FOUNTAINGROVE APARTMENTS PROJECT

CITY PROJECT FILE# PRJ20-021 (DR20-052 AND HDP20-011)

ENVIRONMENTAL CHECKLIST FOR STREAMLINED REVIEW

PURSUANT TO CALIFORNIA PUBLIC RESOURCES CODE
SECTION 21083.3, AND CEQA GUIDELINES SECTION 15183

LEAD AGENCY:

CITY OF SANTA ROSA
PLANNING AND ECONOMIC DEVELOPMENT DEPARTMENT
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SANTA ROSA, CA 95404
CONTACT: MONET SHEIKHALI, SENIOR PLANNER

PREPARED BY:

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JUNE 2022

M-GROUP

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FOUNTAINGROVE APARTMENTS PROJECT
CEQA ENVIRONMENTAL CHECKLIST AND INITIAL STUDY

Project Title:	Fountaingrove Apartments Project
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, Senior Planner (707) 543-4698 Email: msheikhali@srcity.org
Project Location:	3586 Mendocino Avenue Santa Rosa, Sonoma County, CA 95404 Assessor's Parcel Numbers: 173-020-051; -052; -053
File Number:	PRJ20-021 (DR20-052 and HDP20-011)
Project sponsor's name and address:	Justin Hayman 3444 Mendocino Avenue Santa Rosa, CA 95403 (707) 888-1073
Property Owner(s):	Angelo Ferro 100 Point San Pedro San Rafael, CA 94901 (415) 279-1002
General Plan Designation:	Retail and Business Services
Zoning:	PD 72-001-RC and PD 0296-RC
Description of project:	The project consists of the construction and operation of 239 multi-family residential apartment units on three contiguous parcels comprising approximately 9.6 acres. The residential apartments will be contained within six (6) detached structures ranging from three to five stories in height.
Surrounding land uses and setting; briefly describe the project's surroundings:	The project site is bounded by commercial and medical uses to the north, Round Barn Boulevard to the east, Fountaingrove Parkway and Mendocino Avenue to the south, and a vacant lot to the west. Other surrounding uses include visitor accommodations, office, and residential uses.
Other public agencies whose approval is required (e.g., permits, financial approval, or participation agreements):	N/A
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?	Lytton Rancheria and Federated Indians of Graton Rancheria (FIGR) were notified on January 25, 2021. Lytton responded on February 2, 2021 acknowledging receipt of the AB 52 referral and stating support for the recommendations provided in the cultural resources report. FIGR did not respond and no request for consultation was received.

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FOUNTAINGROVE APARTMENTS PROJECT
CEQA ENVIRONMENTAL CHECKLIST AND INITIAL STUDY

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ACRONYMS AND ABBREVIATIONS

APN	ASSESSOR PARCEL NUMBERS
BAAQMD	BAY AREA AIR QUALITY MANAGEMENT DISTRICT
BRA	BIOLOGICAL RESOURCES ASSESSMENT
BMP	BEST MANAGEMENT PRACTICE
CCR	CALIFORNIA CODE OF REGULATIONS
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
CRS	CULTURAL RESOURCES STUDY
CTS	CALIFORNIA TIGER SALAMANDER
DBA	A-WEIGHTED DECIBEL
DPM	DIESEL PARTICULATE MATTER
DPR	DEPARTMENT OF PARKS AND RECREATION
DTSC	DEPARTMENT OF TOXIC SUBSTANCE CONTROL
EIR	ENVIRONMENTAL IMPACT REPORT
GHG	GREENHOUSE GAS
GPD	GALLONS PER DAY
LID	LOW IMPACT DEVELOPMENT
LWWTP	LAGUNA WASTEWATER TREATMENT PLANT
MBTA	MIGRATORY BIRD TREATY ACT

NPDES	NATIONAL POLLUTANT DISCHARGE ELIMINATION SYSTEM
NAHC	NATIVE AMERICAN HERITAGE COMMISSION
NHPA	NATIONAL HISTORIC PRESERVATION ACT
NRHP	NATIONAL REGISTER OF HISTORIC PLACES
NWIC	NORTHWEST INFORMATION CENTER
OEHHA	CALIFORNIA OFFICE OF ENVIRONMENTAL HEALTH HAZARDS ASSESSMENT
PPV	PEAK PARTICLE VELOCITY
PRC	PUBLIC RESOURCES CODE
PV	PHOTOVOLTAIC
RCPA	REGIONAL CLIMATE PROTECTION AGENCY
ROG	REACTIVE ORGANIC GAS
RWQCB	REGIONAL WATER QUALITY CONTROL BOARD
SCH	STATE CLEARINGHOUSE
SRPCS	SANTA ROSA PLAIN CONSERVATION STRATEGY
SWPPP	STORM WATER POLLUTION PREVENTION PLAN
SWRCB	STATE WATER RESOURCES CONTROL BOARD
UST	UNDERGROUND STORAGE TANK
UWMP	URBAN WATER MANAGEMENT PLAN
$\mu G/M^3$	MICROGRAMS PER CUBIC METER

1. INTRODUCTION

This California Environmental Quality Act (CEQA) Analysis evaluates environmental impacts from the proposed Fountaingrove Apartments Project, which consists of the development of six detached structures containing a total of 239 residential units, amenities and ancillary improvements on three contiguous lots totaling 9.6 acres (the "Project").

1.1. OVERVIEW OF CEQA ANALYSIS

Documentation herein has been prepared by the City of Santa Rosa as lead agency in full accordance with the procedural and substantive requirements of CEQA, CEQA Guidelines, and the City of Santa Rosa's Environmental Review Guidelines. This CEQA Analysis uses CEQA Guidelines Sections 15183 and 15168, which provides a streamlined review of the project and reduces the need to prepare repetitive environmental studies. This section of the CEQA Guidelines mandates that projects which are determined to be consistent with the development density established by existing zoning, community plan, or general plan policies for which an Environmental Impact Report (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. The analysis provided herein tiers from the program level analysis prepared for the City of Santa Rosa General Plan and its EIR.

1.2. PUBLIC REVIEW PROCESS

The project has been analyzed pursuant to CEQA Guidelines Section 15183 and does not require circulation for public review and comment. Nonetheless the City will make this CEQA Analysis available to the Public as part of the public hearing process, which requires approval from the Zoning Administrator.

2. PROJECT DESCRIPTION

2.1. BACKGROUND

The project site is the former location of the Fountaingrove Inn and The Steakhouse @ Equus Restaurant, originally established in the 1980's as the Simons Hotel and Restaurant. In 2005, approval was granted for the Fountaingrove Inn Extended Stay Suites and Round Barn project, which proposed to construct a 22-unit hotel development and rehabilitation of the historic Round Barn. Subsequent to original approvals, the project received multiple time extensions with the final extension expiring February 2019. An Initial Study/Mitigated Negative Declaration was previously approved for the Extended Stay Suites Project (also referred to as the Fountaingrove Inn Hotel Condominium Tentative Map Time Extension), which overlaps with a portion of the subject project site (APN 173-020-051). Entitlements for the Extended Stay Suites Project were never exercised and are no longer being pursued. Former improvements on the project site and in the vicinity were destroyed in the 2017 Tubbs Fire.

2.2. PROJECT LOCATION

The proposed Fountaingrove Apartments Project is located east of U.S. 101 within the northern portion of the City of Santa Rosa, Sonoma County, California (**Figure 1: Regional Location**). The 9.6-acre project site is located at 3586 Mendocino Avenue and comprises three contiguous parcels (173-020-051, 173-020-052, and 173-020-053). The project site is located within the Santa Rosa/ Mendocino Avenue corridor, which is an identified priority development area encompassing an area within 0.25 miles along either side of the corridor from the northern city limit line to the southern city limit line.

The project site is within the Wildland Urban Interface (WUI) Fire Area, and, as previously stated, is the former location of the Fountaingrove Inn and The Steakhouse @ Equus Restaurant, which was destroyed by the Tubbs

Fire in 2017. The site currently contains remnants of the former Inn including debris, signage, retaining walls, and paved surfaces including parking lots and pedestrian pathways. The site slopes steeply upward from Mendocino Avenue and contains grasses and other groundcover as well as native and ornamental trees.

The project site is bounded by commercial and medical uses to the north, Round Barn Boulevard to the east, Fountaingrove Parkway and Mendocino Avenue to the south, and a vacant lot to the west. Other surrounding uses include visitor accommodations, offices, and residences. Several parcels in the immediate vicinity were also destroyed in the 2017 Tubbs Fire. Properties within the vicinity that have received planning entitlements following the 2017 fire include the Round Barn Village Project, a 237 townhome development located northeast of the project site along Round Barn Boulevard which was approved in January 2019 and is currently in the process of obtaining building permits, the Residence Inn by Marriott, a 114 room hotel located at 3558 Round Barn Boulevard, and 3575 Mendocino Avenue which is the location of the former Journey's End Mobile Home Park and will include redevelopment of the 13.3 acre site with a high density housing development including 370 market rate units and 162 units affordable to very low and low income senior households **(Figure 2: Project Vicinity**).

2.3. GENERAL PLAN AND ZONING

Per the City of Santa Rosa General Plan 2035 Land Use Diagram, the project site is designated Retail and Business Services (**Figure 3: General Plan Land Use**). The Retail and Business Services land uses allows for a variety of retail services enterprises, offices and restaurants. General Plan policy LUL-E-6 provides that residential and mixed-use developments be allowed within the Retail and Business Service land use designation.

In 2018 the Santa Rosa City Council adopted the City's Resilient City Development Measure (Ordinance No. ORD-2018-012), which allows for residential uses including multi-family residential within one of the City's Priority Development Areas, such as the Santa Rosa: Mendocino Avenue Corridor, within which the project site is located (Sections 3.4 and 3.6 below). Surrounding land uses include Retail and Business Services, Business Parks, Office, Very Low Density Residential, and Mobile Home Parks.

The project site is within the Planned Development (PD) Zoning District and includes PD 0296-RC and PD 72-001-RC (**Figure 4: Zoning Designations**). The PD 0296 is a site-specific PD applying to one of the three parcels (173-020-052) and was originally established in 1984 as the Simons Hotel and Restaurant. The remainder of the project site is within the Fountaingrove Ranch Planned Community District (PD 72-001) which was originally established in 1972, and further amended in 1981 and 1992. The Fountaingrove Ranch PD establishes specific land use designations within the district. The project site is designated as a Highway/Tourist/Office Commercial Land Use Area which allows for a range of specialty uses including highway and tourist oriented uses. Residential uses are not permitted under either of the PD designations, as such the current Zoning Designations are inconsistent with the Retail and Business Services General Plan Land Use Designation. Given the site's location within a priority development area and provisions of AB 3194, which prohibits requiring a rezoning if a housing development project is consistent with the objective general plan standards and criteria but the zoning for the project site is inconsistent with the general plan, the proposed residential development is a permitted use. Specifically, the project is consistent with General Plan policy LUL-E-6 which allows residential development on sites designated in the General Plan as Retail and Business Services and complies with the objective standards and criteria of the General Commercial zoning district which implements the Retail and Business Services General Plan land use, and therefore does not require the site to be rezoned pursuant to Santa Rosa City Code Section 20-20.020(G) and 20-64.020(A)(3)(a). In addition to the underlying zoning designations, the project site is also within the Resilient City (-RC) combining district which was adopted to address housing needs and economic development within the City of Santa Rosa following the Tubbs and Nuns fires of 2017, as further discussed below.

2.4. PROJECT DESCRIPTION

The proposed project includes construction of six detached residential structures ranging from three to five stories in height. All buildings include residential areas, private open space, circulation (e.g. hallways, stairs, etc.), parking, and utility areas. Buildings A, B, and C are located on the upslope portion of the lot along Round Barn Boulevard. Consistent with City hillside design standards, the buildings are stepped with the hillside and include a lower floor built into the hillside, ground floor, and second and third floors. Building D, the largest of the six buildings, is located at the corner of Mendocino Avenue/Fountaingrove Parkway and includes five floors. Building E, located along Mendocino Avenue contains four floors, and Building F, located along the western property line, includes three floors **(Figure 5: Site Plan**).

The project proposes a combined total of 239 residential units in six buildings as further detailed below. The unit mix includes studios ranging from approximately 500 to 600 square feet, approximately 600 square foot one-bedroom units, and approximately 1,000 square foot two bedroom units. All units contain in-unit laundry facilities.

Building A
Building A includes a gross floor area of 23,518 square feet and contains 15 residential units inclusive of five one-bedroom and 10 two-bedroom units, within a proposed four-story structure. Units are located on all floors including three on the lower floor, three on the ground floor, six on the second floor, and three on the third floor. Eight of the fifteen units include private parking garages with tandem parking for two vehicles for a total of 14 standard parking spaces and two accessible spaces.

Building B
Building B includes a gross floor area of 18,161 square feet and contains 10 two-bedroom units including two on the lower floor, two on the ground floor, four on the second floor, and two on the third floor, within a proposed four-story structure. Six of the 10 units include private parking garages with tandem parking for two vehicles for a total of 10 standard parking spaces and two accessible spaces.

Building C
Building C includes a gross floor area of 23,229 square feet and contains 17 residential units inclusive of 11 one-bedroom and six two-bedroom units, within a proposed three-story structure. The ground floor contains nine private parking garages with tandem parking for two vehicles for a total of 16 standard parking spaces and two accessible spaces. The second and third floors each contain eight units.

Building D
Building D includes a gross floor area of 221,194 square feet and contains a total of 114 residential units inclusive of six studio, 60 one-bedroom, and 48 two-bedroom units, within a proposed five-story structure. The ground floor includes a parking garage with 119 parking spaces including 106 standard, four compact, and nine accessible spaces. The ground floor garage also contains 29 bicycle parking spaces, 24 private storage spaces, leasing, lobby, mail, office, and electrical and pool equipment areas. The second floor includes an additional 64 parking spaces including 61 standard, one compact, and two accessible spaces. Private storage spaces are located on either side of the second floor garage including four along the eastern wall and five along the western wall. Tenant areas on the second floor include a 680 square foot pool and surrounding pool deck, BBQ area, 923 square foot community room, 780 square foot exercise room, two quiet decks, and 15 residential units. The remainder of Building D includes 37 residential units on the third floor, 33 units on the fourth floor, and 29 units on the fifth floor.

Building E
Building E includes a gross floor area of 90,164 square feet and contains a total of 66 residential units inclusive of 13 studio, 38 one-bedroom, and 15 two-bedroom units, within a proposed four-story structure. The ground

floor includes a parking garage with 59 parking spaces including 55 standard and four accessible spaces, bicycle parking room with 24 spaces, 12 private storage spaces, lobby, mail, and electrical equipment areas. The second floor includes a 749 square foot roof deck, lobby area, and 24 residential units. The third floor includes a lobby area and 23 residential units, and the fourth floor includes a 470 square foot roof deck, 722 square foot flex space, lobby area, and 19 residential units.

Building F
Building F includes a gross floor area of 17,963 square feet and contains a total of 17 residential units inclusive of 11 one-bedroom and six two-bedroom units, within a proposed three-story structure. The ground, second, and third floors each contain six units. No covered vehicular parking is proposed in Building F. A bicycle room accommodating up to six bicycles is located on the ground floor.

Access and Parking

The proposed project will utilize existing driveways on Round Barn Boulevard, Fountaingrove Parkway, and Mendocino Avenue to provide vehicular access to the site. All internal driveways and drive aisles will provide for two-way vehicular access. Access north of Building D will be gate-secured and limited to use by the Santa Rosa Fire Department using a KNOX key override and Opticom system for emergency vehicles only. Covered parking will be provided as described above and uncovered parking is proposed throughout the site for residents and visitors. The project will provide a total of 414 vehicle parking spaces and 59 bicycle parking spaces.

Pedestrian and bicycle access will be provided to the site via existing sidewalks and bicycle facilities. Internal pedestrian access will be provided from Mendocino Avenue via an accessible ramp which will lead to the main leasing area in Building D. All uncovered parking lots will be paved and access to residential buildings will be provided via internal sidewalks. Access to common areas will also be provided via paved pathways.

Architecture

The proposed architecture features a Santa Barbara Mediterranean/Spanish Revival style. Prominent architectural features indicative of this style that are presented in the building designs include light colored stucco walls, red-tile roofs, exposed beams, rounded arches, courtyards, and the use of Juliet and full balconies. Proposed materials include iron railings and decorative accents, tile accents, concrete tile roofs, light-colored stucco, and dark-colored fiber cement wall and trim accents. Buildings have been designed to step with the natural grade of the site ranging in height from approximately 40 -to 55-feet.

Landscaping and Lighting

The proposed landscape palette includes trees, shrubs, groundcovers, and grasses with very low to moderate water usage. Landscaping proposed along Round Barn Boulevard, Fountaingrove Parkway, and Mendocino Avenue consists of a variety of 24-inch box accent and canopy trees as well as shrubs and groundcovers. Accent and canopy trees are also proposed along interior building frontages and in common spaces throughout the project site. Common spaces are situated near existing native oak trees which will be preserved as part of the project. Each building has a 30-foot defensible space setback and all plantings within this area account for canopy spacing to ensure fire safety. Furthermore, due to the site's location within the WUI, landscaping will be required to comply with Chapter 18-44 of the Santa Rosa Municipal Code, which establishes a minimum ignition free zone around buildings and structures. As provided therein, the ignition free zone shall be free of combustible storage materials, vegetation, and tree limbs, and shall use only inorganic groundcovers and regularly maintain the area free of leaves, needles, and other dead vegetation.

Other site features include a space preserved for an art feature commemorating the historic Round Barn which burned down in the 2017 Tubbs fire at the corner of Fountaingrove Parkway and Round Barn Boulevard, and is conceptually proposed as a semi-circular, approximately 16-foot tall structure evocative of the former Round Barn with commemorative plaque, a play structure between Building B and Building C, entry plaza with decorative paving and accent trees at the southwest corner of Building D, large fountain plaza with stepped seating walls incorporated into the hillside adjacent to Building E, and outdoor patio with accent trees and seating along the west side of Building F. A swimming pool and roof decks proposed on the second floor of Building D include accent paving, planters with small trees and accent plantings, trellis, and seating areas.

Existing temporary chain link fencing is located along the northern property line. New fencing will also be located along the western property line and along portions of the east and south property lines. The existing decorative Fountaingrove wall located approximately 300 feet east of the Mendocino Avenue/Fountaingrove Parkway intersection will be retained and will be lined with 24-inch box accent trees. A retaining wall with project signage is also proposed at the corner of Mendocino Avenue/Fountaingrove Parkway.

Preliminary lighting details shown on building elevations include building scones compatible with the proposed architectural design.

Offsite Improvements

No public improvements are required as part of the project, however, as required by the City of Santa Rosa, public right-of-way dedications will be required for a future through lane on Fountaingrove Parkway as well as a right hand turn lane on Fountaingrove Parkway at its intersection with Mendocino Avenue. Improvements in the vicinity of the project site will be completed as part of the Round Barn Village project as well as through the City's Capital Improvement Plan. Per City standards, one way driveways require a 12-foot minimum width and two way require a 24-foot minimum width.

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 surrounding uses. Potable water would be accommodated via the installation of water lines throughout the project site, connecting to existing 12-inch water mains in Mendocino Avenue and Round Barn Boulevard.

Wastewater

The City of Santa Rosa currently provides wastewater treatment services to existing surrounding uses. Wastewater would be accommodated via the installation of sanitary sewer lines throughout the project site that would connect to the 12-inch sanitary sewer line in Fountaingrove Parkway and 6-inch sanitary sewer line in Round Barn Boulevard. Wastewater 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. Solid waste will be contained in four separate trash enclosures. Buildings A, B, and C will be served by a trash enclosure located east of Building C adjacent to Round Barn Boulevard, Building D includes a trash enclosure on the ground floor adjacent to Fountaingrove Parkway, Building E includes an enclosure within the garage, and Building F will be served by an enclosure at the northwest corner of the property. Enclosures will be comprised of trash and recycling receptacles and will be screened as required by regulations contained in the Zoning

Code. Access to trash enclosures will be provided via existing driveways on Round Barn Boulevard, Fountaingrove Parkway, and Mendocino Avenue.

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 towards existing storm drains within Mendocino Avenue and Fountaingrove Parkway.

Site Preparation and Construction

Project construction is expected to occur over a single phase and will be completed in approximately 19 months. Construction activities will include site preparation, grading, building construction, paving, striping, landscaping, and installation of all utilities and frontage improvements. Demolition of remnant improvements onsite is expected to result in the off-haul of approximately 2,800 tons. Site grading will result in approximately 1,500 cubic yards of cut to exported offsite. Throughout construction of the project, all material and equipment would be staged on-site or through issuance of an encroachment permit, on abutting rights-of-way.

Required Discretionary Actions

The project requires the following discretionary entitlements from the City of Santa Rosa:

- Minor Design Review Permit with a Minor Adjustment (parking)
- Minor Hillside Development Permit

Sustainability Measures

Sustainability measures include 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 needed 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
1.3.1 Install real-time energy monitors to track energy use (If provided by utility company)
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
7.1.3 Install City-issued water meters that track real time water use with data logging equipment if necessary
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 specs
9.2.3 Limit GHG construction equipment emissions by using electrified equipment of 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 site features, places, cultural landscapes, sacred places or objects of cultural value

to the tribe and are 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 determine the level of environmental review warranted, identify impacts, and recommend avoidance or mitigation measures to reduce any potential impacts.

In accordance with PRC Section 21080.3.1(d), notification of the proposed project was mailed to the following local tribes on January 25, 2021:

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

The Lytton Rancheria responded with an acknowledgement that the AB 52 referral has been received and providing a statement of support with the recommendations set forth in the Cultural Resources Report. FIGR did not respond to the notification and no request for consultation was received.

FIGURE 1

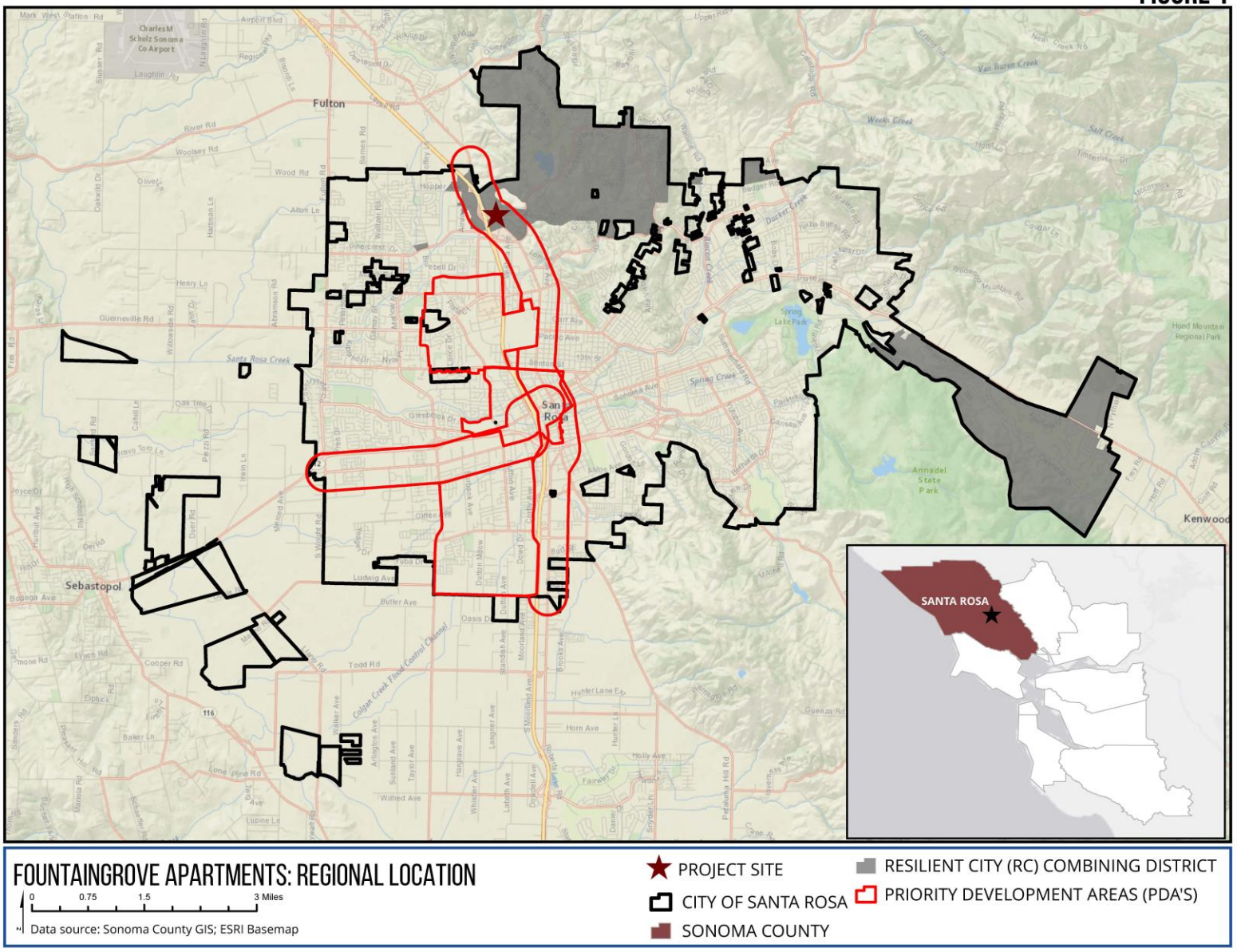
Fulton
Sebastopol
Santa Rosa
Kenwood
SANTA ROSA
FOUNTAINGROVE APARTMENTS: REGIONAL LOCATION
0 0.75 1.5 3 Miles
Data source: Sonoma County GIS; ESRI Basemap
PROJECT SITE
CITY OF SANTA ROSA
SONOMA COUNTY
RESILIENT CITY (RC) COMBINING DISTRICT
PRIORITY DEVELOPMENT AREAS (PDA'S)

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FIGURE 2


ROUND BARN CIR
CENTRUM PL
OLD REDWOOD HWY
NB MENDOCINO AV ONRAMP
CLEVELAND AVE
PROJECT SITE
ROUND BARN BLVD
FOUNTAINGROVE PKY
SB MENDOCINO AV ONRAMP
MENDOCINO OV
FLAMINGO RD
HWY 101
ANGELUS ST
BILTMORE ST
LORETTA WAY
HWY 101
COLUMBIA ST
PARAMONT ST
MENDOCINO AVE
FOUNTAINGROVE APARTMENTS: PROJECT VICINITY
PROJECT SITE
0 145 290 580 Feet
Data source: Sonoma County GIS; ESRI Basemap

