2040 Sonoma County's Comprehensive Transportation Plan, prepared by Sonoma County Transportation Authority, September 2016; Technical Advisory on Evaluating Transportation Impact in CEQA, prepared by Office of Planning and Research, December 2018; City of Santa Rosa Vehicle Miles Traveled (VMT) Guidelines Final Draft, June 2020; City of Santa Rosa Street Hierarchy, January 2004; Highway Design Manual, Table 201.1, Page 200-2, Published by Caltrans, July 2020; and Roseland Specific Plan and EIR.

Transportation Setting:

The City of Santa Rosa General Plan 2035 establishes a set of goals and policies intended to provide for a safe, efficient transportation system for cars, buses, trains, bicycles, and pedestrians. The city's roadway classification system is designed to disperse traffic across a safe network of transportation options that provides greater access among all modes of transportation. The City identifies key scenic corridors that enhance the natural and rural beauty throughout Santa Rosa. The aesthetic value of scenic routes are protected and enhanced by policies guiding new development along these corridors (General Plan Policy Transportation T-G-1). The project site is within one mile of two scenic roadways including South Wright Road to the west and Highway 101 to the east, as discussed in Section 7.1, Aesthetics.

Level of service (LOS) has historically been used as a standard measure of traffic service within the City of Santa Rosa. The city establishes a goal of maintaining LOS 'D' or better along major corridors where feasible (General Plan Policy Transportation T-D-1). Pursuant to SB 743, as of July 1, 2020, lead agencies are required to evaluate transportation impacts of a project using a Vehicle Miles Traveled (VMT) metric which focuses on balancing the needs of congestion management with statewide goals related to infill development, promotion of public health through increased active transportation facilitated by closer proximity to alternative travel modes and reduces greenhouse gas emissions. In December 2018, the California Governor's Office of

Planning and Research (OPR) published the *Technical Advisory on Evaluating Transportation Impacts in CEQA*,²⁶ which provides technical recommendations for evaluating a project's transportation impact using a VMT metric, thresholds of significance, and mitigation measures. Pursuant to Government Code Section 15064.3(b), lead agencies have discretion to select the most appropriate methodology for evaluating a project's VMT impacts.

In June 2020, the City of Santa Rosa published the Final Draft Vehicle Miles Traveled Guidelines which addresses key elements required for preparing and reviewing transportation analyses in the City of Santa Rosa to adequately evaluate impacts of projects under CEQA. The VMT Guidelines are intended to provide a framework for determining how to evaluate a project's environmental impacts consistent with SB 743 and provides significance criteria, screening criteria, thresholds of significance, and methodologies of analysis to be used in Transportation Impact Studies (TIS) and CEQA documents. As stated in the Final Draft Guidelines, the City of Santa Rosa relies upon the VMT thresholds recommended in the OPR Technical Advisory, which is 15 percent below the baseline VMT/capita or VMT/employee for Sonoma County. Additionally, the City's Guidelines provide qualitative thresholds for which projects are considered to have characteristics that will not result in significant VMT impacts and are therefore not required to conduct transportation analyses. Examples of project types that screen out from additional VMT impact analysis include small infill projects such as 11 or fewer single-family residences and project's that are 100% affordable.

Bicycle and Pedestrian Facilities

On March 12, 2019, the City Council adopted the 2018 Bicycle and Pedestrian Master Plan.²⁷ The Plan addresses facility needs over a 25-year horizon. As shown in Figure 3-9 of the Plan, existing Class II bicycle facilities, which provide a striped and signed lane for one-way bike travel on a street or highway are located within the vicinity of the project site along Stony Point Road, West Hearn Avenue east of Stony Point Road, and along several east-west oriented streets that connect to Stony Point Road. Other existing bicycle facilities within close proximity of the project site include a Class I pathway which is physically separated from vehicular traffic, along portions of Roseland Creek approximately 0.2 miles north of the project site. Planned facilities within the project vicinity include Class II bike lanes on Ludwig Avenue located south of the site, and extension of the Roseland Creek Trail which will extend west to the Laguna de Santa Rosa Trail.

Within the West Hearn Avenue Neighborhood, sidewalks do not currently exist, consistent with the rural character of the area. As noted in Section 20-28.090(F), the street standard applicable to the Rural Heritage combining district in which the site is located is the City of Santa Rosa Interim Street Standard (File No. STD-200K). This standard applies to the area until such a time as a Rural Street Standard can be developed and adopted. As noted in the City's Street Hierarchy, Interim Street standards only require full improvements if contiguous lots are being developed. Projects are also required to provide a minimum of one-foot right-of-way dedication for future curb and gutter improvements and a five-foot pedestrian dedication for future sidewalks.

Public Transit

Santa Rosa is served by a variety of public transit systems that provide local, countywide, and regional access, as well as serve special user groups. Santa Rosa CityBus operates within the City and provides local access to goods and services, Sonoma County Transit (SCT) provides countywide access between Santa Rosa and other Sonoma County cities, and Golden Gate Transit (GGT) provides regional access between Santa Rosa and

²⁶ http://opr.ca.gov/docs/20190122-743_Technical_Advisory.pdf

²⁷ Bicycle & Pedestrian Master Plan Update 2018, prepared by the City of Santa Rosa, Final Draft 2.1.19.

communities south to San Francisco. Near the project site, Santa Rosa CityBus Route 15 operates along Stony Point Road, providing access between southwest Santa Rosa and Coddington Mall and transit hub in northwest Santa Rosa. The nearest existing bus stop is located at the intersection of Sebastopol Road/Hearn Avenue approximately 0.5 miles east of the site. Route 15 provides access to several goods and services including the Bellevue Marketplace south of the site, Stony Point Plaza, Oliver's Market Shopping Center, Finley Community Center, Marlow Shopping Center, and Coddington Mall, all of which are located north of the site. Coddington mall also serves as a transit hub within the City, providing larger local, countywide, and regional access.

Rail Service

Sonoma-Marin Area Rail Transit (SMART) offers passenger rail service in Sonoma and Marin counties. SMART's initial 43 miles of rail corridor includes 10 stations, from the Sonoma County Airport to Larkspur. Future extensions will expand service north of Santa Rosa to Windsor, Healdsburg, and Cloverdale. The full project will provide 70 miles of passenger rail service and a bicycle-pedestrian pathway. Santa Rosa SMART Stations include the Downtown Station and the North Station, both of which began operating in 2017 and offer passenger rail service along the SMART corridor. Access to SMART from the project site is provided via Santa Rosa CityBus Route 15, which stops adjacent to the Santa Rosa North Station located at 1500 Guerneville Road.

Sonoma County Comprehensive Transportation Plan

Moving Forward 2040, Sonoma County's Comprehensive Transportation Plan (CTP), is a 25-year plan that serves as the vision for transportation throughout Sonoma County, with goals for the transportation system and the well-being of the communities. Moving Forward 2040 establishes five goals: maintain the existing public transportation system; relieve traffic congestion; meet targets to reduce greenhouse gas emissions in the transportation sector; increase safety and emphasize healthy aspects of transportation planning strategies; and reduce travel time and cost and increase mobility in communities of concern. Major roadway improvement projects identified in Moving Forward 2040 within close proximity of the site include the Hearn Avenue/Highway 101 interchange improvements. In March 2020, the City submitted a grant application to receive funding to complete the project which will include improvements to the State Highway and local road systems as well as bicycle and pedestrian safety and mobility improvements, and mitigations of environmental impacts associated with the improvements.²⁸

Transportation Impact Discussion:

7.17(a) (Conflicts with Plans, Policies, Ordinances) Less Than Significant Impact: The City of Santa Rosa published Guidance for the Preparation of Traffic Operational Analysis in July 2019 which establishes procedures to ensure consistency and the adequacy of information presented as part of the traffic operational review for a development proposal. As noted in the guidelines, development proposals that will result in less than 250 average daily trips and less than 50 peak hour trips do not require preparation of a traffic operational study. The purpose of these threshold criteria is to avoid placing an unnecessary burden on development that will result in low traffic volumes with minimum vehicle trip frequencies. As a use serving veterans, it was assumed that vehicle trip generating characteristics of an affordable housing development for veterans was most analogous to the trip generation rates applicable to Senior Adult Housing - Detached for which the Institute of Transportation Engineers (ITE) Trip Generation, 10th Edition includes daily, a.m. peak hour, and p.m. peak hour trip generation rates. Other ITE use types that could be assumed to be analogous

²⁸ <https://scta.ca.gov/wp-content/uploads/2020/03/Hearn-App-for-Posting.pdf>

with the proposed project include Single-Family Detached Housing (ITE LU 210), Congregate Care Facility (ITE LU 253), Assisted Living (ITE LU 254), and Continuing Care Retirement Community (ITE LU 255). Definitions of the various ITE land use types are included in Table 4.

