



Santa Rosa Memorial Medical Office Building and Parking Structure Project

Southeast Corner of Sotoyome Street and Montgomery Drive, Santa Rosa, CA
(Sonoma County)

Assessor's Parcel Nos.: 009-172-001 through 007; 014; 019; 022 and 014-081-003; 004;
023, and a portion of 027

Initial Study/Mitigated Negative Declaration

Lead Agency:

City of Santa Rosa
Community Development Department
100 Santa Rosa Avenue, Rm. 3
Santa Rosa, CA 95404

Contact: Patrick Streeter, Senior Planner

Prepared By:

Jean Kapolchok & Associates
843 2nd Street
Santa Rosa, CA 95404

Date: September 15, 2017



DATE:

TO: Public Agencies, Organizations and Interested Parties

FROM: Patrick Streeter, Senior Planner

**SUBJECT: NOTICE OF PUBLIC REVIEW AND INTENT TO ADOPT A MITIGATED
NEGATIVE DECLARATION – THE SANTA ROSA MEMORIAL MEDICAL
OFFICE BUILDING AND PARKING STRUCTURE**

Pursuant to the State of California Public Resources Code and the “Guidelines for Implementation of the California Environmental Quality Act of 1970” as amended to date, this is to advise you that the Department of Community Development of the City of Santa Rosa has prepared an Initial Study on the following project:

Project Name:

Santa Rosa Memorial Medical Office Building and Park Structure

Location:

Southeast intersection of Sotoyome Street and Montgomery Drive, Santa Rosa, Sonoma County, California

APN: 009-172-001 through 007; 014; 019; 022 and 014-081-003; 004; 023 and a portion of 027

Property Description:

The subject property is ±2.98 acres in size and consists of 13 separate parcels (APN’s 009-172-001 through 007; 014; 019; 022 and 014-081-003; 004; 023) and a portion of a 14th parcel (014-081-027). As a condition of approval, these parcels will be reconfigured through the lot line adjustment/lot merger and/or cross easements process after final project design. The site is located in the Southeast quadrant of the city of Santa Rosa, southeast of the intersection of Sotoyome Street and Montgomery Drive. The site is developed with ten (10) commercial structures, having a combined square footage of 33,275 sq. ft., associated parking and fencing. Nine of the buildings were used as medical related offices and one as a financial institution (credit union). Three additional structures; two offices and one marginally habitable residence were previously removed under permit. All structures will be vacant at the time of project development and will be demolished to accommodate the Project. The subject property is vegetated with street trees and onsite landscaping consisting of mature trees along Sotoyome Street, scattered trees along Montgomery Drive and mature trees and shrubs interspersed amongst the existing office buildings and parking lots. The site is essentially flat, draining in a westerly direction to an existing curb and

gutter system which carries water to a drop inlet at the corner of Sotoyome Street and Montgomery Drive. The site is served by municipal services and currently accessed from both Sotoyome Street and Montgomery Drive.

Land Use and Zoning:

The project site is designated as Office under the Santa Rosa General Plan 2035, and zoned Office Commercial (CO).

Project Description – General:

The Santa Rosa Memorial Medical Office Building and Parking Structure Project is a new four story medical office building (MOB) totaling 92,000 sq. ft. and an associated new 600 stall, 6 level parking structure plus 19 surface parking spaces. The MOB will include a hospital licensed outpatient diagnostic imaging clinic on the first floor and the upper floors will have medical offices. A small café/restaurant (±1,500sq. ft.) and financial institution (credit union) (±2,500sq. ft.) may occupy a portion of the first floor. Solar panels on the top floor of the parking structure are also under consideration. The height of the MOB building is 61ft. A metal screen (parapet) to shield the mechanical equipment increases the height to 69 ft. The parking structure has an overall height of 56ft. 2 inches with two elevator towers at 70ft. in height. The addition of solar panels would raise the profile of the parking structure to 70 ft.

Entitlement Applications from the city of Santa Rosa:

Applications necessary for the processing of the Santa Rosa Memorial MOB and Parking Structure project in the CO district with the city of Santa Rosa are:

- Design Review: Medical Office Building and associated Parking Structure.
- Conditional Use Permit: Increase in height for the MOB and Parking Structure; parking adjustment (increase).
- Lot line Adjustment; Parcel Merger: Reconfiguration of parcels to respond to project's final design.

Environmental Issues:

The proposed project would not result in potentially significant impacts that cannot be mitigated to a level of non-significance. The Initial Study/Mitigated Negative Declaration document has been prepared in consultation with local, state, and Federal responsible and trustee agencies, in accordance with Section 15063 of the California Environmental Quality Act (CEQA). Furthermore, the Initial Study/Mitigated Negative Declaration will serve as the environmental compliance document required under CEQA for any permits/approvals required by a responsible agency.

A 30-day (thirty-day) public review period shall commence on **November 9, 2017**. Written comments must be sent to the City of Santa Rosa, Department of Planning and Economic Development, 100 Santa Rosa Avenue, Room 3, Santa Rosa CA 95402 by **December 8, 2017**. The City of Santa Rosa Planning Commission will hold public hearings on the Initial Study/Mitigated Negative Declaration and project merits on **December 14, 2017**, at or after 4:00 p.m. in the Council Chambers (Planning Commission), City Hall, 100 Santa Rosa Avenue, Santa Rosa. **Correspondence and comments can be delivered to Patrick Streeter, Senior Planner, phone: (707) 543-4323, email: PStreeter@srcity.org**

ENVIRONMENTAL CHECKLIST

- 1. Project Title:** The Santa Rosa Memorial Medical Office Building and Parking Structure Project
- 2. Lead Agency Name & Address:** City of Santa Rosa
Planning & Economic Development Department
100 Santa Rosa Avenue (P.O. Box 1678)
Santa Rosa, California 95402-1678
- 3. Contact Person & Phone Number:** Patrick Streeter, Senior Planner
Phone number: (707) 543-4323
Email: PStreeter@srcity.org
- 4. Project Location:** The site is located in the City of Santa Rosa, Sonoma County, California at the southeast intersection of Sotoyome Street and Montgomery Drive, Santa Rosa, Sonoma County, California, APNs: 009-172-001 through 007; 014; 019; 022 and 014-081-003; 004; 023 and a portion of 027.
- 5. Project Sponsor's Name & Address:** Wesley Okamoto, MOA Architects
15487 Seneca Road
Victorville, CA 92392
- 6. General Plan Designation** Office
- 7. Zoning:** Office Commercial (CO)
- 8. Description of Project:**

The Santa Rosa Memorial Medical Office Building and Parking Structure Project is a new four story medical office building (MOB) with a total of 92,000 sq. ft. and an associated new 600 stall, 6 level parking structure and 19 surface parking spaces. Solar panels may be added to the upper level of the parking structure. The MOB will include a hospital licensed outpatient diagnostic imaging clinic on the first floor and the upper floors will have medical offices. A small café/restaurant (±1,500) and financial institution (credit union) (±2,500) may occupy a portion of the first floor.

Applications necessary for the processing of the Santa Rosa Memorial MOB and Parking Structure project in the CO district with the city of Santa Rosa are:

- Design Review: Medical Office Building and associated Parking Structure.
- Conditional Use Permit: Increase in height for the MOB and Parking Structure; parking adjustment (increase).

- Lot line Adjustment; Parcel Merger: Reconfiguration of parcels to respond to project's final design.

9. Surrounding Land and Land Uses:

The site, located at the southeast corner of Sotoyome Street and Montgomery Drive, is situated amongst medical office buildings and hospital uses. Santa Rosa Memorial Hospital is directly north of the site; Sotoyome Street and medical offices and hospital uses are to the west; an apartment complex and single and multi-story medical office buildings are to the south; medical office buildings and a surgery center, including a 4-story medical office building and 5-level parking garage, are to the east.

10. Other Public Agencies Whose Approval Is Required:

- City of Santa Rosa Building Division
- City of Santa Rosa Engineering Development Division

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1. PROJECT DESCRIPTION

Location:

The subject property is ± 2.98 acres in size and consists of 13 separate parcels (APN's 009-172-001 through 007; 014; 019; 022 and 014-081-003; 004; 023) and a portion of a 14th parcel (APN: 014-081-027). These parcels will be reconfigured through the lot line adjustment/lot merger and/or cross easements process to respond to the final project design as a condition of project approval. The site is located in the Southeast quadrant of the city of Santa Rosa, southeast of the intersection of Sotoyome Street and Montgomery Drive. The site is currently accessed from both Sotoyome Street and Montgomery Drive.

Topography and Natural Features:

The subject property is vegetated with street trees and onsite landscaping consisting of mature trees along Sotoyome Street, scattered mature trees along Montgomery Drive and mature trees and shrubs interspersed amongst the existing office buildings and parking lots. There is a total of 86 trees on site above a diameter of 4 inches. The site is essentially flat, fully paved and drains in a westerly direction to a curb inlet at the corner of Sotoyome Street and Montgomery Drive.



Surrounding Land and Land Uses:

The site is located at the southeast corner of Sotoyome Street and Montgomery Drive, which is nearly center to lands designated and developed in office/medical/hospital uses. As depicted in the Neighborhood Context Map below, Santa Rosa Memorial Hospital is directly north;

Sotoyome Street and medical offices and hospital uses are to the west; an apartment building and single and multi-story medical office buildings are to the south; medical office buildings and a surgery center, including a 4-story medical office building and 5-level parking garage, are to the east.

Neighborhood Context Map



Existing Physical Conditions:

Existing Uses

The site was formerly used as a collection of independent medical and medical office uses and a credit union. Of the thirteen structures, three have been removed, under permit, and two are vacant. The remaining offices and credit union will be vacated/relocated by the time of Project construction.

Physical Improvements

Site improvements consist of ten (10) buildings having a total square footage of 33,275 sq. ft. and ranging in size from 845 sq. ft. to 7,787 sq. ft., associated parking, paving, walkways, fencing, onsite landscaping and street trees.

Project Objectives:

It is the objective of Santa Rosa Memorial Medical Office Building and Parking Structure Project to provide:

- A well-designed ±92,000 sq. ft. medical office building and 6 level parking structure that integrates with the surrounding land uses both functionally and in design.
- Complimentary ambulatory care services in support of the acute care hospital.
- Repurposing of an identified medical office area to meet contemporary healthcare delivery needs.
- Redevelopment of a low density medical office area into a more efficient, integrated higher density medical office area. The goal is to improve the delivery of healthcare services which, in turn, will make healthcare more convenient for the customer, reduce the number of patient trips, improve healthcare outcomes and serve to improve the patients experience.
- Improve vehicular circulation by consolidating the parking and reducing points of access; create pedestrian connections to adjoining properties; create a waiting and drop-off area; and, centralize the bus stop.
- Provide ample parking for the proposed use and parking for an existing demand. Thereby reducing the need to park along neighboring street.

Project Description – General:

The Santa Rosa Memorial Medical Office Building and Parking Structure Project is the development of a 92,000sq. ft., four-story, medical office building (MOB) and associated 600 stall, 6 level parking structure and 19 surface parking spaces. Approximately 23,200 sq. ft. of solar panels could be added to the upper level of the parking structure. The project also reconfigures 48 existing parking stalls belonging to the Ambulatory Surgery Center (ASC)

property at 525 Doyle Park Drive. The height of the MOB is 61 ft with a mechanical screen (parapet) increasing the height to 69 ft. above grade; the parking structure is 70 ft. at the highest elevator tower, the bulk of the structure stands at 56 ft. 2 inches above grade. If added, the solar photovoltaic panels would not exceed the 70 ft. height limit. The site carries an Office land use designation in the city of Santa Rosa General Plan and is zoned Office Commercial (CO).

The parking structure is sited at the corner of Sotoyome Street and Montgomery Drive. A setback of a minimum of 21 ft. from Sotoyome Street (not including the tower canopy) and an average of ± 22 ft. from Montgomery Drive is proposed. The parking structure is accessible from Sotoyome Street and Montgomery Drive. A covered walkway connects the parking structure to the MOB.

Incorporated in the site planning for the MOB is the incorporation of a number of pedestrian/public features. Public spaces will be developed at the corner of Sotoyome Street and Montgomery Drive along with a plaza type space immediately in front of the MOB. The existing crosswalk will be relocated to the west of the parking structure's Montgomery Drive ingress and the transit stop will be relocated in front of the MOB. The first floor of the MOB may include a small café/restaurant and the relocation of the credit union, which currently exists on site.

The parking structure and MOB will use materials of stucco and stone along with a color scheme compatible with the existing hospital. Recessed facades, vertical elements, color, material changes, and green screens will be used to provide aesthetic interest.

The landscape design concept addresses three main site conditions: the "streetscape" along Montgomery Drive and Sotoyome Street; the parking structure's relationship to its surroundings; and, the Medical Office Building Plaza. The landscape plant palette throughout the site utilizes water-wise species, with an emphasis on native and non-invasive species.

The streetscape continues the established design pattern of the existing street trees on Montgomery Drive and Sotoyome Street through the application of City-designated trees in planting medians and wells, offering shade and canopy for pedestrians and drivers. Additional planting is composed of groundcovers, shrubs, and perennials that provide opportunities to view the project by both drivers and pedestrians.

The landscape around the parking structure serves to ground the building and temper its mass. On the north side, street trees are layered into the space between the building and the sidewalk. On the south and west sides, native Incense Cedars placed in a naturalistic arrangement provide screening value. Existing trees along the southern edge of the property are to be preserved to provide immediate screening of the structure from neighboring parcels. Additionally, low planters at the base of the parking structure to the West and North allow for a mix of evergreen and seasonal vines to grow on a trellis system. Ground surface planting consisting of shrubs, grasses, and perennials around the parking structure serve as bio-filtration areas; green base to enhance the public art installment at the northwest corner of the parking structure and, to disguise above ground utilities from view.

The Plaza area bordering Montgomery Drive, between the parking structure and MOB, provides a pedestrian drop off point for visitors, as well as a gathering area for users. Benches, tables and chairs accommodate visitors waiting for appointments and rides, as well as an area to sit, talk, and eat. This area is defined by an enhanced pavement condition as well as a low planter to the

north along the streetscape. Small trees in this planter provide shade as well as a sense of separation from the street.

The anchor tenants in the new MOB will be Santa Rosa Memorial Hospital's (SRMH) outpatient diagnostic imaging clinic and their affiliated physician medical group. The affiliated physician medical group is a multi-specialty group practice that is currently located in individual medical office buildings in the surrounding area. In order to respond to the current and future medical delivery trends, consolidation of these physicians and growth of the group is important to improve patient access, improve quality and control costs. Co-locating the doctors' offices with the diagnostic imaging clinic allows for easy access to diagnostic testing for the patient's convenience without having to drive to another location.