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FIGURE 3

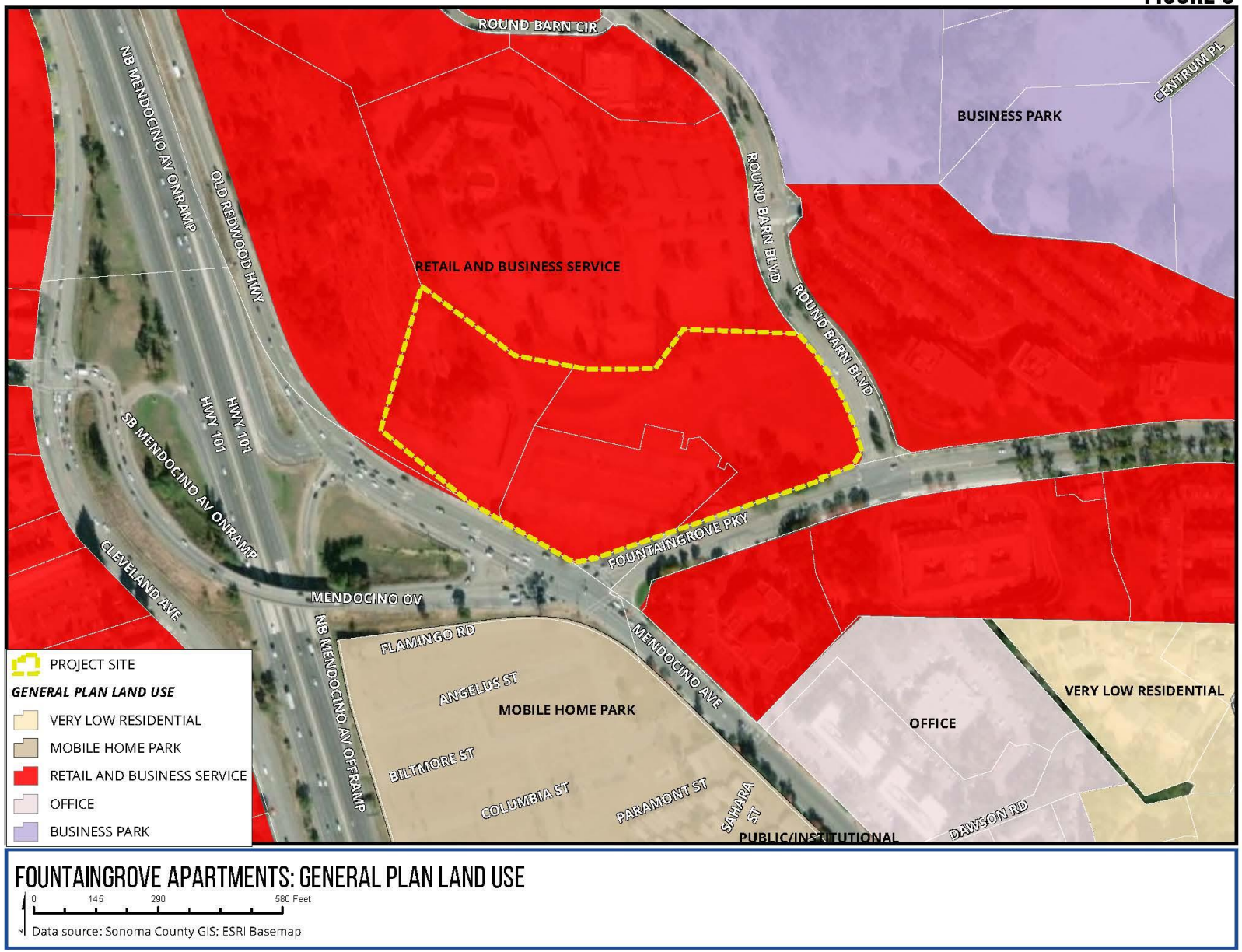
ROUND BARN CIR
NB MENDOCINO AV ONRAMP
OLD REDWOOD HWY
BUSINESS PARK
CENTRUM PL
ROUND BARN BLVD
ROUND BARN BLVD
RETAIL AND BUSINESS SERVICE
HWY 101
HWY 101
SB MENDOCINO AV ONRAMP
FOUNTAINGROVE PKY
CLEVELAND AVE
MENDOCINO OV
NB MENDOCINO AV OFFRAMP
FLAMINGO RD
MENDOCINO AVE
ANGELUS ST
MOBILE HOME PARK
VERY LOW RESIDENTIAL
OFFICE
BILTMORE ST
COLUMBIA ST
PARAMONT ST
SAHARA ST
PUBLIC/INSTITUTIONAL
DAWSON RD
PROJECT SITE
GENERAL PLAN LAND USE
VERY LOW RESIDENTIAL
MOBILE HOME PARK
RETAIL AND BUSINESS SERVICE
OFFICE
BUSINESS PARK
FOUNTAINGROVE APARTMENTS: GENERAL PLAN LAND USE
0 145 290 580 Feet
N
Data source: Sonoma County GIS; ESRI Basemap

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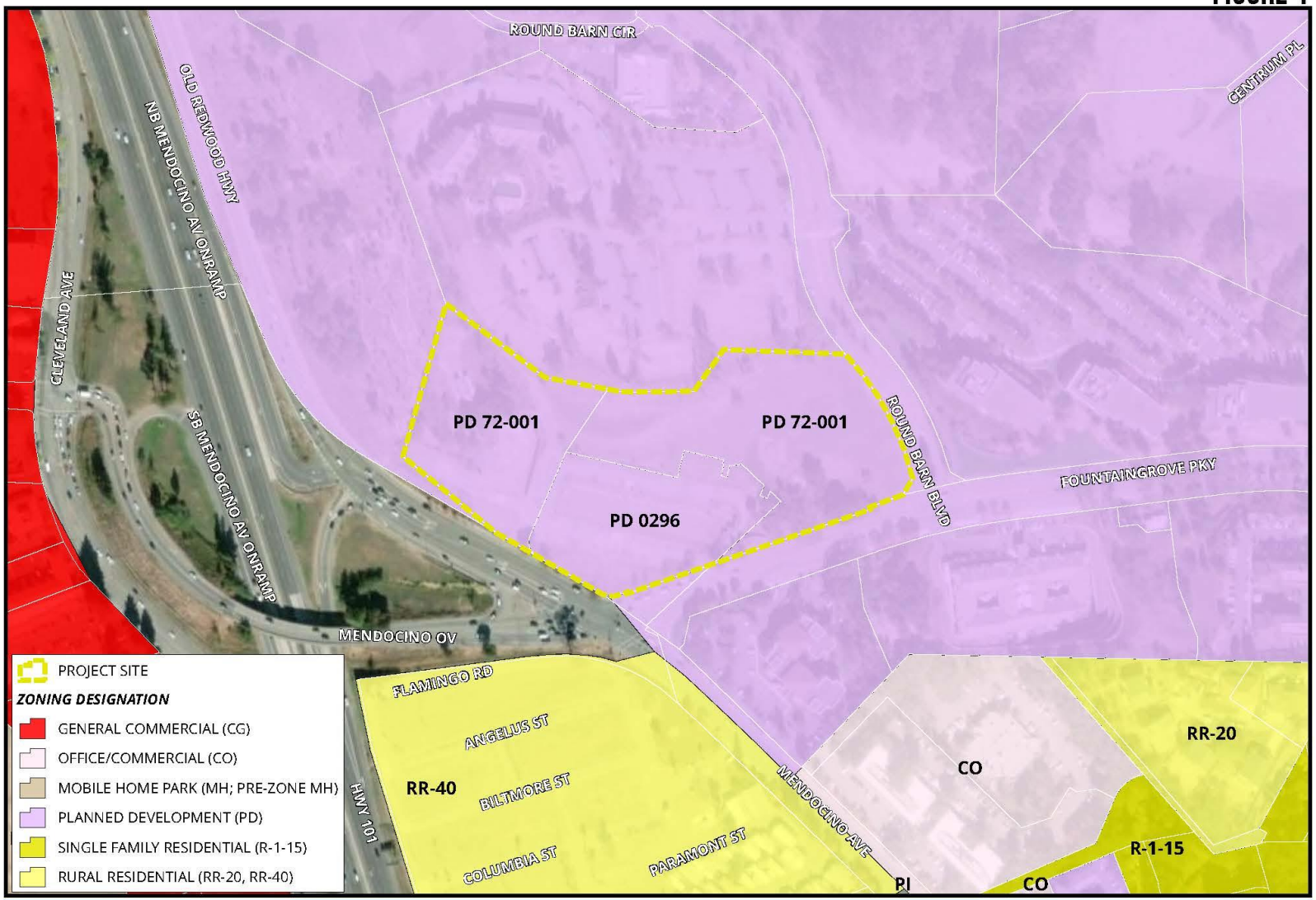
FIGURE 4



FOUNTAINGROVE APARTMENTS: ZONING DESIGNATIONS

0 145 290 580 Feet

Data source: Sonoma County GIS; ESRI Basemap

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FIGURE 5

FOUNTAINGROVE APARTMENTS: SITE PLAN

3. RELEVANT CITY PLANNING DOCUMENTS

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

3.1. 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 where applicable are referenced for additional goals, policies, and information.

3.2. 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, increased delays, 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

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.

3.3. SANTA ROSA ZONING CITY CODE

The Santa Rosa City 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 Planned Development (PD) 0296 and PD 72-001. However, pursuant to Santa Rosa City Code, Title 20 Zoning, Section 20-28.100(E) properties within the -RC combining district that have a base zoning district of planned development whose development standards are inconsistent with the current Zoning Code may utilize the development standards of the standard zoning district consistent with the General Plan land use designation for the parcels. The project site has a General Plan Land Use Designation which is implemented by the General Commercial Zoning Designation. In accordance with the City's Resilient Measures (adopted via Ordinance 2018-012) Multi-Family Dwellings are permitted uses within the CG District, and therefore the proposed project is consistent with the regulations of the Zoning Code.

3.4. PRIORITY DEVELOPMENT AREA

Priority Development Areas (PDAs) are locally-identified, infill development opportunity areas within existing Bay Area communities. They are generally areas of at least 100 acres where there is local commitment to developing more housing along with amenities and services to meet the day-to-day needs of residents in a pedestrian-friendly environment served by transit. PDAs are the foundation for sustainable regional growth as envisioned through Plan Bay Area 2040, the region's Sustainable Communities Strategy. Implementation of PDAs enhance mobility and economic growth by linking the location of housing and jobs with transit, thus helping to reduce vehicle commuting miles travelled and thereby, reducing greenhouse gas emissions while realizing a greater return on existing and planned transit investments.

The subject project is located within the "Santa Rosa: Mendocino/Santa Rosa Avenue Corridor PDA" as shown on Map 8 of the Priority Development Area Investment and Growth Strategy Update[1]. The Mendocino/Santa Rosa Avenue Corridor PDA has potential to be a North/South Rapid Bus Corridor along Mendocino and Santa Rosa Avenues, traveling the length of the City of Santa Rosa for approximately six miles within the City limits and eight miles within the urban growth boundary. This corridor is currently the highest serviced and traveled route in the City by bus public transit. Approximately 117 buses leave the Downtown Transit Mall and travel north along a portion or the entire length of Mendocino Avenue.

3.5. 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 adopted a revised General Plan that includes several 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. 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.

3.6. SANTA ROSA RESILIENT CITY MEASURE

In May 2018 the City Council adopted Ordinance 2018-012, introducing Chapter 20-16 (Resilient City Development Measures) to the Santa Rosa City Code. Chapter 20-16 was adopted to address housing needs and economic development within the City of Santa Rosa following the Tubbs and Nuns fires of 2017. The Ordinance addresses these needs through streamlined review processes including reduced review authority for certain land uses, and modifications to the design review process. Particularly relevant to the proposed project, the Resilient City Measures permits multi-family dwellings by right in the General Commercial Zoning District. As previously discussed, though the project is zoned Planned Development, properties within the -RC combining district which have a base zoning of PD may utilize the standard zoning which implements the General Plan Land Use for the site. Additionally, multi-family residential developments are delegated to the Zoning Administrator for Minor Design Review, subject to provisions for sites located within visually sensitive areas.

1 Sonoma County Transportation Authority, Priority Development Area Investment and Growth Strategy Update, Adopted June 12, 2017, https://scta.ca.gov/wp-content/uploads/2017/05/PDA-IGS-2017-update.pdf, Accessed 2020.

4. APPLICABLE CEQA PROVISIONS AND FINDINGS

The following discussion presents the relevant provisions of CEQA with which the proposed project complies. It provides an overview of the Community Plan Exemption and determination of Consistency with a Program level EIR. A description of how the project complies with each provision is also provided. Finally, this section concludes with the CEQA finding and determination that the project is exempt from further environmental review.

4.1. GENERAL PLAN/COMMUNITY PLAN EXEMPTION (CEQA GUIDELINES SECTION 15183)

California Public Resources Code Section 21083.3 and CEQA Guidelines Section 15183 allows a streamlined environmental review process for projects that are consistent with the densities established by existing zoning, community plan, or general plan policies for which an Environmental Impact Report (EIR) was certified.

Section 15183 (a) "mandates 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. This streamlines the review of such projects and reduces the need to prepare repetitive environmental studies."

Section 15183(b) of the CEQA Guidelines specifies that "in approving a project meeting the requirements of Section 15183, examination of environmental effects:

As prescribed in Section 15183(b), a public agency shall limit its examination of environmental effects to those which the agency determines, in an initial study or other analysis:

1. Are peculiar to the project or the parcel on which the project would be located,
2. Were not analyzed as significant effects in a prior EIR on the zoning action, general plan or community plan with which the project is consistent,
3. Are potentially significant off-site impacts and cumulative impacts which were not discussed in the prior EIR prepared for the general plan, community plan or zoning action, or
4. Are previously identified significant effects which, as a result of substantial new information which was not known at the time the EIR was certified, are determined to have a more severe adverse impact than discussed in the prior EIR.

Section 15183(c) specifies that impacts which are not peculiar to the project site which have been addressed as a significant effect in the prior EIR or can be substantially mitigated by applying uniformly applied development standards and policies shall not require preparation of an additional EIR on the basis of that impact. As such, the project is required to implement all applicable mitigation measures set forth in the General Plan EIR to avoid, reduce, or offset environmental impacts. Section 6 of this CEQA Analysis identifies the relevant conditions of approval that will be required of the proposed project to demonstrate compliance with mitigation measures set forth in the program level EIR, and policies, programs and goals of the General Plan.

4.2. APPLICABILITY OF THE PROJECT TO CEQA GUIDELINES SECTION 15183

Section 15183(d) of the CEQA Guidelines states that streamlining provisions of this section apply to projects that meet the following criteria: (1) the project is consistent with (a) a community plan adopted as part of a general plan, (b) a zoning action which zoned or designated the parcel on which the project would be located to accommodate a particular density of development, or (c) a general plan of a local agency, and (2) an EIR

was certified by the lead agency for the zoning action, the community plan, or the general plan. The proposed Project is consistent with the General Plan land use designation and zoning for the site, and meets the streamlining provisions under CEQA Guidelines Section 15183(d)(1) as follows:

The project site is designated Retail and Business Services and zoned planned development. The project site is within the Resilient City (-RC) combining district, which was established through ORD-2018-012, to facilitate the reconstruction and resilience of areas impacted by the 2017 fires. Section 20-28.100(E) states that properties within the -RC combining district that have a base zoning district of planned development shall comply with the development standards of the policy statement for that district. However, where the development standards are inconsistent with the current Zoning Code the implementing standard zoning district consistent with the General Plan land use designation for the parcels may be utilized. The Retail and Business Services General Plan Land Use implements the General Commercial Zoning District. Consistent with this section of the Zoning Code, the regulations of the General Commercial Zoning District will be utilized for the proposed project. Section 20-16.060(B)(6) states that multi-family dwellings are permitted by-right in the General Commercial Zoning District. Furthermore, AB 3194 (codified in Sections 20-20.020(G) and 20-64.020(A)(3)(a) of the Santa Rosa City Code) amends the Housing Accountability Act to eliminate required rezoning in cases where a proposed housing development project is consistent with objective general plan standards and criteria but the zoning for the project site is inconsistent with the general plan. Based on applicable local and federal regulations, the site is not required to be rezoned in order to allow for residential development. As specified in Section 20-20.020(G) and 20-64.020(A)(3)(a) of the Santa Rosa City Code, housing projects are required to comply with the objective standards and criteria of the zoning district which implements the subject General Plan land use, as shown in Table 2-1, Zoning Districts of the City's code. As specified therein, General Commercial Zoning District implements the Retail and Business Service General Plan land use designation and as such, the proposed development is subject to the objective development standards of the General Commercial Zoning District and other applicable Zoning Code regulations.

4.3. CONSISTENCY WITH PROGRAM EIR (CEQA GUIDELINES SECTION 15168)

The City of Santa Rosa certified a program level EIR for the General Plan, which provides for streamlining and/or tiering opportunities under CEQA Guidelines Section 15168.

Applicability of the Project to 15168

CEQA Guidelines 15168(c) provide that "later activities in the program must be examined in the light of the program EIR to determine whether an additional environmental document must be prepared." The proposed project is a "later activity" of the program EIRs. Relative to what was analyzed in the program level EIRs, the project does not result in environmental effects that were not previously examined. As such, pursuant to CEQA Guidelines Section 15162 and 15163, no subsequent or supplemental EIR is required. In accordance with CEQA Guidelines Section 15168(c)(2), the City can "approve the activity as being within the scope of the project covered by the program EIR, and no new environmental document would be required."

CEQA Guidelines 15168(c)(3) provide that "an agency shall incorporate feasible mitigation measures and alternatives developed in the program EIR into later activities in the program." Section 7 of this CEQA Analysis presents the General Plan EIR Policies and mitigation measures that are applicable to the project and are imposed on the project as conditions of approval.

4.4. CEQA DETERMINATION AND SUMMARY OF FINDINGS

As summarized above and presented herein, the proposed project is eligible for the following CEQA provisions:

Community Plan Exemption. Development of the project site has been planned for and analyzed in the Environmental Impact Reports (EIRs) certified for the City of Santa Rosa General Plan. As such, the analyses in the General Plan program-level EIR is applicable to the project and provides the basis for use of the Community Plan Exemption (California Public Resources Code Section 21083.3 and CEQA Guidelines Section 15183).

Consistency with Program EIRs. The City of Santa Rosa General Plan EIR provide for streamlining and/or tiering provisions under CEQA Guidelines Section 15168. As described herein, this CEQA Analysis examines the proposed project in consideration of the General Plan programmatic EIR to determine whether an additional environmental document must be prepared. This CEQA Analysis demonstrates that the project would not result in substantial changes or involve new information that would warrant preparation of a subsequent EIR because the level of development proposed is within the development assumptions analyzed in the program level EIR. The proposed project is within the scope of the analysis covered by the General Plan EIRs and no further environmental document is required.

The proposed project will implement applicable mitigation measures identified in the General Plan EIR, as detailed in Section 7 below. With implementation of required mitigation measures imposed as conditions of approval, the project would not result in a substantial increase in the severity or significant impacts that were previously identified in the program level EIR, nor would the project introduce any new significant impacts that were not previously identified. Therefore, there would be no additional environmental impacts beyond those analyzed in the General Plan EIR.

Each of the above findings above provides for a separate and independent basis for CEQA compliance. We do hereby certify that the above determination has been made pursuant to State and Local requirements.

June 7, 2022

Signature: Monet Sheikhali, Senior Planner **Date**

City of Santa Rosa

5. EVALUATION OF ENVIRONMENTAL EFFECTS

This section examines the Fountaingrove Apartments project's potential environmental effects within the parameters outlined in CEQA Guidelines Section 15183(b). The "Prior EIR" (as defined in CEQA Guidelines Section 15183(b)(3)) is the City of Santa Rosa General Plan EIR, inclusive of all impact determinations, significance thresholds and mitigation measures identified therein. This evaluation hereby incorporates by reference the Santa Rosa General Plan EIR.

Consistent with the goals and policies of the General Plan and the mitigation measures and policies set forth in the General Plan EIR, the project is subject to conditions of approval relating to air quality, biological resources, cultural resources, geology and soils, noise, hydrology and water quality, transportation, and utilities. As the proposed project is within the scope of development projected under the General Plan, there would be no new or more severe impacts beyond those analyzed in the General Plan EIR.

This evaluation builds from the Appendix G Environmental Checklist and has been modified to reflect the parameters outlined in CEQA Guidelines Section 15183(b). The checkboxes in the evaluation below indicate whether the proposed project would result in environmental impacts, as follows:

- **New Significant Impact –** The proposed project would result in a new significant impact that was not previously identified in the General Plan EIR.
- **Substantial Increase in Severity of Previously Identified Significant Impact in GP EIR –** The proposed project's specific impact would be substantially greater than the specific impact described in the General Plan EIR.
- **Equal or Less Severity of Impact than Previously Identified in GP EIR –** The severity of the specific impact of the proposed project would be the same as or less than the severity of the specific impact described in the General Plan EIR.

Where the severity of the impacts of the proposed project would be the same as or less than the severity of the impacts described in the General Plan EIR, the checkbox for "Equal or Less Severity of Impact Previously Identified in GP EIR" is checked. Where the checkbox for "Substantial Increase in Severity of Previously Identified Significant Impact in GP EIR" or "New Significant Impact" is checked, there are significant impacts that are:

- Peculiar to the project or project site (CEQA Guidelines Section 15183[b][3]);
- Not analyzed as significant impacts in the previous EIRs, including off-site and cumulative impacts (CEQA Guidelines Section 15183[b][2]);
- Due to substantial changes in the project (CEQA Guidelines Section 15162[a][1]);
- Due to substantial changes in circumstances under which the project will be undertaken (CEQA Guidelines Section 15162[a][2]); or
- Due to substantial new information not known at the time the EIRs were certified (CEQA Guidelines Sections 15162[a][3] and 15183[b][4]).

Following the Checklist, a summary of the potential environmental impacts relevant to the proposed project that may result from the Santa Rosa General Plan, as evaluated in the General Plan EIR, are described. Next, the potential project-specific environmental effects of the proposed project, including the project's consistency with the General Plan EIR, are discussed. Last, applicable General Plan EIR mitigation measures,

as well as General Plan Goals and Policies, are identified.

As described herein, the proposed project will be required to comply with all applicable mitigation measures identified in the Santa Rosa General Plan EIR.

This evaluation hereby incorporates by reference the Santa Rosa General Plan EIR discussion and analysis of all environmental topics. The General Plan EIR significance thresholds have been consolidated and abbreviated in this Checklist; a complete list of the significance thresholds can be found in the Santa Rosa General Plan EIR.

The General Plan EIR is a program level document that consider the combined effects of implementing several related projects. As such, the analyses presented in the General Plan EIR represent a cumulative analysis of environmental impacts that may occur from buildout of the General Plan.

5.1. AESTHETICS

Would the project:	New Significant Impact	Increase Impact Relative to GP EIR	Equal or Less Impact Relative GP EIR
a) Have a substantial adverse effect on a scenic vista?	☐	☐	☒
b) Substantially damage scenic resources, including, but not limited to, trees, rock outcroppings, and historic buildings within a state scenic highway?	☐	☐	☒
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)?	☐	☐	☒
d) Create a new source of substantial light or glare which would adversely affect day or nighttime views in the area?	☐	☐	☒

Source: Santa Rosa General Plan 2035; General Plan EIR; Fountaingrove Planning Submittal, prepared by Dahlin, October 27, 2021.

Santa Rosa General Plan EIR Summary

The City of Santa Rosa General Plan EIR identifies visual and scenic resources throughout the City including rural vistas located at the City edges, old farmhouses and ranches which provide reminders of past agricultural uses, the Sonoma Mountain foothills in the eastern portion of the Planning Area, and scenic roads which are identified as roadways that provide opportunities for the enjoyment of natural and human-made scenic resources including natural resources, landmarks, and areas of historic or cultural interest.

The General Plan EIR concludes that, with implementation of General Plan policies, impacts to the urban visual character, visual quality and views to the Sonoma Mountain Foothills, and resources along the City's scenic roadways would be less than significant. General Plan policies particularly relevant to the proposed project include the following:

- **UD-A-2:** Strengthen and emphasize community focal points, visual landmarks, and features that contribute to the identity of Santa Rosa using design concepts and standards implemented through the Zoning Code, Design Guidelines, Preservation District Plans, Scenic Roads policies, and the Station Area Specific Plan.
- **UD-A-10:** Relate landscape design to the natural setting. Require that graded areas within new development be revegetated.
- **UD-I:** Respect natural features in the design and construction of hillside development.
- **UD-A-9:** Prohibit development on hillsides and ridgelines where structures would interrupt the skyline.
- **UD-A-11:** Require structures within new developments to step with the slope of the site. Absorb site topography through use of split-level designs.
- **UD-H-1:** Minimize the visual prominence of hillside development by taking advantage of existing site features for screening, such as tree clusters, depressions in topography, setback hillside plateau areas, and other natural features.
- **UD-H-4:** Avoid large areas of flat pads in hillside areas. Instead, building forms should be "stepped" to conform to site topography.
- **UD-I-3:** Reflect the predominant colors and textures within the surrounding landscape in selection of building materials for hillside development. Roof colors should tend toward darker earth tones, so that they are less visible from adjacent or upslope properties.
- **T-G-5:** Retain existing trees and vegetation along scenic roads, as possible. Enhance roadway appearance through landscaping, using native plant material.

Project-Specific Impact Discussion

The project proposes to develop the approximately 9.6-acre site, formerly the Fountaingrove Inn and Steakhouse @ Equus Restaurant, which was destroyed by the Tubbs Fire in 2017, and will provide a new 239-unit residential development. The site is located at the corner of Mendocino Avenue/Fountaingrove Parkway and slopes steeply upward with elevations ranging from approximately 150 feet at the southern portion of the site to approximately 235 feet at the northeastern portion of the site. The General Plan EIR identifies several scenic resources in the City, of which the project is located within close proximity to two scenic roadways including Fountaingrove Parkway, along which the project will have frontage, and Highway 101 which is located approximately 500 feet west of the site. The site provides views of the Sonoma Mountain Foothills to the east.

5.1(a-d) Scenic vistas, scenic resources, existing visual character, light or glare - Equal or Less Impact Relative to the General Plan EIR

The project proposes development on a hillside lot in an area with views of the Sonoma Mountain Foothills, which are identified as a scenic vista within the Planning Area. The project is required to comply the City's Hillside Design Guidelines, consistency with which is reviewed as part of the Design Review Permit that establishes procedures for building, landscape, and site design. Additionally, the project is required to obtain a Hillside Development Permit wherein the project will be reviewed for consistency with the City's Hillside Development standards, which are intended to preserve and enhance the City's scenic character, conserve open spaces and natural features, respect natural features in the design and construction of hillside development, and design hillside development to be sensitive to existing terrain, views, and significant

landforms and features. As proposed, the site design utilizes the previously developed portions of the site, places building footprints on flattest portions of the site, and largely preserves the steepest slopes, thereby demonstrating sensitivity to the most significant landforms and features. The project site was previously developed with a multi-story hotel, restaurant, and associated site improvements, which were destroyed in the 2017 Tubbs fire. The proposed project would redevelop the site with residential uses at a density and height anticipated by the General Plan and in a manner consistent with the Mendocino Avenue Corridor Priority Development Area. As such, impacts related to visual resources will be equal or less severe than impacts identified in the General Plan EIR. Furthermore, there are no impacts that are peculiar to the project site and there have been no substantial changes in environmental circumstances that would result in new or more severe significant environmental effects than were identified and evaluated in the General Plan 2035 EIR.

Environmental Conditions of Approval: None required

5.2. AGRICULTURAL AND FORESTRY RESOURCES

Would the project:	New Significant Impact	Increase Impact Relative to GP EIR	Equal or Less Impact Relative GP EIR
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?	☐	☐	☒
b) Conflict with existing zoning for agricultural use, or a Williamson Act contract?	☐	☐	☒
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))?	☐	☐	☒
d) Result in the loss of forest land or conversion of forest land to non-forest use?	☐	☐	☒
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?	☐	☐	☒

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

Santa Rosa General Plan EIR Summary

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. The General Plan EIR concludes that with policies set forth in the General Plan, impacts to agricultural resources would be less than significant.

Project-Specific Impact Discussion

5.2 (a-e) Convert farmland, conflict with agricultural zoning, rezone or convert forestland, convert farmland to non-agricultural use or forest land to non-forest use - Equal or Less Impact Relative to the General Plan EIR

There are no farmland, agricultural lands, or forest lands onsite. The site was previously developed and formerly occupied by the Fountaingrove Inn. Currently, the site contains remnants of the former Inn which was destroyed by the Tubbs Fire in 2017 including signage, retaining walls, and paved surfaces including parking lots and pedestrian pathways. The site slopes steeply upward from Mendocino Avenue and contains grasses and other groundcover as well as native and ornamental trees. The project site is not designated as Prime Farmland, Unique Farmland, or Farmland of Statewide Importance pursuant to FMMP nor is it designated as forestland pursuant to Section 12220(g) of the Public Resources Code. In addition, the site is not zoned for agricultural use or designated as a Williamson Act contract. As such, impacts of the project to agricultural resources will be equal or less severe than impacts identified in the General Plan EIR. Furthermore, there are no impacts that are peculiar to the project site and there have been no substantial changes in environmental circumstances that would result in new or more severe significant environmental effects than were identified and evaluated in the General Plan 2035 EIR.

Environmental Conditions of Approval: None required

5.3. AIR QUALITY

Would the project:	New Significant Impact	Substantial Increase in Severity of Previously Identified Significant Impact in GP EIR	Equal or Less Severity of Impact than Previously Identified in GP EIR
a) Conflict with or obstruct implementation of the applicable air quality plan?	☐	☐	☒
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?	☐	☐	☒
c) Expose sensitive receptors to substantial pollutant concentrations?	☐	☐	☒

d) Result in other emissions (such as those leading to odors) adversely affecting a substantial number of people?	☐	☐	☒

Source: Santa Rosa General Plan 2035; General Plan EIR; Fountaingrove Apartments Project Air Quality and Greenhouse Gas Assessment, prepared by Illingworth & Rodkin, October 28, 2021; and BAAQMD CEQA Guidelines, May 2017

Santa Rosa General Plan EIR Summary

The City of Santa Rosa is located within the San Francisco Bay Area air basin and regulated by the Bay Area Air Quality Management District (BAAQMD), the agency responsible for planning, implementing, and enforcing air quality standards within the Bay Area Air Basin, including within 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 0.07 ppm, respectively. The Bay Area Air Basin is also in non-attainment for PM_{10} and $PM_{2.5}$ state standards, which require an annual arithmetic mean (AAM) of less than 20 $\mu g/m^3$ for PM_{10} and less than 12 $\mu g/m^3$ for $PM_{2.5}$. In addition, the Basin is designated as non-attainment for the national 24-hour fine particulate matter ($PM_{2.5}$).[2] All other national ambient air quality standards within the Bay Area Air Basin are in attainment.