As shown in the table below, all ITE land uses with characteristics analogous to the proposed project have similar daily, a.m. peak hour, and p.m. peak hour trips rates with the exception of the Single Family Detached Housing land use, which has a higher trip generation rate. However, based on the population to be served by the project it is assumed that the most applicable ITE use type is Senior Adult Housing - Detached. With the exception of the Assisted Living land use, which calculates trips based on the number of beds, all land use types utilize number of units when calculating project trip generation. Based on information provided in the City’s VMT Guidelines, single-family projects with 11 or fewer residences are anticipated to result in 110 or fewer daily trips, which is below the City’s daily threshold of 250 daily trips. Based on the lower trip generation rate of the Senior Adult Housing - Detached ITE use, it can reasonably be determined that the project will result in less than 250 daily trips and far fewer than 110 daily trips. Therefore, no additional transportation analysis is required as the project will have negligible contribution to level of service and impacts related to a conflict with plans, policies, or ordinances will be less than significant.

Table 4: Vehicle Trip Generation Rates

ITE Land Uses Analogous with Permanent Supportive Housing for Veterans	Unit of Measure	Daily Trip Rate	AM Peak Hour Trip Rate	PM Peak Hour Trip Rate
Single Family Detached Housing (ITE 210)	DU	9.44	0.74	0.99
Senior Adult Housing - Detached (ITE 252)	DU	2.88	0.20	0.26
Congregate Care Facility (ITE 253)	DU	2.02	0.20	0.26
Assisted Living (ITE 254)	Beds	2.60	0.19	0.26
Continuing Care Retirement Community (ITE 255)	DU	2.50	0.15	0.20

Notes:

ITE Use Descriptions

210 - single-family detached housing

252 - Senior adult housing consists of detached independent living developments, including retirement communities, age-restricted housing, and active adult communities. These developments may include amenities such as golf courses, swimming pools, 24-hour security, transportation, and common recreational facilities. However, they generally lack centralized dining and on-site health facilities. Detached senior adult housing communities may or may not be gated. Residents in these communities are typically active (requiring little to no medical supervision). The percentage of retired residents varies by development.

253 - A congregate care facility is an independent living development that provides centralized amenities such as dining, housekeeping, transportation, and organized social/recreational activities. Limited medical services (such as nursing and dental) may or may not be provided. The resident may contract additional medical services or personal assistance.

254 - An assisted living complex is a residential setting that provides either routine general protective oversight or assistance with activities necessary for independent living to mentally or physically limited persons. It commonly has separate living quarters for residents. Its services typically include dining, housekeeping, social and physical activities, medication administration, and transportation. Alzheimer’s and ALS care are commonly offered by these facilities, though the living quarters for these patients may be located separately from the other residents. Assisted care commonly bridges the gap between independent living and nursing homes. In some areas of the country, assisted living residences may be called personal care, residential care, or domiciliary care. Staff may be available at an assisted care facility 24 hours a day, but skilled medical care—which is limited in nature—is not required.

255 - a land use that provides multiple elements of senior adult living. CCRCs combine aspects of independent living with increased care, as lifestyle needs change with time. Housing options may include various combinations of senior adult (detached), senior adult (attached), congregate care, assisted living, and skilled nursing care—aimed at allowing the residents to live in one community as their medical needs change. The communities may also contain special services such as medical, dining, recreational, and some limited, supporting retail facilities. CCRCs are usually self-contained villages

Sources: ITE Trip Generation Manual 10th Edition through use in multiple publicly accessible studies including ActivCare Laguna Hills Trip Generation Evaluation prepared by Urban Crossroads, Jan. 4, 2019; Trip Generation Qualitative Assessment – Rincon Del Rio, Nevada County, Ca, prepared by KD Anderson & Associates, Inc., Jan. 31, 2020; Trip Generation Statement for the proposed Briarwood Age Restricted Housing project, prepared by Mark Vertucci, PE, PTOE, Sept. 15, 2020

As noted in the Draft EIR prepared for the Roseland Area Annexation project, the West Hearn Avenue Annexation area General Plan land use designation was changed from Low Density Residential to Very Low Density Residential which ultimately results in less intensive land uses and subsequently lower vehicle trip generation associated with new development in the area relative to what was anticipated by the General Plan EIR. The Draft EIR includes an analysis of traffic under existing plus project conditions, which includes buildout of the Specific Plan and annexation areas as well implementation of circulation improvements, and future plus project conditions which includes buildout of the region, project area, and implementation of all planned circulation improvements. Roadway segments analyzed in the Draft EIR include the following:

- Stony Point Road (SR 12 to Bellevue Avenue)
- Sebastopol Road (Stony Point Road to Olive Street)
- Dutton Avenue (SR 12 to Hearn Avenue)
- Hearn Avenue (Stony Point Road to Santa Rosa Avenue)

As shown in Tables 3.14-12 and 3.14-13 of the Roseland Draft EIR the study roadways operate at LOS C or better under existing conditions during the weekday a.m. and p.m. peak hour. Under existing plus project conditions, the study roadways are projected to continue operating acceptably at LOS D or better, and similarly under future plus project conditions, roadway segments will operate at LOS D or better during the a.m. and p.m peak hour. The project is proposed consistent with the land use designation established through the Roseland annexation and impacts analyzed in the Draft EIR determined that area roadways will continue to operate at an acceptable level of service. Furthermore, trips associated with the project will not generate vehicle trips at a level that would adversely affect the transportation network or impact level of service at nearby intersections. As such, the project will not conflict with policies related to level of service and impacts of the project will be less than significant.

Parking

The City of Santa Rosa parking standards (Zoning Ordinance Section 20-36.040) requires projects to provide on-site parking based on land use and project size. As specified therein, single-family uses require a minimum of four parking spaces per unit and one additional space for an accessory dwelling unit unless exempted by Section 20-42.130(E)(10). Based on the site location being within 0.5-mile of public transit, parking for the ADUs is not required and the total number of spaces required for the project is 16. The project proposes to provide 28 parking spaces (4 covered; 24 uncovered) as well as 10 bicycle parking spaces, though not required by the City for single-family uses. As such, the project complies with the minimum parking standards set forth by the City of Santa Rosa.

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

Public transit, bicycle, and pedestrian facilities in the project vicinity will not be substantially impacted by the proposed development. The introduction of 32 new residents would contribute ridership to the public transit system. An existing bus stop is located near the intersection of Stony Point Road/Hearn Avenue, approximately 0.5 miles from the project site. The Santa Rosa CityBus and Sonoma County Transit system currently have sufficient capacity and facilities to support increased ridership generated by the proposed project. Thus, impacts to public transit would be less than significant.

The project does not interfere with existing or proposed bicycle facilities in the site vicinity and will not decrease the performance or safety of such facilities. Additionally, the project proposes pedestrian

improvements throughout the site that would facilitate pedestrian access. Therefore, impacts due to a conflict in existing or planned bicycle and pedestrian facilities from project development would be less than significant.

The proposed project provides 10 bicycle parking spaces onsite. In order to meet requirement of City's Municipal Code 20-36.040 for onsite bicycle parking, one bicycle parking space per eight units must be provided if the units do not have a private garage or private storage space. Though the project proposes to provide covered carports on each lot, the proposed onsite bicycle parking exceeds the minimum required by the City's zoning code. The project complies with the City's requirements and adequate bicycle parking facilities will be provided onsite. Therefore, impacts due to inadequate bicycle facilities would be less than significant.

Summary

The proposed project does not conflict with any applicable plans, ordinances, or policies set forth by the City of Santa Rosa and as such project will have less than significant impacts to the circulation system.

7.17(b) (Conflict with 15064.3(b) VMT) Less Than Significant Impact: The City of Santa Rosa Vehicle Miles Traveled Guidelines provide qualitative thresholds for which projects are considered to have characteristics that will not result in significant VMT impacts. As provided in the Guidelines, several types of land use projects screen out from the need for further analysis if they meet certain criteria. The proposed project screens out from the need for further analysis as a small infill project and an affordable housing project. The screening criteria for small infill projects includes projects generating 110 or fewer daily vehicle trips such as development of 11 single-family residences or less, and the screening criteria for affordable housing projects includes those that are 100% affordable. As demonstrated in Table 4, the project will result in less than 110 daily vehicle trips and as such screens out under the small infill project land use type. Additionally, the project is 100% affordable and will provide permanent supportive housing to veterans. Therefore, consistent with the City's VMT Guidelines it can be qualitatively determined that the project will result in a less than significant impact due to a conflict with CEQA Guidelines section 15064.3, subdivision (b).