The Project site is zoned CO (Office Commercial), and SRMH owns all individual parcels within the Project boundaries. It is anticipated that lot line adjustment(s), lot merger, and/or recorded easement(s) will be necessary to satisfy the Project's ultimate building and site configuration.

The Project will incorporate Low Impact Development (LID) measures as called for in the City of Santa Rosa's Standard Urban Storm Water Management Plan (SUSMP). The City's SUSMP requires the inclusion of LID features to capture and infiltrate small storm event volumes on-site. The Project's Preliminary Storm Water Management Plan incorporates LID measures into the Project design including detention and infiltration through volume capture media mixture under the drainage swales, bio-retention, stenciled storm water inlets and interceptor trees. These features are described in detail in Preliminary Storm Water Mitigation Plan prepared by BkF Engineers, January 2017.

Green Technologies

Energy and water efficient design measures will be incorporated throughout the Project including the possible installation of photovoltaic panels on the parking structure, several electric charging stations in the parking garage and water efficient landscaping consisting of drought tolerant plant species separated into hydro-zones for irrigation needs. Planting plans will call for new trees and shrubs to compliment the surrounding commercial and residential developments. The MOB will include high efficiency lighting, and low-flow plumbing faucets and fixtures. The applicant will also utilize a construction waste recycling program during construction to minimize waste to the extent practicable.

The Santa Rosa Memorial Medical Office Building and Parking Structure Project incorporates all of the applicable policy measures contained the Santa Rosa Climate Action Plan. These include the following:

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

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

Policy 1.3.1: Real time Energy Monitors: The Project will include energy monitors to track energy use.

Policy 1.4.2: Comply with the City’s Tree Preservation Ordinance (Santa Rosa Code Section 17-24.020: All trees removed will be replaced and/or an in-lieu fee shall be paid in accordance with the city’s Tree Preservation Ordinance.

Policy 1.4.3: Provide public and private trees in compliance with the Zoning Code: As shown on the Landscape Plan, the project includes the planting of trees, both public (street trees) and private (on-site). The Landscape design is in compliance with the Santa Rosa Zoning Code, Santa Rosa Design Guidelines, and Water Efficient Landscape Ordinance.

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

Policy 2.1.3: Pre-wire and pre-plumb for solar thermal or PV systems: The project may include the installation of solar photovoltaic panels on the roof of the parking structure.

Policy 3.1.2: Supports implementation of station plans and corridor plans: The Project is not within a Station Area Plan or within a Corridor Plan. The Project does support alternative modes of transit by enhancing pedestrian connection, relocating the transit shelter and provide several electric charging stations and bicycle parking in the parking structure.

Policy 3.2.1: Provide on-site services such as ATMs or dry cleaning to site users: The Project may include the relocation of a financial institution (credit union) in the first floor of the medical office building.

Policy 3.2.2: Improve non-vehicular network to promote walking, biking: The Project is designed to promote walking and biking through the provision of enhanced pedestrian connections, gathering areas, short-term and garage bicycle parking and Class II bicycle lanes along Montgomery Drive.

Policy 3.2.3: Support mixed use, higher density development near services: The Project is a high density medical office building with associated parking. Its purpose is to provide more efficient healthcare delivery to its clients. This, in turn, should reduce the number of vehicle trips necessary to receive health services.

Policy 3.3.1: Provide affordable housing near transit. The project is a commercial office project. Therefore, this policy does not apply. The Project will be responsible for the payment of all required affordable housing impact fees.

Policy 3.5.1: Unbundle parking from property costs: This measure is related to affordable housing projects and is therefore not applicable to the Project.

Policy 3.6.1: Install calming features to improve pedestrian/bike experience: Montgomery Drive and Sotoyome Street will be improved in accordance with all applicable plans and standards of the city of Santa Rosa including the installation of Class II bicycle lanes along the Montgomery Drive frontage.

Policy 4.1.1: Implement the Bicycle and Pedestrian Master Plan: Any required improvements along Montgomery Drive will be done in accordance with city standards.

Policy 4.1.2: Install bicycle parking consistent with regulations: Bicycle parking shall be provided per the city's Zoning code.

Policy 4.1.3: Provide bicycle safety training to residents and employees: Policy so noted.

Policy 4.2.2: Provide safe spaces to wait for bus arrival: The transit stop will be relocated adjacent to the crosswalk across Montgomery Drive to Santa Rosa Memorial Hospital. A bus shelter will be provided. A Plaza area is located in close proximity to the transit stop.

Policy 4.3.2: Work with large employers to provide rideshare programs: The Santa Rosa Memorial Medical Office Building and Parking Structure Project will not have a formal program that incentivizes the use of alternative means of transportation. However, the provision of Project design features such as, bicycle parking and showers, conveniently located transit shop and adjacent gathering/waiting areas, electric charging station, support alternative modes of transportation.

Policy 4.3.3: Consider expanding employee programs promoting transit use: See response to Policy 4.3.2, above.

Policy 4.3.4: Provide awards for employee use of alternative commute options: Consider expanding employee programs promoting transit use: See response to Policy 4.3.2, above.

Policy 4.3.5: Encourage new employers of 50+ provide subsidized transit passes: Consider expanding employee programs promoting transit use: See response to Policy 4.3.2, above.

Policy 4.3.7: Provide space for additional park and ride lots: This policy is not applicable.

Policy 4.5.1: Include facilities for employees that promote telecommuting: This policy is not applicable.

Policy 5.1.2: Install electric vehicle charging equipment: Several electrical vehicles charging stations will be provided in the parking structure.

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

Policy 6.1.3: Increase diversion of construction waste: The contractor will divert construction waste to the extent practicable and prepare a Construction Waste Management Plan for recycling and disposal of construction wastes.

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

Policy 7.1.3: Use water meters which track real-time water use. Such meters will be used.

Policy 7.3.2: Meet on-site meter separation requirements in locations with current or future recycle water capabilities: This policy will be adhered to.

Policy 8.1.3: Establish community gardens and urban farms: Given the nature of the Project, this policy is not applicable.

Policy 9.1.2: Provide outdoor outlets for charging lawn equipment: Given the nature of the Project, this policy is not applicable.

Policy 9.1.3: Install low water use landscapes: Low water use landscapes will be used. The Project will be compliant with the City of Santa Rosa's Water Efficient Landscape Ordinance.

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

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

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

Construction Schedule

Construction would take approximately 24 months, including demolition and on-site grading. Construction is anticipated to begin in Fall of 2017 and be completed in Fall of 2019. External construction work would be limited to the hours of 7:00 AM to 7:00 PM, Monday-Friday and 8:00 AM to 6:00 PM on Saturdays or as allowed by the City's Municipal Code Section 17-16.030.

City of Santa Rosa Entitlement Applications:

Design Review: Medical office buildings and associated parking structures are permitted uses in the Office Commercial (CO) zoning district, require CEQA review and Design Review, only.

Use Permit/Planning Commission: Increase in height for both the parking structure and the medical office building is subject to Use Permit approval. The parking adjustment (increase in parking) will be processed along with the Use Permit for the additional height (§20-36.050 C. 1.).

Lot Line Adjustment/Parcel Merger/Cross Easements: Will be required as conditions of approval after final configuration is established.

2. ENVIRONMENTAL FACTORS POTENTIALLY AFFECTED

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

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

DETERMINATION

On the basis of this initial evaluation:

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

Signature

Date

Patrick Streeter, Senior Planner

3. EVALUATION OF ENVIRONMENTAL IMPACTS

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

Assessment of Visual Change

The degree of visual change as a result of the Project was assessed based on: applicable city policies; and, the application of a visual assessment methodology utilized by the City of Santa Rosa in previous environmental assessment documents. This assessment is used to assist in the determination of potential aesthetic impact. In addition, an Aesthetic Analysis based on the CEQA Checklist prepared by Boulder Associates, Architects was used to assess potential aesthetic impacts. (Source 13)

Applicable General Plan Policies

The General Plan policies related to visual quality are found in the Urban Design and Transportation elements of the General Plan. The applicable policies are:

- UD-A Preserve and enhance Santa Rosa's scenic character, including its natural waterways, hillsides, and distinctive districts.
- UD-A-1 Maintain view corridors to natural ridgelines and landmarks, such as Taylor Mountain and Bennett Mountain.
- 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 Road policies, the Downtown Station Area Specific Plan, and the Citywide Creek Master Plan.

UD-A-5 Require superior site and architectural design of new development projects to improve the visual quality of the city.

Visual Assessment Methodology: In order to assess visual change, factors or “categories” and ways by which to measure change within these selected categories were established.

The categories used to assess visual change:

1. Visual Contrast between existing conditions and post-project.
2. Scenic view obstruction.
3. Degradation of the visual quality of the area.
4. An increase in light and glare that would result in a safety hazard or nuisance to surrounding land uses.

The units of measurement employed to determine impact:

1. Visual Contrast: Strong Visual Contrast would exist if the project resulted in:
 - Line of major ridgeline is altered and not consistent with surrounding ridgelines.
 - Minor ridgelines are eliminated.
 - Inconsistent color with adjacent landscape character.
 - Elimination of landscape texture created by exposed soils or removal of vegetation.
 - Scale and mass of project is grossly incompatible with the surrounding environment.
2. Scenic View Obstruction:
 - Obstruction of foreground or middle ground views of scenic resources, such as steep slopes, distinctive rock outcrops, pronounce ridgelines, mature stands of native, heritage or natural groves of trees.
3. Degradation of Visual Quality:
 - Severe alteration or displacement of scenic viewsheds.
4. Light and Glare:
 - Creation of a new source of substantial light or glare, adversely affecting day or nighttime views of the area.

Discussion:

I. (a) No Impact: The project site is zoned Office Commercial (CO) and is designated Office in the City’s General Plan.

The project removes a collection of low density commercial/medical office buildings and a financial institution (credit union) in an established, long standing medical use area and replaces it with a higher density medical office building and parking structure. The Project will remove approximately 33,275 sq. ft. of buildings, associated parking, fencing and on-site landscaping. This will be replaced by a 92,000sq. ft., four-story, medical office building, six level, 600 stall parking garage, 19 new surface parking spaces, 48 reconfigured parking spaces belonging to an existing surgery center at 540 Doyle Park Drive and new landscaping. Approximately 23,200 sq. ft. of solar panels may be added to the

upper story of the parking structure and a small ($\pm 1,500$ sq. ft.) café/restaurant and a financial institution (2,500 sq. ft.) may be tenants in the ground floor of the MOB. This intensification and expansion of existing uses is consistent with city of Santa Rosa General Plan goals of retaining and expanding existing businesses (EV-B); fostering a compact rather than scattered development pattern (LUL-A), and preventing urban sprawl by focusing growth within the urban boundary (GM-A). Furthermore, the Project site is not located within a designated scenic corridor or scenic vista area and would therefore not visually conflict with any major or minor ridgeline; obstruct a foreground or middle ground view of any designated scenic resource; or, degrade or displace a scenic viewshed.

Recommended Mitigation Measures: No mitigation required.

Sources: 1, 2, 3, 4, 11, 13.

I. (b) Less than Significant Impact: There are a total of 86 trees on site, most of which are in good to excellent health and structural integrity. 44 trees are from 4" to 9" in diameter; 22 are from 10" to 15" db; 13 are from 16" to 20" db and 7 are from 21" and above db. The largest tree is a 31" Coast Live Oak. The main species of trees are: London Plane; Valley, Cork or Coast Live Oak; Eucalyptus; and, Red Maple. The proposed project will remove approximately 76 of the 86 trees on site. Of these 76 trees 4 are considered heritage trees due to their type and size. Most of the trees to be retained are along a portion of the rear of the property which provides a vegetative screen for the neighboring uses. All trees will be replaced in accordance with the city of Santa Rosa Tree Protection Ordinance. Based on the ordinance, it is estimated that 294, fifteen gallon trees are required to mitigate the loss of 881 diameter inches of tree loss. A percentage of these trees will be replaced on site. The remaining trees will be planted on public lands or an in-lieu fee of \$100.00 per 15-gallon tree will be paid to the city of Santa Rosa. Although a significant number of healthy trees are to be removed, these interior trees are a collection of non-inter-related landscape plantings for 13 individual parcels and their medical office buildings. This existing interior landscaping does not form a cohesive whole, protect views or enhance the built environment. Furthermore, any street tree to be removed will be replaced in the context of a comprehensive street tree planting plan. Therefore, the removal of approximately 76 is not considered to be a significant elimination of landscape texture or result in the degradation of scenic views or visual quality. The impact is considered Less Than Significant.

Standard Conditions of Approval (COA): Tree Protection Ordinance

AE-1: Replacement Trees

The site shall be developed consistent with the action of the City of Santa Rosa Design Review Board. All removed trees shall be mitigated in accordance with the City of Santa Rosa Tree Protection Ordinance, which requires the planting of approximately 294, 15-gallon trees. These trees will be planted on site, on public property, and/or an in-lieu payment of \$100.00 per tree shall be made, upon the approval of the Director, to the city's Recreation and Parks Department.

Sources: 1, 2, 3, 4, 11, 13, 15.

I. (c) Less than Significant Impact: The Project is situated towards the center of an area zoned and developed with medical offices. Intensifying the density of development in the center of the zone allows for the edges of the zone to act as a transition to surrounding land uses. The parking structure is located on the corner of Montgomery Drive and Sotoyome Street. This allows for access from two streets and significantly reduces the number of curb cuts from existing parking lots. The setback along Montgomery Drive along with pedestrian improvements, landscaping, and building facades will

reinforce the street as a place and enhance its spatial definition consistent with General Plan's goals regarding superior design and strengthening visual identity (UD-A-2 and UD-A-5).

As depicted in the images below (Source sheets 11e), the scale of the project will be compatible with the existing hospital and the more recent medical office development on Doyle Park Drive. The height of the MOB is 61 ft./69 ft. (parapet) above grade and the parking structure is 70' at its highest elevator tower with the bulk of the garage at 56'2" above grade. The existing hospital at its highest point is 70' above grade with the patient tower at 56'. The new buildings will use materials of stucco and stone along with a color scheme compatible with the existing hospital to provide visual interest and yet be compatible with the neighborhood.

Figure 1: Building Heights of the Santa Rosa Memorial Hospital Medical Complex located on the North side of Montgomery Drive



Figure 2: Heights of Existing Parking Structure and Medical Office Building at the Corner of Montgomery Drive and Doyle Park Drive



The street scape along the perimeter of the project will be upgraded to provide for a defined pedestrian sidewalk area per the city’s street development standards. Public spaces will be developed at the corner of Sotoyome Street and Montgomery Drive along with a plaza immediately in front of the MOB. The bus stop will be relocated to this plaza area.