The air quality analyses in the General Plan EIR relied on prior BAAQMD screening criteria and clean air plans. Since preparation of the General Plan EIR, the BAAQMD has adopted the 2017 Bay Area Clean Air Plan (CAP). As such, the project has been reviewed to determine consistency with the 2017 Bay Area CAP including whether 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 General Plan EIR concluded that development under the General Plan would result in increases in population and employment beyond what was considered in the 2005 Bay Area Ozone Strategy, and therefore would result in significant and unavoidable impacts to air quality resulting from a conflict with an adopted plan. In addition, the EIR concludes that the General Plan would result in significant and unavoidable cumulative impacts resulting from a conflict with state and local goals for reducing greenhouse gas emissions or generating greenhouse gas emissions that would exceed applicable thresholds, which is discussed in further detail in Section 5.8 (Greenhouse Gas Emissions). Regarding air pollutants resulting from construction activities associated with buildout under the General Plan, the EIR concluded that impacts would be less than significant with incorporation of General Plan Policy OSC-J-1, which requires that all new construction projects implement dust abatement actions as contained in the CEQA Handbook prepared by BAAQMD. Lastly, the EIR concluded that impacts due to exposure of existing and proposed sensitive receptors to air toxics or objectionable odors would be less than significant with mitigation.

Project-Specific Impact Discussion

To determine air quality impacts associated with construction and operation of the proposed Fountaingrove Apartments Project, Illingworth & Rodkin prepared an Air Quality and Greenhouse Gas Assessment (Appendix **A**) on October 28, 2021. The analysis includes a discussion of the project's potential to: conflict with an

2 On January 9, 2013, Environmental Protection Agency (EPA) issued a final rule to determine that the Bay Area attains the 24-hour PM2.5 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 PM2.5 standard until such time as the Air District submits a "redesignation request" and a "maintenance plan" to EPA, and EPA approves the proposed redesignation.

applicable air quality plan; result in cumulatively considerable criteria pollutant emissions both during construction and at operation; expose sensitive receptors to pollutant concentrations; and result in other emissions, such as odors.

5.3(a) Conflict an applicable air quality plan - Equal or Less Impact Relative to the General Plan EIR

At the time of preparation of the General Plan EIR, the 2005 Bay Area Ozone Strategy was the Clean Air Plan in effect. As previously stated, the General Plan assumed a greater rate of population growth than the 2005 CAP and it was therefore concluded that impacts due to a conflict with the Plan would be significant and unavoidable as the projected population was used to estimate pollutant emissions. Following certification of the FEIR in 2009, 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 including 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 the identified control measures could include 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. As set forth in the BAAQMD CEQA Guidelines a project is considered consistent with the CAP 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 2017 CAP as it a) supports the goals of the CAP by proposing residential development within existing city limits on a site located within an established priority development area, 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 not conflict with the regional air quality plan and impacts will be less severe as compared to impacts identified in the General Plan EIR. Furthermore, there are no impacts that are peculiar to the project site and there have been no substantial changes in environmental circumstances that would result in new or more severe significant environmental effects than were identified and evaluated in the General Plan 2035 EIR.

5.3(b) Exceed air quality emission standards - Equal or Less Impact Relative to the General Plan EIR

Air quality emissions associated with the Fountaingrove Apartments Project would result from short-term construction activities and ongoing operation of the proposed residences. Current 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 whereas projects that are below the screening criteria threshold are reasonably expected to result in less than significant impacts to air quality. The project proposes 239 residential units which exceeds the screening criteria for Apartments High-Rise, as shown in Table 3-1 of the BAAQMD CEQA Guidelines. Therefore, a quantitative analysis was prepared for the project to analyze pollutant emissions during construction and at operation.

Construction

Construction of the project is anticipated to occur over a 19-month period and would result in temporary disturbance due to grubbing, vegetation removal, off-haul of remnant material and debris associated with the former Fountaingrove Inn, grading, construction of the new residential units, and installation of associated site improvements such as utilities and landscaping. During construction activities, the project would generate temporary air pollutant emissions associated with site preparation, ground disturbance, operation of heavy-duty construction equipment, vehicular travel to and from the site, and delivery and export of materials. These activities would create temporary emissions of fugitive dust and release of toxic air contaminants, particulate matter, and ozone precursors (ROG and NOx). Given the size of the project, the Air Quality and Greenhouse Gas Assessment included a quantitative analysis of emissions resulting from construction of the project. As shown in Table 4 of the Assessment, emissions anticipated during construction are well below the BAAQMD thresholds for ozone precursors and particulate matter.[3] Furthermore, consistent with the City's General Plan policies, the Assessment includes a recommendation that the project be required to implement **Environmental Condition of Approval AQ-1**, set forth below 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. With incorporation of COA AQ-1, the project will result in equal or less severe air quality emission impacts during construction as compared to the General Plan EIR.

Operation

The proposed project will result in stationary and mobile source emissions during operation. Although no new stationary point sources, such as a manufacturing plant, will be introduced, the project will result in area source emissions from the use of consumer products such as solvents, cleaners, and paints, and use of landscaping maintenance equipment. Many of the operational emissions will result from vehicles traveling to and from the project site by residents, delivery trucks, and visitors.

Similar to construction-related emissions, the Assessment prepared by Illingworth & Rodkin provided a quantitative analysis of air quality emissions anticipated at operation, which was assumed to commence in 2024. The analysis included modeling using project-specific information to adequately estimate emissions anticipated at operation including the estimated vehicle trip generation, incorporation of natural gas infrastructure, and use of a 94-horsepower diesel-fired emergency generator. As shown in Table 5 of the Assessment, the project's operational emissions were estimated to be below the BAAQMD thresholds. Therefore, the project will result in equal or less severe air quality emission impacts during operation as compared to the General Plan EIR. Furthermore, there are no impacts that are peculiar to the project site and there have been no substantial changes in environmental circumstances that would result in new or more severe significant environmental effects than were identified and evaluated in the General Plan 2035 EIR.

5.3(c) Expose sensitive receptors to substantial pollutant concentrations - Equal or Less Impact Relative to the General Plan EIR

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

3 Fountaingrove Apartments Project Air Quality and Greenhouse Gas Assessment, prepared by Illingworth & Rodkin, October 28, 2021, Page 11, Table 4

proximity of the project site which may be exposed to health risks from construction exhaust emissions and dust include existing residences southeast of the project site.

The Air Quality Assessment included an evaluation of the project related community risks at offsite receptors during construction and at operation, including the project's use of an onsite generator, mechanical equipment, and emissions from vehicle trips generated by the project. The Assessment relied upon BAAQMD guidelines in conducting the health risk evaluation and used AERMOD to model emission dispersion. The Assessment determined that health risks caused by the project during construction and at operation would be below both the single source significance threshold and the cumulative combined source significance thresholds. Therefore, potential impacts to existing sensitive receptors during construction and at operation will be less than significant.

New Residence Compatibility Review

At operation, the project will introduce new sensitive receptors to the project site, which is located in an area with elevated ambient air quality levels due to the proximity of project area roadways and Highway 101. New residents would be exposed to elevated annual PM2.5, which could result in a potential health risk. However, with installation of MERV13 filtration in the HVAC system, exposure levels would be reduced to levels below significance. MERV13 filtration is a requirement of the Building Code for new multi-family development. Further, **Condition of Approval AQ-2**, requires that new buildings onsite be constructed with MERV13 filtration or higher for new buildings D, E, and F and that the filtration system be maintained. Therefore, the project will not result in a new significant impact or substantially increase the severity of a previously identified significant impact relative to the General Plan EIR.

5.3(d) Result in other emissions - Equal or Less Impact Relative to the General Plan EIR

Occasional localized odors during site development associated with construction equipment, paving, and the application of architectural coatings may occur during construction 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 result in equal or less severe impacts to air quality due to objectionable odors as compared to impacts previously identified in the General Plan EIR.

Environmental Conditions of Approval:

AQ-1: During any construction period ground disturbance, the applicant shall ensure that the project contractor implement measures to control dust and exhaust. Implementation of the measures recommended by BAAQMD and listed below would reduce the air quality impacts associated with grading and new construction to a less-than-significant level. Additional measures are identified to reduce construction equipment exhaust emissions. The contractor shall implement the following best management practices that are required of all projects:

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 off-site 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 miles per hour (mph).
5. All roadways, driveways, and sidewalks to be paved shall be completed as soon as possible. Building pads shall be laid as soon as possible after grading unless seeding or soil binders are used.

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 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 project shall comply with the latest Building Code and to minimize long-term health risk exposure for new project occupants the following shall be implemented:

1. Install air filtration for residential buildings D, E, and F. Air filtration devices shall be rated MERV13 or higher. To ensure adequate health protection to sensitive receptors (i.e., residents), this ventilation system, whether mechanical or passive, shall filter all fresh air that would be circulated into the dwelling units.
2. The ventilation system shall be designed to keep the building at positive pressure when doors and windows are closed to reduce the intrusion of unfiltered outside air into the building.
3. As part of implementing this measure, an ongoing maintenance plan for the buildings' heating, ventilation, and air conditioning (HVAC) air filtration system shall be required that includes regular filter replacement.
4. Ensure that the use agreement and other property documents: (1) require cleaning, maintenance, and monitoring of the affected buildings for air flow leaks, (2) include assurance that new owners or tenants are provided information on the ventilation system, and (3) include provisions that fees associated with owning or leasing a unit(s) in the building include funds for cleaning, maintenance, monitoring, and replacements of the filters, as needed.

5.4. BIOLOGICAL RESOURCES

Would the project:	New Significant Impact	Increase Impact Relative to GP EIR	Equal or Less Impact Relative GP EIR
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?	☐	☐	☒
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?	☐	☐	☒

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?	☐	☐	☒
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?	☐	☐	☒
e) Conflict with any local policies or ordinances protecting biological resources, such as a tree preservation policy or ordinance?	☐	☐	☒
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?	☐	☐	☒

Source: Santa Rosa General Plan 2035; General Plan EIR; Final Santa Rosa Plain Conservation Strategy, 2005, USFWS; Recovery Plan for the Santa Rosa Plain, 2016, USFWS; Fountaingrove Inn Tree Survey, prepared by Merlin Arborist Group; Biological Resources Analysis, July 28, 2021, prepared by Monk & Associates; and Jurisdictional Determination of the Extent of Waters of the United States, August 30, 2021, prepared by the Department of the Army, San Francisco District, U.S. Army Corps of Engineers

Santa Rosa General Plan EIR Summary

As stated in the General Plan EIR, the City of Santa is primarily developed with a mix of residential, commercial, industrial, and agricultural uses which have encroached on native vegetation communities over time. However, native vegetation is still present in the planning area and continues to support sensitive plant and animal species. Important native habitats located within the City's planning area include vernal pools and surrounding grasslands to the west, upland woodlands and forests to the east, and creek and riparian corridors.

Based on the existing native habitats within the City's planning area, there are 65 special-status plant and 34 special-status animal species with the potential to occur. Of the 65 special-status plant species, seven have documented occurrences within the planning area according to the California Natural Diversity Database (CNDDB) and include Sonoma sunshine, Burke's goldfields, legenere (*Legenere limosa*), Sebastopol meadowfoam, Baker's navarretia, saline clover (*Trifolium depauperatum* var. *hydrophilium*), and dwarf downingia (*Downingia pusilla*). Of the 34 special-status animal species identified as having potential to occur in the planning area, the EIR identifies known occurrences of the northern spotted owl, California red-legged from, and California tiger salamander, all of which are listed as threatened/endangered. In addition, northwestern pond turtle, foothill yellow-legged frog, American badger, several breeding raptors and passerines, several bat species, Chinook salmon, and steelhead are also known to occur.

Wildlife movement corridors are critical to ensure the long-term survival of animal species, including special-status species, in the planning area. Human disturbance and urbanization can pose a threat to animal species

if development results in habitat fragmentation. Existing wildlife movement corridors in Santa Rosa include riparian corridors and drainages, agricultural fields, canyons, ridgelines, and areas where impermeable barriers such as dense urban development, exclusionary fencing, and heavily traveled roadways have not yet eliminated options for wildlife movement.

The General Plan EIR identifies critical habitat within the planning area, which is defined as specific geographic areas that contain features essential to the conservation of endangered or threatened species and that may require special management and protection. Critical habitat within Santa Rosa includes portions of Laguna de Santa Rosa and Mark West Creek, which provide habitat for central California coast steelhead and California coastal Chinook salmon. Critical habitat within and surrounding the planning area is also identified for the California tiger salamander and the California red legged frog.[4]

Designated heritage and protected trees are located throughout the City of Santa Rosa and are regulated by Chapter 17-24 (Trees) of the Santa Rosa City Code. As provided therein, removal of trees, including heritage and protected trees, require approval by the City. In addition, trees are required to be replaced at ratios provided therein and any protected trees not proposed for removal are subject to preservation measures to ensure construction activities do not jeopardize tree survival.

The General Plan EIR concludes that, with implementation of General Plan policies, impacts to special-status species, wildlife movement corridors, federally protected wetlands, and cumulative impacts to biological resources would be less than significant. In addition, the EIR concludes that, with implementation of Mitigation Measure 4.F-5 which requires incorporation of avoidance measures contained in the Santa Rosa Plain Conservation Strategy and the United States Fish and Wildlife Service (USFWS) Biological Opinion for development in or near areas with suitable habitat for California tiger salamander, Burke's goldfields, Sonoma sunshine, Sebastopol meadowfoam, and many-flowered navarretia, impacts would be less than significant.

Project-Specific Impact Discussion

A site-specific Biological Resources Analysis (BRA) was prepared for the Fountaingrove Apartments Project by Monk & Associates on July 28, 2021 (Appendix **B**). The analysis includes wetland delineation surveys and rare plant surveys conducted for the project as well as a review of the California Department of Fish and Wildlife's (CDFWs) CNDDB Rarefind 5 application for special-status plant and animal species. The following discussion provides a summary of the BRA and describes the project-specific impacts relative to impacts previously identified in the General Plan EIR.

5.4(a) Special-Status Species - Equal or Less Impact Relative to the General Plan EIR

As stated in the BRA, there are 14 special-status plant species within three miles of the project site. Of these 14 species, nine have been determined to have no potential to occur onsite as they require specialized habitat that is not present. In addition, habitat present onsite is only marginally suitable for the remaining five special-status plant species as the site was previously developed and is heavily disturbed as a result of the 2017 Tubbs Fire. Furthermore, Monk & Associates conducted two appropriately timed rare plant surveys on May 7, 2021 and July 14, 2021, and concluded that none of the special-status plant species with the potential to occur onsite were present. Therefore, the project would have no impact to species status plant species. As such, impacts to special-status plant species as a result of the proposed project would be equal or less severe than impacts previously identified in the General Plan EIR.

4 Critical Habitat for Threatened & Endangered Species, Environmental Conservation Online System, USFWS.

According to the CNDDB, there are four special-status wildlife species known to occur in the project vicinity including Coho salmon (*Oncorhynchus kisutch*), California tiger salamander (*Ambystoma californiense*), western pond turtle (*Emys marmorata*) and yellow rail (*Coturnicops noveboracensis*). Throughout their life stages, all four species rely on aquatic habitats such as rivers, streams, freshwater marshes, and vernal pools. The project site does not contain suitable aquatic habitat and none of these species are known or expected to occupy the project site. There would be no impact to special status wildlife species from the proposed project, as none are present onsite and the site lacks suitable habitat. As such, impacts to special-status wildlife species would be equal or less severe than impacts previously identified in the General Plan EIR.

The California Fish and Game Code and the Migratory Bird Act provide protections to raptor and migratory birds, prohibiting the take, possession, or destruction of birds, their nests, or their eggs. As noted in the BRA, the project site provides suitable tree- and ground-nesting habitat for raptors and songbirds. Though no special-status or nesting birds were identified onsite, given the inherent mobility of bird species, it is possible that nests could be established prior to commencement of construction activities. As proposed, the project involves removal of 11 protected oak trees which could serve as nesting habitat for protected bird species. As stated previously, the General Plan EIR concluded that with implementation of General Plan policies, impacts to special-status species would be less than significant. Particularly relevant to protected bird species is Policy OSC-D-3, which seeks to preserve and restore elements of wildlife habitats throughout the planning area. Consistent with General Plan policy OSC-D-3 and -4, and pursuant to state and federal code, the project shall implement **Environmental Condition of Approval BIO-1**, which requires that preconstruction nesting bird surveys be conducted if construction will take place between February 1 and August 31. In addition, consistent with Chapter 17-24 of the Santa Rosa City Code, the project will be required to comply with **Environmental Condition of Approval BIO-2** which requires planting of replacement trees for the removal of 11 oak trees, and implementation of protective measures for onsite trees to be preserved during construction. The project site was previously developed and is surrounded by established urban uses. The site lacks suitable habitat for special status plant and wildlife species. Preconstruction surveys, preservation of existing trees, and replacement planting for removal of trees will ensure that potential impacts to protected bird species are reduced to less than significant levels. As such, impacts of the project on special-status bird species would be equal or less severe than impacts previously identified in the General Plan EIR.

Furthermore, there are no impacts that are peculiar to the project site and there have been no substantial changes in environmental circumstances that would result in new or more severe significant environmental effects than were identified and evaluated in the General Plan 2035 EIR.

5.4(b-c) Sensitive Natural Communities and Jurisdictional Waters - Equal or Less Impact Relative to the General Plan EIR

As noted in the BRA, the site does not contain any natural drainage features such as creeks or rivers nor does the site contain sensitive natural communities. As such, impacts to sensitive natural communities, including riparian habitat would be equal or less severe as compared to impacts identified in the General Plan EIR.

An approximately one and a half-foot wide channelized drainage ditch is located on the northwest portion of the project site. The drainage ditch originates north of the project site on a separately owned parcel, enters the site through an approximately 10-inch diameter concrete pipe, and travels as an open feature for approximately 140-feet before exiting the project site via a rock-lined culvert extending underneath the former hotel parking lot. Urban runoff passes through the drainage ditch which acts as a source of water for urban-adapted wildlife species including birds, mammals, amphibians, and reptiles. The ditch is comprised of a mixture of ruderal and landscape vegetation as well as woodland shrub and tree species. Other vegetation along and above the steep banks includes Himalayan blackberry, native poison oak, acacia, coast live oak, blue gum eucalyptus, ash, and black walnut trees.

Monk & Associates prepared and submitted a wetland delineation to the United States Army Corps of Engineers (Corps) on April 2, 2021 to determine if the existing drainage feature is within the Corps jurisdiction under Section 404 of the Clean Water Act (CWA). The Corps issued a determination on August 30, 2021, stating that the drainage feature onsite is not jurisdictional and therefore is not subject to Section 404 of the Clean Water Act. In addition to the Corps regulations, the Regional Water Quality Control Board (RWQCB) also regulates activities in waters of the state. Since the feature does not meet the definition of waters of the state and will not be regulated under Section 404 of the CWA, a water quality certification pursuant to Section 401 of the CWA is also not applicable to the proposed project. Furthermore, as shown on the plans submitted for the project, the drainage feature will be retained onsite.

The drainage feature is regulated by the RWQCB under the Porter Cologne Water Quality Control Act, which regulates waste discharge into waters of the State. To ensure compliance with RWQCB regulations, and consistent with General Plan Goal OSC-1, which seeks to maintain water quality, the project shall implement **Environmental Condition of Approval BIO-3**, which requires installation of wildlife friendly hay wattles and silt fencing to avoid discharge of pollutants into the drainage ditch. In addition, BIO-3 requires staging and operation of construction equipment to occur away from the drainage ditch. With incorporation of condition BIO-3, impacts caused by the project to federal or state regulated jurisdictional water would be equal or less severe than impacts previously identified in the General Plan EIR. Furthermore, there are no impacts that are peculiar to the project site and there have been no substantial changes in environmental circumstances that would result in new or more severe significant environmental effects than were identified and evaluated in the General Plan 2035 EIR.

5.4(d) Wildlife Movement - Equal or Less Impact Relative to the General Plan EIR

As noted in the BRA, the project site is located on a previously developed property within an urban environment. The project proposes to redevelop a previously developed site that was destroyed in the 2017 Tubbs Fire. Redevelopment of the site will not result in loss of a wildlife corridor or otherwise adversely affect wildlife movement. Therefore, impacts of the project will be equal or less severe than impacts previously identified in the General Plan EIR. Furthermore, there are no impacts that are peculiar to the project site and there have been no substantial changes in environmental circumstances that would result in new or more severe significant environmental effects than were identified and evaluated in the General Plan 2035 EIR.

5.4(e-f) Conflict with policies, ordinances, or habitat conservation plan - Equal or Less Impact Relative to the General Plan EIR

As previously stated, the project will result in the removal of 11 native oak trees onsite. However, as required by Environmental Condition of Approval BIO-2, replacement trees will be planted consistent with the provisions set forth in Chapter 17-24 of the Santa Rosa City Code. In addition, the project will incorporate avoidance and minimization measures to protect the remaining 26 protected trees onsite during construction. The project complies with relevant City policies and ordinances intended to protect biological resources. As such, project will not result in impacts due to a conflict with local policies or ordinances. Therefore, the project will result in equal or less severe than impacts relative to the findings of the General Plan EIR.

The Santa Rosa Plain Conservation Strategy was developed to establish a long-term conservation program to mitigate potential adverse effects of future development on the Santa Rosa Plain, conserve and contribute to the recovery of the listed species and the conservation of their sensitive habitat, protect stakeholders' land use interests, and support issuance of an authorization for incidental take of Sonoma County California tiger salamander and listed plants that may occur in the course of carrying out a broad range of activities on the Santa Rosa Plain.

The project site is located outside of the Conservation Strategy boundaries and is designated as an area of urban growth. Furthermore, there are no historic or observed occurrences of any listed plant or animal species and therefore the project will not conflict with the Conservation Strategy. In addition to the Conservation Strategy, the USFWS Recovery Plan for the Santa Rosa Plain was developed to address recovery efforts necessary to protect and eventually recover the federally listed plant and animal species. Similarly, the project site is located outside of the Recovery Plan area and as such, development of the project would not present a conflict with the plan.

Environmental Conditions of Approval:

BIO-1: To avoid impacts to nesting birds, a nesting bird survey shall be conducted within 15 days of commencing with construction work or tree removal if this work would commence between February 1st and August 31st. The nesting survey shall include an examination of all buildings and all trees onsite and within 200 feet of the project site (i.e., within a zone of influence of the project site). The zone of influence includes those areas outside the project site where birds could be disturbed by demolition activities, earth- moving vibrations, and/or other construction-related noise.

If birds are identified nesting on or within the zone of influence of the project site, prior to the commencement of construction that could impact the active nest(s), a qualified biologist shall establish a temporary protective nest buffer around the nest(s). The nest buffer should be staked with orange construction fencing. The buffer must be of sufficient size to protect the nesting site from construction-related disturbance and shall be established by a qualified ornithologist or biologist with extensive experience working with nesting birds on construction sites. Typically, adequate nesting buffers are 50 feet from the nest site or nest tree dripline for small birds such as passerines (songbirds) and up to 300 feet for sensitive nesting birds and several raptor species known to nest in the region of the project site such as red-tailed hawks.

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. At the end of the nesting cycle, as determined by a qualified biologist, temporary nesting buffers may be removed, and construction may commence in the established nesting buffers without further regard for the buffered nest site(s).

BIO-2: All trees listed as protected in Chapter 17-24 of the Santa Rosa City Code that are proposed for removal shall be replaced at a ratio of 2:1, irrigated, and monitored for a period of three years. In addition, avoidance and minimization measures shall be implemented to ensure protection of the various species of native oak trees to remain onsite during construction activities. Any additional protected trees that will be impacted or removed shall be replaced at the required ratio, per the City Ordinance.

Before the start of any clearing, excavation, construction, or other work on the site, every protected tree shall be securely fenced off at the “protected perimeter” which shall either be the root zone or other limit as may be established by the City. If the proposed development, including any site work for the development, will encroach upon the protected perimeter of a protected tree, special measures shall be utilized, to allow the roots to obtain oxygen, water, and nutrients as needed. Any excavation, cutting, filling, or compaction of the existing ground surface within the protected perimeter, if authorized at all by the Director, shall be minimized and subject to such conditions as may be imposed by the Director. No significant change in existing ground level shall be made within the dripline of a protected tree.

No oil, gas, chemicals, or other substances that may be harmful to trees shall be stored or dumped within the protected perimeter. All brush, earth, and other debris shall be removed in a manner which prevents injury to the protected tree. Underground trenching for utilities shall avoid major support and absorbing tree roots of protected trees. If avoidance is impractical, tunnels shall be made below the roots. Trenches shall be consolidated to use as many units as possible. Trenching within the drip line of protected trees shall be avoided to the greatest extent possible and shall only be done under the at-site directions of a certified arborist. No concrete or asphalt paving shall be placed over the root zones of protected trees, no artificial irrigation shall occur within the root zone of oaks, and no compaction of the soil within the root zone of protected trees shall occur.

BIO-3: The project shall implement measures to ensure that no effluent, silt, or sediment flows into the drainage feature from the project site. To avoid soils, as well as other pollutants such as fuel and lubricants from entering the drainage ditch, wildlife friendly hay wattles (that is, no mono- filament netting) and silt fencing, shall be installed on both sides of the ditch at the top of bank. The use of mulch or any other substitute that may enter the drainage ditch shall be prohibited. Staging, operation, fueling, and maintenance of construction equipment shall be always located away from the drainage ditch throughout the duration of construction activities.

Additionally, as the City of Santa Rosa is an MS4 permittee, the project will required to implement pre- and post-development Best Management Practices (BMPs), including a water quality treatment plan for the pre- and post-developed project site. Pre-construction requirements must be consistent with the requirements of the National Pollutant Discharge Elimination System (NPDES), including development of a Stormwater Pollution Prevention Plan (SWPPP) prior to site grading. In addition, a post construction BMPs plan, or a Stormwater Management Plan (SWMP) will need to be developed and incorporated into the project and submitted to the City's MS4 compliance engineer.

5.5. CULTURAL RESOURCES

Would the project:	New Significant Impact	Increase Impact Relative to GP EIR	Equal or Less Impact Relative GP EIR
a) Cause a substantial adverse change in the significance of a historical resource pursuant to § 15064.5?	☐	☐	☒
b) Cause a substantial adverse change in the significance of an archaeological resource pursuant to § 15064.5?	☐	☐	☒
c) Disturb any human remains, including those interred outside of formal cemeteries?	☐	☐	☒

Source: Santa Rosa General Plan 2035; General Plan EIR; and Cultural Resources Study, July 18, 2020, prepared by Evans & De Shazo.

Santa Rosa General Plan EIR Summary

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.

The General Plan EIR concluded that with implementation of policies identified in the General Plan, impacts to archaeological resources, Native American human remains, historic structures and neighborhoods, and cumulative impacts to cultural resources would be less than significant. General Plan policies particularly relevant to the proposed project include the following:

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

Project-Specific Impact Discussion

To determine project-specific impacts associated with the proposed Fountaingrove Apartments Project, a site-specific Cultural Resources Study (CRS) was prepared by Evans & De Shazo on July 18, 2020 (Appendix **D**). The analysis included a record search and review, Native American Sacred Lands inventory, consultation with local Native American tribes, and a field survey to identify significant or potentially significant cultural resources. Impacts of the proposed project relative to impacts identified in the General Plan EIR are discussed in detail below.

5.5(a-b) adverse impact to historical and archaeological resources - Equal or Less Impact Relative to the General Plan EIR

As noted in the CRS, the site is the former location of the Fountaingrove Round Barn, which was destroyed along with the Fountaingrove Inn and other structures in the 2017 Tubbs Fire. Though the Round Barn is no longer present, during the site survey two historic-period features, 15 historic-period artifacts, and one non-historic cultural resource were observed on the project site and appear to have been associated with the former 1899 Fountaingrove Round Barn. Historic period features identified onsite include two segments of an approximately four-foot-tall wood fence with embedded wire nails and wood cross rails, and a concentration of small boulders. Historic period artifacts found onsite primarily consist of hardware such as nails as well as piping and animal bone fragments. As detailed in the CRS, the historic-era features and artifacts are associated with the former Round Barn which was previously determined eligible for listing on the

National Register of Historic Places (NRHP) and was listed on the California Inventory of Historic Places. The CRS concludes that the two segments of wood fence, concentration of small boulders, and the 15 historic artifacts are unable to convey association with the events that made a significant contribution to the broad patterns of local or regional history, do not convey association with the lives of persons important to local, California, or U.S. history, do not embody the distinctive characteristics of a type, period, region, or method of construction or represents the work of a master or possesses high artistic values, nor do they have the potential to yield information important to history of the local area, California, or the U.S. As such, the features and artifacts are not considered historical resources and their removal to accommodate the proposed project would not result in an impact to a historical resource. There are no other historic or potentially historic features or artifacts onsite. Therefore, the project would have an equal or less severe impact to historical resources as compared to impacts previously identified in the General Plan EIR.