7.17(c) (Geometric Design Feature Hazard) Less Than Significant Impact with Mitigation: The project site will be accessible via existing driveways along West Hearn Avenue, one of which is located on the existing transitional housing facility site and will remain, and the other of which is located on the western portion of the project site and will provide access to the north-south drive aisle as well as standard and accessible parking spaces. West Hearn Avenue is a narrow, rural road, and has a posted speed limit of 25-mph. Though there are currently no sidewalks along West Hearn Avenue, the project includes a 5.5-foot wide sidewalk easement along the West Hearn Avenue frontage consistent with the City's Interim Street standards which will provide for future development of pedestrian facilities at this location. Additionally, the project will provide a publicly accessible paved pedestrian pathway along the western portion of the site connecting West Hearn Avenue and Park Meadow Drive. Park Meadow Drive provides pedestrian facilities that would be accessible from the project site and also provides connection to existing Class II bike lanes on Stony Point Road, and West Hearn Avenue east of Stony Point Road, the Class I pathway along portions of Roseland Creek approximately 0.2 miles north of the project site, and to the existing bus stop located 0.5-mile from the project site at the intersection of Sebastopol Road/Hearn Avenue.

The *Highway Design Manual* published by Caltrans provides the minimum stopping sight distance needed based on design speed. Based on the posted speed limit of 25 mph on West Hearn Avenue, a stopping sight of 150 feet is recommended at new driveways. Sight lines at both existing driveways are clear in each direction. Furthermore, consistent with City standards, the project will be required to comply with **Mitigation Measure TRANS-1** which requires that signage, trees, and landscaping introduced within close proximity to

driveways maintain clear sight lines so that new vegetation does not exceed three feet in height and that tree canopies extend no less than seven feet in height from the ground surface to ensure adequate sight distance is maintained. With implementation of Measure TRANS-1, impacts due to the project introducing a hazardous design feature would be reduced to less than significant.

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

At operation, the proposed project will provide adequate emergency access internally through installation of emergency vehicle access easements and the existing public right-of-way currently provides emergency access to the surrounding area.

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

Mitigation Measures:

TRANS-1: To maintain adequate sight lines at the project driveways, signage and landscaping introduced onsite within close proximity of the driveways shall be maintained such that low-lying shrubs remain at a height lower than three feet from ground level and that tree branches be no less than seven feet in height from ground level. The applicant shall be responsible for maintaining adequate sight lines from the project driveways.

7.18. Tribal Cultural Resources

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

Sources: Santa Rosa General Plan 2035; General Plan EIR; Roseland Area Specific Plan and EIR; and Historic Resource Evaluation, prepared by Evans & De Shazo, September 1, 2020.

Tribal Cultural Resources Setting:

According to Public Resources Code (PRC) Section 21074, tribal cultural resource are defined as follows:

1. Sites, features, places, cultural landscapes, sacred places, and objects with cultural value to a California Native American tribe that are either of the following:
 - a. Included or determined to be eligible for inclusion in the California Register of Historical Resources; or
 - b. Included in a local register of historical resources as defined in PRC Section 5020.1(k).
2. A resource determined by the lead agency, in its discretion and supported by substantial evidence, to be significant pursuant to criteria set forth in PRC Section 5024.1(c). In applying the criteria set forth in PRC Section 5024.1(c), the lead agency shall consider the significance of the resource to a California Native American tribe.
3. A cultural landscape that meets the criteria of PRC Section 21074(a) to the extent that the landscape is geographically defined in terms of the size and scope of the landscape.
4. A historical resource described in PRC Section 21084.1, a unique archaeological resource as defined in PRC Section 21083.2(g), or a “non-unique archaeological resource” as defined in PRC Section 21083.2(h), if it conforms with the criteria of PRC Section 21074(a).

In accordance with PRC Section 21080.3.1(d), the City of Santa Rosa provided written formal notification to the Federated Indians of Graton Rancheria (FIGR) and Lytton Rancheria of California on March 3, 2021, which included a brief description of the proposed project and its location, the City of Santa Rosa contact information, and a notification that the Tribes have 30 days to request consultation. On March 22, 2021 Lytton Rancheria responded to the City of Santa Rosa confirming receipt of the notice and stating that no further consultation was being requested. No response was provided by FIGR.

Tribal Cultural Resources Impact Discussion:

7.18(a.i) (Listed or Eligible for Listing) Less Than Significant Impact: As described in 7.5 Cultural Resources, the Cultural Resources Study did not identify resources onsite that are listed or eligible for listing. Therefore, the project would have less than significant impacts on a tribal cultural resource that is listed or eligible for

listing in the California Register of Historical Resources, or in a local register of historical resources as defined in Public Resources Code section 5020.1(k).

7.18(a.ii) (Significant Resource) Less Than Significant Impact with Mitigation: As described above, the City of Santa Rosa provided notification of the project to Lytton Rancheria and to Federated Indians of Graton Rancheria consistent with AB 52. Lytton Rancheria confirmed receipt of the notice and stated that they did not wish to enter into consultation on the project. The Federated Indians of Graton Rancheria did not provide a response to the notice.

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

Mitigation Measures:

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

7.19. Utilities and Service Systems

Would the project:	Potentially Significant Impact	Less Than Significant with Mitigation	Less Than Significant Impact	No Impact
a) Require or result in the relocation or construction of new or expanded water, wastewater treatment or storm water drainage, electric power, natural gas, or telecommunications facilities, the construction or relocation of which could cause significant environmental effects?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>
b) Have sufficient water supplies available to serve the project and reasonably foreseeable future development during normal, dry, and multiple dry years?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>
c) Result in a determination by the wastewater treatment provider which serves or may serve the project that it has adequate capacity to serve the project's projected demand in addition to the provider's existing commitments?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>
d) Generate solid waste in excess of State or local standards, or in excess of the capacity of	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>

local infrastructure, or otherwise impair the attainment of solid waste reduction goals?

e) Comply with federal, state, and local management and reduction statutes and regulations related to solid waste?

Sources: Santa Rosa General Plan 2035; General Plan EIR; Santa Rosa 2015 Urban Water Management Plan, prepared by West Yost Associates, June 2016; Santa Rosa Groundwater Master Plan, prepared by West Yost Associates, September 2013; Santa Rosa Water Master Plan Update, prepared by West Yost Associates, August 2014; Santa Rosa Sanitary Sewer System Master Plan Update, prepared by Arcadis, October 2014; Sonoma County Water Agency 2015 Urban Water Management Plan, prepared by Brown and Caldwell, June 2016; and Roseland Area/Sebastopol Road Specific Plan and Roseland Area Annexation EIR.

Utilities and Service Systems Setting:

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

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

Utilities would extend to the new buildings via existing and proposed utility easements. Wastewater would be accommodated via the installation of new sanitary sewer laterals that would connect to existing and proposed sanitary sewer lines within the 10-foot public utility easement running east-west through the site. The new sanitary sewer lines would collect wastewater generated onsite and convey flows through the existing sanitary sewer system to the wastewater processing plant for treatment.

Potable water would be accommodated via the installation of new water laterals that would connect the proposed buildings to the existing and proposed water lines installed within the new public utility easement along the southern portion of the site.

Water Supplies^{29,30}

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

Sonoma Water adopted its 2015 UWMP in June 2016. Currently, four water rights permits issued by the SWRCB authorize Sonoma Water to store up to 122,500 afy of water in Lake Mendocino and up to 245,000 afy of

29 Sonoma County Water Agency 2015 Urban Water Management Plan, prepared by Brown and Caldwell, June 2016.

30 Santa Rosa Water Master Plan Update, prepared by West Yost Associates, August 2014.

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

Pursuant to the Urban Water Management Plan Act, the City's Utilities Department is required to prepare an Urban Water Management Plan (UWMP) on a 5-year basis. The 2015 Santa Rosa UWMP addresses the City water system and includes a description of the water supply sources, historical and projected water use, and a comparison of water supply to water demands during normal, single-dry, and multiple-dry years. The 2015 UWMP also addresses water use efficiency legislation, including the City's 2015 and 2020 water use targets, as required by the Water Conservation Act of 2009 and the implementation plan for meeting the City's 2020 water use targets. The City is currently in the process of preparing the 2020 UWMP and 2020 Water Shortage Contingency Plan, a draft of which is expected to be released in May 2021.

The City currently receives water from Sonoma Water under the Restructured Agreement for Water Supply. Under this agreement, the City is entitled to receive an average-day peak month supply of 56.6 million gallons (mgd) with an annual volume limitation of 29,100-acre feet. While the City's current and historical annual purchases from Sonoma Water are well below this level, the projected buildout water demands are greater than 33,000 afy. The City's plans for providing additional supply beyond their allotment are discussed in the City's 2015 Urban Water Management Plan.