The landscape design concept addresses three main site conditions: the “streetscape” along Montgomery Drive and Sotoyome Street; the parking structure’s relationship to its surroundings; and, the Medical Office Building Plaza. The landscape plant palette throughout the site utilizes water-wise species, with an emphasis on non-invasive species that will thrive in Santa Rosa’s climate.

Given the Project’s setting, the scale and mass are considered compatible with the surrounding environment. The impact is considered Less than Significant.

Recommended Mitigation Measures: No mitigation required.

Sources: 1, 2, 3, 4, 11, 13, 15.

I. (d.) Less than Significant Impact: Exterior lighting shall be accomplished through a combination of building mounted soffit and wall lights, illuminated bollards, and pole mounted fixtures. Parking lot

lighting will be illuminated to provide a foot-candle level between 0.5 and 1.5 with an average of 1.0. All fixtures shall be a cutoff type to meet the requirements of CalGreen building standards code. Each light fixture shall be directed downward and away from adjacent properties such that no on-site light fixture directly illuminates an area off-site. The photometric analysis (Source 11.d) shows minimal light spillover at the property edges. Given the absence of light intrusion, the project's potential to create a new source of substantial light or glare, adversely affecting day or nighttime views of the area would be less than significant.

Recommended Mitigation Measures: None required.

Sources: 1, 2, 3, 4, 11, 13, 15.

Potentially Significant Impact	Less Than Significant with Mitigation Incorporation	Less Than Significant Impact	No Impact
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II. AGRICULTURE AND FOREST RESOURCES

Would the project: (In determining whether impacts to agricultural resources are significant environmental effects, lead agencies may refer to the California Agricultural Land Evaluation and Site Assessment Model (1997) prepared by the California Dept. of Conservation as an optional model to use in assessing impacts on agriculture and farmland. In determining whether impacts to forest resources, including timberland, are significant environmental effects, lead agencies may refer to information compiled by the California Department of Forestry and Fire Protection regarding the state's inventory of forest land, including the Forest and Range Assessment Project and the Forest Legacy Assessment project; and forest carbon measurement methodology provided in Forest Protocols adopted by the California Air Resources Board.)

- | | | | | |
|--|--------------------------|--------------------------|--------------------------|-------------------------------------|
| a. Convert Prime Farmland, Unique Farmland, or Farmland of Statewide Importance (Farmland), as shown on the maps prepared pursuant to the Farmland Mapping and Monitoring Program of the California Resources Agency, to non-agricultural use? | <input type="checkbox"/> | <input type="checkbox"/> | <input type="checkbox"/> | <input checked="" type="checkbox"/> |
| b. Conflict with existing zoning for agricultural use, or a Williamson Act contract? | <input type="checkbox"/> | <input type="checkbox"/> | <input type="checkbox"/> | <input checked="" type="checkbox"/> |
| c. Conflict with existing zoning for, or cause rezoning of, forest land (as defined in Public Resources Code section 12220(g)), timberland (as defined by Public Resources Code section 4526), or timberland zoned Timberland Production | <input type="checkbox"/> | <input type="checkbox"/> | <input type="checkbox"/> | <input checked="" type="checkbox"/> |

	Potentially Significant Impact	Less Than Significant with Mitigation Incorporation	Less Than Significant Impact	No Impact
(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?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
e. Involve other changes in the existing environment, which, due to their location or nature, could result in conversion of Farmland, to non-agricultural use?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>

Discussion:

II. (a-e) No Impact. No farmland designated “Prime”, “Of Statewide Importance”, or “unique” exist within the Santa Rosa city limits as identified in the Farmland Mapping and Monitoring Program of the California Resources Agency. The project site is not under a Williamson Act Contract nor would the project create a conflict to agricultural uses since none occur in the area. The Santa Rosa 2035 General Plan does not identify any Agricultural land within the City limits or the Urban Growth Boundary (UGB). This project is within the City limits, as is the surrounding lands. There will be no impact to agriculture.

Recommended Mitigation Measures: None required.

Sources: 1, 2, 10.

Potentially Significant Impact	Less Than Significant with Mitigation Incorporation	Less Than Significant Impact	No Impact
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III. AIR QUALITY

Would the project: (*Where available, the significance criteria established by the applicable air quality management or air pollution control district may be relied upon to make the following determinations.*)

- | | | | | |
|---|--------------------------|-------------------------------------|-------------------------------------|--------------------------|
| f. Conflict with or obstruct implementation of the applicable air quality plan? | <input type="checkbox"/> | <input type="checkbox"/> | <input checked="" type="checkbox"/> | <input type="checkbox"/> |
| g. Violate any air quality standard or contribute substantially to an existing or projected air quality violation? | <input type="checkbox"/> | <input type="checkbox"/> | <input checked="" type="checkbox"/> | <input type="checkbox"/> |
| h. Result in a cumulatively considerable net increase in any criteria pollutant for which the project region is non-attainment under an applicable federal or state ambient air quality standard (including releasing emissions which exceed quantitative thresholds for ozone precursors)? | <input type="checkbox"/> | <input type="checkbox"/> | <input checked="" type="checkbox"/> | <input type="checkbox"/> |
| i. Expose sensitive receptors to substantial pollutant concentrations? | <input type="checkbox"/> | <input checked="" type="checkbox"/> | <input type="checkbox"/> | <input type="checkbox"/> |
| j. Create objectionable odors affecting a substantial number of people? | <input type="checkbox"/> | <input type="checkbox"/> | <input checked="" type="checkbox"/> | <input type="checkbox"/> |

Discussion:

The Project is located in the San Francisco Bay Area Air Basin. Ambient air quality standards for this area have been established at both the State and federal level. The Bay Area meets all ambient air quality standards with the exception of ground-level ozone, respirable particulate matter (PM10) and fine particulate matter (PM2.5).

Ground-level Ozone: High ozone levels are caused by the cumulative emissions of reactive organic gases (ROG) and nitrogen oxides (NOx). These precursor pollutants react under certain meteorological conditions to form high ozone levels. Controlling the emissions of these precursor pollutants is the

focus of the Bay Area's attempts to reduce ozone levels. The highest ozone levels in the Bay Area occur in the eastern and southern inland valleys that are downwind of air pollutant sources. Santa Rosa is not within this area. High ozone levels aggravate respiratory and cardiovascular diseases, reduce lung function, and increase coughing and chest discomfort.

Particulate Matter: Particulate matter is another problematic air pollutant of the Bay Area. Particulate matter is assessed and measured in terms of respirable particulate matter or particles that have a diameter of 10 micrometers or less (PM10) and fine particulate matter where particles have a diameter of 2.5 micrometers or less (PM2.5). Elevated concentrations of PM10 and PM2.5 are the result of both region-wide (or cumulative) emissions and localized emissions. High particulate matter levels aggravate respiratory and cardiovascular diseases, reduce lung function, increase mortality (e.g., lung cancer), and result in reduced lung function growth in children.

Toxic air contaminants (TAC) are a broad class of compounds known to cause morbidity or mortality (usually because they cause cancer) and include, but are not limited to, the air pollutants listed above. TACs are found in ambient air, especially in urban areas, and are caused by industry, agriculture, fuel combustion, and commercial operations (e.g., dry cleaners). TACs are typically found in low concentrations, even near the source (e.g., diesel particulate matter near a freeway). Because chronic exposure can result in adverse health effects, TACs are regulated at the regional, state, and Federal level. Diesel exhaust, described as diesel particulate matter or DPM, is the predominant TAC in urban air and is estimated to represent about three-quarters of the cancer risk from TACs (based on the Bay Area average). According to the California Air Resources Board (CARB), diesel exhaust is a complex mixture of gases, vapors and fine particles. This complexity makes the evaluation of health effects of diesel exhaust a complex scientific issue. Some of the chemicals in diesel exhaust, such as benzene and formaldehyde, have been previously identified as TACs by the CARB, and are listed as carcinogens either under the state's Proposition 65 or under the Federal Hazardous Air Pollutants programs. CARB has adopted and implemented a number of regulations for stationary and mobile sources to reduce emissions of DPM. Several of these regulatory programs affect medium and heavy duty diesel trucks that represent the bulk of DPM emissions from California highways. These regulations include the solid waste collection vehicle (SWCV) rule, in-use public and utility fleets, and the heavy-duty diesel truck and bus regulations. In 2008, CARB approved a new regulation to reduce emissions of DPM and nitrogen oxides from existing on-road, heavy-duty diesel fueled vehicles. The regulation requires affected vehicles to meet specific performance requirements between 2014 and 2023, with all affected diesel vehicles required to have 2010 model-year engines or equivalent by 2023. These requirements are phased in over the compliance period and depend on the model year of the vehicle. A similar program applies to construction equipment fleets.

The Bay Area Air Quality Management District (BAAQMD) is the agency tasked with managing air quality in the region. At the State level, the California Air Resources Board (CARB) (a part of the California Environmental Protection Agency) oversees regional air district activities and regulates air quality at the State level. In May 2017, BAAQMD adopted updated thresholds of significance to assist in the review of projects under CEQA. These thresholds were designed to establish the level at which BAAQMD believed air pollution emissions may cause significant environmental impacts under the California Environmental Quality Act (CEQA) and were posted on BAAQMD's website and included in the Air District's updated CEQA Guidelines. The significance thresholds identified by BAAQMD represent a conservative approach and are used as a guideline in this analysis. Given that several medical complexes, including Santa Rosa Memorial Hospital, are in relatively close proximity to the project site, a construction TAC assessment was prepared by Illingworth & Rodkin, Acoustical and Air Quality consultants. Both the Illingworth & Rodkin and the 2017 BAAQMD CEQA Guidelines were

used in the analysis of the Project's potential air quality impacts. Said reports indicate that the effects on air quality would be limited to temporary construction impacts. Air pollutants would be generated from construction equipment operations and fugitive dust caused by demolition and ground disturbance during project construction. After construction, there would be no significant air pollutant emission associated with the Project.

Impacts:

III(a-c) Less than Significant Impact. The Bay Area Air Quality Management District (BAAQMD) CEQA Air Quality Guidelines (Guidelines) set forth criteria for determining a Project's consistency with the Bay Area 2010 Clean Air Plan (BAAQMD 2011). Per the May 2017 Guidelines, the BAAQMD considers the Project consistent with the Clean Air Plan if it: 1) can be concluded that a Project supports the primary goals of the Plan (by showing that the Project would not result in significant and unavoidable air quality impacts); 2) includes applicable control measures from the Plan, and; 3) does not disrupt or hinder implementation of any Plan control measure. The primary goals of the 2010 Clean Air Plan are to protect air quality, public health, and the climate. The Plan includes 55 "control measures" in five categories: stationary and area source; mobile source; transportation control; land use and local impact; and, energy and climate. These control measures are intended to:

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

The Bay Area is considered a non-attainment area for ground-level ozone and fine particulate matter (PM_{2.5}) under both the federal Clean Air Act and the California Clean Air Act. Also, the area is considered non-attainment for respirable particulates or particulate matter with a diameter of less than 10 micrometers (PM₁₀) under the California Clean Air Act, but not the federal act. The area has attained both State and federal ambient air quality standards for carbon monoxide. As part of an effort to attain and maintain ambient air quality standards for ozone and PM₁₀, the BAAQMD has established thresholds of significance for air pollutants along with screening criteria. These thresholds and screening criteria apply for ozone precursor pollutants (ROG and NO_x), PM₁₀ and PM_{2.5} and apply to both construction period and operational period impacts.

In their 2017 update to the CEQA Air Quality Guidelines, BAAQMD identified the threshold sizes for various types of land uses. In Section 3: Screening Criteria; Table 3-1, the operational criteria pollutant screening size for medical office buildings is 117,000 sq. ft., which includes associated parking. The proposed 92,000 sq. ft. medical office building is below the proposed threshold without subtracting the existing medical office and financial institution use currently on site.

According to the traffic analysis prepared by W-Trans, September 8, 2017, the estimated net average daily trips is 1,982 trips. The Project would add a total of 276 AM peak trips and 336 PM peak to the six affected intersections. The total traffic volume of all affected intersections is far below the significance criteria of 44,000 vehicles per hour.

The Project would not result in a significant and unavoidable air quality impact, would not expose the community to greater health risks stemming from exposure to air pollutants, and would assist in reducing GHG emissions, over business as usual conditions, through its inclusion of green design measures.

Recommended Mitigation Measures: None required.

Sources: 1, 2, 8, 16.

III(d) Less Than Significant with Mitigation Incorporation: The Project would be the source of toxic air contaminant emissions during demolition and construction that could affect the nearby medical/hospital uses and residences in the area. These uses are considered sensitive receptors. This matter was specifically analyzed by Illingworth & Rodkin in their report entitled Santa Rosa Memorial Hospital Medical Office Building & Parking Structure Construction TAC Assessment, June 29, 2017.

Construction activities, particularly during site preparation and grading, would temporarily generate fugitive dust in the form of PM10 and PM2.5. Sources of fugitive dust would include disturbed soils at the construction site and trucks carrying uncovered loads of soils. Unless properly controlled, vehicles leaving the site would deposit mud on local streets, which could be an additional source of airborne dust after it dries. The BAAQMD CEQA Air Quality Guidelines consider these impacts to be less-than-significant if best management practices are implemented to reduce these emissions. Project construction impacts are considered significant since they can generate dust that could pose health and nuisance impacts if uncontrolled.

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 in the Illingworth & Rodkin report and listed below would reduce the air quality impacts associated with grading and new construction to a less than significant level.

Recommended Mitigation Measures:

AQ-1: Dust and Exhaust Controls

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.

Construction equipment and associated heavy-duty truck traffic generate diesel exhaust, which is a known TAC. Diesel exhaust poses both potential health and nuisance impacts to nearby receptors. A community risk assessment of the project construction activities was conducted that evaluated potential health effects to sensitive receptors at nearby residences from construction emissions of DPM and PM_{2.5}. A dispersion model was used to predict the off-site DPM concentrations resulting from project construction so that lifetime cancer risks could be predicted. Figure 1 shows the project site and sensitive receptor locations used in the air quality dispersion modeling analysis where potential community risk impacts were evaluated. The Illingworth & Rodkin report found that the Project would have a potentially significant impact with respect to community risks caused by construction activities at nearby receptors. The following mitigation measure would reduce this impact to a level of less than significant.

AQ-2: Equipment Emissions Control

Selection of equipment during construction to minimize emissions. Such equipment selection would include the following:

1. All diesel-powered off-road equipment larger than 25 horsepower and operating on the site for more than two days continuously shall, at a minimum, meet U.S. EPA particulate matter emissions standards for Tier 2 engines.

Note that the construction contractor could use other measures to minimize construction period DPM emissions to reduce the predicted cancer risk below the thresholds. Such measures may be the use of alternative powered equipment (e.g., LPG-powered lifts), alternative fuels (e.g., biofuels), added exhaust devices, or a combination of measures, provided that these measures are approved by the City and demonstrated to reduce community risk impacts to less than significant.