A review of the Sacred Sites inventory did not result in identification of a Native American Sacred Site within the project area. In addition, Evans & De Shazo consulted with Native American organizations listed on the Native American Heritage Commission's (NAHCs) contact list. Two organizations responded including the Kashia Band of Pomo Indians, who declined to comment as the project site is not located within their aboriginal territory, and the Lytton Band of Pomo Indians, who stated their intent to consult with the City of Santa Rosa. The City referred the project to Lytton and the Federated Indians of Graton Rancheria (FIGR) in accordance with AB 52. No response was received from FIGR and Lytton responded that recommendations set forth in the CRS were acceptable and further consultation was not requested.

In addition, the CRS included a review of the site's geologic setting and soil conditions, which contains Holocene-age alluvial deposits and indicate a moderate potential of containing buried prehistoric archaeological resources. Consistent with General Plan Policy HP-A-2, the project area was evaluated by a qualified archaeologist, and recommendations concerning protection and preservation of significant archaeological resources have been provided. Specifically, the CRS recommended that the project require cultural awareness training for project supervisors, contractors, and equipment operators prior to ground-disturbing activities, archaeological monitoring by a qualified professional during ground-disturbing activities, and review of any archeological discoveries by a qualified professional. These recommendations have been imposed as **Environmental Conditions of Approval CUL-1, CUL-2, and CUL-3.** With incorporation of conditions CUL-1, CUL-2, and CUL-3, potential archeological resources onsite would be protected, and impacts reduced to less than significant levels. Therefore, the project will result in an equal or less severe impact to archaeological resources as compared to impacts previously identified in the General Plan EIR. Furthermore, there are no impacts that are peculiar to the project site and there have been no substantial changes in environmental circumstances that would result in new or more severe significant environmental effects than were identified and evaluated in the General Plan 2035 EIR.

5.5(c) adverse impact to human remains - Equal or Less Impact Relative to the General Plan EIR

There is no indication that Native American human remains are interred within the boundaries of the project site. General Plan Policy HP-A-5 requires compliance with the provisions of California Health and Safety Code Section 7050.5 and California Public Resources Code Section 5097.98 to ensure that Native American human remains are treated with sensitivity and dignity. Consistent with this General Plan Policy, the project will be required to comply with **Environmental Condition of Approval CUL-4**, which sets forth actions to be taken in the event that human remains are encountered during ground-disturbing activities. With incorporation of condition CUL-4, the project will result in equal or less severe impacts due to the disturbance of human remains as compared to impacts previously identified in the General Plan EIR.

Environmental Conditions of Approval:

CUL-1: Due to the moderate potential for buried prehistoric archaeological resources and the high potential for buried historic-period archaeological resources to be located within the project area, project supervisors, contractors, and equipment operators shall be familiarized with the types of artifacts that could be encountered during earth-disturbing activities and the procedures to follow if subsurface archaeological resources are unearthed during construction. A Secretary of Interior (SOI) qualified Archaeologist shall conduct a Cultural Resource Awareness Training prior to commencement of ground-disturbing activities to familiarize construction crews with the potential to encounter prehistoric or historic-era archaeological deposits, the types of archaeological material that could be encountered, and procedures to follow if archaeological deposits and/or artifacts are identified during construction and an archaeologist is not present.

CUL-2: Due to the potential for buried historic-era archaeological resources to be present within the portion of the project area that contained the 1899 Fountaingrove Round Barn, a SOI qualified archaeological monitor shall be present onsite to monitor ground-disturbing activities in and around the Round Barn location, including grubbing, grading, over-excavation, and utility trenching. Monitoring shall continue until the SOI-qualified Archaeologist determines that archaeological resources are unlikely to be encountered. If no archaeological resources are encountered a report shall also be prepared to document the negative findings after monitoring is complete and the report shall be submitted to the City and filed with the North West Information Center (NWIC).

CUL-3: If an archaeological deposit is encountered during project-related, ground-disturbing activities, all work within 25 feet of the discovery shall be halted until the SOI-qualified Archaeologist assesses the find, consults with the client, agencies, and Native American representative, as appropriate, and makes recommendations for the treatment of the discovery, as well as the need for additional archaeological monitoring. If avoidance of the discovered archaeological resource is not feasible, the archaeological deposit shall be evaluated for its eligibility for listing in the CRHR. If the deposit is determined eligible for the CRHR and determined to be a historical resource for the purpose of CEQA, impacts shall be mitigated. Mitigation may include excavation of the archaeological deposit in accordance with a data recovery plan; standard archaeological field methods and procedures; laboratory and technical analyses of recovered archaeological materials; preparation of a report detailing the methods, findings, and significance of the archaeological site and associated materials; and accessioning of archaeological materials and a technical data recovery report at a curation facility. Upon completion of the assessment, the Archaeologist shall prepare a report documenting the methods and results of the assessment. The report shall be submitted to the City, provided to the Property owner, and filed at the NWIC upon completion of the resource assessment.

CUL-4: If human remains are encountered within the project Area during project-related ground-disturbing activities, all work must stop in the immediate vicinity of the discovered remains and the Sonoma County Coroner must be notified immediately. If the remains are suspected to be those of a prehistoric Native American, then the NAHC must be contacted by the Sonoma County Coroner so that a "Most Likely Descendant" (MLD) can be designated to provide further recommendations regarding treatment of the remains. A SOI- qualified Archaeologist should also be retained to 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. The procedures taken shall comply with the provisions of California Health and Safety Code Section 7050.5 and PRC §5097.98. Importantly, any Native American human remains discovered shall be treated with sensitivity and dignity.

5.6. ENERGY

Would the project:	New Significant Impact	Increase Impact Relative to GP EIR	Equal or Less Impact Relative GP EIR
a) Result in a potentially significant environmental impact due to wasteful, inefficient, or unnecessary consumption of energy, or wasteful use of energy resources, during project construction or operation?	☐	☐	☒
b) Conflict with or obstruct a state or local plan for renewable energy or energy efficiency?	☐	☐	☒

Source: Santa Rosa General Plan 2035; General Plan EIR; Sonoma Clean Power 2019 Annual Report; CAP Appendix E New Development Checklist for the Fountaingrove Apartments Project; BAAQMD 2017 Bay Area Clean Air Plan; and BAAQMD 2017 CEQA Guidelines.

Santa Rosa General Plan EIR Summary

Energy resources include fuels, renewable resources, and production of electricity which requires conversion of these resources into energy. Energy production and energy use result in depletion of non-renewable energy resources such as oil, coal, and natural gas, the use of which results in pollutant emissions that contribute to global climate change. Sustainable use of energy resources is facilitated through conservation of non-renewable resources and development of alternative or renewable energy resources such as solar, wind, and geothermal.

As stated in the General Plan EIR, the largest energy consumer in the City of Santa Rosa is transportation, followed by residential uses. Of the total energy consumed by Santa Rosa residents, approximately 90 percent comes from non-renewable resources. Approximately 70 percent of residential energy use is attributed to lighting, refrigeration, laundry, cooking, and hot water heating. In addition, climate control contributes to peak energy demand, specifically due to the use of air conditioning during warmer months. The majority of energy consumed in the City is delivered via established distribution networks including electrical and natural gas through Pacific Gas and Electric Company (PG&E) and gasoline and petroleum products through private retailers. In lieu of purchasing energy from PG&E, Sonoma Clean Power provides energy created from renewable resources to residents and businesses in Sonoma and Mendocino counties. Energy generated using renewable resources is delivered using existing PG&E infrastructure and billed to residents and businesses through PG&E. In 2016, 88% of eligible customers were receiving electricity from Sonoma Clean Power, and as of 2018 Sonoma Clean Power had 39% fewer greenhouse gas emissions as compared to PG&E.[5]

The General Plan EIR concludes that impacts related to an inefficient use of energy sources, increased reliance on natural gas and oil, increased use of energy resources for transportation systems, and cumulative impacts related to an increase in the demand for and consumption of energy resources would be less than significant with implementation of policies outlined in the General Plan. General Plan policies particularly relevant to the efficient use of energy include the following:

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

- **H-G:** Develop energy-efficient residential units and rehabilitate existing units to reduce energy consumption.
- **H-G-1:** Maximize energy efficiency in residential areas.
- **H-G-2:** Promote energy efficiency through site planning and building design by assisting residential developers in identifying energy conservation and efficiency measures appropriate to Santa Rosa.
- **H-G-5:** Promote the use of fuel efficient heating and cooling equipment and other appliances.

Project-Specific Impact Discussion

5.6(a) Result in wasteful, inefficient, or unnecessary consumption of energy during project construction or operation - Equal or Less Impact Relative to the General Plan EIR

Construction

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 completion of construction. As detailed in the Appendix E: CAP New Development Checklist submitted by the applicant (Appendix **E**), the project will incorporate the following measures to reduce energy consumption during construction:

- 6.1.3 Increase diversion of construction waste
- 9.2.1 Minimize construction equipment idling time to five minutes or less
- 9.2.2 Maintain construction equipment per manufacturer's specs

In addition, the project will be required to comply with Environmental Condition of Approval AQ-1 (Section 5.3 Air Quality), which further specifies best control measures for air quality, including minimizing idling times and maintaining construction equipment, which ensure efficient use of fuels during construction. As such, construction-related energy impacts would result in equal or less severe impacts as compared to impacts previously identified in the General Plan EIR.

Operation

Long-term operational energy use associated with the proposed project includes electricity consumption for lighting, electronics, heating, air conditioning, and refrigeration, as well as energy consumption related to water use, 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, General Plan, and Zoning Ordinance. At operation, the project will incorporate mandatory and optional items of the CAP New Development Checklist, which will reduce energy consumption at operation consistent with the City's Climate Action Plan (CAP). In particular, 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, will support photovoltaic energy use consistent with CAP Action 1.5, will support alternative transportation methods consistent with CAP Action 3.2.2, 3.6.1, and 4.1.2, and will site 239 residential units within one half-mile of commercial services and within proximity to other goods and services consistent with CAP Action 3.2.3. In addition, the project will conform to Santa Rosa's Zoning Ordinance Section 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, General Plan

2035, Santa Rosa CAP, Water Efficient Landscape Ordinance (WELO), and the Santa Rosa Municipal Code to minimize energy consumption. Therefore, operation of the proposed project would not result in the wasteful, inefficient, and unnecessary consumption of energy and impacts of the project will not result in new or more severe impacts or substantially increase the severity of previously identified impacts relative to the General Plan EIR.

5.6(b) Conflict with or obstruct a state or local plan for renewable energy or energy efficiency - Equal or Less Impact Relative to the General Plan EIR

Following adoption of the General Plan and certification of the General Plan EIR, the Bay Area Air Quality Management District (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 not conflict with the BAAQMD 2017 CAP related to energy since a) the project supports the goals of the CAP by proposing redevelopment of a site within existing city limits, in an established Priority Development Area, and thereby will avoid urban sprawl; b) the project includes control measures to protect air quality during construction through implementation of best management practices (BMP) set forth by BAAQMD per Environmental Condition of Approval AQ-1; and c) as the residential project proposes installation of energy conservation features, the proposed project would not interfere with implementation of the energy control measured identified in the 2017 CAP.

The Santa Rosa CAP, adopted in 2012, provides energy reduction measures and action items to promote energy efficiency in new buildings and facilities. As described in Section 5.8, 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 result in equal or less severe impacts as compared to impacts identified in the General Plan EIR.

In December 2007, the California Energy Commission (CEC) prepared the State Alternative Fuels Plan in partnership with the California Air Resources Board (CARB) and in consultation with the other state, federal, and local agencies. 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 items identified in the City of Santa Rosa's CAP, the proposed project would not conflict with or obstruct implementation of the State Alternative Fuels Plan. Therefore, the project would result in equal or less severe impacts as compared to the General Plan EIR. Furthermore, there are no impacts that are peculiar to the project site and there have been no substantial changes in environmental circumstances that would result in new or more severe significant environmental effects than were identified and evaluated in the General Plan 2035 EIR.

Environmental Conditions of Approval: None required

5.7. GEOLOGY AND SOILS

Would the project:	New Significant Impact	Increase Impact Relative to GP EIR	Equal or Less Impact Relative GP EIR
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 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?	☐	☐	☒
iii. Seismic-related ground failure, including liquefaction?	☐	☐	☒
iv. Landslides?	☐	☐	☒
b) Result in substantial soil erosion or the loss of topsoil?	☐	☐	☒
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?	☐	☐	☒
d) Be located on expansive soil, as defined in California Building Code, creating substantial direct or indirect risks to life or property?	☐	☐	☒
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?	☐	☐	☒
f) Directly or indirectly destroy a unique paleontological resource or site or unique geologic feature?	☐	☐	☒

Source: Santa Rosa General Plan 2035; General Plan EIR; Design Level Geotechnical Investigation, prepared by Berlogar Stevens & Associates, August 12, 2020; https://maps.conservation.ca.gov/cgs/DataViewer/, accessed October 7, 2021; and MTC/ABAG Hazard Viewer Map, accessed October 7, 2021.

Santa Rosa General Plan EIR Summary

The City of Santa Rosa lies adjacent to the Rodgers Creek Fault Zone, is approximately eight miles southeast of the Maacama Fault Zone, and 20 miles northeast of the San Andreas Fault Zone, which is a major structural feature in the region. The Rodgers Creek fault is considered an extension of the Hayward fault and has recent historic activity in 1969. In addition, the Maacama Fault Zone has experienced movement within the last 11,000 years and is capable of producing a 7.1 magnitude earthquake. Based on the geologic setting of the region, there is a potential for geologic hazards in and around the City of Santa Rosa associated with ground shaking, liquefaction, ground failure, and seismically induced landslides.

The General Plan EIR concludes that impacts related to geologic hazards including fault rupture, ground shaking, liquefaction, landslides, subsidence, or substantial soil erosion as well as cumulative impacts to geologic and seismic hazards would be less than significant with incorporation of policies identified in the General Plan. Policies particularly relevant to the proposed project include the following:

- **NS-C-2:** Require comprehensive geotechnical investigations prior to development approval, where applicable. Investigations shall include evaluation of landslide risk, liquefaction potential, settlement, seismically induced landsliding, or weak and expansive soils. Evaluation and mitigation of seismic hazards, including ground shaking, liquefaction, and seismically induced landslides, shall comply with guidelines set forth in the most recent version of the California Division of Mines and Geology (CDMG) Special Publication 117. The level of investigation would depend on physical site location, local or regional geologic or seismic hazards, and recommendations by a consulting engineer.
- **NS-C-3:** Restrict development from areas where people might be adversely affected by known natural or manmade geologic hazards. Hazards might include unstable slopes, liquefiable soils, expansive soils or weak poorly engineered fills, as determined by a California registered geologist or engineer.

Project-Specific Impact Discussion

Consistent with General Plan Policy NS-C-2, a Design Level Geotechnical Investigation was prepared by Berlogar Stevens & Associates, dated August 12, 2020, and identifies potential geological risks and assesses the feasibility of constructing the proposed project (Appendix **F**). The investigation included an analysis of subsurface conditions to observe soil and groundwater conditions onsite, an evaluation of potential geologic and seismic hazards, and geotechnical recommendations for site preparation and grading, foundation types, retaining walls, site drainage, and other construction considerations. The investigation concluded that the proposed development is feasible from a geotechnical perspective.

5.7(ai - aiv) Seismic impacts (fault rupture, ground-shaking, ground failure, liquefaction, landslides) - Equal or Less Impact Relative to the General Plan EIR

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. The Rodgers Creek Alquist-Priolo Earthquake fault zone is located approximately 1,000 feet northeast of the project site. Given that the site is not located within the Alquist-Priolo fault zone and no known active faults traverse the site, the risk of fault-related ground rupture during earthquakes within the limits of the site are not expected. As such, development of the projects would result in a similar level of impact as identified in the General Plan EIR associated with fault rupture risk.

The site is within Zone 9 (Violent Shaking) of the Modified Mercalli Intensity (MMI) 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 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. Though there is a potential for impacts related to ground-shaking on the project site, 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) are sufficient to ensure that impacts from seismic activity are less than significant. As such, impacts from seismic shaking due to construction of the proposed project are equal or less severe relative to the findings of the General Plan EIR, which anticipated residential development within an active seismic region.

Liquefaction refers to the temporary transformation of saturated, loose to medium density, sandy soils into a viscous liquid and occurs during strong ground shaking associated with a seismic event. 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, borings taken from the site generally consisted of bedrock and stiff cohesive soils including bedrock between 1.5 and 13 feet along the western portion of the site, claystone at a depth of 9 to 29 feet near the proposed location for Building E, and stiff clays and clayey sands along the eastern portion of the site. Groundwater was not encountered in any of the 12 borings taken during the site investigation. Based on the results of the site borings and types of materials underlying the site, the study concluded that there is a low risk of seismically induced damage resulting from liquefaction, surface ruptures, or settlement. Additionally, the site is not located in an area where landslides have occurred. Further, conformance with building standards and recommendations identified in the Geotechnical Investigation will ensure that potential impacts from seismic activity are less than significant. As such, impacts of the project will be equal or less severe relative to the findings of the General Plan EIR. Furthermore, there are no impacts that are peculiar to the project site and there have been no substantial changes in environmental circumstances that would result in new or more severe significant environmental effects than were identified and evaluated in the General Plan 2035 EIR.

5.7(b) Soil erosion or loss of topsoil - Equal or Less Impact Relative to the General Plan EIR

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 associated with the proposed project will be controlled through best management practices (BMPs) and adherence to a Storm Water Pollution Prevention Plan (SWPPP), which is required for all projects that disturb more than one acre of developed or undeveloped land (see Section 5.9 Hydrology/Water Quality for more details). Furthermore, consistent with General Plan Policy NS-C-8 and the City's Grading and Erosion Control Ordinance (Chapter 19-64), the project will be required to comply with **Environmental Condition of Approval GEO-1**, which requires submittal of an erosion control plan that identifies measures to be implemented during construction and establishes controls for grading activities during the rainy season. Implementation of COA GEO-1 will ensure that impacts from potential erosion and loss of topsoil are minimized. Therefore, impacts due to soil erosion or loss of topsoil from the proposed development would be equal or less severe relative to the findings of the General Plan EIR, which anticipated redevelopment of underutilized properties.

5.7(c) Unstable geologic unit that would result in landslide, lateral spreading, subsidence, liquefaction, or collapse - Equal or Less Impact Relative to the General Plan EIR

Lateral spreading, lurching, and associated ground failure can occur during strong ground shaking on certain soil substrates, 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 underlain by bedrock and stiff cohesive soils and no groundwater was encountered during site exploration. As such, risk of landslides, lateral spreading and liquefaction at the project site is low. Further, recommendations set forth in the Geotechnical Investigation and development standards imposed by the City provide for slope stabilization techniques including backfilling, use of retaining walls, and other improvements to address potentially unstable geologic units. Therefore, potential impacts related to lateral spreading, lurching, and associated ground failure will be equal or less severe relative to the findings of the General Plan EIR. Furthermore, there are no impacts that are peculiar to the project site and there have been no substantial changes in environmental circumstances that would result in new or more severe significant environmental effects than were identified and evaluated in the General Plan 2035 EIR.

5.7(d) Expansive soils that would result in direct or indirect risks to life or property - Equal or Less Impact Relative to the General Plan EIR

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. As noted in the Geotechnical Investigation, highly expansive claystone bedrock was encountered in two locations on the project site, which could result in differential settlement, causing damage to foundations and structures. Consistent with General Plan Policy NS-C-2, the project shall be required to implement **Environmental Condition of Approval GEO-2**, which requires implementation of recommendations set forth in the Geotechnical Investigation. Among others, the Investigation sets forth engineered fill and excavation parameters for areas where claystone is encountered. With implementation of COA GEO-2, potential impacts due to expansive soils will be reduced to the less than significant levels. Therefore, project impacts due to expansive soils resulting in direct or indirect risks to life or property will be similar to the findings of the General Plan EIR.

5.7(e) Soils incapable of supporting the use of septic tanks or alternative wastewater disposal systems - Equal or Less Impact Relative to the General Plan EIR

The proposed project will 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 and no impacts associated with alternative wastewater systems. As such impacts due to the presence of soils incapable of supporting the use of septic tanks or alternative wastewater disposal systems will be equal or less severe as compared to impacts previously identified in the General Plan EIR.

5.7(f) Paleontological resources or unique geologic feature - Equal or Less Impact Relative to the General Plan EIR

The Santa Rosa General Plan EIR did not identify the presence of any paleontological or unique geological resources within the boundaries of the City's planning area, and 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 during ground-disturbing activities. Because the potential for inadvertent discovery of paleontological or unique geological resources exists, **Environmental Condition of Approval GEO-3**, shall be implemented. Condition of Approval GEO-3 will ensure that proper procedures are followed in the event of a paleontological discovery; thereby ensuring that potential impacts will be equal or less severe as those previously identified in the General Plan.

Environmental Conditions of Approval:

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 Berlogar Stevens & Associates on August 12, 2020 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 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.

5.8. GREENHOUSE GAS EMISSIONS

Would the project:	New Significant Impact	Increase Impact Relative to GP EIR	Equal or Less Impact Relative GP EIR
a) Generate greenhouse gas emissions, either directly or indirectly, that may have a significant impact on the environment?	☐	☐	☒
b) Conflict with an applicable plan, policy or regulation adopted for the purpose of reducing the emissions of greenhouse gases?	☐	☐	☒

Source: Santa Rosa General Plan 2035; General Plan EIR: Fountaingrove Apartments Project Air Quality and Greenhouse Gas Assessment, prepared by Illingworth & Rodkin, October 28, 2021; and BAAQMD CEQA Guidelines, May 2017.

Santa Rosa General Plan EIR Summary

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 (CO_2), nitrous oxide (N_2O), methane (CH_3), 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 targets[6] 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) CO_2e per year; or (3) emits less than 4.6 MT CO_2e 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 CO_2e, this would equate to 2.8 MT CO_2e per year per service population, by year 2030. In addition to calculating GHG emissions reductions with implementation of

6 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.

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, implementation of measures of the Santa Rosa CAP are expected to decrease GHG emissions to 2.3 MT CO_2e 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 CO_2e 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 CO_2e 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 **E** to this document contains the CAP New Development Checklist for the proposed project.

Project-Specific Impact Discussion

Mandatory ("required") Items

The project will implement the following mandatory items of the City's CAP.

1.1.1 Comply with Cal Green Tier 1 Standards[7]: The project complies with Cal Green Tier 1 standards and will be conditioned accordingly through site development, building design and landscaping.

1.4.2 Comply with the City's Tree Preservation Ordinance: The project proposes removal of 11 protected trees onsite. As required by Chapter 17-24, Article III of the Santa Rosa City Code, trees proposed for removal will be replaced at a ratio of 2:1, and protection measures will be implemented for mature trees to be preserved onsite. Should trees be proposed for removal in the future, the project will be required to 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).

1.4.3 Provide public and private trees in compliance with the zoning code: The proposed project would introduce new trees throughout the project site. As shown in the landscape plan, trees will be planted along internal drive aisles, at the corner of Fountaingrove Parkway and Round Barn Boulevard and spaced 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.

2.1.3 Pre-wire and pre-plumb for solar thermal or PV systems: The applicant-submitted CAP Appendix E Checklist states that the project will include pre-wiring and pre-plumbing for solar thermal and/or PV systems,

7 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.

which are now required by the City. Consistent with **Condition of Approval GHG-1**, the applicant shall submit a revised Appendix E: CAP New Development Checklist identifying the specific building plan sheet that demonstrates how the project will incorporate these systems.

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 four multi-family dwelling units if units do not have a private garage or private storage space for bike storage. Of the 239 units proposed, 217 units do not have a private garage or storage space for a bicycle. The project proposes to provide a total of 59 bicycle parking spaces and as such, 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 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

The following mandatory items will not be implemented by the project due to a lack of available technology and modifications to code requirements following adoption of the City's CAP. However, as described in further detail below, the project will implement voluntary items of the CAP to substitute the three mandatory requirements listed below.

1.1.3 After 2020, all new development will utilize zero net electricity: Action 1.1.3 of the CAP 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. Appendix E of the Climate Action Plan states that, "To be in compliance with the CAP, all measures denoted with an asterisk 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." CAP Goal 1.1 requires projects to comply with Tier 1 CALGreen requirements, as amended, for new non-residential and residential development. 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.

1.3.1 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:

3.2.3 Support mixed-use, higher-density development near services: The project proposes high density housing within the Mendocino/Santa Rosa Avenue Corridor Priority Development Area and is within proximity to existing goods and services.

3.5.1 Unbundle parking from property cost: The applicant-submitted CAP Appendix E Checklist states that parking will be unbundled from property cost. To ensure this voluntary item is incorporated into the project at operation, documentation shall be submitted in a revised Checklist, consistent with COA GHG-1.

4.1.3 Provide bicycle safety training to residents, employees, motorists: The applicant-submitted CAP Appendix E Checklist states that bicycle safety training will be provided. Consistent with COA GHG-1, the applicant shall submit draft training materials and plans for implementation (e.g. new residents and employees will be provided with the bicycle training materials upon signing of a lease or initial employment, as applicable).

4.2.2 Provide safe spaces to wait for bus arrival: As a condition of project approval, the City of Santa Rosa Transit Department will require dedication of an area at the southbound portion of Round Barn Boulevard/ Fountaingrove Parkway for a future bus stop which will be required to include a 6-foot bench, concrete sidewalk pad area, and a post for a transit stop sign.

4.3.2 Work with large employers to provide rideshare programs: The applicant-submitted CAP Appendix E Checklist states that the applicant will work with large employers to provide rideshare programs. To ensure rideshare programs are feasible, the applicant shall submit a revised Checklist with additional information documenting employers that would be included in the rideshare programs and a plan for implementation.

5.1.2 Install electric vehicle charging equipment: The project will include installation of electric vehicle chargers available to both residents and visitors.

9.1.2 Provide outdoor electrical outlets for charging lawn equipment: The applicant-submitted CAP Appendix E Checklist states that the project will provide outdoor electrical outlets for charging lawn equipment. Consistent with COA GHG-1, the applicant shall submit a revised Appendix E: CAP New Development Checklist identifying the specific building plan sheet that demonstrates how the project will incorporate these outlets.

5.8(a-b) Generate significant GHG emissions or Conflict with a Plan - Equal or Less Impact Relative to the General Plan EIR

Construction

Construction of the project will result in GHG emissions from operation of heavy-duty construction equipment, vehicular trips to and from the site, and material delivery and hauling. Construction GHG emissions are short-term and will cease once construction is complete. Though BAAQMD has not established thresholds of significance for GHG emissions resulting from construction activities, incorporation of best management practices to reduce GHG emissions during construction are encouraged. As provided under Section 5.3 Air Quality, the project will be required to implement Environmental Condition of Approval AQ-1, which will further reduce GHG emissions generated during construction activities. Furthermore, pursuant to the CAP checklist, construction activities for the subject project will increase diversion of construction waste (6.1.3), limit idling time of construction vehicles 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 where feasible (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. As such, GHG emissions resulting from project construction would not be expected to result in a significant impact on the environment and project impacts would be equal or less severe as impacts previously identified in the General Plan EIR.

Operation

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 as it will implement all feasible mandatory items and has committed to implementing voluntary items to substitute for infeasible mandatory items. Based on the project's compliance with the City's qualified CAP it can be concluded that GHG emissions at project operation would be less than significant. Therefore, the project will not result in a new significant impact or substantially increase the severity of a previously identified significant impact relative to the General Plan EIR. Furthermore, there are no impacts that are peculiar to the project site and there have been no substantial changes in environmental circumstances that would result in new or more severe significant environmental effects than were identified and evaluated in the General Plan 2035 EIR.

Environmental Conditions of Approval:

GHG-1: Upon submittal of building permit plans, the applicant shall submit a revised Appendix E: CAP New Development Checklist and supporting documentation for each proposed voluntary item, as follows.

- **2.1.3 Pre-wire and pre-plumb for solar thermal or PV systems:** Identify the specific building plan sheet that demonstrates how the project will incorporate pre-wiring and pre-plumbing for solar thermal and/or PV systems.
- **3.5.1 Unbundle parking from property cost:** Submit documentation related to how parking will be unbundled from property costs (e.g. options available to prospective tenants for lease of parking spaces). Documentation shall also include information on units with dedicated parking spaces, clearly stating whether parking will also be unbundled from these units and how this works from an operational perspective.
- **4.1.3 Provide bicycle safety training to residents, employees, motorists:** The applicant shall submit draft training materials and plans for implementation (e.g. new residents and employees will be provided with the bicycle training materials upon signing of a lease or initial employment, as applicable).

- **4.3.2 Work with large employers to provide rideshare programs:** To ensure rideshare programs are feasible, the applicant shall submit additional information documenting employers that would be included in the rideshare programs and a plan for implementation.
- **9.1.2 Provide outdoor electrical outlets for charging lawn equipment:** Identify the specific building plan sheet that demonstrates how the project will incorporate these electrical outlets for charging landscaping equipment.