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

The City owns and operates the Subregional Water Reuse System, from which the City uses approximately 140 afy of recycled water for urban landscape irrigation at 26 Urban Reuse sites.³¹ Due in part to the City's success in reducing drinking water demands and the water conservation practices, the City has determined that it is not currently cost effective to expand the recycled water distribution system. However, the City continues to evaluate other potentially more cost-effective water supply sources for future water supply needs.

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

Wastewater

The Laguna Wastewater Treatment Plant (WTP) treats all wastewater generated by residential, commercial, and industrial uses within the City of Santa Rosa, Rohnert Park, Cotati, Sebastopol, and the South Park Sanitation District. The water recycling facility produces tertiary recycled water in compliance with the

31 Recycled Water, <https://srcity.org/1061/Recycled-Water>, accessed June 26, 2018.

California Department of Health Services. Treatment capacity was approximately 24 mgd.³² An Incremental Recycled Water Program (IRWP) has been approved and will be implemented as growth occurs. With the IRWP in place it is expected that the treatment capacity for the plant will increase to 25.79 mgd, 18.25 mgd of which will be allocated to the City of Santa Rosa for beneficial reuse.³³

Storm Drains

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

- PSF-I-1 Require dedication, improvement, and maintenance of stormwater flow and retention areas as a condition of approval.
- PSF-I-2 Require developers to cover the costs of drainage facilities needed for surface runoff generated as a result of new development.
- PSF-I-3 Require erosion and sedimentation control measures to maintain an operational drainage system, preserve drainage capacity, and protect water quality.
- PSF-I-4 Require measures to maintain and improve the storm drainage system, consistent with goals of the Santa Rosa Citywide Creek Master Plan, to preserve natural conditions of waterways and minimize paving of creek channels.
- PSF-I-6 Require implementation of Best Management Practices to reduce drainage system discharge of non-point source pollutants originating from streets, parking lots, residential areas, businesses, industrial operations, and those open space areas involved with pesticide application.

Solid Waste

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

Utilities and Service Systems Impact Discussion:

7.19(a,c) (Relocation/Expansion of Utilities) Less Than Significant Impact: The proposed project would introduce four primary residential units and four accessory dwelling units and provide housing for a total of 32 new residents which will generate demand for utilities and services including wastewater, water, stormdrain infrastructure, and waste disposal. The project site is well served by existing utilities, which will be extended onsite to provide services.

The projected wastewater generation of the project falls within the capacity of the existing sanitary sewer lines and the City's wastewater treatment plant. The project's contribution to wastewater flows were

³² Santa Rosa Sanitary Sewer System Master Plan Update, prepared by Arcadis, October 2014.

³³ Santa Rosa Incremental Recycled Water Program, prepared by Winzler & Kelly, July 2007.

anticipated in the General Plan and have been considered for operating capacity of the water treatment plant. The marginal increase in wastewater generated by the proposed project is well within the flow capacity analyzed as part of the General Plan and in the Roseland/Sebastopol Road Specific Plan and Annexation Area EIR. Furthermore, the West Hearn Avenue area, including the project site, were originally anticipated to be developed at a higher density, however, during the annexation process, the area was designated as Very Low Density Residential and as such wastewater generation will be lower than initially anticipated by the General Plan. Therefore, the proposed project will not cause or exceed wastewater treatment requirements set forth by the Regional Water Quality Control Board, nor is the project expected to necessitate the expansion or construction of water or wastewater treatment facilities.

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

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

The project is not expected to result in significant environmental impacts due to the expansion of existing storm water drainage facilities or construction of new facilities. Currently there is no storm drain system located onsite and stormwater runoff generally flows from the northern portion of the site to an existing drainage ditch adjacent to West Hearn Avenue. Improvements proposed by the project will increase impervious surfaces include building footprints, driveways, and paved parking lots. Although the proposed development will result in an increase in impervious surfaces relative to existing conditions, the project has been designed in accordance with the City's Standard Urban Storm Water Mitigation Plan (SUSMP) guidelines that encourage the integration of Low Impact Design (LID) measures into site designs.

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

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

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

The project will utilize water obtained from the City's water system to meet onsite water demands. Potable water would be accommodated via the installation of new water laterals that would connect the proposed buildings to new water mains installed within the new public utility easement along the southern portion of the site.

The project will increase water demands relative to existing conditions. As a result of the change in land use designation of the site from Low Density to Very Low Density Residential as part of the West Hearn Avenue Area annexation, the increase in onsite water demand resulting from the proposed project is expected to be less than what was originally anticipated in the General Plan and the Urban Water Management Plan (UWMP). The existing entitlements for water supplies to the City are sufficient to continue to meet the needs of Santa Rosa during normal, dry, and multiple dry years in addition to the water demands generated by the project. Therefore, impacts due to insufficient water supplies or inadequate entitlements would be less than significant.

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

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

Mitigation Measures: none required

7.20. Wildfire

Would the project:	Potentially Significant Impact	Less Than Significant with Mitigation	Less Than Significant Impact	No Impact
If located in or near state responsibility areas or lands classified as very high fire hazard severity zones, would the project:				
a) Substantially impair an adopted emergency response plan or emergency evacuation plan?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>
b) Due to slope, prevailing winds, and other factors, exacerbate wildfire risks, and thereby expose project occupants to pollutant concentrations from a wildfire or the uncontrolled spread of a wildfire?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>
c) Require the installation or maintenance of associated infrastructure (such as roads, fuel breaks, emergency water sources, power lines or other utilities) that may exacerbate fire risk or that may result in temporary or ongoing impacts to the environment?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>

- d) Expose people or structures to significant risks, including downslope or downstream flooding or landslides, as a result of runoff, post-fire slope instability, or drainage changes?

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

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

In October 2017, the Tubbs Fire (Central LNU Complex) burned approximately 36,807 acres in the northern and eastern portions of the City. In 2019, the Kincade Fire burned 77,758 acres throughout Sonoma County including within Santa Rosa City limits. Residents were exposed to direct effects of the wildfire, such as the loss of structures, and to the secondary effects of the wildfire, such as smoke and air pollution. Smoke generated by wildfire consists of visible and invisible emissions that contain particulate matter (soot, tar, water vapor, and minerals) and gases (carbon monoxide, carbon dioxide, nitrogen oxides). Public health impacts associated with wildfire include difficulty in breathing, odor, and reduction in visibility.

As discussed in section 7.9 Hazards/Hazardous Materials, the project site is adjacent to roadways and developed land uses. The project site is categorized as a Non-VHFHZ by CAL FIRE and surrounded by land designated as Non-VHFHZ on all sides. The project site is located approximately two miles west of a large expanse of land containing grasses and trees designated as “Moderate Fire Hazard Severity Zone” by CAL FIRE and is located over five miles from areas designated as a “Very High Fire Hazard Severity Zone.”

Wildfire Impact Discussion:

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

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

Mitigation Measures: none required

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

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

Would the project:	Potentially Significant Impact	Less Than Significant with Mitigation	Less Than Significant Impact	No Impact
a) Does the project have the potential to substantially degrade the quality of the environment, substantially reduce the habitat of a fish or wildlife species, cause a fish or wildlife population to drop below self-sustaining levels, threaten to eliminate a plant or animal community, substantially reduce the number or restrict the range of a rare or endangered plant or animal or eliminate important examples of the major periods of California history or prehistory?	<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?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>

Mandatory Findings Discussion:

7.21(a) (Degrade the Environment) Less Than Significant Impact: The project is located within the Santa Rosa Urban Growth Boundary and potential impacts associated with its development have been anticipated by the City’s General Plan and analyzed in the General Plan EIR as well as the Roseland/Sebastopol Road Specific Plan and Annexation Area EIR. The project is consistent with the General Plan Land Use designation, goals, policies, and programs. As described herein, the proposed project has the potential to result in environmental impacts primarily associated with temporary construction activities and mitigation measures have been identified that avoid, reduce, or offset impacts. Additionally, the project is subject to review and approval by regulatory agencies in accordance with the FESA and the CESA. This analysis identifies permit requirements and includes mitigation measures to address potential impacts to suitable habitat and special-status species. With implementation of mitigation measures set forth above in air quality, biological resources, cultural resources, geology and soils, hydrology and water quality, noise, and transportation, as well as adherence to the City’s uniformly applied development standards including the Grading and Erosion Control Ordinance and Outdoor Lighting Ordinance, the project’s potential impacts to the quality of the environment would be reduced to levels below significance. As such, the project will not degrade the quality of the environment, reduce habitat, or affect cultural resources.