Sources: 1, 2, 8, 20.

III(e) Less Than Significant Impact: The Project would generate localized emissions of diesel exhaust during equipment operation and truck activity. This issue was specifically considered by the Illingworth & Rodkin TAC Assessment report. Measures to reduce the amount of diesel emissions are listed above. These emissions are not likely to be noticeable by adjacent receptors. The Project would not generate odors that would be expected to result in odor complaints.

Recommended Mitigation Measures: None required.

Sources: 1, 2, 8, 20.

Potentially Significant Impact	Less Than Significant with Mitigation Incorporation	Less Than Significant Impact	No Impact
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IV. BIOLOGICAL RESOURCES

Would the project:

- | | | | | |
|--|--------------------------|-------------------------------------|--------------------------|-------------------------------------|
| a. Have a substantial adverse effect, either directly or through habitat modifications, on any species identified as a candidate, sensitive, or special status species in local or regional plans, policies, or regulations, or by the California Department of Fish and Game or U.S. Fish and Wildlife Service? | <input type="checkbox"/> | <input checked="" type="checkbox"/> | <input type="checkbox"/> | <input type="checkbox"/> |
| b. Have a substantial adverse effect on any riparian habitat or other sensitive natural community identified in local or regional plans, policies, regulations, or by the California Department of Fish and Game or US Fish and Wildlife Service? | <input type="checkbox"/> | <input type="checkbox"/> | <input type="checkbox"/> | <input checked="" type="checkbox"/> |
| c. Have a substantial adverse effect on federally protected wetlands as defined by Section 404 of the Clean Water Act (including, but not limited to, marsh, vernal pool, coastal, etc.) through direct removal, filling, hydrological interruption, or other means? | <input type="checkbox"/> | <input type="checkbox"/> | <input type="checkbox"/> | <input checked="" type="checkbox"/> |
| d. Interfere substantially with the movement of any native resident or migratory fish or wildlife species or with established native resident or migratory wildlife corridors, or impede the use of native wildlife nursery sites? | <input type="checkbox"/> | <input checked="" type="checkbox"/> | <input type="checkbox"/> | <input type="checkbox"/> |
| e. Conflict with any local policies or ordinances protecting biological resources, such as a tree preservation policy or ordinance? | <input type="checkbox"/> | <input checked="" type="checkbox"/> | <input type="checkbox"/> | <input type="checkbox"/> |
| f. Conflict with the provisions of an adopted Habitat Conservation Plan, | <input type="checkbox"/> | <input type="checkbox"/> | <input type="checkbox"/> | <input checked="" type="checkbox"/> |

	Potentially Significant Impact	Less Than Significant with Mitigation Incorporation	Less Than Significant Impact	No Impact
Natural Community Conservation Plan, or other approved local, regional, or state habitat conservation plan?				

Discussion: The ±2.98-acre site (13 separate parcels) is developed with a collection of former residences converted to medical office use, medical office buildings, and a financial institution (credit union), which create a project area that is a combination of buildings, asphaltic concrete parking lots, driveways and minor concrete paths. Vegetation consists of street trees along Montgomery Drive and Sotoyome Street, and mature trees and shrubs along the perimeter of the site, internal property lines and, parking areas. There are no natural or riparian features such as creeks, swales, rock outcroppings, grasses, or sensitive plants. Cumulatively, the site contains 86 trees greater than 4 inches in diameter. The sizes of the trees range from 4 inches to 31 inches and most trees are considered to be of good structure and health. The Project results in the removal of 76 trees or a total of 881 inches in arboreal value. Under the city of Santa Rosa Tree Protection Ordinance removed trees are required to be replaced at a ratio of two 15-gallon trees for every 6 inches (dba) of trees removed. On site planting, planting trees on public land and/or payment of \$100.00 per 15-gallon tree are mitigations allowed under the city of Santa Rosa Tree Preservation Ordinance for the removal of trees. A loss of 76 trees could have a potential significant effect on the nesting or breeding habitat of migratory and nesting birds. A biological analysis conducted by Kjedsen Biological Consulting, dated January 30, 2017 found the following:

- The existing project site does not contain habitat, which would support special-status species;
- There was no evidence within the project area for the presence of any sensitive communities;
- No seasonal wetlands are present on the project site;
- There are no seasonal or permanent creeks or drainages with definable bed or bank within the proposed project area;
- There is no riparian habitat;
- No potential raptor nests or whitewash from nests were observed;
- Trees on the site are healthy and do not support potential raptor nests or whitewash from nests, and
- The project site contains limited potential nesting habitat for Migratory Birds.

IV. (a, d, e) Less than Significant with Mitigation Incorporation. Kjeldsen, Inc conducted a field survey of the property on January 19, 2017. The survey included recording plant and animal species, assessing current habitat conditions, and noting potential habitat for special-status species. The Kjeldsen report also reviewed the site plans prepared by Boulder Associates Architects, Landscape Planting Plan prepared by Quadriga Landscape Architecture and Planning, Inc., and the Arborist report by Becky Duckles Consulting Arborist & Landscape Advisor. Furthermore, the California Department of Fish and Wildlife “RareFind” data base was queried. The report found that it is unlikely that the project will have a substantial adverse effect, either directly or through habitat modifications, on any threatened or endangered plant or animal species listed by the California Department of Fish and Wildlife or U.S. Fish and Wildlife Service. The report did find that the proposed removal of trees on

the project site could result in directly destroying nests, eggs, and immature birds. Once incorporated, the following mitigation measures will reduce said potential impact to a level of less than significant.

Recommended Mitigations:

BR-1: Pre-construction Nesting Bird Survey

1. For tree removal occurring during the breeding season (March 1 through August 31), a qualified biologist shall conduct pre-construction surveys of all potential nesting habitats.
2. If active bird nests are found during preconstruction surveys:
 - a. A 500-foot no-disturbance buffer will be created around active raptor nests during the breeding season or until it is determined that all young have fledged, and
 - b. A 250-foot buffer zone will be created around the nests of other special status birds and all other birds that are protected by California Fish and Game Code 3503.
 - c. These buffer zones are consistent with CDFW avoidance guidelines and CDFW buffers required on other similar projects; however, they may be modified in coordination with CDFW based on existing conditions at the project site.
3. If pre-construction surveys indicate that nests are inactive or potential habitat is unoccupied during the tree removal period, no further mitigation is required. Shrubs and trees that have been determined to be unoccupied by special status birds may be removed.
4. If vegetation removal activities are delayed or suspended for more than two weeks after the pre-construction survey, the area shall be resurveyed.

BR-2: Tree Preservation

1. All removed trees shall be mitigated in accordance with the city of Santa Rosa Tree Preservation Ordinance, which requires the planting of two (2) 15-gallon trees on site, on public property, an in-lieu payment of \$100.00 per tree or a combination of options.

Sources: 1, 2, 11, 15, 21.

IV. (b, c, f) No Impact. The site consists of a number of asphaltic concrete parking lots, driveways, minor concrete paths and ten buildings. Existing vegetation consist of street trees, perimeter trees and ornamental landscaping associated with the various buildings. There are no riparian habitat or sensitive natural communities that have been identified in local or regional plans, adopted Habitat Conservation Plans, policies or regulations or by the California Department of Fish and Wildlife or the US Fish and Wildlife Service. The Project will not impact riparian habitat or sensitive natural communities.

Recommended Mitigations. None required.

Sources: 1, 2, 11, 15, 21.

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

Discussion: Tom Origer & Associates, archaeological and historical consultants, prepared an archaeological, historical, and cultural resources studies for the project. These reports, entitled Historical Resources Study for the Santa Rosa Memorial Hospital Medical Office Building and Parking Structure Project Santa Rosa, Sonoma County, California and dated January 20, 2017; revised February 3, 2017 and Historical Evaluation of Buildings in the 1100 Block of Montgomery Drive and 100 Block of Sotoyome Street, Santa Rosa, Sonoma County, California dated June 29, 2017 are relied upon in the analysis of the potential cultural resources impacts of the project.

V. (a) Less Than Significant Impact. The Origer Historical Resources Study was designed to satisfy environmental issues specified in the CEQA and its guidelines (Title 14 CCR §15064.5) by: (1) identifying all historical resources within the project area; (2) offering a preliminary significance evaluation of the identified cultural resources; (3) assessing resource vulnerability to effects that could arise from project activities; and (4) offering suggestions designed to protect resource integrity, as warranted. In addition, a request was sent to the State of California's Native American Heritage Commission seeking information from the sacred lands files and the names of Native American individuals and groups that would be appropriate to contact regarding the Project. Letters were sent to: Federated Indians of Graton Rancheria
Kashia Band of Pomo Indians of the Stewarts Point Rancheria
Lytton Rancheria of California

The Native American Heritage Commission replied via email on December 13, 2016, in which they

indicated that the sacred land file has no information about the presence of Native American cultural resources in the immediate project area. An email was received from Buffy McQuillen of the Federated Indians of Graton Rancheria stating that the tribe would review the project within 10 days of receipt of our letter. No additional comments have been received from them. No other responses have been received. A log of contact efforts is appended to Origer report.

The June 29, 2017 report examined the built environment. The purpose of the evaluation was to determine if the 10 buildings within the study area are of historic significance. The study found that the buildings do not appear eligible for inclusion on the California Register as individual properties or as contributors to an historic district.

Recommended Mitigation Measures: None required.

Sources: 1, 2, 3, 11, 18.

V. (b, c) Less Than Significant Impact. An intensive field survey was completed by Eileen Barrow on January 13, 2017. Ground visibility was generally poor with asphalt, buildings, and landscaping primary hindrances. A hoe was used, as necessary to remove vegetation and duff to examine the ground surface. Based on the results of the prefield research, it was anticipated that prehistoric and historic-period resources could be found within the study area. Prehistoric archaeological site indicators expected to be found in the region include but are not limited to: obsidian and chert flakes and chipped stone tools; grinding and mashing implements such as slabs and hand-stones, and mortars and pestles; and locally darkened midden soils containing some of the previously listed items plus fragments of bone, shellfish, and fire affected stones. Historic period site indicators generally include: fragments of glass, ceramic, and metal objects; milled and split lumber; and structure and feature remains such as building foundations and discrete trash deposits (e.g., wells, privy pits, dumps).

The auger hole was excavated to a depth of 150 centimeters. Soils were generally wet and clay-like to the bottom of the auger unit. It had recently rained, which could be why soils were consistently wet throughout the entire unit. No archaeological specimens were found during this study.

Recommended Mitigation Measures: None required.

Sources: 1, 2, 3, 11, 18.

V. (d) Less Than Significant Impact. Although recent and past research found no significant archaeological, paleontological, historical or human remains, there is a very remote possibility that cultural artifacts and human remains could be encountered during earth moving activity. Therefore, as a precautionary measure, the following standard conditions of approval are recommended.

Recommended Mitigation Measures: None required.

Standard Conditions of Approval (COA): Archaeological Resources and Human Remains

CUL-1: Archaeological Resources

If archaeological remains are uncovered, work at the place of discovery should be halted immediately until a qualified archaeologist can evaluate the finds. Prehistoric archaeological site indicators include:

obsidian and chert flakes and chipped stone tools; grinding and mashing implements (e.g., slabs and handstones, and mortars and pestles); bedrock outcrops and boulders with mortar cups; and locally darkened midden soils. Midden soils may contain a combination of any of the previously listed items with the possible addition of bone and shell remains, and fire affected stones. Historic period site indicators generally include: fragments of glass, ceramic, and metal objects; milled and split lumber; and structure and feature remains such as building foundations and discrete trash deposits (e.g., wells, privy pits, dumps).

CUL-2: Human Remains

If human remains are encountered, all activities in the immediate vicinity of the find and with an adequate buffer zone will be halted and, in accordance with California Health and Safety Code Section 7050.5, the County Coroner will be notified and permitted to assess the remains. Further, pursuant to California Public Resources Code Section 5097.98(b) remains shall be left in place and free from disturbance until a final decision as to the treatment and disposition has been made. If the County Coroner determines the remains to be Native American, the Native American Heritage Commission shall be contacted within a reasonable timeframe. Subsequently, the Native American Heritage Commission shall identify the “most likely descendant.” The most likely descendant shall then make recommendations and engage in consultations concerning the treatment of the remains as provided in Public Resources Code 5097.98.

Sources: 1, 2, 3, 11, 18.

Potentially Significant Impact	Less Than Significant with Mitigation Incorporation	Less Than Significant Impact	No Impact
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VI. GEOLOGY AND SOILS

Would the project:

- a. Expose people or structures to potential substantial adverse effects, including the risk of loss, injury, or death involving:
 - i) Rupture of a known earthquake fault, as delineated on the most recent Alquist-Priolo Earthquake Fault Zoning Map issued by the State Geologist for the area or based on other substantial evidence of a known fault? Refer to Division of Mines and Geology Special Publication 42.
 - 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 Table 18-1-B of the Uniform Building Code (1994), creating substantial risks to life or property?

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	Potentially Significant Impact	Less Than Significant with Mitigation Incorporation	Less Than Significant Impact	No Impact
e. Have soils incapable of adequately supporting the use of septic tanks or alternative wastewater disposal systems where sewers are not available for the disposal of wastewater?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>

Discussion: The site is located on the Santa Rosa plain approximately 450 ft. east of Santa Rosa Creek, which flows in a north/south direction. The site is relatively level.

Regionally, the site is located in the northern portion of the Coast Ranges geomorphic province. The Coast Ranges geomorphic province consist of a series of elongated mountain ranges and narrow valleys roughly paralleling the Pacific coastline and is located between the Great Valley of California and the Pacific Ocean. The geologic structure of the Coast Ranges is controlled by underlying basement rock types, and faults and folds, with the principal structure being the San Andres fault system.

VI. (a. i) Less Than Significant Impact. Published geologic maps show no active faults in the vicinity of the site. The nearest faults considered seismically active include the Healdsburg-Rogers Creek Fault and the San Andreas Fault. The project site is located approximately 700 ft. west of the mapped trace of the Healdsburg-Rogers Creek Fault and 200 ft. west of the Alquist-Priolo Zone boundary. As a result, the risk of fault rupture at the site is considered relatively low.

Recommended Mitigation Measures: None required.

Sources: 1, 2, 22

VI. (a. ii, iii, c, d) Less than Significant with Mitigation Incorporation. The City of Santa Rosa is subject to geological hazards related primarily to seismic events (earthshaking) due to presence of active faults. The project site is located within an area of strong seismic ground shaking as depicted in the General Plan 2035 (Figure 12-3). The UC Davis Interactive SoilWeb indicates the soil-type to be Zamora clay, which are considered expansive and may be subject to shrink and swell.