5.9. HAZARDS/HAZARDOUS MATERIALS

Would the project:	New Significant Impact	Increase Impact Relative to GP EIR	Equal or Less Impact Relative GP EIR
a) Create a significant hazard to the public or the environment through the routine transport, use, or disposal of hazardous materials?	☐	☐	☒
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?	☐	☐	☒
c) Emit hazardous emissions or handle hazardous or acutely hazardous materials, substances, or waste within one-quarter mile of an existing or proposed school?	☐	☐	☒
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?	☐	☐	☒
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?	☐	☐	☒
f) Impair implementation of or physically interfere with an adopted emergency response plan or emergency evacuation plan?	☐	☐	☒
g) Expose people or structures, either directly or indirectly, to a significant risk of loss, injury or death involving wildland fires.			

Source: Santa Rosa General Plan 2035; General Plan EIR; Phase 1 Environmental Site Assessment, prepared by Harris and Lee Environmental Sciences, LLC, July 29, 2020; Health and Safety Code Section 25501(n)(1); and Santa Rosa Local Hazard Mitigation Plan, 2021.

Santa Rosa General Plan EIR Summary

Hazardous materials are defined by the California Code of Regulations as substances which due to their quantity, concentration, or physical or chemical characteristics, pose a significant present or potential hazard to human health and safety or to the environment if released into the workplace or the environment. The Santa Rosa General Plan EIR summarized hazardous materials which may be found in Santa Rosa, including those in existing buildings such as asbestos and lead paint, underground storage tanks (UST), medical and biological waste, among others.

The General Plan EIR concludes that impacts related to hazardous materials, including development on land previously impacted by the release of hazardous materials, leaking underground storage tanks (LUST), impacts related to demolition of existing structures resulting in the exposure of hazardous materials, and new commercial and industrial uses resulting in transportation, use, and storage of hazardous materials would be less than significant with incorporation of policies identified in the General Plan. Policies particularly relevant to the proposed project include the following:

- **NS-F:** Minimize dangers from hazardous materials.
- **NS-F-1:** Require remediation and cleanup, and evaluate risk prior to reuse, in identified areas where hazardous materials and petroleum products have impacted soil or groundwater.
- **NS-F-2:** Require that hazardous materials used in business and industry are transported, handled, and stored in accordance with applicable local regulations.
- **NS-F-6:** Generate and support public awareness and participation in household waste management, control, and recycling through county programs including the Sonoma County Household Hazardous Waste Management Plan.

Project-Specific Impact Discussion

5.9(a-b) Transport, use, disposal, or release of hazardous materials - Equal or Less Impact Relative to the General Plan EIR

Site preparation and construction activities will result in a temporary presence of potentially hazardous materials onsite including, but not limited to petroleum-based fuels and lubricants, paints, solvents, insulation, electrical wiring, and other constriction related materials. If these potentially hazardous materials are used during construction, the project will be required to comply with all current federal, state, and local safety regulations governing transportation, use, handling, storage, and disposal of potentially hazardous materials. With the exception of occasional operation of a 60kW diesel emergency generator during testing, maintenance, and public safety power shut-off events, no ongoing use or generation of hazardous materials will take place onsite. Additionally, prior to 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 5.10 Hydrology and Water Quality). Therefore, impacts resulting from a significant hazard to the public or the environment through reasonably foreseeable upset and accidental release of hazardous materials into the environment would be less than significant and equal or less severe as compared to impacts previously identified in the General Plan EIR.

As a residential use, the project does not contain operational characteristics that would create a significant hazard to the public or the environment through the routine transport, use, or disposal of hazardous

materials. Activities onsite are not typically associated with the use of hazardous materials, nor would the residential uses and associated activities generate hazardous waste. As a residential development, common cleaners, solvents, and other products may be routinely used, which do not present a significant hazard to people or the environment. The project proposes to install landscaping which requires maintenance and may involve application and storage of regulated chemicals, fuels, and related products. Potentially hazardous materials such as cleaning products and landscaping supplies may be transported to the project site in small quantities intended for consumer use and are required to be handled, transported, and stored in a manner that complies with all existing federal, state, and local regulations. Therefore, impacts from the routine transport of hazardous materials and hazardous waste at project operation will be equal or less severe as compared to those analyzed in the General Plan EIR. Furthermore, there are no impacts that are peculiar to the project site and there have been no substantial changes in environmental circumstances that would result in new or more severe significant environmental effects than were identified and evaluated in the General Plan 2035 EIR.

5.9(c) Emit hazardous materials within one-quarter mile of an existing or proposed school - Equal or Less Impact Relative to the General Plan EIR

There are no schools located within one-quarter mile of the project site. The nearest school, Empire College, is located approximately 0.5 miles south of the site. As discussed above, hazardous materials associated with the project will be limited to temporary use during project construction and common household and landscaping materials used during operation. As such, impacts resulting from emission of hazardous materials within one-quarter mile of an existing or proposed school will be less than significant and equal or less severe as compared to impacts previously identified in the General Plan EIR.

5.9(d) Located on a site that is included on a list of hazardous materials sites - Equal or Less Impact Relative to the General Plan EIR

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.

A Phase 1 Environmental Site Assessment (ESA) was prepared by Harris and Lee Environmental Services dated July 29, 2020 (Appendix **G**) and included a review of environmental conditions of the site, documentation of recognized environmental conditions (RECs), controlled recognized environmental conditions (CRECs), historical recognized environmental conditions (HRECs), and other hazardous or potentially hazardous conditions at or near the project site. Recognized environmental conditions are defined as the presence or likely presence of any hazardous substances or petroleum products in, on, or at a property whereas CRECs are defined as a past release of hazardous substances that have been addressed to the satisfaction of the applicable regulatory authority, with substances still in place and subject to controls and HRECs are defined as a past release of hazardous substances that have been addressed to the satisfaction of the applicable regulatory authority, and not subject to controls. The Phase 1 ESA included a records review including a summary of previous structures, land uses, and other records of prior activity located at the project site, a site survey to document conditions of the subject property and nearby properties, and interviews with individuals with knowledge of the subject site and surrounding area. The records review and site reconnaissance did not indicate evidence of recognized environmental conditions, controlled recognized environmental conditions, or historical recognized environmental conditions at or surrounding the project site. While one de minimis condition was found for the project site related to ash and debris the Tubbs Fire of October 2017, soil samples collected following debris removal met cleanup standards and was cleared for rebuilding efforts by the City

of Santa Rosa on November 6, 2018.[8] As such, the Phase 1 ESA concludes that no further environmental investigation is warranted.

The Phase 1 ESA was prepared consistent with General Plan Policy NS-F-1, which requires evaluation of risk prior to reuse, and concluded that the project site does not contain evidence of hazardous materials. As such, the project will not create a significant hazard to the public or the environment and impacts will be less than significant. Therefore, relative to the findings of the General Plan EIR, impacts from the project due to a hazardous materials site will be equal or less severe. Furthermore, there are no impacts that are peculiar to the project site and there have been no substantial changes in environmental circumstances that would result in new or more severe significant environmental effects than were identified and evaluated in the General Plan 2035 EIR.

5.9(e) Safety hazard for a project located within an airport land use plan or within two miles of a public airport - Equal or Less Impact Relative to the General Plan EIR

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 4.5 miles northwest of the project site. In addition, the project is located outside of all Airport Safety Zones and the Airport Referral Area as provided in the Comprehensive Airport Land Use Plan (CALUP).[9] As such, there are no impacts from a safety hazard since the site is not located within two miles of an airport. Therefore, impacts associated with airport-related hazards would be equal or less severe as impacts previously analyzed in the General Plan EIR.

5.9(f) Interfere with an adopted emergency response plan or emergency evacuation plan - Equal or Less Impact Relative to the General Plan EIR

The project site is located within the Wildland Urban Interface (WUI) and within the Round Barn Neighborhood Area as designated by the City of Santa Rosa. The City has published Neighborhood Travel Route Maps for areas located within the WUI, which provide recommended routes from specific neighborhood areas to major travel routes that should be used during an emergency evacuation. The project site is located within the Fountaingrove 1/Round Barn evacuation zone, and roadways recommended for use during an evacuation include Old Redwood Highway, Mendocino Avenue, and the Mendocino Avenue overcrossing, which provides access to Highway 101.

In addition, the City adopted the most recent Sonoma County Multijurisdictional Hazard Mitigation Plan on December 7, 2021, which provides an update to the City's Local Hazard Mitigation Plan and includes the Community Wildfire Protection Plan (CWPP) as an annex, which guides the City in wildfire prevention, planning, response.

The Fountaingrove Apartments Emergency Preparedness and Evacuation Plan prepared by the applicant includes both a site evacuation map and the Round Barn Neighborhood Area Travel Route Map prepared by the City of Santa Rosa and is intended to inform residents and employees of evacuation routes in the event

8 The Phase 1 Environmental Site Assessment prepared by Harris and Lee Environmental Sciences, LLC on July 29, 2020 defines a "De Minimis Condition" as a condition that generally does 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. Conditions determined to be de minimis conditions are not recognized environmental conditions nor controlled recognized environmental conditions.

9 Sonoma County Comprehensive Airport Land Use Plan (CALUP) Airport Referral Area, Adopted March 14, 2016. https://sonomacounty.ca.gov/PRMD/Long-Range-Plans/Comprehensive-Airport-Land-Use/Sonoma-County-Airport/, Accessed November 29, 2021.

of an emergency, such as natural disasters as well as provide information and recommendations for individual households on emergency preparedness. The project's site-specific emergency preparedness and evacuation plan is consistent with the City's recommended Travel Route Maps and does not include aspects that would interfere with the City's adopted Local Hazard Mitigation Plan or the Community Wildfire Protection Plan. As such, the project is not expected to substantially interfere with an adopted emergency response plan or emergency evacuation plan and impacts of the project will be equal or less severe as compared to impacts identified in the General Plan EIR. Furthermore, there are no impacts that are peculiar to the project site and there have been no substantial changes in environmental circumstances that would result in new or more severe significant environmental effects than were identified and evaluated in the General Plan 2035 EIR.

5.9(g) Significant risk of loss, injury or death involving wildland fires - Equal or Less Impact Relative to the General Plan EIR

The project site is located within the City's designated WUI area, and as such development is subject to specific requirements set forth in Chapter 7A of the California Building Code. This section of the CBC sets forth regulations related to vegetation management, non-combustible materials, and the location of vents, among other requirements, which are intended to increase fire resistance of buildings located within the WUI. Through compliance with applicable Building Code regulations for site's located within the WUI, the proposed project is not expected to substantially increase exposure of people or structures to a significant risk of loss, injury or death involving wildland fires. Additionally, the project site is designated Non-VHFHSZ and will be constructed using fire resistant materials, which would minimize the potential for ignition from embers. Further, the project site is located adjacent to several roadways identified as evacuations routes, and would not change existing circulation patterns or affect emergency response. All new utilities would be installed underground and would tie into the existing infrastructure. Furthermore, the project consists of redevelopment on a site surrounded by urban uses and would not exacerbate wildlife fire risk relative to the existing conditions. Although the project site is located within the WUI, compliance with Chapter 7A of the CBC and Chapter 49 of the CFC would ensure that risk of loss, injury or death involving wildland fires are less than significant.

The Santa Rosa Fire Department (SRFD) is responsible for protecting life, property, and the environment from fire. The Fire Department responds to 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 responses 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 such, though the site is located within the WUI, compliance with applicable building code regulations will ensure that the project does not increase significant risk of loss, injury, or death involving wildfires and impacts of the project will be equal or less severe as impacts identified in the General Plan EIR.

Environmental Conditions of Approval: None required

5.10. HYDROLOGY AND WATER QUALITY

Would the project:	New Significant Impact	Increase Impact Relative to GP EIR	Equal or Less Impact Relative to GP EIR
a) Violate any water quality standards or waste discharge requirements or otherwise substantially degrade surface or ground water quality?	☐	☐	☒

b) Substantially decrease groundwater supplies or interfere substantially with groundwater recharge such that the project may impede sustainable groundwater management of the basin?	☐	☐	☒
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:	☐	☐	☒
i. result in substantial erosion or siltation on- or off-site;	☐	☐	☒
ii. substantially increase the rate or amount of surface runoff in a manner which would result in flooding on- or offsite;	☐	☐	☒
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	☐	☐	☒
iv. impede or redirect flood flows?	☐	☐	☒
d) In flood hazard, tsunami, or seiche zones, risk release of pollutants due to project inundation?	☐	☐	☒
e) Conflict with or obstruct implementation of a water quality control plan or sustainable groundwater management plan?	☐	☐	☒

Source: Santa Rosa General Plan 2035; General Plan EIR: Initial Storm Water Low Impact Development Plan, prepared by Carlile Macy, October 2021; and Hydrology and Hydraulics Report, prepared by Carlile Macy, October 2021; California Regional Water Quality Control Board North Coast Region, Order No. R1-2015-0030, NPDES No. CA0025054, adopted October 8, 2015; National Flood Hazard Layer FIRMette, generated January 25, 2022; Groundwater Sustainability Plan Santa Rosa Plan Groundwater Subbasin, Prepared by Sonoma Water, December 2021.

Santa Rosa General Plan EIR Summary 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. These tributaries drain through Laguna de Santa Rosa to the Russian River, which ultimately discharges to the Pacific Ocean.

Flood control facilities are managed by Sonoma Water (formerly Sonoma County Water Agency), 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.

Groundwater wells in the Santa Rosa Plain Subbasin are owned and managed by individual landowners, Sonoma Water, and the City of Santa Rosa. As stated in the Groundwater Sustainability Plan, groundwater-level monitoring is conducted twice a year in the spring and fall at 134 wells within the watershed.

The General Plan EIR concluded that with implementation of policies identified in the General Plan, impacts to hydrology and water quality, including cumulative impacts would be less than significant. General Plan policies particularly relevant to the proposed project include the following:

- **PSF-1-1:** 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-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 operation, and those open space areas involved with pesticide application.
- **PSF-I-8:** Develop and Implement the Standard Urban Storm Water Mitigation Plan (SUSMP) in order to reduce pollutants and runoff flows from new development and significant redevelopment projects.
- **NS-D-3:** Require that new development incorporate features that are consistent with the Standard Urban Storm Water Mitigation Plan (SUSMP) into site drainage plans that would reduce impermeable surface area, increase surface water infiltration, and minimize surface water runoff during storm events. Such features may include:
    - Additional landscape areas;
    - Parking lots with bio-infiltration systems;
    - Permeable paving designs; and
    - Stormwater detention basins

Project-Specific Hydrology and Water Quality Impact Discussion

5.10(a) Violate water quality standards, waste discharge requirements, degrade surface or ground water quality - Equal or Less Impact Relative to the General Plan EIR

The General Plan EIR determined that construction and operation of projects anticipated under General Plan buildout could generate stormwater runoff containing pollutants from construction sites and new impervious surfaces, which could affect water quality. However, with implementation of applicable General Plan policies, impacts were determined to be less than significant.

Construction

Construction of the proposed project has 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.

As a standard condition of approval, the project will be required to adhere to National Pollutant Discharge Elimination System (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 Storm Water Pollution Prevention Plan (SWPPP) that identifies potential sediment sources and other pollutants and prescribes BMPs to ensure potential adverse erosion, siltation, and contamination impacts would not occur during construction activities. In addition, projects that disturb one or more acres of soil, such as the proposed project, 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.[10] Construction activities subject to this permit include clearing, grading, and disturbances to the ground such as stockpiling or excavation.

Consistent with NPDES requirements, as set forth in Chapter 17-12 (Storm Water) of the Santa Rosa City Code, the project shall comply with **Condition of Approval HYDRO-1**, which requires that the project prepare and implement a SWPPP with BMPs including, but not 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 COA HYDRO-1, the project would not result in a violation of water quality standards during construction and impacts would be equal or less severe as compared to impacts previously identified in the General Plan EIR.

Operation

At operation, stormwater runoff could degrade water quality via non-point contaminants such as oils, grease, and exhaust that settle onsite. Since the project will create or replace 10,000 square feet or more of impervious area, it is subject to the City's Standard Urban Stormwater Mitigation Plan (SUSMP) requirements, which requires compliance with the Low Impact Development (LID) Technical Design Manual. The intent of LID strategies is to drain impervious surfaces to landscaped areas, such as bio-retention features to capture runoff and encourage infiltration onsite, thereby decentralizing stormwater treatment and integrating it into the overall site design. As noted in the project specific Initial Storm Water Low Impact Development Plan (SWLID) prepared by Carlile Macy in October 2021, most of the site drains toward Mendocino Avenue, with the exception of buildings located along the eastern portion of the site, which drain towards Fountaingrove Parkway. Runoff resulting from the proposed site improvements will be collected in the proposed storm drains on site and will either be routed to proposed biofiltration areas onsite or to subterranean detention chambers. The storm water will be treated and infiltrated, and any overflow will enter the public storm drain systems.

10 State Water Resources Control Board, Construction General Permit Order 2009-0009-DWQ, http://www.waterboards.ca.gov/water_issues/programs/stormwater/construction.shtml, Accessed January 24, 2022.

As stated in the Initial SWLID, and consistent with the City of Santa Rosa Standards, the stormwater system will capture 100% of runoff generated from a one-inch rain event in a 24-hour period. Proposed pollution and runoff reduction measures include preservation of existing trees, installation of biofiltration rain gardens, subterranean detention chambers, and filter inserts to capture debris. Consistent with the City's SUSMP, LID technical manual, and the Bay Area Stormwater Management Agencies Post-Construction Manual, the project shall comply with **Condition of Approval HYDRO-2**, which requires submittal of a Stormwater Facilities Operation and Maintenance Plan. As described below, the Operations and Maintenance Plan shall include as-built documentation of how stormwater facilities are constructed, and shall be used to plan, direct, and record maintenance of bioretention or other treatment facilities including identification of individuals responsible for maintenance.

In addition to the project's compliance with the federal, state, and local requirements for managing stormwater onsite, the City of Santa Rosa also collects Capital Facilities Fees to ensure that new development does not result in a deterioration of existing service levels including 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. Though compliance with standard conditions of project approval, impacts associated with violation of water quality standards, waste discharge requirements, or degradation of surface or ground water quality will be less than significant. Therefore, project impacts will be equal or less severe as compared to water quality impacts identified in the General Plan EIR.

5.10(b) Decrease groundwater supplies or interfere with groundwater recharge - Equal or Less Impact Relative to the General Plan EIR

The General Plan EIR determined that future development would not significantly deplete groundwater supplies or alter the area available for recharge of the groundwater aquifer and concluded that potential impacts would be less than significant**.** Similarly, the project would result in less than significant impacts to groundwater supply and recharge, as the project consist of redevelopment on a previously developed site and no groundwater extraction is proposed**.**

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 Round Barn Boulevard right-of-way and an existing 12-inch water main within the Mendocino Avenue right-of-way. The proposed project will increase water demand relative to existing water use, as the site is currently vacant, but generated potable water demand in the past when the previously use was operational.

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. The project incorporates landscaped areas throughout the project site, as well as the retention of mature trees, which allows for continued percolation onsite. Therefore, the project would not substantially increase water use, deplete groundwater supplies, or interfere with groundwater recharge and as such will not result in a new significant impact or substantially increase the severity of a previously identified significant impact relative to the General Plan EIR.

5.10(ci-civ) alter the existing drainage pattern on the site or area - Equal or Less Impact Relative to the General Plan EIR

The General Plan EIR determined that future development could alter drainage patterns and may increase stormwater runoff to the municipal storm drain system, but would not result in substantial erosion or

flooding, and concluded that potential impacts would be less than significant**.** The project would introduce new residential development and associated stormwater improvements onsite, which would result in minor alteration to the drainage pattern and contribute flows to the municipal system but would not result in substantial erosion or flooding.

Currently, precipitation on the project site drains by way of an existing private storm drain to the public storm drain located within the Mendocino Avenue right-of-way. 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, the project has been designed in accordance with the City's SUSMP guidelines that require integration of LID measures as detail above.

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 LID Technical Design Manual will 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. Impacts to the drainage pattern and storm drain system as a result of the proposed project would therefore, be equal or less severe as compared to impacts previously identified in the General Plan EIR.

5.10(d) risk release of pollutants due to project inundation - Equal or Less Impact Relative to the General Plan EIR

The General Plan EIR determined that the planning area is not subject to tsunami, seiche, or mudflow and there would be no impacts. The project site, which is located within the planning area analyzes in the General Plan EIR, is not subject to risk of inundation resulting from tsunami, seiche, or mudflows.

As shown on Figure 12-4 of the General Plan, 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 a result of being located within a designated flood hazard zone. The Federal Emergency Management Agency's (FEMA's) flood hazard mapping program provides important guidance for the City in planning for flood 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, 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 06097C0726E. According to this designation, the project site is not within an area of special flood hazard and is at a higher elevation than areas having a 0.2 percent chance of being flooded each year. Therefore, the project site is not at risk of inundation due to its location within a flood hazard zone.

In conclusion, there will be no risk of release of pollutants due to project inundation resulting from tsunami, seiche, mud flow, or location within a flood hazard zone and therefore impacts of the project will be the same or less severe as compared to impacts previously identified in the General Plan EIR. Furthermore, there are no impacts that are peculiar to the project site and there have been no substantial changes in environmental circumstances that would result in new or more severe significant environmental effects than were identified and evaluated in the General Plan 2035 EIR.

5.10(e) Conflict with water quality control plan or sustainable groundwater management plan - Equal or Less Impact Relative to the General Plan EIR

The project will not conflict with a water quality control plan or a sustainable groundwater management plan. As described above, implementation of a SWPPP 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, consistent with the City's SUSMP and LID Technical Design Manual. Therefore, the project does not conflict with the City's adopted water quality control plan.

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 developed the Groundwater Sustainability Plan Santa Rosa Plan Groundwater Subbasin which was approved on December 9, 2021. As shown on Figure 3-6 of the Plan, the site has a low natural relative recharge potential. Additionally, the existing site conditions likely to do not support infiltration, and no groundwater was detected onsite in the 12 borings ranging from 20 to 51.5 feet below ground surface, as noted in the Geotechnical Report prepared by Berlogar Stevens & Associates.

The project would not substantially increase water use or deplete groundwater supplies, nor would the project interfere with groundwater recharge relative to what was anticipated by the General Plan EIR. Furthermore, the project will introduce bioretention areas, trees, and landscaping, will retain the existing onsite drainage features, and is designed pre-treat runoff and provide for onsite infiltration of storm water. Therefore, the project will have an equal or less severe impact to groundwater supplies and recharge as compared to impacts previously identified in the General Plan EIR. Furthermore, there are no impacts that are peculiar to the project site and there have been no substantial changes in environmental circumstances that would result in new or more severe significant environmental effects than were identified and evaluated in the General Plan 2035 EIR.

Environmental Conditions of Approval:

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: Upon submittal of plans for building permit, the applicant shall submit to the City for review and approval a Stormwater Facilities Operations and Maintenance Plan addressing the specific drainage patterns and treatment facilities on the development site. The Plan shall, at a minimum, include the following information:

Responsible Individuals

- The person or persons who will have direct responsibility for the maintenance of stormwater controls, maintain self-inspection records, and sign any correspondence with the City regarding inspections.
- Employees or contractors who will report to the designated contact and are responsible for carrying out maintenance.

- Contact of the individual or individuals responsible for responding to issues, such as clogged drains or broken irrigation mains, that would require immediate response should they occur during off-hours.
- Description of the methods and schedule of initial training for staff or contractors regarding the purpose, mode of operation, and maintenance requirements for the facilities on the site.

Facilities to be Maintained

- Figures from the approved Stormwater Control Plan delineating the Drainage Management Areas (DMAs) on the site and showing locations of bioretention facilities.
- Tabulation of the DMAs from the calculations in the approved Stormwater Control Plan.

Document Facilities

- Plans, elevations, and details of the bioretention facilities. If necessary, annotations with the designations used in the approved Stormwater Control Plan so it is clear which drawing refers to which facility.
- Construction details and specifications, including depths of sand or soil, compaction, pipe materials, and bedding.
- Location and layouts of inflow piping and piping to off-site discharge.
- Native soils encountered (e.g., sand or clay lenses beneath or near facilities).

5.11. LAND USE AND PLANNING

Would the project:	New Significant Impact	Increase Impact Relative to GP EIR	Equal or Less Impact Relative GP EIR
a) Physically divide an established community?	☐	☐	☒
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?	☐	☐	☒

Sources: Santa Rosa General Plan 2035; General Plan EIR; and Ordinance No. ORD-2018-012, Resilient City Development Measures, adopted by the City Council on May 22, 2018.

Santa Rosa General Plan EIR Summary

The City of Santa Rosa encompasses 41.7 square miles, with the UGB covering approximately 45 square miles. Existing land uses within the City include residential, commercial, and industrial. 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 General Plan EIR concluded that with implementation of policies set forth in the General Plan, impacts related to a land use compatibility conflict or a conflict with existing plans and policies adopted to avoid or mitigate environmental impacts would be less than significant. General Plan policies particularly relevant to the proposed project include the following:

- **UD-G-2:** Locate higher density residential uses adjacent to transit facilities, shopping, and employment centers, and link these areas with bicycle and pedestrian paths.
- **GM-A-1:** Contain urban development in the Santa Rosa area within the city's Urban Growth Boundary.
- **LUL-E-6:** Allow residential or mixed-use development in the Retail and Business Services or Office designations.
- **LUL-F-3:** Maintain a balance of various housing types in each neighborhood and ensure that new development does not result in undue concentration of a single housing type in any one neighborhood.

Project-Specific Impact Discussion

5.11(a) Physically divide an established community - Equal or Less Impact Relative to the General Plan EIR

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 is located on a site that was previously developed and is surrounded by existing commercial, medical, visitor accommodation, office, and residential uses. In addition, the site is served by existing roadways including Round Barn Boulevard to the east, Fountaingrove Parkway to the south, and Mendocino Avenue to the west. The project does not propose construction of a new physical feature that would divide the established community, nor will it remove access the surrounding area. Rather, the project would redevelop a previously developed site with high density residential proximate to goods and services and within the Mendocino Avenue Corridor Priority Development Area. There will be no impacts from the project that physically divis an established community. Therefore, impacts related to division of an established community will be equal or less severe as impacts previously identified in the General Plan EIR. Furthermore, there are no impacts that are peculiar to the project site and there have been no substantial changes in environmental circumstances that would result in new or more severe significant environmental effects than were identified and evaluated in the General Plan 2035 EIR.

5.11(b) Conflict land use plan, policy, or regulation - Equal or Less Impact Relative to the General Plan EIR

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.

General Plan 2035

The project site has a General Plan land use designation of Retail and Business Services which allows for a variety of retail services enterprises, offices, and restaurants. In addition to the uses expressly allowed under this Land Use designation, General Plan policy LUL-E-6 provides that residential and mixed-use developments be allowed within the Retail and Business Service land use designation. The project will provide multi-family residences and is therefore consistent with General Plan policies that allow residential uses within areas designated as Retail and Business Services. In addition, the project would achieve several of the goals and policies set forth in the Santa Rosa General Plan 2035. In particular, the project is consistent with Policy LUL-E-2, which calls for fostering livability within neighborhoods in that the project will provide housing within proximity to existing goods and services and will provide several onsite amenities that will enhance overall livability for the site's future residents, and Policy LUL-F-3 which calls for a balance of various housing types in that the project will introduce multi-family housing rentals to a site within close proximity to a variety of

other types of housing. The project is also consistent with the Housing Element of the General Plan which 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. The project complies with Housing Element Goal H-A, which strives to meet the housing needs of all Santa Rosa residents. By developing the site with 239 residential units on 9.6 acres (approximately 25 units per acre), the project complies with Policy H-A-2, which aims to meet Santa Rosa's housing needs through increased densities. As described in Section 5.6 Energy, the project fulfills Housing Element Goal H-G, by developing energy-efficient residential units. Therefore, the proposed project is generally consistent with the goals and policies of the Housing Element. As such the project will result in equal or less severe impacts related to a potential conflict with the City's General Plan as compared to impacts previously identified in the General Plan EIR.

Zoning Ordinance

The project site is zoned PD 0296, originally established in 1984 as the Simons Hotel and Restaurant, and PD 72-00, the Fountaingrove Ranch Planned Community District which allows for highway and tourist-oriented uses on the project site. Although residential uses are not expressly permitted under either of the Planned Development designations, establishment of the proposed residential use is permitted consistent with the provisions of AB 3194, as well as Section 20-16.060(B)(5) of the zoning code which allows multi-family residential uses by right for properties within one of the City's Priority Development Areas and designated as a commercial Planned Development Districts. In addition, the site is located within the Resilient City combining district which allows for streamlined review of multi-family residential uses within Priority Development Areas, including the Santa Rosa: Mendocino Avenue Corridor, within which the project site is also located. Furthermore, the project has been reviewed for consistency with other applicable zoning regulations and does not result in any conflicts. Therefore, the project will result in equal or less severe impacts related to a potential conflict with the City's Zoning Ordinance as compared to impacts previously identified in the General Plan EIR.