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

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

This Initial Study evaluates cumulative impacts using the General Plan EIR and the Roseland/Sebastopol Road Specific Plan and Roseland Area Annexation EIR. Development of the proposed project, in combination with past, present, and future development in the City could result in long-term impacts to aesthetics, air quality, biological resources, cultural resources, greenhouse gases, and transportation. Cumulative long-term impacts from development within the City were identified and analyzed in the aforementioned environmental documents.

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

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

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

Mitigation Measures: none required

8. REFERENCE DOCUMENTS

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

8.1. Technical Appendices

- A. Biological Resources Assessment
 - A-1. Additional Biological Assessment
 - A-2. Special-Status Plant Surveys for 2021
- B. Cultural Resources Study (Confidential)
- C. Climate action Plan Appendix E Checklist
- D. Geotechnical Report
- E. Phase I Environmental Site Assessment

8.2. Other Documents Referenced

- 5. Annex to 2010 Association of Bay Area Governments Local Hazard Mitigation Plan Taming Natural Disasters, adopted June 15, 2011
- 6. Association of Environmental Professionals, Beyond 2020 and Newhall: A Field Guide to New CEQA Greenhouse Gas Thresholds and Climate Action Plan Targets for California, October 2016
- 7. Bay Area Clean Air Plan, prepared by the Bay Area Air Quality Management District, 2017
- 8. California Air Resources Board: verified diesel emission control strategies
<http://www.arb.ca.gov/diesel/verdev/vt/cvt.htm>
- 9. California Department of Conservation Farmland Mapping and Monitoring Program (FMMP)
- 10. California Department of Conservation, Farmland of Local Importance Definitions,
http://www.conservation.ca.gov/dlrp/fmmp/Documents/Farmland_of_Local_Importance_2016.pdf
- 11. California Energy Commission, 2017 Integrated Energy Policy Report,
https://www.energy.ca.gov/2017_energy_policy/
- 12. California Energy Commission, Final Adopted State Alternative Fuels Plan, Adopted December 2007,
<https://ww2.energy.ca.gov/2007publications/CEC-600-2007-011/CEC-600-2007-011-CMF.PDF/>
- 13. California Energy Commission, Supply and Demand of Natural Gas in California,
http://www.energy.ca.gov/almanac/naturalgas_data/overview.htm
- 14. California Energy Commission, Total System Electric Generation (2018),
https://ww2.energy.ca.gov/almanac/electricity_data/total_system_power.html
- 15. California Environmental Quality Act Air Quality Guidelines, prepared by the Bay Area Air Quality Management District, May 2017
- 16. California Regional Conservation Plans, April 2019,
<https://nrm.dfg.ca.gov/FileHandler.ashx?DocumentID=68626&inline>
- 17. California Regional Water Quality Control Board San Francisco Bay Region Municipal Regional Stormwater NPDES Permit, Order No. R2-2015-0030, NPDES Permit No. CA0025054, October 8, 2015,
https://www.waterboards.ca.gov/northcoast/board_decisions/adopted_orders/pdf/2015/151008_00_30_phaseIpermitrenewal.pdf
- 18. California Scenic Highway Mapping System, <http://www.dot.ca.gov>

19. Programmatic Biological Opinion and Reinitiation of the Programmatic Biological Opinion, prepared by U.S. Fish and Wildlife Service, 2007 & 2020
20. Roseland Area/Sebastopol Road Specific Plan and Roseland Annexation Area Draft Environmental Impact Report, SCH No. 2016012030, prepared by Michael Baker International, May 2016
21. Santa Rosa 2015 Urban Water Management Plan, prepared by West Yost Associates, June 2016
22. Santa Rosa Bicycle and Pedestrian Master Plan, February 15, 2011
23. Santa Rosa Citywide Creeks Master Plan, August 2013
24. Santa Rosa Climate Action Plan, prepared by the City of Santa Rosa, June 12, 2012
25. Santa Rosa Fire Department Strategic Plan 2016-2021, <https://www.srcity.org/DocumentCenter/View/3152>
26. Santa Rosa General Plan 2035 prepared by the City of Santa Rosa, November 3, 2009
27. Santa Rosa General Plan Environmental Impact Report prepared by ESA, March 2009
28. Santa Rosa Groundwater Master Plan, prepared by West Yost Associates, September 2013
29. Santa Rosa Housing Action Plan, 2016
30. Santa Rosa Incremental Recycled Water Program, prepared by Winzler & Kelly, July 2007
31. Santa Rosa Local Hazard Mitigation Plan, 2016
32. Santa Rosa Municipal Code, Title 14 Potable and Recycled Water
33. Santa Rosa Municipal Code, Title 17 Environmental Protection
34. Santa Rosa Municipal Code, Title 20 Zoning
35. Santa Rosa Plain Conservation Strategy prepared by U.S. Fish and Wildlife Service, December 2005
36. Santa Rosa Plain Recovery Plan prepared by the United States Fish and Wildlife Service, May 2016
37. Santa Rosa Recreation and Parks, Find a Park, <https://srcity.org/1021/Find-a-Park>
38. Santa Rosa Recycled Water, <https://srcity.org/1061/Recycled-Water>
39. Santa Rosa Sanitary Sewer System Master Plan Update, prepared by Arcadis, October 2014
40. Santa Rosa Water Master Plan Update, prepared by West Yost Associates, August 2014
41. Sonoma County Aggregate Resources Management Plan, as amended through December 7, 2010
42. Sonoma County Transportation Authority, Moving Forward 2040 Sonoma County's Comprehensive Transportation Plan, September 2016
43. Sonoma County Water Agency 2015 Urban Water Management Plan, prepared by Brown and Caldwell, June 2016
44. Sonoma County Water Agency, Laguna-Mark West Creek Watershed Planning Scoping Study, Final Screening Technical Memorandum, May 2012
45. State Water Resources Control Board, Construction General Permit Order 2009-0009-DWQ, http://www.waterboards.ca.gov/water_issues/programs/stormwater/construction.shtml
46. Technical Advisory on Evaluating Transportation Impact in CEQA, prepared by Office of Planning and Research, November 2017
47. Tentative Parcel Map for Hearn Veterans Village, prepared by BKF, February 16, 2021

48. University of California Museum of Paleontology, Miocene Mammal Mapping Project (MioMap), <http://www.ucmp.berkeley.edu/miomap/>
49. U.S. Census Bureau Annual Estimates of the Resident Population, April 1, 2010 to July 1, 2018 for Santa Rosa, CA
50. U.S. Census Bureau / American FactFinder. 2018 American Community Survey. City of Santa Rosa Demographic and Housing Estimates

9. MITIGATION MONITORING AND REPORTING PROGRAM

**Mitigation Monitoring and Reporting Program
Hearn Veterans Village Project**

Mitigation Measure	Implementing Procedure	Monitoring Responsibility	Monitoring / Reporting Action and Schedule	MMRP Record Name / Date
AIR QUALITY				
<p>AQ-1: BAAQMD recommended Best Management Practices (BMPs) to control for fugitive dust and exhaust during all construction activities shall be incorporated into all demolition, building and grading construction plans and require implementation of the following:</p> <ol style="list-style-type: none"> 1. All exposed surfaces (e.g., parking areas, staging areas, soil piles, graded areas, and unpaved access roads) shall be watered two times per day. 2. All haul trucks transporting soil, sand, or other loose material shall be covered. 3. All visible mud or dirt track-out onto adjacent public roads shall be removed using wet power vacuum street sweepers at least once per day. The use of dry power sweeping is prohibited. 4. All vehicle speeds on unpaved roads shall be limited to 15 mph. 5. All roadways, driveways, and sidewalks to be paved shall be completed as soon as practicable. Building pads shall be laid as soon as practicable after grading unless seeding or soil binders are used. 	<p>Incorporate into project design and print on construction documents (demolition, grading and building plans).</p> <p>On-site observation.</p>	<p>Building Division Project Applicant/ Contractor</p>	<p>Verification of incorporation into project design and construction documents prior to issuance of grading permit.</p> <p>Monitor during regularly scheduled inspections to verify that measures are in place.</p>	