Application of Uniform Building Code, City standards and Title 24/California Code of Regulations in effect at the time of a building permit application as well as all measures outlined in the preliminary geologic investigation and soils report prepared prior to building permit issuance will address potential impacts related to possible seismic activity.

Recommended Mitigation Measures:

GEO-1: Building Codes

All structures shall be designed in accordance with California Building Code (CBC) and any local amendments thereto in place at the time of building permit submittal.

GEO-2: Geological Investigation

All recommendation of the preliminary geologic investigation prepared for the project prior to the issuance of building and grading permits shall be incorporated into the project design.

GEO-3: Site Drainage

The Project Civil Engineer shall design the site drainage to collect surface water into storm drain systems and discharge water at appropriate locations. Erosion control measures during and after construction shall conform to the most recent version of Erosion and Sediment Control Field Manual prepared by the North Coast Regional Water Quality Control Board.

VI. (a. iv, b) Less than Significant Impact. The project site is relatively level. Land sliding is not present or anticipated to be so. Likewise, substantial soil erosion or loss of top soil is not anticipated. The project will be subject to erosion control measures during and after construction as indicated in mitigation GEO-3, above.

Recommended Mitigation Measures: No mitigation required.

VI. (e) No Impact. The project would connect to the existing wastewater system and would not need septic tanks or an alternative wastewater disposal system.

Recommended Mitigation Measures: No mitigation required.

Sources: 1, 2, 22.

Potentially Significant Impact	Less Than Significant with Mitigation Incorporation	Less Than Significant Impact	No Impact
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VII. GREENHOUSE GAS EMISSIONS

Would the project:

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

Discussion:

VII. (a-b). Less Than Significant Impact: Climate change refers to any significant change in measures of climate, such as average temperature, precipitation, or wind patterns over a period of time. Climate change may result from natural factors, natural processes, and human activities that change the composition of the atmosphere and alter the surface and features of the land. Significant changes in global climate patterns have recently been associated with global warming, an average increase in the temperature of the atmosphere near the Earth's surface, attributed to accumulation of Greenhouse Gas (GHG) emissions in the atmosphere. Greenhouse gases trap heat in the atmosphere, which in turn heats the surface of the Earth. Some GHGs occur naturally and are emitted to the atmosphere through natural processes, while others are created and emitted solely through human activities. The emission of GHGs through the combustion of fossil fuels (i.e., fuels containing carbon) in conjunction with other human activities, appears to be closely associated with global warming. State law defines GHG to include the following: carbon dioxide (CO₂), methane (CH₄), nitrous oxide (N₂O), hydrofluorocarbons, perfluorocarbons, and sulfur hexafluoride (Health and Safety Code, section 38505(g).) The most common GHG that results from human activity is carbon dioxide, followed by methane and nitrous oxide.

Assembly Bill 32 (AB 32), the California Global Warming Solutions Act of 2006, recognizes that California is the source of substantial amounts of GHG emissions. The potential adverse impacts of global warming include the exacerbation of air quality problems, a reduction in the quality and supply of water to the state from the Sierra snowpack, a rise in sea levels resulting in the displacement of thousands of coastal businesses and residences, damage to marine ecosystems and the natural environment, and an increase in the incidences of infectious diseases, asthma, and other human health-related problems. In order to avert these consequences, AB 32 establishes a state goal of reducing GHG emissions to 1990 levels by the year 2020 (a reduction of approximately 15 percent from "business as usual" levels).

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. On August 2, 2005 the City adopted Resolution 26341, which committed the City of Santa Rosa (City) to reduce the City's municipal (i.e., city government) greenhouse gas emissions by 20 percent below 2000 levels by 2010 and committed to help facilitate the community-wide greenhouse gas reduction target of 25% from 1990 levels by 2015 (City of Santa Rosa 2005). In October 2008, the nine Sonoma County cities and the County with the help of the Climate Protection Campaign (CPC) incorporated the greenhouse gas reduction goals into the Sonoma County Community Climate Action Plan (CAP).

In June 2012, the City approved the Santa Rosa Climate Action Plan (SRCAP) The SRCAP identifies a need to reduce emissions by a total of 558,090 tons (or 25%) below business-as-usual levels projected for 2020 to meet the established greenhouse gas reduction goals. The SRCAP includes recommendations for reducing emissions in the building, transportation, agriculture, forestry, and solid waste sectors and includes recommendations to reduce the City's reliance on the electrical grid by implementing renewable energy projects. The SRCAP measures, policies and projects to reduce community wide GHGs are aligned with the goals and policies of the Santa Rosa General Plan Open Space and Conservation Element.

To ensure that new development complies with the City's GHG reduction program, the SRCAP contains a "New Development Checklist". The Checklist contains policies allowing new development to incorporate measures for SRCAP compliance and to reduce potential GHG impacts to less than significant levels. The Checklist denotes 15 mandatory measures. If a project cannot meet one or more the mandatory measures, substitution of other measures described in the Checklist is permitted.

The Santa Rosa Memorial Medical Office Building and Parking Structure Project incorporates all mandatory measures contained the SRCAP that are applicable to commercial projects. A total of 23 measures will be complied with. These include the following:

- Policy 1.1.1: Comply with CALGreen Tier 1 Standards: The Project is designed to comply with State Energy requirements for Title 24, City of Santa Rosa's CALGreen requirements and CALGreen Tier 1 Standards in effect at time of permit submission. Such standards have been incorporated into building placement, site development, building design and landscaping.
- Policy 1.3.1: Real time Energy Monitors: The Project will include energy monitors to track energy use.
- Policy 1.4.2: Comply with the City's Tree Preservation Ordinance (Santa Rosa Code Section 17-24.020): All trees removed will be replaced and/or an in-lieu fee shall be paid in accordance with the city's Tree Preservation Ordinance.
- Policy 1.4.3: Provide public and private trees in compliance with the Zoning Code: As shown on the Landscape Plan, the project includes the planting of trees, both public (street trees) and private (on-site). The Landscape design is in compliance with the Santa Rosa Zoning Code, Santa Rosa Design Guidelines, and Water Efficient Landscape Ordinance.

- Policy 1.5: Install new sidewalks and paving with high solar reflectivity materials: All proposed new sidewalks, driveways and parking areas will be paved with materials that contain either color or other enhancements to provide enhanced reflectivity.
- Policy 2.1.3: Pre-wire and pre-plumb for solar thermal or PV systems: The project may include the installation of solar photovoltaic panels on the roof of the parking structure of the surface parking lot.
- Policy 3.1.2: Supports implementation of station plans and corridor plans: The Project is not within a Station Area Plan or within a Corridor Plan. The Project does support alternative modes of transit by enhancing pedestrian connection, relocating the transit shelter and provide several electric charging stations and bicycle parking in the parking structure.
- Policy 3.2.1: Provide on-site services such as ATMs or dry cleaning to site users: The Project may include the relocation of a financial institution (credit union) in the first floor of the medical office building as well as a small café/restaurant.
- Policy 3.2.2: Improve non-vehicular network to promote walking, biking: The Project is designed to promote walking and biking through the provision of enhanced pedestrian connections, gathering areas and bicycle parking.
- Policy 3.2.3: Support mixed use, higher density development near services: The Project is a high density medical office with associated parking. Its purpose is to provide more efficient healthcare delivery to its clients.
- Policy 4.1.1: Implement the Bicycle and Pedestrian Master Plan: Any required improvements along Montgomery Drive will be done in accordance with city standards. Class II bicycle lanes will be installed along Montgomery Drive.
- Policy 4.1.2: Install bicycle parking consistent with regulations: Bicycle parking shall be provided per the city's Zoning code.
- Policy 4.1.3: Provide bicycle safety training to residents and employees: Policy so noted.
- Policy 4.2.2: Provide safe spaces to wait for bus arrival: The transit stop will be relocated adjacent to the crosswalk across Montgomery Drive to Santa Rosa Memorial Hospital. A bus shelter will be provided.
- Policy 5.1.2: Install electric vehicle charging equipment: Several electrical vehicles charging stations will be provided in the parking structure.
- Policy 6.1.3: Increase diversion of construction waste: The contractor will divert construction waste to the extent practicable and prepare a Construction Waste Management Plan for recycling and disposal of construction wastes.

- Policy 7.1.1: Reduce potable water for outdoor landscaping: As shown on the plan, Project landscaping will utilize low water use native plants. Landscape irrigation utilizes drip systems using a smart controller. The Project will be compliant with the City of Santa Rosa's Water Efficient Landscape Ordinance.
- Policy 7.1.3: Use water meters which track real-time water use: Such meters will be used.
- Policy 7.3.2: Meet on-site meter separation requirements in locations with current or future recycle water capabilities: This policy will be adhered to.
- Policy 9.1.3: Install low water use landscapes: Low water use landscapes will be used. The Project will be compliant with the City of Santa Rosa's Water Efficient Landscape Ordinance.
- Policy 9.2.1: Minimize construction equipment idling time to 5 minutes or less: The developer/construction manager will condition contractor agreements to limit construction equipment idling time to 5 minutes or less, consistent with the City's Standard Measures for Air Quality.
- Policy 9.2.2: Maintain construction equipment per manufacturer's specifications: The developer/construction manager will condition contractor agreements to require that all equipment used at the site be maintained in accordance with the manufacturer's instructions.
- Policy 9.2.3: Limit Green House Gas (GHG) construction equipment by using electrified equipment or alternate fuel: The developer will include provisions in contractor agreements encouraging the use of electrified equipment or equipment using alternative fuels.

The proposed project is consistent with all the applicable local plans, policies and regulations (see Section X. Land Use, Response b) and would not conflict with the provisions of AB 32, the provisions of the SRCAP, the applicable air quality plan, or any other State or regional plan, policy or regulation of an agency adopted for the purpose of reducing greenhouse gas emissions. Compliance with the City of Santa Rosa Climate Action Plan negates the necessity to perform Project GHG analysis. Table 2-1 of the 2017 Air Quality CEQA Thresholds of Significance indicates no further analysis is necessary if the Project is in compliance with a qualified GHG reduction strategy, in this case the SRCAP.

Numerous aspects of the project, identified above result in a less than significant impact.

Recommended Mitigation Measures: No mitigation required.

Sources: 1, 2, 5, 6, 7, 8, 9, 11, 12, 15, 16, 20.

Potentially Significant Impact	Less Than Significant with Mitigation Incorporation	Less Than Significant Impact	No Impact
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VIII. HAZARDS AND HAZARDOUS MATERIALS

Would the project:

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|--|--------------------------|--------------------------|-------------------------------------|-------------------------------------|
| a. Create a significant hazard to the public or the environment through the routine transport, use, or disposal of hazardous materials? | <input type="checkbox"/> | <input type="checkbox"/> | <input checked="" type="checkbox"/> | <input type="checkbox"/> |
| b. Create a significant hazard to the public or the environment through reasonably foreseeable upset and accident conditions involving the release of hazardous materials into the environment? | <input type="checkbox"/> | <input type="checkbox"/> | <input checked="" type="checkbox"/> | <input type="checkbox"/> |
| c. Emit hazardous emissions or handle hazardous or acutely hazardous materials, substances, or waste within one-quarter mile of an existing or proposed school? | <input type="checkbox"/> | <input type="checkbox"/> | <input checked="" type="checkbox"/> | <input type="checkbox"/> |
| d. Be located on a site which is included on a list of hazardous materials sites compiled pursuant to Government Code Section 65962.5 and, as a result, would it create a significant hazard to the public or the environment? | <input type="checkbox"/> | <input type="checkbox"/> | <input type="checkbox"/> | <input checked="" type="checkbox"/> |
| e. For a project located within an airport land use plan or, where such a plan has not been adopted, within two miles of a public airport or public use airport, would the project result in a safety hazard for people residing or working in the project area? | <input type="checkbox"/> | <input type="checkbox"/> | <input type="checkbox"/> | <input checked="" type="checkbox"/> |
| f. For a project within the vicinity of a private airstrip, would the project result in a safety hazard for people residing or working in the project area? | <input type="checkbox"/> | <input type="checkbox"/> | <input type="checkbox"/> | <input checked="" type="checkbox"/> |
| g. Impair implementation of or physically interfere with an adopted emergency | <input type="checkbox"/> | <input type="checkbox"/> | <input checked="" type="checkbox"/> | <input type="checkbox"/> |

	Potentially Significant Impact	Less Than Significant with Mitigation Incorporation	Less Than Significant Impact	No Impact
response plan or emergency evacuation plan?				
h. Expose people or structures to a significant risk of loss, injury or death involving wildland fires, including where wildlands are adjacent to urbanized areas or where residences are intermixed with wildlands?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>

Discussion:

VIII. (a, b, c) Less Than Significant Impact. Given the nature of the medical office building component of the Project, this use will be involved in the routine transport, use, and disposal of hazardous wastes. Doyle Park Elementary School is approximately .14 miles from the proposed Project site. The proposed Santa Rosa Memorial Medical Office use will be governed by the Santa Rosa Memorial Hospital Medical Waste Management Policy Manual (Source 17). Said Administrative Policy and Procedure Manual sets forth definitions on types of hazardous wastes; where various types of hazardous wastes are stored; who is authorized to handle the collection, transport, storage and disposal of such wastes; cleaning procedures; staff training; storage of bio-hazardous wastes; and, treatment and disposal of bio-hazardous wastes. Furthermore, the handling, storage, treatment and disposal of bio-hazardous wastes are regulated by: The Joint Commission on the Accreditation of Health Care Organizations (JCAHO); Title XXII of the California State Administrative Code; Medical Waste Management Act of the California Health and Safety Code, Sections 117600-118360, Chapter 6.1 of Division 20. Enforcement of the Medical Waste Management Act in Sonoma County is delegated by the State to the Sonoma County Department of Health Service, Environmental Health Division. The regulatory procedures and requirement and enforcement of said requirements will reduce the potential of a significant impact from the transport, use, emission, or disposal of hazardous materials to a less than significant impact.

Recommended Mitigation Measures. None required.

Sources: 1, 2, 11, 17.

VIII. (d, e, f and h) No Impact. In addition to the regulations referenced above, the proposed Project would be required to comply with all relevant Fire and Building Codes, which will further reduce the risk of upset or release from the use or transport of hazardous materials. According to the State of California EnviroStor Database of Hazardous Material Cleanup Sites, the site is not in or near any Federal or State Superfund Sites.

The project site is located approximately 11 miles from the Charles M. Schultz Sonoma County Airport, and is outside of the Airport Land Use Plan planning area. The project site is not within the vicinity of a private airstrip.