Environmental Conditions of Approval: None required

5.12. MINERAL RESOURCES

Would the project:	Potentially Significant Impact	Increase Impact Relative to GP EIR	Equal or Less Impact Relative GP EIR
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?	☐	☐	☒
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?	☐	☐	☒

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

Santa Rosa General Plan EIR Summary

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 known mineral resources in the City of Santa Rosa.[11] As such, the General Plan EIR concluded that impacts to mineral resources would be less than significant.

Project-Specific Impact Discussion

5.12(a-b) Result in the loss of availability of a known mineral resource or locally-important mineral resource recovery site - Equal or Less Impact Relative to the General Plan EIR

There are no known mineral resources within the project site boundaries or on land in proximity. The project site has not been delineated as a locally important resource recovery site according to the Santa Rosa General Plan EIR nor has the project site 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 and therefore, the proposed project will equal or less severe impacts as compared to those identified in the General Plan EIR.

Environmental Conditions of Approval: None required

5.13. NOISE

Would the project:	New Significant Impact	Increase Impact Relative to GP EIR	Equal or Less Impact Relative GP EIR
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?	☐	☐	☒
b) Generation of excessive groundborne vibration or groundborne noise levels?	☐	☐	☒
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?	☐	☐	☒

Source: Santa Rosa General Plan 2035; General Plan EIR; and Fountaingrove Project Environmental Noise and Vibration Assessment, prepared by Illingworth & Rodkin, Inc., September 20, 2021.

Santa Rosa General Plan EIR Summary

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

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 General Plan EIR concluded that buildout of the General Plan would result in less than significant noise impacts with implementation of policy provisions outlined in the General Plan. General Plan policies particularly relevant to the proposed project include the following:

- **NS-B-2:** Encourage residential developers to provide buffers other than sound walls, where practical. Allow sound walls only when projected noise levels at a site exceed land use compatibility standards in Figure 4.E-1.
- **NS-B-4:** Require new projects in the following categories to submit an acoustical study, prepared by a qualified acoustical consultant:
    - All new projects proposed for areas with existing noise above 60dBA DNL. Mitigation shall be sufficient to reduce noise levels below 45 dBA DNL in habitable rooms and 60 dBA DNL in private and shared recreational facilities. Additions to existing housing units are exempt.
    - All new projects that could generate noise whose impacts on other existing uses would be greater than those normally acceptable (as specified in the Land Use Compatibility Standards).
- **NS-B-5:** Pursue measures to reduce noise impacts primarily through site planning. Engineering solutions for noise mitigation, such as sound walls, are the least desirable alternative.
- **NS-B-9:** Encourage developers to incorporate acoustical site planning into their projects.

Project-Specific Impact Discussion

To determine project-specific impacts associated with the proposed Fountaingrove Apartments Project, a site-specific Noise and Vibration Assessment was prepared by Illingworth & Rodkin on September 20, 2021 (Appendix H). The assessment included a summary of governing regulations, a noise monitoring survey, and a discussion of noise impacts, consistent with General Plan policy NS-B-4, which requires preparation of an acoustical study for projects proposed in an area where the existing noise levels exceed 60 dBA DNL.

5.13(a-b) Generate substantial temporary or permanent increases or groundborne vibration or noise - Equal or Less Impact Relative to the General Plan EIR

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 increases 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

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. As detailed in the Noise and Vibration Assessment, existing daytime ambient noise levels along Mendocino Avenue and Fountaingrove Parkway range from 66 dBA to 70 dBA, which is primarily due to noise generated from vehicles travelling along Highway 101. Construction activities were estimated to result in noise levels ranging from 51 dBA to 67 dBA at nearby residences and hotels, which is within 5 dBA of the existing ambient noise levels at the site.

The project's construction activities would also result in temporary groundborne vibration through operation of construction equipment including bulldozers, pavers, jackhammers, and loaded trucks. The project will not require pile driving, which can cause excessive vibration. Construction equipment anticipated to be used for the project would generate vibration levels at a maximum of 0.2 inches per second (in/sec), PPV at 25 feet from the source. Caltrans' significance criteria for groundborne vibration is 0.3 in/sec PPV. Although construction activities may result in temporarily perceptible groundborne vibration, the periods of perceptible vibration would be brief, limited to the immediate construction area, and would not approach significance levels (0.3 in/sec PPV).

Furthermore, **Environmental Condition of Approval NOI-1**, set forth below, requires implementation of best construction management practices to reduce construction noise levels emanating from the site by limiting construction hours and minimizing disruption and annoyance due to noise exposure. As such, construction of the project would not result in a temporary noise or groundborne vibration increase in excess of established standards. Therefore, impacts of the project would be equal or less severe as compared to impacts previously identified in the General Plan EIR.

Operation

Operational components of the project that would contribute to the ambient noise environment include operation of mechanical equipment, parking lot activities, outdoor pool activities, and increased traffic volumes on roadways. As stated in the Noise and Vibration Assessment, typical residential HVAC units are anticipated to generate noise levels of 55 to 65 dBA at 3 feet from the equipment. To provide a conservative estimate of noise resulting from operation of mechanical equipment, the Assessment assumed all units would be located on the ground-level, would be operating simultaneously, and would operate during both day- and nighttime hours. Under this scenario, noise levels at adjacent uses were estimated to be between 20 to 38 dBA, which is within the City's established threshold. Similarly, operational activities associated with use of parking lots and the outdoor pool area were estimated to result in an hourly average of 40 dBA and 30 dBA, respectively, which are also within the City's established thresholds. A significant impact on noise levels would occur if the project were to generate an additional 3 dBA of roadway noise which correlates to a doubling of current roadway volume. As presented in the Focused Traffic Impact Study (Appendix I), approximately 1,000 new daily trips are estimated to be introduced by the project, which would result in a noise level increase of

2 dBA $L_{dn.}$ As such, the project would not increase exterior noise levels above the established threshold, and noise impacts resulting from operation of the proposed project would be less than significant. Therefore, relative to the findings of the General Plan, the project would result in equal or less severe impacts. Furthermore, there are no impacts that are peculiar to the project site and there have been no substantial changes in environmental circumstances that would result in new or more severe significant environmental effects than were identified and evaluated in the General Plan 2035 EIR.

Noise and Land Use General Plan Consistency

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, regulations, and standards. At operation, the proposed project would introduce new sensitive noise receptors (residents) to an area that is subject to noise levels that exceed community noise exposure levels. In particular, residents would be exposed to elevated noise levels generated from vehicular travel along Mendocino Avenue, Fountaingrove Parkway, and Highway 101. The Santa Rosa General Plan provides an acceptable exterior noise level of 65 dBA L_{dn} or less for multi-family residential uses, and a standard interior noise level of 45 dBA L_{dn}

As stated in the Noise and Vibration Assessment, the outdoor pool area is located approximately 215 feet from the centerline of Mendocino Avenue and 290 feet from the centerline of Fountaingrove Parkway. At these distances, unattenuated noise levels were estimated to range from 65 to 68 dBA which is based on long term noise measurements conducted for the project. The outdoor pool area would be shielded by Building D, which would attenuate noise by approximately 3 to 5 dBA and as such, noise levels at the outdoor pool area are expected to be at or below 65 dBA, consistent with the City's established standards for exterior noise levels.

Interior noise levels would vary depending on the design, location, and construction method of the proposed residential structures. As stated in the Assessment, standard residential construction provides approximately 15 dBA of exterior-to-interior noise reduction, assuming windows are partially open for ventilation and approximately 20 to 25 dBA noise reduction with windows closed. Buildings A, D, and E would have a direct line-of-sight to Fountaingrove Parkway and Mendocino Avenue, resulting in interior noise levels of 55, 58, and 57 dBA Ldn respectively with windows open, and 50, 53, and 52 dBA Ldn respectively with windows closed. Buildings B, C, and F are shielded from and located at least 200 feet from Fountaingrove Parkway and Mendocino Avenue and would therefore be expected to result in interior noise levels at or below 45 dBA Ldn.

To ensure consistency with the City's established standards for interior noise of multi-family uses, the project will be required to implement **Environmental Conditions of Approval NOI-2, NOI-3**, and **NOI-4**, which require installation of forced-air mechanical ventilation for all residential buildings, sound-rated windows for Buildings A, D, and E to maintain interior noise levels at or below 45 dBA Ldn, and review and confirmation of interior noise levels by a qualified acoustical specialist during the final design phase of the project. Although the project would not impact the existing noise environment, COA NOI-1, NOI-2, and NOI-3 set forth below will ensure that new residents are not exposed to excessive noise levels and that the City's interior noise standards are achieved. Therefore, interior noise levels will be compatible with the City General Plan policies and achieve the interior noise standard of 45 dBA $L_{dn.}$

5.13(c) expose people to excessive noise levels associated with a public airport - Equal or Less Impact Relative to the General Plan EIR

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 4.5 miles northwest of the project site. As such the project will not expose people to excessive aircraft noise levels and impacts associated with airport-related hazards would be less than significant. Relative to the General Plan EIR, noise exposure due to a public airport from implementation of the project would be equal or less severe than impacts previously identified in the General Plan EIR.

Environmental Conditions of Approval:

NOI-1: The following Best Construction Management Practices shall be implemented throughout construction of the project:

1. 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.
2. Limit use of the concrete saw to a distance of 50 feet or greater from residences, where feasible.
3. 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.
4. Equip all internal combustion engine-driven equipment with intake and exhaust mufflers that are in good condition and appropriate for the equipment.
5. Unnecessary idling of internal combustion engines shall be strictly prohibited.
6. 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.
7. Utilize "quiet" air compressors and other stationary noise sources where technology exists.
8. 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.
9. Locate material stockpiles, as well as maintenance/equipment staging and parking areas, as far as feasible from existing residences.
10. Control noise from construction workers' radios to a point where they are not audible at existing residences bordering the project site.
11. The contractor shall prepare a detailed construction schedule for major noise-generating construction activities. The construction plan shall identify a procedure for coordination with adjacent residential land uses so that construction activities can be scheduled to minimize noise disturbance. Avoid overlapping construction phases, where feasible.
12. Notify all adjacent business, residences, and other noise-sensitive land uses of the construction schedule, in writing, and provide a written schedule of "noisy" construction activities to the adjacent land uses and nearby residences.
13. 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.

NOI-2: At the time of building permit submittal, the applicant shall provide a suitable form of forced-air mechanical ventilation, as determined by the building official, for all residential buildings, so that windows can be kept closed to control noise.

NOI-3: At the time of building permit submittal, the applicant shall provide sound-rated windows and doors for Buildings A, D, and E to maintain interior noise levels or below the City's 45 dBA L_{dn} interior noise threshold. Sound-rated windows and doors for units located in Buildings A, D, and E shall be minimum STC ratings of 28 to meet the interior noise threshold. Standard residential grade windows and doors (minimum STC 26) shall be required for all remaining units.

NOI-4: At the time of building permit submittal, a qualified acoustical specialist shall prepare a detailed analysis of interior residential noise levels resulting from all exterior sources pursuant to requirements set forth in the General Plan and State Building Code. The analysis shall review the final site plan, building elevations, and floor plans prior to construction and confirm building treatments necessary to reduce interior noise levels to 45 dBA L_{dn} or less. Treatments would include, but are not limited to, sound-rated windows and doors, acoustical caulking, protected ventilation openings, etc. The specific determination of what noise insulation treatments are necessary shall be conducted on a unit-by-unit basis during final design of the project. Results of the analysis, including a description of the necessary noise control treatments, shall be submitted to the City, along with the building plans and approved design, prior to issuance of a building permit.

5.14. POPULATION AND HOUSING

Would the project:	New Significant Impact	Increase Impact Relative to GP EIR	Equal or Less Impact Relative GP EIR
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)?	☐	☐	☒
b) Displace substantial numbers of existing people or housing, necessitating the construction of replacement housing elsewhere?	☐	☐	☒

Sources: Santa Rosa General Plan 2035; General Plan EIR; U.S. Census Bureau Annual Estimates of the Resident Population, April 1, 2010 to July 1, 2018 for Santa Rosa, CA; and 2016 Housing Action Plan.

Santa Rosa General Plan EIR Summary

The City of Santa Rosa is the most populous city in Sonoma County and is expected to maintain this status through General Plan buildout in 2035. As described in the General Plan, 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 UGB and anticipates the population to reach 233,520 at General Plan build out. The 2019 American Community Survey (ACS) estimates the City's population was approximately 176,761, or 76% of the planned General Plan build out population and contained approximately 69,406 housing units, with owner-occupied housing units accounting for 54.7 percent of the units anticipated in the General Plan.

The General Plan EIR concluded that implementation of the proposed Santa Rosa General Plan 2035 along with potential development in the surrounding region would introduce additional population, but would not result in unanticipated population, housing, or employment growth, or the displacement of existing residents or housing units on a regional level.

General Plan policies particularly relevant to the proposed project include the following:

- **H-A:** Meet the housing needs of all Santa Rosa residents.
- **H-A-1:** Ensure adequate sites are available for development of a variety of housing types for all income levels, including single and multifamily units, mobile homes, transitional housing, and homeless shelters.

Project-Specific Impact Discussion

5.14(a) Induce substantial unplanned population growth - Equal or Less Impact Relative to the General Plan EIR

The Fountaingrove Apartments Residential Project proposes the development of 239 residential dwelling units. Assuming the 2019 ACS estimated 2.64 persons per household in Santa Rosa, the projected population increase from the proposed project would be approximately 631 people. The projected population does not constitute a substantial increase and remains sufficiently below the General Plan population projections. The extension of utilities will be limited to provide services to the subject property and will not extend services to areas where services were previously unavailable. Thus the project will not contribute to induced population growth.

In addition, the project site land use designation is Retail and Business Services, the zoning is planned development, and the project site is within the Resilient City (-RC) combining district due to its location within the Santa Rosa: Mendocino Avenue Corridor Priority Development Area (PDA). Properties within the -RC combining district that have a base zoning district of planned development shall comply with the development standards of the policy statement for that district. However, where the development standards are inconsistent with the current Zoning Code the implementing standard zoning district consistent with the General Plan land use designation for the parcels may be utilized. The Retail and Business Services General Plan Land Use implements the General Commercial Zoning District. Consistent with this section of the Zoning Code, the regulations of the General Commercial Zoning District will be utilized for the proposed project. Section 20-16.060(B)(6) states that multi-family dwellings are permitted by-right in the General Commercial Zoning District, with a maximum density of 30 units per acre. As the project site is 9.6 acres in area, a maximum of 270 residential units would be allowed by the zoning regulation. The project proposes, 239 units, which result in a density of 24.5 units per acre, which is within the density range allowed by the zoning district. Therefore, the project will not result in new impacts related to growth inducement beyond those assessed in the General Plan EIR.

5.14(b) Displace substantial numbers of existing people or housing - Equal or Less Impact Relative to the General Plan EIR

The project site is currently vacant, as former uses of the site, including the Fountaingrove Inn and The Steakhouse @ Equus Restaurant were destroyed by the Tubbs Fire in 2017. The project would not displace any existing housing units or people, necessitating the construction of replacement housing elsewhere. The project implements the City's Housing Element by contributing 239 residential dwelling units to the existing housing stock within the City of Santa Rosa and is within the scope of development projected under the General Plan. Therefore, the project will not result in additional impacts to population and housing beyond those previously analyzed in the General Plan EIR. Furthermore, there are no impacts that are peculiar to the project site and there have been no substantial changes in environmental circumstances that would result in new or more severe significant environmental effects than were identified and evaluated in the General Plan 2035 EIR.

Environmental Conditions of Approval: None required

5.15. PUBLIC SERVICES

Would the Project:	New Significant Impact	Increase Impact Relative to GP EIR	Equal or Less Impact Relative GP EIR
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?	☐	☐	☒
b) Police protection?	☐	☐	☒
c) Schools?	☐	☐	☒
d) Parks?	☐	☐	☒
e) Other public facilities?	☐	☐	☒

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.

Santa Rosa General Plan EIR Summary

Public services include fire and police protection, schools, and recreational facilities. 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.[12] 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. 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. Recreational facilities including 12 community parks, 52 neighborhood parks, three special purpose parks, and six trail parks are operated, managed, and, maintained by the City's Recreation and Parks Department.[13]

Public Services were assessed in the General Plan EIR, which concluded that with policies set forth in the General Plan, impacts to public services and parks as a result of development under the General Plan would be less than significant. General Plan policies particularly relevant to the proposed project include the following:

- **PSF-A-2:** Acquire and develop new park facilities to achieve a citywide standard of 6 acres of parkland per thousand residents.
- **PSF-E-4:** Require implementation of fire protection measures, such as non-combustible roofing materials and fire sprinklers in areas of high fire hazard.
- **NS-G-1:** Require proposed developments in high or medium fire hazard areas to investigate a site's vulnerability to fire and to minimize risk accordingly.
- **NS-G-5:** Require detailed fire prevention and control measures, including community firebreaks, for development projects in high fire hazard zones.
- **NS-G-6:** Minimize single-access residential neighborhoods in development areas near open space, and provide adequate access for fire and other emergency response personnel.

In addition to the policies set forth above, the City of Santa Rosa requires payment of one-time impact fees on new private development to offset the cost of improving or expanding public facilities and service improvements and pay for new development's fair share of the costs of the City's planned improvements identified to accommodate buildout of the General Plan. 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.

Project-Specific Impact Discussion

5.15(a-e) New or physically altered public facilities for fire and police protection, schools, parks, and other facilities - Equal or Less Impact Relative to the General Plan EIR

The Fountaingrove Apartments Project is located within the UGB and is served by existing public services. The 239 residential units introduced by development of the Project will incrementally increase demands for fire and police services, schools, and parks, which have been anticipated as part of the General Plan. As a standard condition of project approval, the applicant shall pay all development impact fees applicable to a Medium-

12 City of Santa Rosa Fire Department Strategic Plan 2016-2021, https://www.srcity.org/DocumentCenter/View/3152, accessed November 30, 2021.

13 City of Santa Rosa Recreation and Parks, https://srcity.org/1021/Find-a-Park, accessed November 30, 2021.

High Density Residential project, including a Capital Facilities fee for identified infrastructure facility improvements, statutory school impact fees, and park fees to provide funding for the incremental expansion of public services.

General Plan policy PSF-E-1 sets a 5-minute travel time for emergency response within the city. The project is located within the response radii of three fire stations (General Plan Figure 6-3) including Fire Station 11 at 550 Lewis Road approximately 1.2 miles south of the site, Fire Station 5 at 3480 Parker Hill Road approximately 1.4 miles east of the site, and Fire Station 3 at 3311 Coffey Lane approximately 1 mile west of the site. The project's addition of vehicle trips to the adjacent roadways is not expected to cause a reduction in travel speeds that would result in significant delays for emergency vehicles. A 5-minute response time is 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.

The introduction of 239 residential units would introduce school aged children to the project site. The increased student enrollment resulting from the project would not exceed the existing capacity of the public schools within the City. This determination was arrived at using the projected population increase for school age persons in Santa Rosa of 21.4% and comparing it against the percent added to enrollment in applicable schools by the project, conservatively estimated to result in a 4.5% increase relative to existing enrollment[14, 15]. This estimate is considered conservative in part because some of the new project residents are expected to already reside within the school district. Schools used in the enrollment increase calculation include Steele Lane Elementary School, Hilliard Comstock Middle High School, Santa Rosa High School.[16]

The project will not generate a substantial increase in demands that warrant the expansion or construction of new public facilities such as parks. The project site is well served by existing parks and trails that provide recreational opportunities including Nagasawa Park 0.75 miles northeast of the site, Frances Nielsen Ranch Park 0.6 miles east of the site, Coffey Park one mile west of the site, and Steele Lane Park one mile south of the site. While the new residential units would incrementally increase the use of surrounding parks, existing park facilities will be sufficient to meet active and passive recreational demands of the new residents introduced by the proposed Fountaingrove Apartments Project. Furthermore, the project will incorporate recreational amenities onsite for residents including outdoor spaces, gathering areas, an onsite pool, and pathways. There are no other aspects of the project that would result in adverse impacts to existing parks or necessitate additional park development.

As such, the project is not anticipated to induce 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. Furthermore, an incremental increase in demand for services and use of facilities is anticipated and planned for under the General Plan. As the proposed project is within the scope of development projected under the General Plan and there would be no additional impacts to public services or park facilities beyond those analyzed in the General Plan EIR. Furthermore, there are no impacts that are peculiar to the project site and

14 State of California, Department of Finance, E-5 Population and Housing Estimates for Cities, Counties and the State — January 1, 2011-2021. Sacramento, California, May 2021.
15 State of California, Department of Education, DataQuest: Enrollment Multi-Year Summary by Grade — Accessed December 2, 2021.
16 239 units * 2.54 persons per HH = 607 new residents; 607 * [6.3% (ages 5-9) + 6.6% (ages 10-14) + 6.5% (ages 15-19) = 19.4% school age population = 118 students; Steele Lane Elem 365 + Hilliard Com Mid 398 + SR High School 1,872 = Enrollment Total 2,635; and 2,635 total enrollment plus 118 students = 4.5% increase in capacity.

there have been no substantial changes in environmental circumstances that would result in new or more severe significant environmental effects than were identified and evaluated in the General Plan 2035 EIR.

Environmental Conditions of Approval: None required

5.16. RECREATION

Would the project:	New Significant Impact	Increase Impact Relative to GP EIR	Equal or Less Impact Relative GP EIR
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?	☐	☐	☒
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?	☐	☐	☒

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

Santa Rosa General Plan EIR Summary

The City of Santa Rosa General Plan EIR concluded that with policies set forth in the General Plan, impacts related to parklands and recreational resources would be less than significant. General Plan policies PSF-A-1 through PSF-A-7 aim to retain and expand recreational facilities, ensure ongoing maintenance pf parklands, and support the health, education, social activities, and well-being of citizens by providing safe and accessible recreational facilities. General Plan strategies and policies particularly relevant to the proposed project include the following:

- **Strategy 5.3:** Integrate corridors and pathways into overall community design, planning and development decisions.
- **PSF-A-1:** Provide recreation and park facilities and services needed by various segments of the population—including specific age groups, persons with special physical requirements, and groups interested in particular activities—and make these facilities and services easily accessible and affordable to all users.
- **PSF-A-15:** Require the provision of private play space and/or recreation centers for children, families, and older adults in small lot subdivisions, multifamily developments, and gated communities, on each lot or in common open space areas as part of the development project.

Project-Specific Impact Discussion

5.16(a) Increase the use of existing facilities that would result in deterioration - Equal or Less Impact Relative to the General Plan EIR

The project site is located within the Santa Rosa/Mendocino Avenue corridor in the vicinity of existing and planned future public community and neighborhood parks including community park Nagasawa Park 0.75

miles northeast of the site including a pond, fishing, trails, and a boat ramp, and neighborhood parks Coffey Park one mile west of the site including a dog park, fitness equipment, playground, walking track, ping pong table, and barbecues, Bicentennial Park 0.75 miles southwest of the site including a basketball court, horseshoe pits, playground, and picnic tables, Frances Nielsen Ranch Park 0.6 miles east of the site including a basketball court, playground, trails, pond, and picnic tables, and Steele Lane Park one mile south of the site, including picnic tables and a playground.[17] The increase in residents introduced by the proposed project will incrementally increase demands for parks and recreational facilities. As a standard condition of project approval, the applicant is required to pay all development impact fees applicable to a Residential development, including park impact fees. The project would not result in an increase of use that would result in deterioration to existing facilities. There would be no new or more severe impacts to existing recreational facilities beyond those analyzed in the General Plan EIR. Furthermore, there are no impacts that are peculiar to the project site and there have been no substantial changes in environmental circumstances that would result in new or more severe significant environmental effects than were identified and evaluated in the General Plan 2035 EIR.

5.16(b) Construction or expansion of facilities that would result in impacts to the environment - Equal or Less Impact Relative to the General Plan EIR

New demands on parks and recreational facilities generated by the Fountaingrove Apartments Project have been anticipated as part of the General Plan and will be met in part by the proposed onsite recreational facilities, including a 680 square foot pool and surrounding pool deck, BBQ area, 923 square foot community room, and 780 square foot exercise room. Onsite recreation for residents is proposed consistent with the General Plan Strategy 4.2, and policy PSF-A-15 outlined in the General Plan EIR. Therefore, expansion of facilities is not warranted and there would be no new or more severe impacts relative to those analyzed in the General Plan EIR.

Environmental Conditions of Approval: None required

5.17. TRANSPORTATION

Would the project:	New Significant Impact	Increase Impact Relative to GP EIR	Equal or Less Impact Relative GP EIR
a) Conflict with a program plan, ordinance, or policy addressing the circulation system, including transit, roadway, bicycle, and pedestrian facilities?	☐	☐	☒
b) Would the project conflict or be inconsistent with CEQA Guidelines section 15064.3 subdivision (b)?	☐	☐	☒
c) Substantially increase hazards due to a geometric design feature (e.g., sharp curves or dangerous intersections) or incompatible uses (e.g., farm equipment)?	☐	☐	☒
d) Result in inadequate emergency access?	☐	☐	☒

17 https://srcity.org/1021/Find-a-Park

Sources: City of Santa Rosa General Plan and EIR; Technical Advisory on Evaluating Transportation Impact in CEQA, prepared by the California Office of Planning and Research, December 2018; Focused Traffic Study, prepared by W-Trans, March 8, 2021; Final Draft VMT Guidelines, prepared by the City of Santa Rosa Transportation and Public Works Department, June 5, 2020; City of Santa Rosa Bicycle and Pedestrian Master Plan Updated 2018, published March 2019; and SCTA City of Santa Rosa Existing and Proposed Bicycle and Pedestrian Facilities, 2014.

Santa Rosa General Plan EIR Summary

The City of Santa Rosa General Plan EIR establishes significance criteria for impacts to Transportation and Circulation using Level of Service (LOS) standards. According to the General Plan EIR a significant environmental impact would occur if degradation of peak hour LOS for roadway segments fall below the city's objective of LOS D, except for downtown. As determined in the EIR, implementation of the General Plan would result in significant and unavoidable impacts with regard to operation and capacity of specific arterial roadways within the City, as shown in Table 4.C-5 of the General Plan EIR. As further described below under the Vehicle Miles Traveled (VMT) discussion, state law, SB 743, mandates that LOS no longer be relied upon to assess environmental impacts, and instead a VMT metric shall be utilized.

The General Plan EIR determined that implementation of the General Plan and applicable policies would provide for continued and expanded transit service opportunities including Policy T-H-3 which requires new development to provide their fair share of transit improvements including, but not limited to direct and paved pedestrian access to transit stops and bus turnouts and shelters. The General Plan EIR found that implementation of applicable General Plan policies would result in less than significant impacts to transit services.

Growth permitted under the General Plan is expected to increase pedestrian and bicycle use in the City. The City of Santa Rosa Bicycle and Pedestrian Master Plan, 2018 update and the SCTA Countywide Bicycle and Pedestrian Maser Plan, 2014 update provide goals, policies, and implementation measures that are intended to facilitate the development of the bicycle and pedestrian network within the City and throughout the County. The City's Plan seeks to increase bicycle and pedestrian access, ensure that facilities are accessible for all ages and ability levels, maintain and expand the existing network, and support a culture of walking and biking in the City. Furthermore, the countywide Plan is intended to facilitate the development and maintenance of a comprehensive countywide bicycle and pedestrian system, including within the City of Santa Rosa. The General Plan includes provisions to accommodate a mix of residential densities, commercial uses, and pedestrian and bicycle facilities to promote alternative transportation options. New bikeways and trails that would connect with existing trails and provide new facilities to accommodate increased demand are envisioned by the General Plan and planned for through both the City and County Bicycle and Pedestrian Master Plans. As such, the General Plan EIR concluded that impacts to bicycle and pedestrian facilities as a result of implementation of the General Plan would be less than significant.

The increased amount of vehicle traffic associated with growth permitted under the General Plan has the potential to increase the number of potential safety conflicts. The General Plan EIR determined that implementation of the proposed General Plan and modern construction design standards would result in the provision of acceptably safe facilities. Additionally, state and local regulations require adequate access for emergency response and evacuation. Implementation of policies which maintain roadways and improve traffic flow as well as enforcement of design standards in the construction of new roadway facilities ensure that new construction does not result in unacceptable safety conflicts. Therefore, the EIR concluded that potential impacts related to an increase in hazards and emergency access would be less than significant under the General Plan.

Vehicle Miles Traveled (SB 743)

Following adoption of the General Plan (2008) and certification of the General Plan EIR (2009), SB 743 was signed into law by Governor Jerry Brown which changes how transportation impacts are evaluated under CEQA. Under SB 743, 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. Though SB 743 was signed into law in 2013, jurisdictions were not mandated to evaluate project impacts using the VMT metric until July 1, 2020. In December 2018, the California Governor's Office of Planning and Research (OPR) published the *Technical Advisory on Evaluating Transportation Impacts in CEQA*, which provides guidelines for evaluating a project's transportation impact using a VMT metric. 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.