**Mitigation Monitoring and Reporting Program
Hearn Veterans Village Project**

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

**Mitigation Monitoring and Reporting Program
Hearn Veterans Village Project**

Mitigation Measure	Implementing Procedure	Monitoring Responsibility	Monitoring / Reporting Action and Schedule	MMRP Record Name / Date
<p>AQ-2: The following BAAQMD additional mitigation measures shall be implemented throughout project construction:</p> <ol style="list-style-type: none"> 1. All exposed surfaces shall be watered at a frequency adequate to maintain minimum soil moisture of 12 percent. Moisture content can be verified by lab samples or moisture probe. 2. All excavation, grading, and/or demolition activities shall be suspended when average wind speed 20 mph. 3. Wind breaks (e.g., trees, fences) shall be installed on the windward side(s) of actively disturbed areas of construction. Wind breaks should have at maximum 50 percent air porosity. 4. Vegetative ground cover (e.g., fast-germinating native grass seed) shall be planted in disturbed areas as soon as possible and watered appropriately until vegetation is established. 5. The simultaneous occurrence of excavation, grading, and ground disturbing construction activities on the same area at any one time shall be limited. Activities shall be phased to reduce the 	<p>Incorporate into project design and print on construction documents (demolition, grading and building plans).</p> <p>On-site observation.</p>	<p>Building Division Project Applicant/ Contractor</p>	<p>Verification of incorporation into project design and construction documents prior to issuance of grading permit.</p> <p>Monitor during regularly scheduled inspections to verify that measures are in place.</p>	

**Mitigation Monitoring and Reporting Program
Hearn Veterans Village Project**

Mitigation Measure	Implementing Procedure	Monitoring Responsibility	Monitoring / Reporting Action and Schedule	MMRP Record Name / Date
<p>amount of disturbed surfaces at any given time.</p> <p>6. All trucks and equipment, including their tires, shall be washed off prior to leaving the site.</p> <p>7. Site accesses to a distance of 100 feet from the paved road shall be treated with a 6 to 12 inch compacted layer of wood chips, mulch, or gravel.</p> <p>8. Sandbags or other erosion control measures shall be installed to prevent silt runoff to public roadways from sites with a slope greater than one percent.</p> <p>9. Minimizing the idling time of diesel powered construction equipment to two minutes.</p> <p>10. The project shall develop a plan demonstrating that the off-road equipment (more than 50 horsepower) to be used in the construction project (i.e., owned, leased, and subcontractor vehicles) would achieve a project wide fleet-average 20 percent NOX reduction and 45 percent PM reduction compared to the most recent CARB fleet average.</p>				

**Mitigation Monitoring and Reporting Program
Hearn Veterans Village Project**

Mitigation Measure	Implementing Procedure	Monitoring Responsibility	Monitoring / Reporting Action and Schedule	MMRP Record Name / Date
<p>11. Use low VOC (i.e., ROG) coatings beyond the local requirements (i.e., Regulation 8, Rule 3: Architectural Coatings).</p> <p>12. Requiring that all construction equipment, diesel trucks, and generators be equipped with Best Available Control Technology for emission reductions of NOx and PM.</p> <p>13. Requiring all contractors use equipment that meets CARB's most recent certification standard for off-road heavy duty diesel engines.</p>				
BIOLOGICAL RESOURCES				
<p>BIO-1: To offset the loss of grassland habitat (native forbs and native shrubs) for the special-status western bumble bee (<i>Bombus occidentalis</i>), native shrubs and herbaceous (forb) species shall be identified in a revised landscaping plan and introduced onsite. Plants known to benefit native bees shall be selected and may include but are not limited to coyote brush (<i>Baccharis pilularis</i>), sage (<i>Salvia</i> spp.), lupines (<i>Lupinus</i> spp.), various species of <i>Lotus</i> and <i>Acmispon</i>, gumplant (<i>Grindelia</i> spp.), and <i>Phacelia</i> spp. As part of the update to the landscaping plans, selected bee-friendly species and planting</p>	<p>Incorporate into project construction and landscape plans.</p> <p>Provide confirmation of selected species and planting locations consistent with this measure.</p>	<p>Building and Planning Division</p> <p>Project Applicant/ Contractor</p> <p>Qualified biologist/ Landscape Architect</p>	<p>Prior to issuance of building permit.</p>	

**Mitigation Monitoring and Reporting Program
Hearn Veterans Village Project**

Mitigation Measure	Implementing Procedure	Monitoring Responsibility	Monitoring / Reporting Action and Schedule	MMRP Record Name / Date
<p>locations shall be confirmed by a qualified biologist.</p> <p>BIO-2: Consistent with requirements set forth by the U.S. Fish and Wildlife Service and the California Department of Fish and Wildlife to prevent loss of California tiger salamander habitat within the Santa Rosa Plain, mitigation credit shall be purchased at a 2:1 ratio from a mitigation bank that is within the Critical Habitat for the species. The total acreage to be developed is 2-acres, and as such the required mitigation shall be 4 acres.</p> <p>BIO-3: The following Reasonable and Prudent Measures for Avoidance and Minimization of Effects as described in the Programmatic Biological Opinion and Reinitiation of the Programmatic Biological Opinion or as otherwise directed by the USFWS and/or CDFW through Section 7 Consultation and the Fish and Game Code Incidental Take Permit (ITP) provisions shall be implemented during project construction to avoid or minimize potential impact of the project to the special-status CTS</p>	<p>Applicant shall provide proof of mitigation credits.</p> <p>Incorporate into project design and print on construction documents (demolition, grading and building plans).</p> <p>Provide documentation consistent with this measure or as modified by</p>	<p>Building and Planning Division Project Applicant/ Contractor</p> <p>Outside Agencies (USFWS; CDFW)</p> <p>Building and Planning Division Project Applicant/ Contractor</p> <p>Service/CDFW-approved Qualified Biologist</p> <p>Biological Monitor</p> <p>Outside Agencies (USFWS; CDFW)</p>	<p>Prior to issuance of grading permit. City shall verify proof of purchase of mitigation credits.</p> <p>Prior to issuance of grading permit and during construction. Monitor during regularly scheduled inspections to verify that measures are in place.</p>	

**Mitigation Monitoring and Reporting Program
Hearn Veterans Village Project**

Mitigation Measure	Implementing Procedure	Monitoring Responsibility	Monitoring / Reporting Action and Schedule	MMRP Record Name / Date
<p>individuals that have the potential to occur or migrate onsite:</p> <ol style="list-style-type: none"> 1. Wildlife Exclusion Fencing (WEF). Prior to the start of construction, WEF will be installed at the edge of the project footprint in all areas where Sonoma County California tiger salamanders could enter the construction area. A conceptual fencing plan shall be submitted to the Service/CDFW for review and approval prior to WEF installation. 2. Relocation Plan. The Applicant shall prepare and submit a Relocation Plan for the Service/CDFW review and written approval. The Relocation Plan shall be consistent with the Guidelines for the relocation of California tiger salamanders (<i>Ambystoma californiense</i>) (Shaffer et. al. 2008). The Relocation Plan shall contain the name(s) of the Service/CDFW-approved biologist(s) to relocate Sonoma County California tiger salamanders, method of relocation (if different than number 3 below), a map, and description of the proposed release site(s) and burrow(s), and written permission from the landowner to use their land as a relocation site. 	<p>Service/CDFW approval.</p> <p>Applicant shall provide a copy of the Incidental Take Permit (ITP) to the City and demonstrate compliance with all measures therein.</p>			

**Mitigation Monitoring and Reporting Program
Hearn Veterans Village Project**

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<p>3. Protocol for Species Observation, Handling, and Relocation. Only Service/CDFW-approved biologists shall participate in activities associated with the capture, handling, relocation, and monitoring of Sonoma County California tiger salamanders. If a Sonoma County California tiger salamander is encountered, work activities within 50 feet of the individual shall cease immediately and the onsite Project Manager and Service/CDFW-approved biologist shall be notified.</p> <p>4. Biological Monitors. Qualified Service/CDFW approved biological monitor(s) will be on site each day during all earth moving activities. The biological monitor(s) shall conduct clearance surveys at the beginning of each day and regularly throughout the workday when construction activities are occurring that may displace, injure, or kill Sonoma County California tiger salamanders through contact with workers, vehicles, and equipment. All aquatic and upland habitat including refugia habitat such as small woody debris, refuse, burrow entries, etc., shall be duly inspected.</p> <p>5. Biological Monitoring Records. The biological monitor(s) shall maintain monitoring records that include: (1) the</p>				

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<p>beginning and ending time of each day's monitoring effort; (2) a statement identifying the listed species encountered, including the time and location of the observation; (3) the time the specimen was identified and by whom and its condition; (4) the capture and release locations of each individual; (5) photographs and measurements (snout to vent and total length) of each individual; and (6) a description of any actions taken. The biological monitor(s) shall maintain complete records in their possession while conducting monitoring activities and shall immediately provide records to the Service/CDFW upon request. All monitoring records shall be provided to the Service/CDFW within 30 days of the completion of monitoring work.</p> <p>6. Work Windows. Ground disturbance will be conducted between April 15 and October 15, of any given year, depending on the level of rainfall and/or site conditions. This restriction is not applicable for areas within 1.3 miles of potential or known Sonoma County California tiger salamander breeding sites once the Applicant encircles the site with Wildlife Exclusion Fencing.</p>				