The proposed site is located in an urbanized office/medical/residential area. The site is not located within an Urban Wildland Fire Zone. The site is served by a fully developed public roadway system. The project is not located on a hazardous materials site; within two miles of a public airport; within an airport land use plan; in the vicinity of a private airstrip; or, within an Urban Wildlife Fire Zone. Therefore, there are no potential impacts.

Recommended Mitigation Measures. None required.

Sources: 1, 2, 11, 17.

VIII. (g). Less Than Significant Impact. The City of Santa Rosa is under the County of Sonoma's jurisdiction for the Department of Emergency Services. The Division of Emergency Management in the Department of Emergency Services is the lead agency for the Sonoma Operational Area. The Sonoma Operational Area consists of nine incorporated cities (Cloverdale, Cotati, Healdsburg, Petaluma, Rohnert Park, Santa Rosa, Sebastopol, and the Town of Windsor), Sonoma State University, the Sonoma County Junior College District, and other special districts within the county's geographical boundary. Construction at the project site would not interfere with an adopted emergency response or evacuation plan. However, there may be brief and intermittent disruptions to traffic during construction at the site. Flaggers will monitor all road disruptions and will clear the road for emergency vehicles. This potentially significant impact is mitigated through the implementation of Standard Conditions of Approval outlined below.

Recommended Mitigation Measures. None required.

Standard Conditions of Approval (COA): Traffic Congestion and Traffic Hazards

Emergency Response/Traffic Control

The applicant shall adopt standard traffic control procedures to minimize traffic congestion and traffic hazards. As required, construction flagging and signage, use of plates, and other safety measures shall be in conformance with Caltrans 2006 Manual of Uniform Traffic Control Devices. Other measures shall include:

1. If temporary lane or street closures are required, the applicant shall contact emergency response providers (i.e., hospitals, police, fire, and ambulance) to determine if the streets impacted are considered primary routes.
2. Where construction necessitates lane or street closures along emergency response routes, the applicant shall recommend and obtain approval of alternate routes or other means from the affected service providers, at a minimum of one week prior to construction.
3. During construction, the applicant shall notify the service providers on a weekly basis of the timing, location, and duration of construction.
4. The applicant shall maintain pedestrian and vehicular access to public facilities, businesses, and residences along the street during commute hours and shall minimize the closure of pedestrian and vehicular access at other times. Peak commute hours are between 7:00 AM - 9:00 AM and 4:00 PM - 6:00 PM.

Sources: 1, 2, 11, 16, 17.

Potentially Significant Impact	Less Than Significant with Mitigation Incorporation	Less Than Significant Impact	No Impact
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IX. HYDROLOGY AND WATER QUALITY

Would the project:

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| a. Violate any water quality standards or waste discharge requirements? | <input type="checkbox"/> | <input type="checkbox"/> | <input checked="" type="checkbox"/> | <input type="checkbox"/> |
| b. Substantially deplete groundwater supplies or interfere substantially with groundwater recharge such that there would be a net deficit in aquifer volume or a lowering of the local groundwater table level (e.g., the production rate of pre-existing nearby wells would drop to a level which would not support existing land uses or planned uses for which permits have been granted)? | <input type="checkbox"/> | <input type="checkbox"/> | <input checked="" type="checkbox"/> | <input type="checkbox"/> |
| c. Substantially alter the existing drainage pattern of the site or area, including through the alteration of the course of a stream or river, in a manner, which would result in substantial erosion or siltation on- or off- site? | <input type="checkbox"/> | <input type="checkbox"/> | <input checked="" type="checkbox"/> | <input type="checkbox"/> |
| d. Substantially alter the existing drainage pattern of the site or area, including through the alteration of the course of a stream or river, or substantially increase the rate or amount of surface runoff in a manner, which would result in flooding on- or off- site? | <input type="checkbox"/> | <input type="checkbox"/> | <input checked="" type="checkbox"/> | <input type="checkbox"/> |
| e. Create or contribute runoff water, which would exceed the capacity of existing or planned stormwater drainage systems or provide substantial additional sources of polluted runoff? | <input type="checkbox"/> | <input type="checkbox"/> | <input checked="" type="checkbox"/> | <input type="checkbox"/> |
| f. Otherwise substantially degrade water quality? | <input type="checkbox"/> | <input type="checkbox"/> | <input checked="" type="checkbox"/> | <input type="checkbox"/> |

	Potentially Significant Impact	Less Than Significant with Mitigation Incorporation	Less Than Significant Impact	No Impact
g. Place housing within a 100-year flood hazard area as mapped on a federal Flood Hazard Boundary or Flood Insurance Rate Map or other flood hazard delineation map?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
h. Place within a 100-year flood hazard area structures, which would impede or redirect flood flows?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
i. Expose people or structures to a significant risk of loss, injury or death involving flooding, including flooding as a result of the failure of a levee or dam?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
j. Inundation by seiche, tsunami, or mudflow?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>

Discussion:

IX. (a-f) Less than Significant Impact.

(a.) The Santa Rosa Memorial Medical Office Building and Parking Structure Project is within the permit boundary of the National Pollution Discharge Elimination System (NPDES) MS4 Storm Water Permit, which regulates discharges into the watershed with the intent of reducing storm water pollution and protecting water quality. Pursuant to the active NPDES permit, the City of Santa Rosa and the County of Sonoma have adopted the Storm Water Low Impact Development (LID) Technical Design Manual. A Preliminary Storm Water Mitigation Plan (PSWMP) was developed for the Santa Rosa MOB and Parking Structure Project. The PSWMP is in compliance with the City's LID Manual. Once approved, implementation of the SWMP will assure compliance with NPDES regulations.

(b.) The project will use municipal water from the city of Santa Rosa. On-site wells will not be utilized for water service or landscaping. The city of Santa Rosa municipal water system is sufficient to supply water to the project. Furthermore, through the implementation of Best Management Practices outlined in the project's PSWMP, a series of bio-retention areas will be used that will help clean and return storm water to the ground. Although the subject property is currently in a nearly fully paved condition, the bio-retention areas will aide in ground water recharge. Furthermore, through site redevelopment, there will be a reduction in impervious surface.

(c – f.) The existing site is a collection of building roofs, asphaltic concrete (AC) paving and concrete paths. Drainage from these surfaces sheet flows around the buildings across the paved paths into the curb and gutter at Sotoyome Street (a portion of the site) or Montgomery Drive where it is picked up at the curb inlet at the corner of Sotoyome Street and Montgomery Drive. This curb inlet connects to the city storm drain system and discharges into Santa Rosa Creek approximately 400 ft. west. The Project's grading and drainage plan redirects the on-site drainage to a number of newly installed inlets

which will be connected to the city storm drain system. This storm water will discharge into Santa Rosa Creek. The volume of on-site drainage will not increase and may be slightly diminished through the introduction of bio-retention areas. Although the Project will alter the existing on-site drainage pattern the Project does not increase the amount runoff water. The system of collecting the on-site runoff is improved through the introduction of bio-retention areas. The existing storm drain system is adequate to handle the amount of surface runoff.

The developer's engineer shall comply with all requirements of the latest edition of the City Standard Urban Storm Water Mitigation Plan Guidelines. Final plans shall include a Final Storm Water Mitigation Plan.

The potential impacts are considered less than significant. All potential impacts can be addressed through the implementation of standard conditions of approval.

Recommended Mitigation Measures. None required.

Standard Conditions of Approval (COA): SUSMP; WELO

1. Developer's engineer shall comply with all requirements of the City Standard Storm Water Mitigation Plan Guidelines using Low Impact Development (LID) Best Management Practices (BMPs).
2. Submit landscape and irrigation plans in conformance with the Water Efficient Landscape Ordinance adopted by the Santa Rosa City Council, Resolution No. 27518, on November 17, 2009. Plans shall be submitted with the Building Permit application. Submit the following with the above-mentioned plans: Maximum Applied Water Allowance (Appendix A) and Hydrozone Table (Appendix B).
3. A Final Standard Urban Storm Water Mitigation Plan (SUSMP) using Low Impact Development (LID) Best Management Practices (BMP) is to be included with the Building Permit application.

Sources: 1, 2, 12, 11, 12.

IX. (g-j) No Impact: The project site is not located within a flood zone (Santa Rosa General Plan 2035 Figure 12-4). As such, the proposed project is not anticipated to expose people or structures to a significant risk or loss, injury or death involving flooding, including flooding as a result of the failure of a levee or dam, nor is the site expected to be impacted by inundation by seiche, tsunami or mudflow.

Recommended Mitigation Measures: None required.

Sources: 1, 2, 3.

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

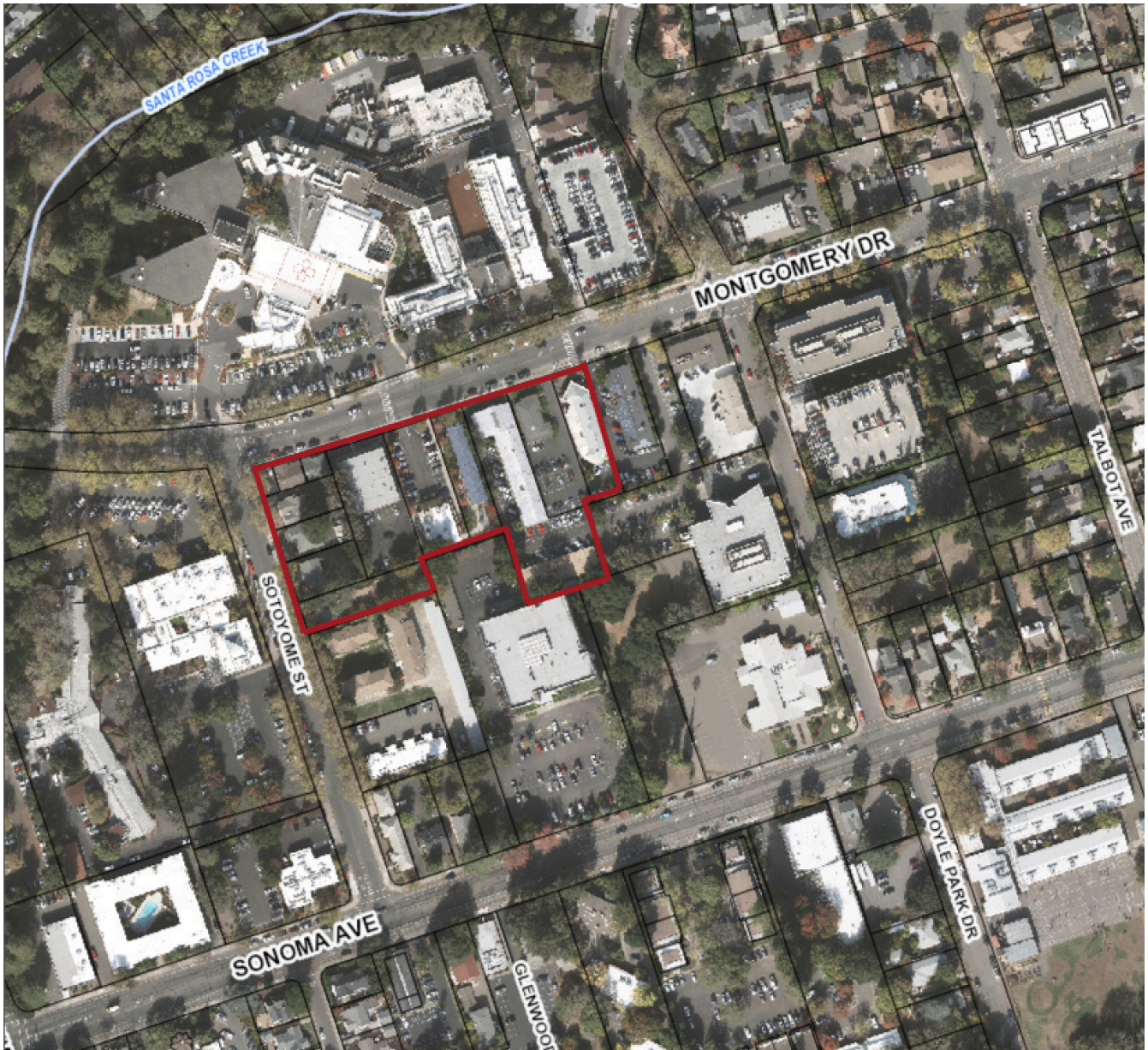
Discussion:

X. (a-c) Less than Significant Impact.

As shown in the aerial below, the Project is located near the center of what can aptly be described as a medical complex. Santa Rosa Memorial Hospital, a multi-story parking garage and a collection of medical office buildings are located on the north side of Montgomery Drive across from the Project; west of the site, across Sotoyome Street, is the continuation of Santa Rosa Creek, Sotoyome Hospital, and a two-story medical office clinic; to the south is an apartment complex, medical office buildings, 3-story medical office building, 3-story (2 levels over parking) surgery center, and a medical/dental building; immediately east of the Project site are medical offices and across Doyle Park Drive (also east) are a 4-story medical office building and 5-level parking garage. Excepting the apartment complex, which is adjacent to a portion of the Project's southern property line, the closest residential neighborhoods are: the single-family residences east of the hospital and north of Montgomery Drive; the single-family residences along Talbot Avenue south of Montgomery Drive; and, the Walnut Court residences south of Sonoma Avenue. These neighborhoods are between 450 to 500 feet away. As discussed in Section I. Aesthetics, although the Project exceeds the heights of the surrounding buildings, it is not out of character. The parking structure has a height of 70 ft. at the elevator towers and 56 ft. 2 inches overall. The medical office building is 61 ft. overall and has a 69ft. height at the top of the mechanical screen (parapet). The main building at Santa Rosa Memorial Hospital is 56 ft. in height with a tower element of 70ft. The medical office building and parking garage at Montgomery

Drive and Doyle Park Drive stand at 44ft. with a 53ft. mechanical screen and 40ft. with a 53ft. elevator height, respectively.

Site Location



Given the neighborhood context and the heights of the surrounding structures, the Project will not physically or visually divide an established community. The impact is considered Less than Significant.

The Project carries an Office land use designation in the city of Santa Rosa General Plan. According to the General Plan the Office designation: “Provides sites for administrative, financial, business, professional, medical, and public offices.” The Project is consistent with and advances a number of General Plan goals and policies. Chief among them are:

- LUL-A: Foster a compact rather than a scattered development pattern in order to reduce travel, energy, land, and materials consumption while promoting greenhouse gas emission reductions citywide.
- LUL-J: Maintain the economic vitality of business parks and offices, and Santa Rosa's role as a regional employment center.
- LUL-J-1: Maintain an adequate supply of employment centers in a variety of locations and settings to ensure the city's continued economic vitality.
- 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, the Downtown Station Area Specific Plan, and the Citywide Creek Master Plan.
- UD-A-5: Require superior site and architectural design of new development projects to improve visual quality in the city.
- EV-A: Maintain a positive business climate in the community.
- EV-A-5: Maintain diversity in the types of jobs available in Santa Rosa to lessen the impact of economic cycles.
- EV-B: Facilitate the retention and expansion of existing businesses and provide sufficient land for business expansion and attraction of new employers that utilize the area's existing labor pool.
- EV-D: Maintain the economic vitality of the downtown, business parks, offices and industrial areas.
- EV-D-1: Continue to promote Santa Rosa's role as a regional center.