Project-Specific Impact Discussion

5.17(a) Circulation system regulations - Equal or Less Impact Relative to the General Plan EIR

A Focused Traffic Impact Study was prepared to evaluate potential traffic impacts associated with redevelopment of the site from the former Fountaingrove Inn and Steakhouse @ Equus Restaurant to the proposed Fountaingrove Apartments Project. The study prepared by W-Trans evaluates traffic impacts under existing, baseline, and future conditions. Standard trip generation rates published by the Institute of Traffic Engineers (ITE) in *Trip Generation Manual,* 10th Edition, 2017, were used to determine the trip generation of the former use (Hotel - ITE LU 310 and Quality Restaurant - ITE LU 931) and the proposed use (Multifamily Housing Mid-Rise - ITE LU 221). The former Fountaingrove Inn and Steakhouse @ Equus Restaurant generated an average of 1,222 trips per day including 59 a.m. peak hour and 94 p.m. peak hour trips. The proposed project is expected to generate 1,300 trips per day including 86 a.m. peak hour and 105 p.m. peak hour trips.

Under existing conditions, the Mendocino Avenue/Fountaingrove Parkway intersection (study intersection) operates acceptably at LOS D. Baseline conditions include existing conditions and approved development projects in the vicinity of the project site including a retail center project with a 16-pump gas station, carwash, and 2,200 square foot coffee shop with drive-thru at the northeast corner of Mendocino Avenue/Bicentennial Way, the Residence Inn, a 114-room inn on the west side of Round Barn Circle, and Solstice Sonoma, an event space with onsite lodging at 3890 Old Redwood Highway. Under baseline conditions, the study intersection, Mendocino Avenue/Fountaingrove Parkway, operates acceptably during morning and evening peak hours and is expected to continue operating acceptably at LOS D with the addition of project-generated trips. Further, based on projected volumes, and with the existing road configuration, the segment of Mendocino Avenue between US 101 North and Administration Drive-Chanate Road is anticipated to operate acceptably during both the am and pm peak period, without requiring additional capacity (i.e. road widening). Nonetheless, the project includes right-of-way dedication along Fountaingrove Parkway and extending to Mendocino Avenue for the City's future use, which will include widening to accommodate a right hand turn lane from Fountaingrove Parkway onto Mendocino Avenue and a through lane on Fountaingrove Parkway.

The project as proposed is consistent with the LOS operations analyzed in the General Plan EIR and would not present potential land use conflicts due to degraded LOS at study area intersections.

The project site is well served by transit through operation of Santa Rosa's CityBus. Fixed route service is provided via Route 10, which operates Monday through Friday from 6:15 a.m. to 8:15 p.m. with approximately one-half-hour headways. Unsheltered transit stops are located on the west (project side) of Round Barn Boulevard and on the south side of Fountaingrove Parkway at its intersection with Round Barn Blvd. The route provides access to multiple locations throughout the City including the Transit Mall in Downtown Santa Rosa, Coddingtown Mall, and other goods, services and retail locations. Additionally, on the east side of Mendocino Avenue, south of Fountaingrove Parkway is a sheltered transit stop that provides service along bus routes 60 and 62. As stated in the General Plan EIR, implementation of General Plan policies, including policy T-H-3 which requires new development to provide their fair share of transit improvements, ensure that less than significant impacts occur due to increased demand for transit services.

The project will install sidewalks and internal paths connecting to existing sidewalks along Round Barn Blvd, Fountaingrove Parkway and Mendocino Avenue. Consistent with City standards, the project will be required to comply with **Condition of Approval TRAN-1**, which requires the project provide ADA accessible driveways, and repair damaged curb, gutters, and sidewalks along the project site's frontage. In addition, the city's transit department will require compliance with a condition of approval that the project dedicate an area at the southbound portion of Round Barn Boulevard/Fountaingrove Parkway for a future bus stop which will include a 6-foot bench, concrete sidewalk pad area, and a post for a transit stop sign. Based on existing conditions and compliance with conditions of approval, the project site will be well served by transit facilities and there would be no new or more severe impacts to transit service relative to what was analyzed in the General Plan EIR.

As shown in Figure 3-9: Existing Bikeways (Citywide) of the City of Santa Rosa Bicycle and Pedestrian Master Plan as well as the SCTA Bicycle and Pedestrian Facilities Map, the project is well served by existing facilities. Dedicated on-street bike lanes currently exist on Mendocino Avenue along the project frontage and south of the project site leading to downtown. The site frontage is also served by existing sidewalks and crosswalks along Mendocino Avenue, Fountaingrove Parkway, and Round Barn Boulevard. As stated in the General Plan EIR, implementation of the General Plan is anticipated to result in increased demand to bicycle and pedestrian facilities. The project is consistent with General Plan policy T-K-4, which requires construction of pedestrian facilities in new residential development that encourage and facilitate walking. Additionally, the project will promote and facilitate the use of bicycles with other transportation modes, consistent with General Plan policy T-L-6, through installation of secure bicycle parking. The project site and vicinity is well served by bicycle and pedestrian facilities and there would be no conflicts introduced by the proposed project. Therefore, there would be no new or more severe impacts caused by the project relative what was analyzed in the General Plan EIR. Furthermore, there are no impacts that are peculiar to the project site and there have been no substantial changes in environmental circumstances that would result in new or more severe significant environmental effects than were identified and evaluated in the General Plan 2035 EIR.

5.17(b) Conflict or be inconsistent with CEQA Guidelines section 15064.3(b) - Equal or Less Impact Relative to the General Plan EIR

In accordance with SB 743, the project was assessed using the VMT metric, consistent with the City Final Draft VMT Guidelines. VMT for the project was estimated by multiplying the anticipated number of daily trips by the average trip length published by Sonoma County Transportation Authority (SCTA) in the County Model. The average home-to-work trip length for the Traffic Analysis Zone (TAZ) in which the project site is located is 10.4 miles. As such, the project is anticipated to have a daily VMT of 12,678 miles. As noted in the Traffic Study prepared by W-Trans, daily VMT was not calculated for the former visitor-serving use as there is limited data

available for average length of such trips. However, it is assumed that the former visitor-serving use would generate higher average trip lengths than the proposed residential use as a result of travel to the site from outside of the County as well as additional daily trips to access goods and services commonly associated with tourism. Furthermore, the City of Santa Rosa's Final Draft VMT Guidelines provides screening criteria for land use projects within the City including project's which are located within pre-screened areas and projects that are located within one-half mile of an existing major transit stop or along an existing high-quality transit corridor such as Santa Rosa Avenue/Mendocino Avenue and Sebastopol Road. The Draft Residential VMT Per Capita Screening Map[18] identifies areas within the City that are exempt from quantitative VMT analysis because certain areas generate a per capita VMT rate that is 15 percent or less relative to the countywide average. Based on the information provided in the traffic study as well as the project's location within the residential pre-screened area, the project can qualitatively be determined to have a less than significant impact to VMT. As such, the project would result in less than significant impacts to CEQA Guidelines section 15064.3 subdivision (b). The proposed project is within the scope of development anticipated under the General Plan and no additional or more severe transportation-related impacts beyond what have been identified in the General Plan EIR will result from the project. Furthermore, there are no impacts that are peculiar to the project site and there have been no substantial changes in environmental circumstances that would result in new or more severe significant environmental effects than were identified and evaluated in the General Plan 2035 EIR.

5.17(c) Geometric design feature - Equal or Less Impact Relative to the General Plan EIR

As proposed, the project will provide access to the site at three locations including along Mendocino Avenue, Fountaingrove Parkway, and Round Barn Boulevard. The main entry will be located on Mendocino Avenue approximately 250 to 300 feet from the intersection of Mendocino Ave/Fountaingrove Parkway at an existing driveway associated with the former Fountaingrove Inn. A secondary access point is proposed on Fountaingrove Parkway, approximately 380 feet east of Mendocino Avenue and would allow ingress and egress for vehicles traveling westbound on Fountaingrove Parkway. One additional access point is proposed on Round Barn Boulevard approximately 300 feet north of Fountaingrove Parkway adjacent to an existing hammerhead stub out. The American Association of State Highway and Transportation Officials (AASHTO) provides stopping sight distances based on the design speed of streets. Posted speed limits on surrounding roadways include 45 miles per hour (mph) on Mendocino Avenue, 40 mph on Fountaingrove Parkway, and 25 mph on Round Barn Boulevard. The required stopping sight distance for these design speeds are 360, 305, and 155 feet respectively.[19] Sight lines at all three proposed driveways appear to be adequate, and therefore will not create a hazard with regard to geometric design. To ensure that potential circulation hazards are avoided, the Mendocino Avenue driveway shall be restricted to a right turn exit only, as imposed by **Condition of Approval TRAN-2**. Furthermore, **Condition of Approval TRAN-3** requires that any new signs or plantings located along street frontages will be required to meet sight distance requirements. With conditions of approval, the proposed project will not introduce any geometric design features that would substantially increase hazards. Therefore, the project will not result in new or more severe transportation-related impacts beyond what have been identified in the General Plan EIR.

5.17(d) Emergency access - Equal or Less Impact Relative to the General Plan EIR

At operation the proposed project will provide adequate emergency access internally and from adjacent roadways. Drive aisles have been designed with sufficient width and turning radius to accommodate

18 Residential VMT Per Capita Screening Map, https://srcity.org/DocumentCenter/View/28509/Vehicle-Miles-Traveled-Maps_HomeVMTsimple, accessed August 10, 2020.
19 AASHTO Geometric Design of Highways and Streets, 2011, Page 112. Exhibit 3-1. Stopping Sight Distance.

emergency vehicles, including fire truck access. The existing driveways, stub outs, and curbs are largely retained under the proposed project, providing similar access points as the prior use, and maintain similar spaces from nearby intersections, but must be reconstructed due to damage as well as to ensure compliance pursuant to ADA requirements. The project's internal circulation plan has been reviewed and meets the requirements of Transportation & 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. Therefore, the project will not result in new or more severe emergency access-related impacts beyond what have been identified in the General Plan EIR.

Environmental Conditions of Approval:

TRAN-1: Consistent with City standards, the project shall upgrade all driveways to comply with ADA standards, and shall restore any damaged curb, gutter, and sidewalks along the project frontage.

TRAN-2: To ensure that potential circulation hazards are avoided, the Mendocino Avenue driveway shall be restricted to a right turn entry and exit only through signage, striping, pavement marking, and/or by design, as accepted by the City Engineer.

TRAN-3: Consistent with requirements of the City of Santa Rosa, new plantings or signs to be located along the street frontages shall be designed to ensure that adequate sight lines are maintained. New vegetation along street frontages shall not exceed three feet in height and tree canopies shall extend no less than seven feet in height from the ground surface. The applicant shall be responsible for maintaining adequate sight lines from the project driveways.

5.18. TRIBAL CULTURAL RESOURCES

Would the project:	New Significant Impact	Increase Impact Relative to GP EIR	Equal or Less Impact Relative GP EIR
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	☐	☐	☒
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.

Source: Santa Rosa General Plan 2035; General Plan EIR; AB 52 Notification Memo issued by the City of Santa Rosa to Lytton Rancheria, and the Federated Indians of Graton Rancheria, dated January 25, 2021; and Cultural Resources Study, prepared by Evans & De Shazo, July 18, 2020.

Santa Rosa General Plan EIR Summary

Tribal cultural resource are defined as in Public Resources Code (PRC) Section 21074, 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).

The City's General Plan EIR concluded that implementation of General Plan Policies would ensure protection of Native American archaeological resources within the City of Santa Rosa and impacts to Tribal Cultural Resources would be less than significant. As discussed in Section 5.5 (Cultural Resources) policies particularly relevant to the proposed project regarding protection of Tribal Cultural Resources include the following:

- **HP-A-1:** Review proposed developments and work in conjunction with Sonoma State University's Northwest Information Center to determine whether project areas contain known archaeological resources, either prehistoric and/or historic-era, or have the potential to contain such resources.
- **HP-A-2:** Require that project areas found to potentially contain significant archaeological resources be examined by a qualified consulting archaeologist for recommendations concerning protection and preservation.
- **HP-A-3:** If cultural resources are encountered during development, work should be halted to avoid altering the materials and their context until a qualified consulting archaeologist and Native American representative (if appropriate) has evaluated the situation, recorded the identified cultural resources, and determined suitable mitigation measures.

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

Project-Specific Impact Discussion

5.8(a.i.) Adverse change in the significance of listed or eligible tribal cultural resource - Equal or Less Impact Relative to the General Plan EIR

As described in 5.5 Cultural Resources, the Cultural Resources Study (CRS) prepared by Evans & De Shazo did not identify resources onsite that are listed or eligible for listing on the California Register of Historical Resources, or in a local register of historical resources. In accordance with HP-A-1 the CRS included a Northwest Information Center records search, which did not identify listed or eligible tribal cultural resources onsite. As such, the project would not impact the significance of listed or eligible tribal cultural resources. Therefore, the project will result in equal or less severe impacts as compared to impacts previously identified in the General Plan EIR with regard to a substantial adverse change in the significance of a listed or eligible tribal cultural resource.

5.8(a.ii) Adverse change to significant California Native American tribe resources - Equal or Less Impact Relative to the General Plan EIR

Consistent with Assembly Bill (AB) 52 requirements, and General Plan Policy HP-A-4, the City of Santa Rosa provided notification of the project to Lytton Rancheria and Federated Indians of Graton Rancheria (FIGR) on January 25, 2021, in accordance with AB 52. No response was received from FIGR and Lytton responded that recommendations set forth in the CRS were acceptable and further consultation was not requested.

Although no tribal cultural resources were encountered during the field survey conducted onsite, the project site was identified as having moderate potential to contain buried tribal cultural resources due to the presence of Holocene-age alluvial deposits. As such, development within the project site has the potential to result in impacts to tribal cultural resources if encountered during construction. Consistent with General Plan Policy HP-A-2 and to implement recommendations set forth in the CRS concerning protection and preservation of archaeological resources, **Condition of Approval TCUL-1** is set forth below. TCUL-1 requires that all conditions provided under the Cultural Resources discussion be implemented by the project and provides protection of cultural resources, including Tribal Cultural Resources, in the event of discovery. With TCUL-1 the project would not result in adverse impacts to significant tribal resources. Therefore, the proposed project would have equal or less severe impacts on Tribal Cultural Resources as compared to impacts identified in the General Plan EIR. Furthermore, there are no impacts that are peculiar to the project site and there have been no substantial changes in environmental circumstances that would result in new or more severe significant environmental effects than were identified and evaluated in the General Plan 2035 EIR.

Environmental Conditions of Approval:

TCUL-1: To protect buried Tribal Cultural Resources that may be encountered during construction activities, the project shall implement Environmental Conditions of Approval CUL-1, CUL-2, CUL-3, and CUL-4.

5.19. UTILITIES AND SERVICE SYSTEMS

Would the project:	New Significant Impact	Increase Impact Relative to GP EIR	Equal or Less Impact Relative GP EIR
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?	☐	☐	☒
b) Have sufficient water supplies available to serve the project and reasonably foreseeable future development during normal, dry, and multiple dry years?	☐	☐	☒
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?	☐	☐	☒
d) Generate solid waste in excess of State or local standards, or in excess of the capacity of 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?	☐	☐	☒

Source: Santa Rosa General Plan 2035; General Plan EIR; Sonoma County Water Agency 2020 Urban Water Management Plan, prepared by Brown and Caldwell, June 2021; City of Santa Rosa 2020 Urban Water Management Plan, prepared by the City of Santa Rosa and West Yost, June 2021; Civil Plan Sets prepared by Carlile Macy, October 19, 2021; and Initial Storm Water Low Impact Development Plan, prepared by Carlile & Macy, October 2021.

Santa Rosa General Plan EIR Summary

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 City is currently served by the following infrastructure.

Water Supplies

The Russian River watershed, managed by Sonoma Water (formerly Sonoma County Water Agency), is the primary potable water supply for Santa Rosa, while two major reservoirs, Lake Mendocino and Lake Sonoma provide water supply storage. Sonoma Water provides water from the Russian River at two intake sites near

Forestville to eight water contractors, other water transmission system customers, and the Marin Municipal Water District. In addition, Sonoma Water manages three groundwater wells in the Santa Rosa Plain Subbasin of the Santa Rosa Valley Basin 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. The City of Santa Rosa adds to this supply through ownership of eight groundwater well sites.

The Urban Water Management Planning Act requires every urban water supplier that provides water for municipal purposes to more than 3,000 connections or supplies more than 3,000 afy of water annually, to adopt and submit a plan every five years to the California Department of Water Resources (DWR). Sonoma Water adopted its 2020 UWMP in June 2021. Currently, four water rights permits issued by the State Water Resource Control board (SWRCB) authorize Sonoma Water to store up to 122,500 afy of water in Lake Mendocino and up to 245,000 afy of 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. Water demand projections described in the 2020 UWMP used historical demand data, deliveries to each customer, available population growth projections, and assumed available local supply projections while considering impacts of climate change, water conservation savings, and water losses to summarize the total demand for Sonoma Water supply of 52,793 ac-ft in 2020 and project the total demand to be approximately 74,500 ac-ft by 2045.

The City of Santa Rosa's most recent UWMP was prepared in June 2021 and includes description of water supply sources, historical and projected water use, a comparison of water supply to water demands during normal, single and multiple dry year through 2045, and a drought risk assessment for 2021 through 2025. In 2020 the City's potable water use was 19,277 acre feet and the recycled water use was 110 acre feet. In 2045 the City's potable water use is projected to be 24,957 acre feet and the recycled water use is expected to be 140 acre feet. The City's UWMP demonstrates that the per capita water demand target of 126 gallons per capita per day (GPCD), a 20 percent reduction in the per capita water demand by 2020, as established through the 2009 water conservation act, was achieved with an actual per capita water demand of 99 GPCD. Water supplies include purchased or imported water (from Sonoma Water), groundwater, and recycled water). The 2020 actual available water supply in 2020 was 19,387 acre feet and is projected to be 31,540 acre feet in 2045. The UWMP concludes that current and projected water supplies are sufficient to meet water use demands during normal year through 2045 and expects water supply shortages in a severely dry single year scenario after 2025. In a water shortage scenario, the City will implement its Water Shortage Contingency Plan, set forth in Appendix J of the UWMP, to reduce demands so that supplies are not exceeded.

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 California Department of Health Services. Treatment capacity was approximately 24 mgd.[20] 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.[21]

Storm Drainage

20 Santa Rosa Sanitary Sewer System Master Plan Update, prepared by Arcadis, October 2014.
21 Santa Rosa Incremental Recycled Water Program, prepared by Winzler & Kelly, July 2007.

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

Solid waste, organic waste, and recyclable materials generated in Santa Rosa are collected by Recology Sonoma Marin. Solid waste generated by the City of Santa Rosa is transferred to the Redwood Landfill in Marin County, Keller Canyon Landfill in Contra Costa County, or Potrero Hills landfill in Solano County.

The General Plan EIR concluded that development anticipated under the Santa Rosa General Plan 2035 would increase demand for and use of public utilities and service systems, including an increase in water demand, wastewater flows and treatment capacity, and demand for solid waste disposal. However, with implementation of policies set forth in the General Plan, impacts related to utilities and services systems or a conflict with existing plans and policies adopted to avoid or mitigate environmental impacts would be less than significant.

General Plan policies particularly relevant to the proposed project include the following:

- **GM-B-4:** Direct growth to areas where services and infrastructure can be provided efficiently. Do not allow any development in the approximately 453-acre area generally east of Santa Rosa Avenue and north of Todd Road (as mapped in Figure 8-1 of General Plan 2035), until 2010.
- **PSF-F-1:** Utilize high quality water from the Sonoma County Water Agency (formerly SCWA, now Sonoma Water) aqueduct system as the primary water supply.
- **PSF-F-2:** Ensure that water supply capacity and infrastructure are in place prior to occupancy of new development.
- **PSF-F-4:** Maintain existing levels of water service by preserving and improving infrastructure, replacing water mains as necessary, and improving water transmission lines.
- **PSF-H-3:** Expand recycling efforts in multifamily residential and commercial projects, and continue to encourage recycling by all residents.
- **PSF-H-4:** Require provision of attractive, convenient recycling bins and trash enclosures in residential and non-residential development.

Project-Specific Impact Discussion

5.19(a,c) Require relocation, construction, or expansion of utilities - Equal or Less Impact Relative to the General Plan EIR

The proposed project would introduce 239 new residential units in six new building which will generate demand for utilities and services including wastewater, water, storm drain infrastructure, and waste disposal. The project site is well served by existing utilities, which will be extended onsite to provide services. As such the proposed project would 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 facilities. 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 anticipated in the General Plan and have been considered for operating capacity of the water treatment plant.

The project will increase impervious surfaces relative to existing conditions onsite. Impervious surfaces include parking area and driveways, building footprints, and other hardscape surfaces. Current storm drain facilities are located within Mendocino Avenue and Fountaingrove Parkway and storm water runoff flows in a southeastern direction following the site's topographical contours (see Section 5.9 Hydrology/Water Quality). The project will include new storm drainage infrastructure, including Low Impact Design (LID) measures to accommodate the change in impervious surfaces and associated increased surface flows that will result from development. Onsite LID improvements will capture storm water runoff convey flows to biofiltration areas or to subterranean detention chambers. Overflow will be conveyed towards existing storm drains within Mendocino Avenue and Fountaingrove Parkway.

The project has been designed in accordance with the City's Standard Urban Storm Water Mitigation Plan (SUSMP). As such, the proposed LID measures and proposed storm drain facilities onsite and in the project vicinity are expected to be sufficient to accommodate any increased surface flows generated by the project. The project is well served by existing infrastructure and all utilities including electricity, natural gas, and telecommunication facilities. As such, the proposed project would not require relocation, construction, or expansion of utilities. Therefore, there would be no new or more severe impacts from the proposed Project relative to what was identified in the General Plan EIR. Furthermore, there are no impacts that are peculiar to the project site and there have been no substantial changes in environmental circumstances that would result in new or more severe significant environmental effects than were identified and evaluated in the General Plan 2035 EIR.

5.19(b) Sufficient water supplies to serve the project during normal, dry, and multiple dry years - Equal or Less Impact Relative to the General Plan EIR

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.

At operation, 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 existing 12-inch water mains in Mendocino Avenue and Round Barn Boulevard. The project will increase water demands relative to existing conditions however, these demands will remain consistent with what has been anticipated in the General Plan and the Urban Water Management Plan (UWMP). The existing and planned entitlements for water supplies to the City, along with the City's Water Shortage Contingency Plan, are sufficient to continue to meet the needs of Santa Rosa during normal, single, and multiple dry years, in addition to the water demands generated by the project. As such, impacts related

to sufficient water supplies will be equal or less severe as compared to impacts identified in the General Plan EIR.

5.19(d-e) Generate solid waste in excess of standards or capacity, compliance with solid waste management - Equal or Less Impact Relative to the General Plan EIR

The proposed project will contribute to the generation of solid waste within the UGB. However, the amount of solid waste generated by the proposed residential use at operation 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. In addition, construction-related waste will be reduced through the development of a construction waste management plan, consistent with item 6.1.3 of the CAP New Development Checklist and as required by the California Building Code.

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 result in impacts equal to or less severe as compared to impacts previously analyzed in the General Plan EIR.

Environmental Conditions of Approval: None required

5.20. WILDFIRE

Would the project:	New Significant Impact	Increase Impact Relative to GP EIR	Equal or Less Impact Relative GP EIR
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?	☐	☐	☒
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?	☐	☐	☒
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?	☐	☐	☒
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?	

Source: Santa Rosa General Plan 2035; General Plan EIR; Draft Fountaingrove Apartments Emergency Preparedness and Evacuation Plan, prepared February 2021; City of Santa Rosa Wildland Urban Interface Fire Area Map, January 28, 2009; Local Hazard Mitigation Plan Wildfire Annex, Community Wildfire Protection Plan, prepared by Geo Elements, LLC, September 18, 2020; and City of Santa Rosa Neighborhood Travel Routes, Round Barn area.

Santa Rosa General Plan EIR Summary

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. Areas most susceptible to fire hazards are located near Fountaingrove Parkway (north), Escalero Road (northeast), south of Oakmont Drive (east), and north of Eliza Way (east); these areas are designated by CAL FIRE as "Very High Fire Hazard Severity Zone" (VHFHSZ) within a Local Responsibility Area (LRA). Areas designated as a VHFHSZ are also located within the City of Santa Rosa's Wildland Urban Interface (WUI). In addition, the WUI covers other areas of northeast and southeast Santa Rosa, east of U.S. 101, and are defined as areas where structures are built near or among lands prone to wildland fire. Project's proposing new construction within the WUI are subject to construction requirements set forth in Chapter 7A of the most current adopted California Building Code (CBC).

The General Plan EIR states that residential construction proposed by the General Plan would result in an increased hazard from wildland fire, noting a higher risk in areas to the east and north of the city. With implementation of General Plan Policies, the EIR concluded that impacts related to wildfire would be less than significant. General Plan Policies particularly relevant to the proposed project include the following:

- **NS-G-1:** Require proposed developments in high or medium fire hazard areas to investigate a site's vulnerability to fire and to minimize risk accordingly.
- **NS-G-2:** Require new development in areas of high wildfire hazard to utilize fire-resistant building materials. Require the use of on-site fire suppression systems, including automatic sprinklers, smoke and/or detection systems, buffers and fuel breaks, and fire-retardant landscaping.
- **NS-G-3:** Prohibit untreated wood shake roofs in areas of high fire hazard.
- **NS-G-4:** Continue monitoring water fire-flow capabilities throughout the city and improving water availability at any locations having flows considered inadequate for fire protection.
- **NS-G-5:** Require detailed fire prevention and control measures, including community firebreaks, for development projects in high fire hazard zones.
- **NS-G-6:** Minimize single-access residential neighborhoods in development areas near open space and provide adequate access for fire and other emergency response personnel.

Project-Specific Impact Discussion

In October 2017, the Tubbs and Nuns Fires (Central LNU Complex) burned approximately 36,807 acres in the northern and eastern portions of the City. An estimated five percent of Santa Rosa homes were destroyed in the fire, and 25 commercial structures, including the Fountaingrove Inn and restaurant that were previously operational on the project site. By 2020 nearby 50 percent of the homes destroyed were rebuilt and another 30 percent were in the process of reconstruction. It is expected that most parcels affected during the 2017 fires will be rebuilt. The 2019 Kincade Fire affected Sonoma County, north of Santa Rosa. In September 2020,

the Glass Fire destroyed homes and damaged structures in eastern Santa Rosa.[22] Though an urbanized area, Santa Rosa is surrounded by wildland and is at risk of wildfire impacts. In an effort to mitigate risks from wildfires, the City approved the Community Wildfire Protection Plan on September 18, 2020. The CWPP builds upon the City's Local Hazard Mitigation Plan and provides more site-specific wildfire assessments and includes actions to address wildfire threat in the City. As detailed in the CWPP, the Fire Spread Probability model was used to evaluate wildfire risk within and adjacent to the City. The probability model simulates wildfire scenarios based on historic weather data and existing fuel characteristics and runs various weather scenarios to calculate the probability of wildfire spreading to any given point. Based on the results of the model, areas in and adjacent to the City are given a probability rating and associated risk classification. As shown on Figure 18 of the CWWP, the site is outside of an area designated as having a low, moderate, high, or very high-risk assessment.

Furthermore, though the project site is located within the City of Santa Rosa's adopted Wildland Urban Interface, it is also prioritized for development given its location within the Resilient City Combining District and the Mendocino Avenue/Santa Rosa Avenue Corridor Priority Development Area. The project site is located south of an area designated as a Moderate Fire Hazard Severity Zone within the State Responsibility Area (SRA), and west of an area designated VHFHSZ within the Local Responsibility Area. As shown on Figure 24 for the Community Wildfire Protection Plan, the project site rates high for defensibility, meaning the area is relatively less difficult to defend during a fire event. The defensibility rating is based on wildfire hazard, steepness of slope, and the site's proximity to an adequate water source such as a pressurized fire hydrant.