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<p>7. Proper Use of Erosion Control Materials. Plastic or synthetic monofilament netting will not be used in order to prevent Sonoma County California tiger salamanders from becoming entangled, trapped, or injured. This includes products that use photodegradable or biodegradable synthetic netting, which can take several months to decompose. Acceptable materials include natural fibers such as jute, coconut, twine, or other similar fibers. Following site restoration, any materials left behind as part of the restoration, such as straw wattles, shall not impede movement of this species.</p> <p>8. Wildlife Passage Improvement. When constructing a road improvement, wherever possible, and as directed by the Service/CDFW, the Applicant will enhance or construct wildlife passage for the Sonoma County California tiger salamander across roads, highways, or other anthropogenic barriers. This includes upland culverts, tunnels, and other crossings designed specifically for wildlife movement, as well as making accommodations in curbs, median barriers, and other impediments to terrestrial wildlife movement at locations</p>				

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<p>most likely to provide a net benefit to wildlife.</p> <p>9. Vegetation Removal. A Service/CDFW-approved biologist will be present during all vegetation clearing and grubbing activities. Grasses and weedy vegetation should be mowed to a height no greater than 6 inches prior to ground-disturbing activities. All cleared vegetation will be removed from the project footprint to prevent attracting animals to the project site. Once the qualified biologist has thoroughly surveyed the area, clearing and grubbing may continue without further restrictions on equipment; however, the qualified biologist shall remain onsite to monitor for Sonoma County California tiger salamanders until all clearing and grubbing activities are complete.</p> <p>10. Nighttime Activities. Construction and ground disturbance will occur only during daytime hours and will cease no less than 30 minutes before sunset and will not begin again prior to no less than 30 minutes after sunrise. Night lighting of Environmental Sensitive Areas should be avoided.</p>				

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<p>11. Avoidance of Entrainment. If a water body (e.g., pond or ditch) is to be temporarily dewatered by pumping, intakes shall be completely screened with wire mesh smaller than 5 millimeters and intake placed within a perforated bucket or other method to attenuate suction to prevent Sonoma County California tiger salamander larvae from entering the pump system.</p> <p>12. Reduce Non-Native Aquatic Predators/Competitors. A qualified biologist shall permanently remove from within the project area, any individuals of non-native species, such as bullfrogs, crayfish, and centrarchid fishes, to the maximum extent possible. The Applicant shall have the responsibility to ensure that these activities are in compliance with the California Fish and Game Code.</p> <p>13. Trash. All foods and food-related trash items will be enclosed in sealed trash containers at the end of each day and removed from the site every three days.</p> <p>14. Agency Access. If verbally requested before, during, or upon completion of ground disturbance and construction activities, the Applicant will ensure that</p>				

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<p>Service/CDFW personnel can with 24 hour advance notice immediately and without delay, access and inspect the project site for compliance with the project description, Conservation Measures, and reasonable and prudent measures of the programmatic biological opinion and appendage, and to evaluate project effects to the Sonoma County California tiger salamander and its habitat.</p> <p>BIO-4: To avoid or minimize potential impacts to nesting birds including passerines and raptors, the following measures shall be implemented:</p> <ol style="list-style-type: none"> 1. Grading or removal of potentially occupied habitat should be conducted outside the nesting season, which occurs between approximately February 1 and August 31. 2. If grading between August 31 and February 1 is infeasible and groundbreaking must occur within the nesting season, a pre-construction nesting bird survey (migratory species, passerines and raptors) of the potentially occupied habitat (trees, shrubs, and grassland) shall be performed by a qualified biologist within 7 days of groundbreaking. If no nesting birds are observed no further action is required 	<p>Incorporate timing into project construction plans and print on construction plans.</p> <p>Applicant shall provide the Planning Division with the resume of the qualified biologist demonstrating nesting bird survey and detection experience.</p>	<p>Building and Planning Division</p> <p>Project Applicant/ Contractor</p> <p>Qualified biologist</p> <p>CDFW</p>	<p>Prior to issuance of grading permit and during construction.</p> <p>Applicant shall provide the pre-construction survey to the Planning Division.</p> <p>Monitor during regularly scheduled inspections to verify that measures are in place.</p>	

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<p>and grading shall occur within one week of the survey to prevent "take" of individual birds that could begin nesting after the survey.</p> <p>3. If active bird nests (either passerine and/or raptor) are observed during the pre-construction survey, a disturbance-free buffer zone shall be established around the occupied habitat until the young have fledged, as determined by a qualified biologist.</p> <p>4. The radius of the required buffer zone can vary depending on the species, (i.e., 75-100 feet for passerines and 200-500 feet for raptors), with the dimensions of any required buffer zones to be determined by a qualified biologist in consultation with CDFW.</p> <p>5. To delineate the buffer zone around the occupied habitat, orange construction fencing shall be placed at the specified radius from the nest within which no machinery or workers shall intrude.</p> <p>6. Biological monitoring of active nests shall be conducted by a qualified biologist to ensure that nests are not disturbed and that buffers are appropriate adjusted by a</p>	<p>Conduct pre-construction survey.</p> <p>On-site observation.</p> <p>If necessary, establish a protection buffer zone.</p>			

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<p>qualified biologist as needed to avoid disturbance.</p> <p>7. No construction or earth-moving activity shall occur within any established nest protection buffer prior to September 1 unless it is determined by a qualified ornithologist/biologist that the young have fledged (that is, left the nest) and have attained sufficient flight skills to avoid project construction zones, or that the nesting cycle is otherwise completed.</p> <p>BIO-5: Indirect impacts to the seasonal onsite wetlands and the drainage ditch along West Hearn Avenue shall be avoided by implementation of best management practices (BMPs) prior to earth-work to protect jurisdiction waters of the U.S./State that will remain. Construction exclusion zones shall be established by installing appropriate construction fencing, silt fencing, wildlife friendly hay wattles (no monofilament netting), gravel wattles, and other protective measures between project activities, seasonal wetlands, and the drainage ditch along West Hearn Avenue.</p> <p>All non-native, invasive vegetation removed shall be discarded offsite and</p>	<p>Incorporate into project design and print on construction documents</p> <p>Verify through on-site observation</p>	<p>Building and Planning Division</p> <p>Project Applicant/ Contractor</p> <p>Qualified biologist/biological monitor</p>	<p>Prior to construction activities</p> <p>Ongoing throughout project construction</p> <p>Monitor during regularly scheduled inspections to verify that measures are in place.</p>	

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<p>away from wetland areas to prevent reseeding.</p> <p>Prior to implementation of the construction project, a biological monitor shall inspect installation of BMPs to ensure proper protection of the seasonal wetlands and drainage ditch are in place. BMPs shall thereafter be routinely inspected by the construction manager to ensure BMPs remain in place for the duration of the construction project. Upon completion of project construction all exclusion fencing shall be removed along with any temporary BMPs.</p>				
CULTURAL RESOURCES				
<p>CUL-1: To ensure the project does not result in impacts to potential buried archaeological resources onsite, the following shall be implemented:</p> <p>1. Cultural Resource Awareness Training. Prior to commencement of ground-disturbing activities, a professional archaeologist shall conduct a preconstruction Cultural Resource Awareness Training for project supervisors, contractors, equipment operators, and other construction</p>	<p>Incorporate into project design and print on construction documents (grading plans).</p> <p>On-site observation.</p> <p>Implement during construction.</p>	<p>Building and Planning Division</p> <p>Project Applicant/ Contractor</p> <p>Qualified Archaeologist/ Archaeological monitor</p>	<p>Prior to commencement of ground disturbing activities.</p> <p>During ground disturbance activities.</p>	

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<p>personnel. The training shall familiarize individuals with the potential to encounter prehistoric artifacts or historic-era archaeological deposits, the types of archaeological material that could be encountered within the Project Area, and procedures to follow if archaeological deposits and/or artifacts are observed during construction.</p> <p>2. Archaeological Monitoring. During initial grading and grubbing activities, a Secretary of the Interior-qualified archeologist shall be onsite to monitor activities.</p> <p>3. Post-review Discoveries. If an archaeological deposit is encountered during Project-related, ground-disturbing activities, all work within 50 feet of the discovery shall be redirected until a Secretary of Interior-qualified Archaeologist inspects the material(s), assess its historical significance, consults with Tribes and other stakeholders as needed, and provides recommendations for the treatment of the discovery in accordance with the Secretary of Interior Standards for the Treatment of Historic Properties.</p>				