The Project site is zoned Office Commercial (CO). A medical office building and parking structure are permitted uses in the CO district. As a permitted commercial (office) use, the design of the Project is subject to the city's Design Review Board review and approval. The height of the structures and the increase in parking are discretionary components of the Project and require the issuance of a Conditional Use Permit. As discussed above, the requested increase in height from the permitted 35ft. to 70ft. for the parking structure and 35ft. to 68ft. for the medical office building is not considered a significant impact. Intensification in development density achieved through an increase in height fosters a compact, efficient development model and, when viewed in context, is consistent with surrounding land uses. As outlined in a report entitled Parking Analysis: Santa Rosa Memorial Medical Office Building prepared by Boulder Associates Architects, the increase in parking is responsive to the nature of the use and existing condition. The additional parking is not considered in conflict with General Plan policies that encourage alternative modes of transportation. The Project is consistent with the General Plan and the Zoning Ordinance. The impact is considered Less than Significant.

The city of Santa Rosa is not within the boundaries of an adopted habitat conservation plan or natural communities conservation plan. The impact is Less than Significant.

Recommended Mitigation Measures. None required.

Sources: 1, 2, 3, 4, 7, 11, 13, 14, 15.

Potentially Significant Impact	Less Than Significant with Mitigation Incorporation	Less Than Significant Impact	No Impact
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XI. MINERAL RESOURCES

Would the project:

- | | | | | |
|---|--------------------------|--------------------------|--------------------------|-------------------------------------|
| a. Result in the loss of availability of a known mineral resource that would be of value to the region and the residents of the state? | <input type="checkbox"/> | <input type="checkbox"/> | <input type="checkbox"/> | <input checked="" type="checkbox"/> |
| b. Result in the loss of availability of a locally-important mineral resource recovery site delineated on a local general plan, specific plan or other land use plan? | <input type="checkbox"/> | <input type="checkbox"/> | <input type="checkbox"/> | <input checked="" type="checkbox"/> |

Discussion:

XI. (a-b) No Impact. The project site does not contain any locally or regionally significant mineral resources. The proposed development of the project site will not create an adverse impact upon locally or regionally significant mineral resources since no such resources have been identified on the project site.

Recommended Mitigation Measures: None required.

Sources: 1, 2.

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

Discussion: Illingworth & Rodkin, acoustical and air quality consultants, prepared an environmental noise and vibration assessment for the project. That report, entitled Santa Rosa Memorial Hospital New Medical Office Building & Parking Structure Environmental Noise & Vibration Assessment and dated March 18, 2017 is relied upon in the analysis of the potential noise impacts of the project.

XII. (a) Less Than Significant. Based on the results of existing noise measurements and a review of the year 2020 noise contours shown in Figure 12-2 of the City's 2035 General Plan Noise and Safety Element, the proposed office uses on the site would be exposed to exterior noise levels of less than 70 dBA Ldn. Therefore, the proposed MOB use would be considered 'Normally Acceptable' with the site noise environment under the City of Santa General Plan noise and land use guidelines.

Interior noise levels within the proposed MOB are also expected to comply with the State of California Cal Green Building Code standards for exterior sound transmission control using the performance (section 5.507.4.2) analysis methods. Under the performance method wall, window and roof-ceiling assemblies facing noise sources need to be constructed to provide an interior noise environment attributable to exterior sources that does not exceed an hourly equivalent noise level (Leq-1Hr) of 50 dBA in occupied areas during any hour of operation. Though building plans are not available for review, considering typical commercial building techniques with standard operable thermal insulating glazing systems and/or standard fixed storefront glazing systems at the exterior (which typically achieve a minimum exterior to interior sound loss of 25 to 30 dBA), and that the peak hour Leq is not expected to exceed 70 dBA at the building facades, this report finds that the interior hourly equivalent noise level (Leq-1Hr) limit of 50 dBA during any hour of operation would be met with a standard, non-STC rated, operable thermal insulating glazing systems. This is a less-than-significant impact.

Recommended Mitigation Measures: No mitigation required.

Sources: 1, 2, 3, 19.

XII. (b) Less Than Significant with Mitigation Incorporation. Residences and businesses in the vicinity of the project site could be exposed to construction or operations related vibration. This is a potential significant impact, which can be reduced an insignificant level with mitigation.

Project operation is not expected to result in perceivable ground borne vibration or noise levels as the proposed office and parking land uses would not involve any source capable of generating significant ground borne vibration or noise. However, heavily loaded Delivery or Soil Dump Trucks, the possible use of jack hammers, hoe rams or other high powered tools for concrete or pavement removal during site clearing and construction work, the use of excavation equipment, driven or drilled piers, and ground compaction during building foundation work, could generate perceptible vibration in the immediate vicinity of the site. The adjacent apartments appear to be located as close as 100 feet from the proposed building footprints, while office buildings in the vicinity appear to be located as close 50 feet from the proposed building footprints. The adjacent office and commercial buildings appear to be structurally sound and designed to modern engineering standards, and thus a vibration limit for these uses is established at 0.50 in/sec PPV (peak particle velocity). The adjacent apartment buildings appear to be of older normal (non-historic or weaken) type construction, and thus a vibration limit for these uses is established at 0.20 in/sec PPV to eliminate the potential of cosmetic damage to these buildings.

Table 4 in the Environmental Noise & Vibration Assessment report presents typical vibration levels that could be expected from construction equipment at distances of 25, 50 and 100 feet. Project construction activities such as drilling, the use of jackhammers, rock drills and other high-power or vibratory tools may generate substantial vibration in the immediate vicinity. Construction activities are not expected to extend for more than one construction season, and construction vibration would not be substantial for most of this time except during vibration generating activities. Vibration levels would vary depending on soil conditions, construction methods, and equipment used.

A review of Table 4 indicates that Pile driving could exceed the 0.5 in/sec PPV limit at the closest adjacent office buildings, but that all expected construction activities would be below the 0.20 in/sec PPV limit at the setback of the adjacent apartment building (100 feet). Additional analysis indicates that piles driven at 60 feet or farther from the office buildings would not exceed the 0.5 in/sec PPV limit, and that that piles driven at 95 feet or closer to the adjacent apartment building would exceed the 0.2 in/sec PPV limit.

In areas where vibration would not be expected to cause structural damage, vibration levels may still be perceptible. However, as with any type of construction, this would be anticipated and it would not be considered significant given the intermittent and short duration of the phases that have the highest potential of producing vibration (foundation work, jackhammers and other high power tools).

Recommended Mitigation Measures:

NOISE – 1: Vibration

Foundation support piles within 60 feet of the adjacent office buildings or within 95 feet of the adjacent apartment building should either be installed using vibratory drivers or drilled and cast in place piers.

Sources: 1, 2, 3,19.

XII. (c) Less Than Significant Impact. The operation of the proposed medical office building and parking garage would not generate noise levels exceeding the noise limits established in the City of Santa Rosa General Plan or Noise Ordinance. This is a Less Than Significant Impact.

Potential noise producing activities resulting from the proposed medical office building and parking garage include (1) mechanical equipment noise from the building HVAC equipment, (2) operational noise from the parking structure, and (3) increased traffic noise on surrounding roadways due to project generated traffic.

1. Mechanical Equipment Noise:

Mechanical equipment associated with the proposed MOB will include exhaust fans and Heating, Ventilation, and Air Conditioning (HVAC) equipment installed on the building rooftop. The garage appears to be of an open-air design and will not require ventilation equipment. Noise generated by mechanical equipment varies significantly depending upon the equipment type and size. The precise noise impacts of project equipment cannot be determined without detailed system design specifications regarding location, type, size, capacity, etc., details which are typically provided during later phases of the project design and development review along with other more detailed project engineering specifications. However, based on noise measurements made at hospitals and office buildings, HVAC exhaust equipment can produce noise levels between 70 to 75 dBA at 3 feet in the open environment. With the mechanical equipment located on the roof top the proposed MOB, and allowing for the accepted atmospheric attenuation rate of 6 dBA per doubling of distance from a fixed source, and without consideration of any attenuation provided by intervening structures or fences, the noise level at a position five feet above grade level at the closest adjacent residential property line, would be expected to range from 35 to 40 dBA. This sound level would comply with the nighttime noise ordinance limit of 45 dBA.

2. Parking Structure Operational Noise:

Based on noise measurements conducted of typical noise generating activities occurring on the various parking levels near a similarly designed open air four-story parking structure in downtown Petaluma, the maximum (Lmax) noise levels from door slams, engine starts, and vehicle circulation will typically range from 51-56 dBA and Lmax noise levels from car horns will typically range from 60-68 dBA at the façade of the adjacent apartment building. Considering a typical minimum structural attenuation of 12 dBA with open windows and 20 dBA with closed windows, maximum noise levels resulting from infrequent events, such as car horns or the vehicle alarm systems would be between 48 to 56 dBA within apartment interiors with open windows and between 40 to 48 dBA with closed windows. More frequent maximum noise levels from door slams, engine starts, and vehicle circulation would be between 39 to 44 dBA within apartment interiors with open windows and 31 to 36 dBA with closed windows. On a daily average basis, these loudest noise events within the parking garage would be infrequent and would not expect to cause a substantial increase in ambient noise levels (3dBA or greater) at the adjacent apartments.

3. Increased Traffic Noise:

Considering that the intent of the project is to consolidate existing physician offices and co-locate these offices with a diagnostic imaging clinic to allow for reduced patient vehicle trips between office and testing locations, it is expected that the traffic on area roadways will remain the same or decrease. Based on this consideration, traffic noise levels along roadways serving the project site would remain the same or increase by less than 1 dBA Ldn as a result of the project. The project would not result in a measurable increase in noise at sensitive residential receivers in the vicinity.

Recommended Mitigation Measures: None required.

Note: It should be noted that the Noise and Vibration Assessment report prepared for the Project did recommend that the project design team should consider constructing solid walls along the south facade of the parking garage facing the apartment in order to reduce maximum instantaneous noise levels attributable to garage use to 45 dBA within adjacent apartments with open windows. This is not being recommended as a Mitigation Measure because the potential impact is within the noise standards as established in the City of Santa Rosa General Plan 2035.

Sources: 1, 2, 3, 19.

XII. (d) Less Than Significant Impact. Noise levels generated by project construction activities would temporarily elevate ambient noise levels at sensitive land uses in the vicinity. Major noise generating construction activities would be limited to two construction season or less.

Construction activities generate considerable amounts of noise. Construction-related noise levels are normally highest during demolition and the construction of project infrastructure. These phases of construction require heavy equipment that normally generates the highest noise levels over extended periods of time. Typical hourly average construction generated noise levels are about 81 dBA to 88 dBA measured at a distance of 50 feet from the center of the site during busy construction periods (e.g., earth moving equipment, impact tools, etc.). Construction-related noise levels are normally less during building erection, finishing, and landscaping phases. There would be variations in construction noise levels on a day-to-day basis depending on the actual activities occurring at the site. Construction generated noise levels drop off at a rate of about 6 dBA per doubling of distance between the source and receptor. The nearest existing residential receivers are about 80 feet from the project site. Hourly

average noise levels would range from 77 dBA to 84 dBA during the busiest construction periods along the westernmost property line of the site.

Given the temporary nature of construction noise, the impact is seen as Less Than Significant. However, the following Standard Conditions of Approval should be applied to the project.

Recommended Mitigation Measures: None required.

Standard Conditions of Approval (COA):

While construction activities would be less-than-significant, implementation of the following Standard Conditions of Approval would reduce construction noise levels emanating from the site, thereby minimizing disruption and annoyance.

1. Muffle and maintain all equipment used on site. All internal combustion engine-driven equipment shall be fitted with mufflers, which are in good condition. Good mufflers shall result in non-impact tools generating a maximum noise level of 80 dB when measured at a distance of 50 feet.
2. Utilize “quiet” models of air compressors and other stationary noise sources where technology exists.
3. Locate stationary noise-generating equipment as far as possible from sensitive receptors when sensitive receptors adjoin or are near a construction project area.
4. Prohibit unnecessary idling of internal combustion engines.
5. Prohibit construction workers’ radios which are audible on adjoining properties.
6. Restrict noise-generating activities at the construction site or in areas adjacent to the construction site to the hours between 7:00 a.m. and 7:00 p.m., Monday through Friday, and 8 a.m. to 6 p.m. Saturdays, with no construction is permitted on Sundays and holidays.
7. Do not allow machinery to be cleaned or serviced past 7:00 p.m. or prior to 7:00 a.m. Monday through Friday.
8. Limit the allowable hours for the delivery of materials or equipment to the site and truck traffic coming to and from the site for any purpose to Monday through Friday between 7:00 a.m. and 7:00 p.m.
9. Allowable construction hours shall be posted clearly on a sign at the construction site.
10. The construction contractor shall designate a “noise disturbance coordinator” who will be responsible for responding to any local complaints about construction noise. A telephone number for the disturbance coordinator shall be conspicuously posted at the construction site. The Disturbance Coordinator shall:
 - a. Receive and act on complaints about construction disturbances during site clearing, excavation, infrastructure installation, road building, residential construction, and site other construction activities.

- b. Determine the cause(s) and implement remedial measures as necessary to alleviate significant problems.
- c. Clearly post his/her name and phone number(s) on a sign at the construction site.
- d. Notify area residents of construction activities, schedules, and potential impacts.

Sources: 1, 2, 3, 19.

XII. (e and f) No Impact. The project site is located ±11 miles from the Charles M. Schultz/Sonoma County Airport, and is outside of the Airport Land Use Plan planning area. The project site is not located near a public or private airport, and therefore would not be subject to air-traffic related noise impacts.

Recommended Mitigation Measures: No mitigation required.