5.20(a) Emergency response and/or emergency evacuation plan - Equal or Less Impact Relative to the General Plan EIR

The City of Santa Rosa has published Neighborhood Travel Route Maps for areas located within the WUI. These maps display recommended routes for specific neighborhood areas to major travel routes that should be used during an emergency evacuation. The project site is located within the Fountaingrove 1/Round Barn evacuation zone, and roadways recommended for use during an evacuation include Old Redwood Highway, Mendocino Avenue, and the Mendocino Avenue overcrossing, which provides access to Highway 101. In the event of an evacuation, residents of the project would utilize project driveways along Mendocino Avenue, Fountaingrove Parkway, and Round Barn Boulevard to access Old Redwood Highway, Mendocino Avenue, and the Mendocino Avenue Overcrossing. As detailed in the City's General Plan, Old Redwood Highway, Mendocino Avenue, and Fountaingrove Parkway are regional/arterial streets which accommodate higher vehicle speeds and amounts of traffic. As detailed in the General Plan EIR, increased congestion in the vicinity of fire stations on arterial roadways, including Fountaingrove Parkway, would not be substantial enough to adversely affect the operations of the Santa Rosa Fire Department. Though it is likely that surrounding roadways would be congested during an emergency evacuation, the project would not prevent or impede evacuation, or result in physical interference with an evacuation plan such that evacuation could not occur.

Due to the site's location within an area previously impacted by wildfires, the applicant prepared the Fountaingrove Apartments Emergency Preparedness and Evacuation Plan which will be made available to residents, guests, and employees of the project and includes detailed information related to emergency preparedness as well as what actions to take in the event of an evacuation. The Plan includes both a site evacuation map and the Fountaingrove 1/Round Barn Neighborhood Area Travel Route Map prepared by the City of Santa Rosa. Due to the site being located outside of an area designated as VHFHSZ, the site's proximity to regional/arterial roadways that can support high volumes of traffic in the event of an emergency

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evacuation, as well as proposed implementation of a site-specific emergency preparedness and evacuation plan, the project is not expected to substantially impair an adopted emergency response plan or emergency evacuation plan. Therefore, impacts will be equal or less severe under the proposed project as compared to impacts identified in the General Plan EIR. Furthermore, there are no impacts that are peculiar to the project site and there have been no substantial changes in environmental circumstances that would result in new or more severe significant environmental effects than were identified and evaluated in the General Plan 2035 EIR.

5.20(b-c) Exacerbate wildfire risks - Equal or Less Impact Relative to the General Plan EIR

The project site is located within the City's designated WUI area, and as such development is subject to specific requirements set forth in Chapter 7A of the California Building Code and Chapter 49 of the California Fire Code. Chapter 7A of the CBC sets forth regulations related to vegetation management, non-combustible materials, and the location of vents, among other requirements, which are intended to increase fire resistance of buildings and structures located within the WUI. In addition, Chapter 49 of the CFC, inclusive of local amendments requires establishment of an ignition free zone around buildings and structures, requiring this area to remain free of combustible storage materials, vegetation, and tree limbs, and shall use only inorganic groundcovers and regularly maintain the area free of leaves, needles, and other dead vegetation. Through compliance with applicable Building and Fire Code regulations for site's located within the WUI, the proposed project is not expected to exacerbate fire risk due to slope, prevailing winds, or other factors. Additionally, as evidenced through modeling scenarios prepared as part of the CWWP, the project is not within an area designated as having a low, moderate, high, or very high-risk assessment and is considered highly defensible against wildfires. Furthermore, the site is located within an urbanized area adjacent to several roadways identified as evacuations routes, and therefore would not require installation of infrastructure that would exacerbate wildfire risks from temporary or ongoing use. As such, though the site is located on a site previously impacted by wildfires, compliance with applicable regulations and project specific measures to reduce wildfire impacts will ensure that the project does not exacerbate wildfire risks and impacts of the project will be equal or less severe as impacts identified in the General Plan EIR.

5.20(d) Post-fire slope instability or drainage changes - Equal or Less Impact Relative to the General Plan EIR

The project site has been previously subject to wildfire including the loss of structures and does not contain any landslides or changes to drainage. In addition, the project proposes to retain the existing, channelized drainage ditch located on the northwest portion of the project site and will not result in changes to the site's existing drainage pattern. Further, the project will retain the steepest slopes onsite and concentrate development primarily in areas that were previously developed. As a previously developed project site, improved with buildings and infrastructure, the proposed redevelopment will not substantially alter the site in a manner that would result in post fire slope instability or drainage changes. As such, impacts associated with post-fire slope instability will be equal or less than impacts identified in the General Plan EIR.

Environmental Conditions of Approval: None required

5.21. MANDATORY FINDINGS OF SIGNIFICANCE

Would the project:	New Significant Impact	Increase Impact Relative to GP EIR	Equal or Less Impact Relative GP EIR
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?			
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)?	☐	☐	☒
c) Does the project have environmental effects, which will cause substantial adverse effects on human beings, either directly or indirectly?	☐	☐	☒

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

Santa Rosa General Plan EIR Summary

Under the requirements of CEQA, an EIR is required to discuss cumulative impacts to which the project would contribute. A cumulative impact is defined as an impact resulting from the combined effects of past, present, and reasonably foreseeable future projects or activities. The General Plan EIR concluded that implementation of the General Plan, including development considered therein would result in less than significant cumulative impacts except for traffic, GHG, and air quality impacts, which were identified as significant and unavoidable in the General Plan EIR.

Project-Specific Impact Discussion

5.21(a) Degrade the quality of the environment - Equal or Less Impact Relative to the General Plan EIR

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. 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 environmental conditions of approval have been identified that avoid, reduce, or offset impacts consistent with the General Plan EIR. With implementation of conditions of approval set forth above in air quality, biological resources, cultural resources, geology and soils, greenhouse gas emissions, 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 substantially the same

as those identified in the General Plan EIR. As such, the project will not degrade the quality of the environment, reduce habitat, or affect cultural resources.

5.21(b) Cumulatively affect the environment) - Equal or Less Impact Relative to the General Plan EIR

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 analysis, conducted consistent with Section 15183 of the CEQA Guidelines evaluates cumulative impacts using the General Plan EIR as discussed throughout this document. Development of the proposed project, in combination with past, present, and future development in the City could result in long-term impacts to air quality, biological resources, 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. Development of the project could potentially result in significant impacts. However, those impacts would not result in new or more severe impacts relative to those identified in the General Plan EIR and the project is subject to applicable environmental conditions of approval as identified herein. Implementation of these conditions of approval will ensure that development of the proposed project would not result in cumulatively considerable environmental impacts beyond those addressed in the General Plan EIR.

5.21(c) Substantial adverse effect on humans - Equal or Less Impact Relative to the General Plan EIR

The project has the potential to result in adverse impacts to humans either directly or indirectly due to air quality, biological resources, cultural and tribal cultural resources, greenhouse gas emissions, geology and soils, hydrology and water quality, noise, and transportation, though these impacts are not peculiar to the project site and have been previously identified and addressed in the City's General Plan EIR. With implementation of environmental conditions of approval identified throughout this document, the project will not result in new or more severe impacts beyond those identified in the General Plan EIR 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 south. However, with implementation of environmental conditions of approval 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 would cease once construction is finished. Furthermore, though not considered an environmental impact, the project has also been conditioned to require installation of air filtration and ventilation systems consistent with building code requirements that will ensure protection

of new sensitive receptors introduced by the project. Building and improvement plans will be reviewed to ensure compliance with applicable building codes and standards. With implementation of environmental conditions of approval, and uniformly applied development standards, the project does not present new or more significant impacts beyond those identified in the General Plan EIR that may have an adverse effect on human beings, either directly or indirectly.

Environmental Conditions of Approval: None Required

5.22. CONCLUSION

The checklist for each environmental area demonstrates that construction and operation of the Fountaingrove Apartments project (proposed project) is within the scope of the Santa Rosa General Plan EIR, which was certified by the City of Santa Rosa in November 2009. In summary, no new significant impacts or more severe significant impacts would result from implementation of the project that were not previously identified and mitigated in the General Plan EIR, and no substantive new mitigation measures would be required for implementation of the project. As discussed specifically in each environmental topic checklist above, there are no impacts that are peculiar to the project site and there have been no substantial changes in environmental circumstances that would result in new or more severe significant environmental effects than were identified and evaluated in the General Plan 2035 EIR. Furthermore, the proposed project is required to implement all applicable mitigation measures identified in the EIR as well as policies and implementation measures contained in the City's adopted General Plan. Therefore, no subsequent or supplement EIR or other CEQA evaluation is required for the proposed project.

6. REFERENCE DOCUMENTS

6.1. TECHNICAL APPENDICES

Appendix A: Air Quality and GHG Analysis
Appendix B: Biological Resources Analysis
Appendix C: Tree Survey
Appendix D: Cultural Resources Study (Confidential)
Appendix E: GHG CAP Appendix E Checklist
Appendix F: Geotechnical Study and Soils Investigation
Appendix G: Phase I ESA
Appendix H: Noise Study
Appendix I: Traffic Study

6.2. PROJECT PLANS AND STUDIES

1. Initial Storm Water Low Impact Development plan, prepared by Carlile Macy, October 2021.
2. Jurisdictional Determination Letter, issued by the Army Corps of Engineers, August 30, 2021.
3. Fountaingrove Second Planning Submittal, prepared by Dahlin, October 2021.
4. Hydrology and Hydraulics Report, prepared by Carlile Macy, October 2021.
5. Site Existing Slope Analysis, prepared by Dahlin, October 8, 2020.
6. Fountaingrove Apartments Emergency Preparedness and Evacuation Plan, prepared February 2021.

6.3. OTHER DOCUMENTS REFERENCED

1. Annex to 2010 Association of Bay Area Governments Local Hazard Mitigation Plan Taming Natural Disasters, adopted June 15, 2011
2. 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

3. Bay Area Clean Air Plan, prepared by the Bay Area Air Quality Management District, 2017
4. California Air Resources Board: verified diesel emission control strategies http://www.arb.ca.gov/diesel/verdev/vt/cvt.htm
5. California Department of Conservation Farmland Mapping and Monitoring Program (FMMP)
6. California Department of Conservation, Farmland of Local Importance Definitions, http://www.conservation.ca.gov/dlrp/fmmp/Documents/Farmland_of_Local_Importance_2016.pdf
7. California Energy Commission, 2017 Integrated Energy Policy Report, https://www.energy.ca.gov/2017_energypolicy/
8. 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/
9. California Energy Commission, Supply and Demand of Natural Gas in California, http://www.energy.ca.gov/almanac/naturalgas_data/overview.htm
10. California Energy Commission, Total System Electric Generation (2018), https://ww2.energy.ca.gov/almanac/electricity_data/total_system_power.html
11. California Environmental Quality Act Air Quality Guidelines, prepared by the Bay Area Air Quality Management District, May 2017
12. California Regional Conservation Plans, April 2019, https://nrm.dfg.ca.gov/FileHandler.ashx?DocumentID=68626&inline
13. 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_0030_phaseIpermitrenewal.pdf
14. California Scenic Highway Mapping System, http://www.dot.ca.gov
15. Groundwater Sustainability Plan Santa Rosa Plan Groundwater Subbasin, Prepared by Sonoma Water, December 2021
16. Programmatic Biological Opinion and Reinitiation of the Programmatic Biological Opinion, prepared by U.S. Fish and Wildlife Service, 2007 & 2020
17. Santa Rosa 2020 Urban Water Management Plan, prepared by City of Santa Rosa and West Yost Associates, June 2021 https://srcity.org/DocumentCenter/View/34509/UWMP---Complete-document-PDF
18. Santa Rosa Bicycle and Pedestrian Master Plan, February 15, 2011
19. Santa Rosa Citywide Creeks Master Plan, August 2013
20. Santa Rosa Climate Action Plan, prepared by the City of Santa Rosa, June 12, 2012
21. Santa Rosa Fire Department Strategic Plan 2016-2021, https://www.srcity.org/DocumentCenter/View/3152
22. Santa Rosa General Plan 2035 prepared by the City of Santa Rosa, November 3, 2009
23. Santa Rosa General Plan Environmental Impact Report prepared by ESA, March 2009
24. Santa Rosa Groundwater Master Plan, prepared by West Yost Associates, September 2013
25. Santa Rosa Housing Action Plan, 2016
26. Santa Rosa Incremental Recycled Water Program, prepared by Winzler & Kelly, July 2007

27. Santa Rosa Local Hazard Mitigation Plan, 2021 https://srcity.org/540/Local-Hazard-Mitigation-Plan
28. Santa Rosa Municipal Code, Title 14 Potable and Recycled Water
29. Santa Rosa Municipal Code, Title 17 Environmental Protection
30. Santa Rosa Municipal Code, Title 20 Zoning
31. Santa Rosa Plain Conservation Strategy prepared by U.S. Fish and Wildlife Service, December 2005
32. Santa Rosa Plain Recovery Plan prepared by the United States Fish and Wildlife Service, May 2016
33. Santa Rosa Recreation and Parks, Find a Park, https://srcity.org/1021/Find-a-Park
34. Santa Rosa Recycled Water, https://srcity.org/1061/Recycled-Water
35. Santa Rosa Sanitary Sewer System Master Plan Update, prepared by Arcadis, October 2014
36. Santa Rosa Water Master Plan Update, prepared by West Yost Associates, August 2014
37. Santa Rosa Community Wildfire Protection Plan, prepared by Geo Elements, LLC, adopted September 18, 2020, https://srcity.org/DocumentCenter/View/30136/City-of-Santa-Rosa-Community-Wildfire-Protection-Plan-CWPP_91820
38. Sonoma County Aggregate Resources Management Plan, as amended through December 7, 2010
39. Sonoma County Transportation Authority, Moving Forward 2040 Sonoma County's Comprehensive Transportation Plan, September 2016
40. Sonoma County Water Agency 2020 Urban Water Management Plan, prepared by Brown and Caldwell, June 2021
41. Sonoma County Water Agency, Laguna-Mark West Creek Watershed Planning Scoping Study, Final Screening Technical Memorandum, May 2012
42. State Water Resources Control Board, Construction General Permit Order 2009-0009-DWQ, http://www.waterboards.ca.gov/water_issues/programs/stormwater/construction.shtml
43. Technical Advisory on Evaluating Transportation Impact in CEQA, prepared by Office of Planning and Research, November 2017
44. University of California Museum of Paleontology, Miocene Mammal Mapping Project (MioMap), http://www.ucmp.berkeley.edu/miomap/
45. U.S. Census Bureau Annual Estimates of the Resident Population, April 1, 2010 to July 1, 2018, for Santa Rosa, CA
46. U.S. Census Bureau / American FactFinder. 2018 American Community Survey. City of Santa Rosa Demographic and Housing Estimates

7. ENVIRONMENTAL CONDITIONS OF APPROVAL

AQ-1: During any construction period ground disturbance, the applicant shall ensure that the project contractor implement measures to control dust and exhaust. Implementation of the measures recommended by BAAQMD and listed below would reduce the air quality impacts associated with grading and new construction to a less-than-significant level. Additional measures are identified to reduce construction equipment exhaust emissions. The contractor shall implement the following best management practices that are required of all projects:

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

7. 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.
8. All vehicle speeds on unpaved roads shall be limited to 15 miles per hour (mph).
9. All roadways, driveways, and sidewalks to be paved shall be completed as soon as possible. Building pads shall be laid as soon as possible after grading unless seeding or soil binders are used.
10. 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.
11. All construction equipment shall be maintained and properly tuned in accordance with manufacturer's specifications. All equipment shall be checked by a certified mechanic and determined to be running in proper condition prior to operation.
12. 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 project shall comply with the latest Building Code and to minimize long-term health risk exposure for new project occupants the following shall be implemented:

1. Install air filtration for residential buildings D, E, and F. Air filtration devices shall be rated MERV13 or higher. To ensure adequate health protection to sensitive receptors (i.e., residents), this ventilation system, whether mechanical or passive, shall filter all fresh air that would be circulated into the dwelling units.
2. The ventilation system shall be designed to keep the building at positive pressure when doors and windows are closed to reduce the intrusion of unfiltered outside air into the building.
3. As part of implementing this measure, an ongoing maintenance plan for the buildings' heating, ventilation, and air conditioning (HVAC) air filtration system shall be required that includes regular filter replacement.
4. Ensure that the use agreement and other property documents: (1) require cleaning, maintenance, and monitoring of the affected buildings for air flow leaks, (2) include assurance that new owners or tenants are provided information on the ventilation system, and (3) include provisions that fees associated with owning or leasing a unit(s) in the building include funds for cleaning, maintenance, monitoring, and replacements of the filters, as needed.

BIO-1: To avoid impacts to nesting birds, a nesting bird survey shall be conducted within 15 days of commencing with construction work or tree removal if this work would commence between February 1st and August 31st. The nesting survey shall include an examination of all buildings and all trees onsite and within 200 feet of the project site (i.e., within a zone of influence of the project site). The zone of influence includes those areas outside the project site where birds could be disturbed by demolition activities, earth- moving vibrations, and/or other construction-related noise.

If birds are identified nesting on or within the zone of influence of the project site, prior to the commencement of construction that could impact the active nest(s), a qualified biologist shall establish a temporary protective nest buffer around the nest(s). The nest buffer should be staked with orange construction fencing. The buffer must be of sufficient size to protect the nesting site from construction-related disturbance and shall be established by a qualified ornithologist or biologist with extensive experience working with nesting birds on construction sites. Typically, adequate nesting buffers are 50 feet from the nest site or nest tree dripline for small birds such as passerines (songbirds) and up to 300 feet for sensitive nesting birds and several raptor species known to nest in the region of the project site such as red-tailed hawks.

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. At the end of the nesting cycle, as determined by a qualified biologist, temporary nesting buffers may be removed, and construction may commence in the established nesting buffers without further regard for the buffered nest site(s).

BIO-2: All trees listed as protected in Chapter 17-24 of the Santa Rosa City Code that are proposed for removal shall be replaced at a ratio of 2:1, irrigated, and monitored for a period of three years. In addition, avoidance and minimization measures shall be implemented to ensure protection of the various species of native oak trees to remain onsite during construction activities. Any additional protected trees that will be impacted or removed shall be replaced at the required ratio, per the City Ordinance.

Before the start of any clearing, excavation, construction, or other work on the site, every protected tree shall be securely fenced off at the "protected perimeter" which shall either be the root zone or other limit as may be established by the City. If the proposed development, including any site work for the development, will encroach upon the protected perimeter of a protected tree, special measures shall be utilized, to allow the roots to obtain oxygen, water, and nutrients as needed. Any excavation, cutting, filling, or compaction of the existing ground surface within the protected perimeter, if authorized at all by the Director, shall be minimized and subject to such conditions as may be imposed by the Director. No significant change in existing ground level shall be made within the dripline of a protected tree.

No oil, gas, chemicals, or other substances that may be harmful to trees shall be stored or dumped within the protected perimeter. All brush, earth, and other debris shall be removed in a manner which prevents injury to the protected tree. Underground trenching for utilities shall avoid major support and absorbing tree roots of protected trees. If avoidance is impractical, tunnels shall be made below the roots. Trenches shall be consolidated to use as many units as possible. Trenching within the drip line of protected trees shall be avoided to the greatest extent possible and shall only be done under the at-site directions of a certified arborist. No concrete or asphalt paving shall be placed over the root zones of protected trees, no artificial irrigation shall occur within the root zone of oaks, and no compaction of the soil within the root zone of protected trees shall occur.

BIO-3: The project shall implement measures to ensure that no effluent, silt, or sediment flows into the drainage feature from the project site. To avoid soils, as well as other pollutants such as fuel and lubricants from entering the drainage ditch, wildlife friendly hay wattles (that is, no mono- filament netting) and silt fencing, shall be installed on both sides of the ditch at the top of bank. The use of mulch or any other substitute that may enter the drainage ditch shall be prohibited. Staging, operation, fueling, and maintenance of construction equipment shall be always located away from the drainage ditch throughout the duration of construction activities.

Additionally, as the City of Santa Rosa is an MS4 permittee, the project will required to implement pre- and post-development Best Management Practices (BMPs), including a water quality treatment plan for the pre- and post-developed project site. Pre-construction requirements must be consistent with the requirements of the National Pollutant Discharge Elimination System (NPDES), including development of a Stormwater Pollution Prevention Plan (SWPPP) prior to site grading. In addition, a post construction BMPs plan, or a Stormwater Management Plan (SWMP) will need to be developed and incorporated into the project and submitted to the City's MS4 compliance engineer.

CUL-1: Due to the moderate potential for buried prehistoric archaeological resources and the high potential for buried historic-period archaeological resources to be located within the project area, project supervisors, contractors, and equipment operators shall be familiarized with the types of artifacts that could be encountered during earth-disturbing activities and the procedures to follow if subsurface archaeological resources are unearthed during construction. A Secretary of Interior (SOI) qualified Archaeologist shall conduct a Cultural Resource Awareness Training prior to commencement of ground-disturbing activities to familiarize construction crews with the potential to encounter prehistoric or historic-era archaeological deposits, the types of archaeological material that could be encountered, and procedures to follow if archaeological deposits and/or artifacts are identified during construction and an archaeologist is not present.

CUL-2: Due to the potential for buried historic-era archaeological resources to be present within the portion of the project area that contained the 1899 Fountaingrove Round Barn, a SOI qualified archaeological monitor shall be present onsite to monitor ground-disturbing activities in and around the Round Barn location, including grubbing, grading, over-excavation, and utility trenching. Monitoring shall continue until the SOI-qualified Archaeologist determines that archaeological resources are unlikely to be encountered. If no archaeological resources are encountered a report shall also be prepared to document the negative findings after monitoring is complete and the report shall be submitted to the City and filed with the North West Information Center (NWIC).

CUL-3: If an archaeological deposit is encountered during project-related, ground-disturbing activities, all work within 25 feet of the discovery shall be halted until the SOI-qualified Archaeologist assesses the find, consults with the client, agencies, and Native American representative, as appropriate, and makes recommendations for the treatment of the discovery, as well as the need for additional archaeological monitoring. If avoidance of the discovered archaeological resource is not feasible, the archaeological deposit shall be evaluated for its eligibility for listing in the CRHR. If the deposit is determined eligible for the CRHR and determined to be a historical resource for the purpose of CEQA, impacts shall be mitigated. Mitigation may include excavation of the archaeological deposit in accordance with a data recovery plan; standard archaeological field methods and procedures; laboratory and technical analyses of recovered archaeological materials; preparation of a report detailing the methods, findings, and significance of the archaeological site and associated materials; and accessioning of archaeological materials and a technical data recovery report at a curation facility. Upon completion of the assessment, the Archaeologist shall prepare a report documenting the methods and results of the assessment. The report shall be submitted to the City, provided to the Property owner, and filed at the NWIC upon completion of the resource assessment.

CUL-4: If human remains are encountered within the project area during project-related ground-disturbing activities, all work must stop in the immediate vicinity of the discovered remains and the Sonoma County Coroner must be notified immediately. If the remains are suspected to be those of a prehistoric Native American, then the NAHC must be contacted by the Sonoma County Coroner so that a "Most Likely Descendant" (MLD) can be designated to provide further recommendations regarding treatment of the remains. A SOI- qualified Archaeologist should also be retained to 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. The procedures taken shall comply with the provisions of California Health and Safety Code Section 7050.5 and PRC §5097.98. Importantly, any Native American human remains discovered shall be treated with sensitivity and dignity.

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 Berlogar Stevens & Associates on August 12, 2020 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 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.

GHG-1: Upon submittal of building permit plans, the applicant shall submit a revised Appendix E: CAP New Development Checklist and supporting documentation for each proposed voluntary item, as follows.

- **2.1.3 Pre-wire and pre-plumb for solar thermal or PV systems:** Identify the specific building plan sheet that demonstrates how the project will incorporate pre-wiring and pre-plumbing for solar thermal and/or PV systems.
- **3.5.1 Unbundle parking from property cost:** Submit documentation related to how parking will be unbundled from property costs (e.g. options available to prospective tenants for lease of parking spaces). Documentation shall also include information on units with dedicated parking spaces, clearly stating whether parking will also be unbundled from these units and how this works from an operational perspective.
- **4.1.3 Provide bicycle safety training to residents, employees, motorists:** The applicant shall submit draft training materials and plans for implementation (e.g. new residents and employees will be provided with the bicycle training materials upon signing of a lease or initial employment, as applicable).
- **4.3.2 Work with large employers to provide rideshare programs:** To ensure rideshare programs are feasible, the applicant shall submit additional information documenting employers that would be included in the rideshare programs and a plan for implementation.
- **9.1.2 Provide outdoor electrical outlets for charging lawn equipment:** Identify the specific building plan sheet that demonstrates how the project will incorporate these electrical outlets for charging landscaping equipment.

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: Upon submittal of plans for building permit, the applicant shall submit to the City for review and approval a Stormwater Facilities Operations and Maintenance Plan addressing the specific drainage

patterns and treatment facilities on the development site. The Plan shall, at a minimum, include the following information:

Responsible Individuals

- The person or persons who will have direct responsibility for the maintenance of stormwater controls, maintain self-inspection records, and sign any correspondence with the City regarding inspections.
- Employees or contractors who will report to the designated contact and are responsible for carrying out maintenance.
- Contact of the individual or individuals responsible for responding to issues, such as clogged drains or broken irrigation mains, that would require immediate response should they occur during off-hours.
- Description of the methods and schedule of initial training for staff or contractors regarding the purpose, mode of operation, and maintenance requirements for the facilities on the site.

Facilities to be Maintained

- Figures from the approved Stormwater Control Plan delineating the Drainage Management Areas (DMAs) on the site and showing locations of bioretention facilities.
- Tabulation of the DMAs from the calculations in the approved Stormwater Control Plan.

Document Facilities

- Plans, elevations, and details of the bioretention facilities. If necessary, annotations with the designations used in the approved Stormwater Control Plan so it is clear which drawing refers to which facility.
- Construction details and specifications, including depths of sand or soil, compaction, pipe materials, and bedding.
- Location and layouts of inflow piping and piping to off-site discharge.
- Native soils encountered (e.g., sand or clay lenses beneath or near facilities).

NOI-1: The following Best Construction Management Practices shall be implemented throughout construction of the project:

1. 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.
2. Limit use of the concrete saw to a distance of 50 feet or greater from residences, where feasible.
3. 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.
4. Equip all internal combustion engine-driven equipment with intake and exhaust mufflers that are in good condition and appropriate for the equipment.
5. Unnecessary idling of internal combustion engines shall be strictly prohibited.
6. 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.

7. Utilize "quiet" air compressors and other stationary noise sources where technology exists.
8. 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.
9. Locate material stockpiles, as well as maintenance/equipment staging and parking areas, as far as feasible from existing residences.
10. Control noise from construction workers' radios to a point where they are not audible at existing residences bordering the project site.
11. The contractor shall prepare a detailed construction schedule for major noise-generating construction activities. The construction plan shall identify a procedure for coordination with adjacent residential land uses so that construction activities can be scheduled to minimize noise disturbance. Avoid overlapping construction phases, where feasible.
12. Notify all adjacent business, residences, and other noise-sensitive land uses of the construction schedule, in writing, and provide a written schedule of "noisy" construction activities to the adjacent land uses and nearby residences.
13. 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.

NOI-2: At the time of building permit submittal, the applicant shall provide a suitable form of forced-air mechanical ventilation, as determined by the building official, for all residential buildings, so that windows can be kept closed to control noise.

NOI-3: At the time of building permit submittal, the applicant shall provide sound-rated windows and doors for Buildings A, D, and E to maintain interior noise levels or below the City's 45 dBA L_{dn} interior noise threshold. Sound-rated windows and doors for units located in Buildings A, D, and E shall be minimum STC ratings of 28 to meet the interior noise threshold. Standard residential grade windows and doors (minimum STC 26) shall be required for all remaining units.

NOI-4: At the time of building permit submittal, a qualified acoustical specialist shall prepare a detailed analysis of interior residential noise levels resulting from all exterior sources pursuant to requirements set forth in the General Plan and State Building Code. The analysis shall review the final site plan, building elevations, and floor plans prior to construction and confirm building treatments necessary to reduce interior noise levels to 45 dBA L_{dn} or less. Treatments would include, but are not limited to, sound-rated windows and doors, acoustical caulking, protected ventilation openings, etc. The specific determination of what noise insulation treatments are necessary shall be conducted on a unit-by-unit basis during final design of the project. Results of the analysis, including a description of the necessary noise control treatments, shall be submitted to the City, along with the building plans and approved design, prior to issuance of a building permit.

TRAN-1: Consistent with City standards, the project shall upgrade all driveways to comply with ADA standards, and shall restore any damaged curb, gutter, and sidewalks along the project frontage.

TRAN-2: To ensure that potential circulation hazards are avoided, the Mendocino Avenue driveway shall be restricted to a right turn entry and exit only through signage, striping, pavement marking, and/or by design, as accepted by the City Engineer.

TRAN-3: Consistent with requirements of the City of Santa Rosa, new plantings or signs to be located along the street frontages shall be designed to ensure that adequate sight lines are maintained. New vegetation along street frontages shall not exceed three feet in height and tree canopies shall extend no less than seven feet in height from the ground surface. The applicant shall be responsible for maintaining adequate sight lines from the project driveways.

TCUL-1: To protect buried Tribal Cultural Resources that may be encountered during construction activities, the project shall implement Environmental Conditions of Approval CUL-1, CUL-2, CUL-3, and CUL-4.