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<p>CUL-2: In the event that human remains are encountered within the Project Area during Project-related, ground-disturbing activities, all work must stop, and the Sonoma County Coroner must be notified immediately. If the remains are suspected to be those of a prehistoric Native American, then the Native American Heritage Commission must be contacted by the Coroner so that a “Most Likely Descendant” (MLD) can be designated to provide further recommendations regarding treatment of the remains. A Secretary of Interior-qualified Archaeologist should also evaluate the historical significance of the discovery, the potential for additional human remains to be present, and to provide further recommendations for treatment of the resource in accordance with the MLD recommendations and the Secretary of Interior Standards for the Treatment of Historic Properties.</p>	<p>Incorporate into project design and print on construction documents (grading plans). On-site observation. Cease ground disturbing activities consistent with this measure.</p>	<p>Building and Planning Division Project Applicant/ Contractor Qualified Archaeologist</p>	<p>During ground disturbance activities.</p>	
GEOLOGY AND SOILS				
<p>GEO-1: Prior to issuance of a grading permit, an erosion control plan along with grading and drainage plans shall be submitted to the Building Division of the City’s Department of Planning and Economic</p>	<p>Incorporate into project design and print on construction documents</p>	<p>Building Division Project Applicant/ Contractor</p>	<p>Verify prior to issuance of grading permit.</p>	

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<p>Development. All earthwork, grading, trenching, backfilling, and compaction operations shall be conducted in accordance with the City of Santa Rosa's Grading and Erosion Control Ordinance, Chapter 19-64 of the Santa Rosa Municipal Code). These plans shall detail erosion control measures such as site watering, sediment capture, equipment staging and laydown pad, and other erosion control measures to be implemented during construction activity on the project site.</p> <p>GEO-2: All applicable recommendations set forth in the Design Level Geotechnical Investigation prepared by PJC & Associated, Inc. on February 18, 2021 for the subject property, including, but not limited to recommendations related to grading, drainage, excavation, foundations systems, and compaction specifications shall be incorporated. Final grading plan, construction plans, and building plans shall demonstrate that recommendations set forth in the geotechnical reports have been incorporated into the design of the project and to the satisfaction of the City of Santa Rosa City Engineer.</p>	<p>(demolition, grading and building plans).</p> <p>Incorporate into project design and print on construction documents (grading plans).</p> <p>On-site observation.</p>	<p>Building and Planning Division</p> <p>Project Applicant/ Contractor</p> <p>Qualified paleontologist</p>	<p>Monitor during regularly scheduled inspections to verify that measures are in place.</p> <p>During ground disturbance activities.</p>	

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<p>GEO-3: In the event that paleontological resources, including individual fossils or assemblages of fossils, are encountered during construction activities all ground disturbing activities shall halt and a qualified paleontologist shall be procured to evaluate the discovery and make treatment recommendations.</p>	<p>Incorporate into project design and print on construction documents (grading plans). On-site observation.</p>	<p>Building and Planning Division Project Applicant/ Contractor Qualified paleontologist</p>	<p>During ground disturbance activities.</p>	
HYDROLOGY AND WATER QUALITY				
<p>HYDRO-1: In accordance with the National Pollution Discharge Elimination System (NPDES) regulations, the applicant shall prepare and implement a Storm Water Pollution Prevention Plan (SWPPP) prior to construction. The SWPPP shall address erosion and sediment controls, proper storage of fuels, identification of BMPs, and use and cleanup of hazardous materials. A Notice of Intent, fees, and other required documentation shall be filed with the Regional Water Quality Control Board. During construction, a monitoring report shall be conducted weekly during dry conditions and three times a day during storms that</p>	<p>Incorporate into project design and print on construction documents (building and landscape plans). On-site observation</p>	<p>Public Works, Building and Planning Division Project Applicant/ Contractor</p>	<p>Prior to issuance of grading and building permits. Monitor during construction to verify measures are in place. Construction Monitoring Report from Applicant.</p>	

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<p>produce more than 1/2" of precipitation.</p> <p>HYDRO-2: Should construction dewatering be required, the applicant shall either reuse the water on-site for dust control, compaction, or irrigation, retain the water on-site in a grassy or porous area to allow infiltration/evaporation, or obtain a permit to discharge construction water to a sanitary sewer or storm drain. Discharges to the sanitary sewer system shall require a one-time discharge permit from the City of Santa Rosa Utilities Department. Measures may include characterizing the discharge and ensuring filtering methods and monitoring to verify that the discharge is compliant with the City's local wastewater discharge requirements. Discharges to a storm drain shall be conducted in a manner that complies with the Regional Water Quality Control Board Waste Discharge Requirements for Low Threat Discharges to Surface Waters in the North Coast Region. In the event that groundwater is discharged to</p>	<p>Incorporate into project design and print on construction documents (building and landscape plans).</p> <p>On-site observation</p>	<p>Public Works, Building and Planning Division</p> <p>Project Applicant/ Contractor</p>	<p>Verification of incorporation into design and construction documents prior to issuance of grading and building permits.</p> <p>Monitor during regularly scheduled inspections to verify that measures are in place.</p> <p>Construction Monitoring Report from Applicant.</p>	

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<p>the storm drain system, the applicant shall submit permit registration documents and develop a Best Management Practices/Pollution Prevention Plan to characterize the discharge and to identify specific BMPs, such as sediment and flow controls sufficient to prevent erosion and flooding downstream.</p>				
NOISE				
<p>NOI-1: The following Best Construction Management Practices shall be implemented during all phases of construction to reduce construction noise levels emanating from the site, limit construction hours, and minimize disruption and annoyance:</p> <ul style="list-style-type: none"> • Limit construction hours to between 7:00 a.m. and 7:00 p.m., Monday through Friday and between 9:00 a.m. and 5:00 p.m. on Saturdays. No construction activities are permitted on Sundays and holidays. • Limit use of the concrete saw to a distance of 50 feet or greater from residences, where feasible. 	<p>Incorporate into project design and print on construction documents (building plans).</p> <p>Identify a disturbance coordinator to respond to complaints and address noise concerns as they arise.</p> <p>On-site observation.</p>	<p>Building and Planning Division</p> <p>Project Applicant/ Contractor</p> <p>Disturbance coordinator</p>	<p>Verification of incorporation into design and construction documents prior to issuance of grading and building permits.</p> <p>Monitor during regularly scheduled inspections to verify that measures are in place.</p>	

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<ul style="list-style-type: none"> • Construct temporary noise barriers, where feasible, to screen stationary noise-generating equipment when located near adjoining sensitive land uses. Temporary noise barriers would provide a 5-dBA noise reduction if the noise barrier interrupts the line-of-sight between the noise source and receiver and if the barrier is constructed in a manner that eliminates any cracks or gaps. • Equip all internal combustion engine-driven equipment with intake and exhaust mufflers that are in good condition and appropriate for the equipment. • Unnecessary idling of internal combustion engines shall be strictly prohibited. • Locate stationary noise-generating equipment such as air compressors or portable power generators as far as possible from sensitive receptors. If they must be located near receptors, adequate muffling (with enclosures where feasible and appropriate) shall be used to reduce noise levels at the adjacent sensitive 				

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<p>receptors. Any enclosure openings or venting shall face away from sensitive receptors.</p> <ul style="list-style-type: none"> • Utilize "quiet" air compressors and other stationary noise sources where technology exists. • Construction staging areas shall be established at locations that will create the greatest distance between the construction-related noise sources and noise-sensitive receptors nearest the project site during all project construction. • Locate material stockpiles, as well as maintenance/equipment staging and parking areas, as far as feasible from existing residences. • Control noise from construction workers' radios to a point where they are not audible at existing residences bordering the project site. • Designate a "disturbance coordinator" who would be responsible for responding to any complaints about construction noise. The disturbance coordinator will determine the cause of the noise complaint (e.g., bad muffler, etc.) and 				

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will require that reasonable measures be implemented to correct the problem. Conspicuously post a telephone number for the disturbance coordinator at the construction site and include in it the notice sent to neighbors regarding the construction schedule.				
TRANSPORTATION				
TRANS-1: To maintain adequate sight lines at the project driveways, signage and landscaping introduced onsite within close proximity of the driveways shall be maintained such that low-lying shrubs remain at a height lower than three feet from ground level and that tree branches be no less than seven feet in height from ground level. The applicant shall be responsible for maintaining adequate sight lines from the project driveways.	Incorporate into project design and print on construction documents (improvement plans).	Building and Planning Division City Traffic Engineer Project Applicant/ Contractor	Prior to building permit issuance.	
TRIBAL CULTURAL RESOURCES				
TCUL-1: To protect buried Tribal Cultural Resources that may be encountered during construction activities, the Project shall implement Mitigation Measure CUL-1.	See CUL-1, CUL-2	See CUL-1, CUL-2	See CUL-1, CUL-2	