Sources: 1, 2, 3, 19

Potentially Significant Impact	Less Than Significant with Mitigation Incorporation	Less Than Significant Impact	No Impact
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XIII. POPULATION AND HOUSING

Would the project:

- | | | | | |
|---|--------------------------|--------------------------|--------------------------|-------------------------------------|
| a. Induce substantial population growth in an area, either directly (for example, by proposing new homes and businesses) or indirectly (for example, through extension of roads or other infrastructure)? | <input type="checkbox"/> | <input type="checkbox"/> | <input type="checkbox"/> | <input checked="" type="checkbox"/> |
| b. Displace substantial numbers of existing housing, necessitating the construction of replacement housing elsewhere? | <input type="checkbox"/> | <input type="checkbox"/> | <input type="checkbox"/> | <input checked="" type="checkbox"/> |
| c. Displace substantial numbers of people, necessitating the construction of replacement housing elsewhere? | <input type="checkbox"/> | <input type="checkbox"/> | <input type="checkbox"/> | <input checked="" type="checkbox"/> |

Discussion:

XIII. (a – c). No Impact. The subject property has been designated office and utilized for medical office purposes for a number of years. Furthermore, the proposed Project is situated in an area of significant medical development. Development of the Project will not generate the need for a substantial amount of new housing, require the construction of new roads, upgrading of sewer or water lines or require substantial upgrades to infrastructure. There is no residential use in any of the existing buildings. All buildings will be vacant by the time of Project construction. The Project will not displace existing housing or persons residing in said housing. The site is bordered on all sides by medical and medical office excepting a residential apartment complex located adjacent to a portion of the Project's south property line. Residential neighborhoods are within 400 to 500 ft. of the proposed Project site. All impacts of the proposed use on surrounding office, medical, commercial and residential development will be fully mitigated either through the implementation of existing local, state and federal regulations, standard conditions of approval and/or mitigations discussed throughout this report.

Recommended Mitigation Measures: None required.

Sources: 1, 2, 11, 13.

Potentially Significant Impact	Less Than Significant with Mitigation Incorporation	Less Than Significant Impact	No Impact
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XIV. PUBLIC SERVICES

Would the project result in substantial adverse physical impacts associated with the provision of new or physically altered governmental facilities, need for new or physically altered governmental facilities, the construction of which could cause significant environmental impacts, in order to maintain acceptable service ratios, response times or other performance objectives for any of the public services:

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

Discussion:

XIV. (a-e) Less than Significant Impact. The project site is located within the City of Santa Rosa and would receive all necessary public services. Fire protection services will be provided by the City of Santa Rosa. Police protection services will be provided by the City's Police Department. The project is consistent with the build-out anticipated by the City's General Plan 2035. The proposal is not anticipated to cause the need for new public services or facilities. Existing fire and police protection are determined to be adequate to serve the project. The project will be constructed in accordance with all applicable state and local fire codes. The Project will be responsible for the payment of all required impact fees including but not limited to, Public Facilities, Schools and Parks. Development of the Project will result in a substantial increase in the assessed value of the property.

Recommended Mitigation Measures: None required.

Sources: 1, 2.

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

Discussion:

XV. (a-b.) No Impact. The project site is a commercially designated (Office) site to be developed with medical, medical office and parking uses. As such, the project will place no demand on existing neighborhood or regional parks.

Recommended Mitigation Measures: No mitigation required.

Sources: 1, 2, 18.

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

Discussion:

XVI. (a-b) Less than Significant Impact with Mitigation Incorporation. A Final Traffic Impact Study for the Project was prepared by W-Trans, consulting traffic engineers on September 8, 2017. Said report serves as the basis for this analysis.

According to the W-Trans Traffic Impact Report, on a daily basis, the 92,000sq. ft. medical office building has an estimated trip generation of 3,324 trips based on the daily rate of 36.13 trips per thousand square feet of office space. This number does not take into account the existing uses currently on site or the fact that the existing medical services in the area would provide substantial interaction with the new use, thereby resulting in the likelihood of a reduced actual trip generation. Hence, the trip generating numbers are most conservative.

Operating conditions were evaluated during the a.m. (7:00 to 9:00) and p.m. (4:00 to 6:00) peak periods. This was done in order to capture the highest potential impacts for the proposed Project as well as the highest volumes on the local transportation network. The report studied the six area intersections shown in the table below at a.m. and p.m. peak hour and determined their existing level of service. Level of Service (LOS) is used to rank traffic operation on various type of facilities based on traffic volumes and roadway capacity using a series of letter designations ranging from A to F. Generally, Level of Service A represents free flow conditions and Level of Service F represents forced flow or breakdown conditions. By policy the city of Santa Rosa General Plan strives to maintain a LOS D along major roadways.

Existing Conditions – Peak Hour				
Study Intersection	AM Peak		PM Peak	
Approach	Delay	LOS	Delay	LOS
Brookwood Ave./3 rd St.	15.8	B	18.5	B
Montgomery Dr./Sotoyome St.	5.8	A	6.0	A
Montgomery Dr./Doyle Park Dr.	3.7	A	4.7	A
Sonoma Ave./Brookwood Ave.	34.3	C	27.2	C
Sonoma Ave./Sotoyome St.	1.3	A	1.4	A
Southbound (Sotoyome) Approach	13.3	B	15.7	C
Sonoma Ave./Doyle Park Dr.	2.8	A	2.5	A
Northbound Approach	18.8	C	16.9	C
Southbound Approach	14.3	B	14.0	B

As depicted above, all intersections are operating at an acceptable level of service, in accordance with General Plan policy.

LOS: Future Conditions and Future Plus Project Conditions – Peak Hour				
Study Intersection	Future Conditions		Future plus Project	
Approach	AM - LOS	PM - LOS	AM - LOS	PM - LOS
Brookwood Ave./3 rd St.	B	C	B	C
Montgomery Dr./Sotoyome St.	A	A	A	A
Montgomery Dr./Doyle Park Dr.	A	A	A	A
Sonoma Ave./Brookwood Ave.	D	C	D	C

Sonoma Ave./Sotoyome St. Southbound (Sotoyome St.) Approach	A B	A C	A C	A E
Sonoma Ave./Doyle Park Dr. Northbound Approach	A C	A C	A C	A C
Southbound Approach	C	B	C	C

As shown in the above table, all intersections will continue to operate at the same LOS with or without the Project with the exception of southbound Sotoyome Street approach.

Because the Project would increase delay on the stop-controlled approach at Sonoma Avenue/Sotoyome Street a signal warrant analysis was performed to determine potential need for a traffic signal to off-set project impacts. Based on a “Warrant 3, Peak Hour Volume” analysis, the W-Trans Traffic Impact Study concluded that a signal is warranted at the intersection of Sonoma Avenue/Sotoyome Street.

Given the proximity of the downtown, the commercial, retail and residential land uses surrounding the project site and the adjacency of other medical services, it is reasonable to assume that some project trips would occur by foot, bicycle or public transit to reach the Project site. The Project proposes to consolidate two existing midblock crossings on Montgomery Drive between Sotoyome Street and Doyle Park Drive into one crossing on the west side of the proposed driveway. This consolidation will decrease the number of locations for potential pedestrian-vehicle conflicts on Montgomery Drive. The W-Trans Impact Study completed an analysis to determine if the crosswalk should be enhanced. Based on a road volume of 679 vehicles on Montgomery Drive between Sotoyome Street and Doyle Park Drive during peak hour and 61 pedestrians crossing Montgomery Drive during the pm. peak hour, and activate or enhanced crossing is warranted.

The Santa Rosa City Zoning Code stipulates that a minimum bicycle requirement for a Medical service land use is one space per 6,000 sq. ft. At that rate, 15 bicycle parking spaces are required on-site; 25% of the spaces should be provided in facilities adequate for long-term use. Additionally, one shower for each gender is required for office use between 50,000 sq. ft. and 149,999 sq. ft. These standards have been incorporated into the project design.

A sight distance of two hundred feet is required at the Project driveways. In order to maintain such, the Project signage and landscaping shall comply with the recommendations found in the W-Trans Traffic Impact report dated September 8, 2017 and stipulated below in mitigation TRANS/TRAFFIC-3, below.

Recommended Mitigations:

XVI. (a) Less than Significant with Mitigations Incorporated:

TRANS/TRAFFIC- 1: Traffic Signal

A traffic signal is warranted at the intersection of Sonoma Avenue/Sotoyome Street. Said signal shall be installed in accordance with criteria and design set forth by the city of Santa Rosa Transportation and Public Works Division.

TRANS/TRAFFIC- 2: RRFBs

A Rapid Rectangular Flashing Beacons (RRFBs) shall be installed at the new crossing location on Montgomery Drive between Sotoyome Street and Doyle Park Drive.

TRANS/TRAFFIC- 3: Sight Distance

Landscaping should be maintained such that foliage stays above seven feet and below three feet from the ground within the sight lines at the driveways. Signs or monuments to be installed along the project frontage should be placed so that sight distance is not obstructed at the project driveways. Further, red paint should be applied to the curbs for 35 feet on either side of the project driveway on Sotoyome Street to improve sight lines.

Sources: 1, 2, 11, 16, 23.

XVI. (c - d) No Impact. The project site is located ± 11 miles from the Charles M. Schultz/Sonoma County Airport, and is outside of the Airport Land Use Plan planning area. The project site is not located near a public or private airport. The project will not impact air traffic patterns. The project has incorporated pedestrian, bicycle and transit features. The Project eliminates a number of driveway cuts along Montgomery Drive. Having a single point of access along Montgomery Drive and eliminating the multiple points of access and back-out improves vehicular and pedestrian safety along this stretch of Montgomery Drive.

Recommended Mitigation Measures: None required.

Sources: 1, 2, 11, 16, 23

XVI. (e – f) Less than Significant Impact. The Project will enhance pedestrian, bicycle and public transportation opportunities through the inclusion of clearly indicated pedestrian ways, gathering areas, short-term bicycle parking, relocated bus stop and shelter, new crosswalk and Class II bicycle lanes along the Montgomery Drive frontage. Standard conditions of approval, also identified in Section VIII. Hazards and Hazardous Materials, above will maintain adequate emergency access during project construction.

Recommended Mitigation Measures: None required.

Standard Conditions of Approval (COA): Traffic Congestion and Traffic Hazards

Emergency Response/Traffic Control

The applicant shall adopt standard traffic control procedures to minimize traffic congestion and traffic hazards. As required, construction flagging and signage, use of plates, and other safety measures shall be in conformance with Caltrans 2006 Manual of Uniform Traffic Control Devices. Other measures shall include:

1. If temporary lane or street closures are required, the applicant shall contact emergency response providers (i.e., hospitals, police, fire, and ambulance) to determine if the streets impacted are considered primary routes.
2. Where construction necessitates lane or street closures along emergency response routes, the applicant shall recommend and obtain approval of alternate routes or other means from the affected service providers, at a minimum of one week prior to construction.
3. During construction, the applicant shall notify the service providers on a weekly basis of the timing, location, and duration of construction.

4. The applicant shall maintain pedestrian and vehicular access to public facilities, businesses, and residences along the street during commute hours and shall minimize the closure of pedestrian and vehicular access at other times. Peak commute hours are between 7:00 AM - 9:00 AM and 4:00 PM - 6:00 PM.

Sources: 1, 2, 11, 16, 23.

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

Discussion:

XVII. (a-g.) Less than Significant Impact. The Project would convert a fully paved and developed site to a site of similar use at a higher density of development. The Project can be served by existing water and wastewater treatment facilities and storm water drainage facilities. The project is a commercially designated (Office) site, redevelopment of which is fully consistent with the General Plan. Standard City conditions will require compliance with the Storm Water Mitigation Plan Guidelines, including implementation of mitigation measures requiring use of best management practices. Adequate landfill capacity would continue to exist at County and/or County contracted facilities to support future development.

Recommended Mitigation Measures: None required.

Sources: 1, 2, 12.

Potentially Significant Impact	Less Than Significant with Mitigation Incorporation	Less Than Significant Impact	No Impact
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XVIII. MANDATORY FINDINGS OF SIGNIFICANCE

Would the project:

- | | | | | |
|--|--------------------------|-------------------------------------|-------------------------------------|--------------------------|
| a. Does the project have the potential to degrade the quality of the environment, substantially reduce the habitat of a fish or wildlife species, cause a fish or wildlife population to drop below self-sustaining levels, threaten to eliminate a plant or animal community, reduce the number or restrict the range of a rare or endangered plant or animal or eliminate important examples of the major periods of California history or prehistory? | <input type="checkbox"/> | <input type="checkbox"/> | <input checked="" type="checkbox"/> | <input type="checkbox"/> |
| b. Does the project have impacts that are individually limited, but cumulatively considerable? (“Cumulatively considerable” means that the incremental effects of a project are considerable when viewed in connection with the effects of past projects, the effects of other current projects, and the effects of probable future projects)? | <input type="checkbox"/> | <input type="checkbox"/> | <input checked="" type="checkbox"/> | <input type="checkbox"/> |
| c. Does the project have environmental effects, which will cause substantial adverse effects on human beings, either directly or indirectly? | <input type="checkbox"/> | <input checked="" type="checkbox"/> | <input type="checkbox"/> | <input type="checkbox"/> |

Discussion:

XVIII. (a) Less Than Significant Impact: The project is located within the Santa Rosa Urban Growth Boundary and potential impacts associated with its development have been anticipated by the City’s General Plan and analyzed in the General Plan EIR. The project is consistent with the General Plan Land Use designation, goals, policies and programs. With implementation of mitigation measures set forth above in sections III, IV, V, VIII, XII and XVI, the project’s potential impacts to the quality of the environment would be reduced to levels below significance. As such, the project will not degrade the

quality of the environment, reduce habitat, or affect cultural resources. Therefore, the project will have less than significant impacts due to degradation of the environment.

Recommended Mitigation Measures: None required.

XVIII. (b) Less Than Significant Impact: 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 does not increase the severity of any of the impacts from the levels identified and analyzed in the General Plan EIR. The project does not have the potential to create impacts that are individually limited, but cumulatively considerable. Therefore, the project's cumulative impacts will be less than significant.

Recommended Mitigation Measures: None required.

XVIII. (c) Less Than Significant Impact with Mitigation Incorporation: The project has the potential to result in adverse impacts to humans due to air quality, biological resources, cultural resources, hazardous materials, noise, and transportation and circulation. With implementation of those mitigation measures set forth above, the project will have less than significant environmental effect that would directly or indirectly impact human beings onsite or in the project vicinity. In addition to those mitigation measures set forth herein, the development project will be conditioned to achieve city standards with respect to aesthetic, noise, safety and drainage. Building and improvement plans will be reviewed to ensure compliance with applicable building codes and standards. With implementation of mitigation measures, the project does not present potentially significant impacts that may have an adverse effect upon human beings, either directly or indirectly. Therefore, the project will have less than significant impacts with the incorporation of all recommended mitigations.

Sources: 1 through 23.

4. REFERENCE DOCUMENTS

The following is a list of references used in the preparation of this document. Unless attached herein, copies of all reference reports, memorandums and letters are on file with the City of Santa Rosa, Department of Economic Development and Planning, and are available for review during normal business hours at the City of Santa Rosa Community Development Department, which is located at 100 Santa Rosa Avenue, Room 3, Santa Rosa, CA 95404. References to Publications prepared by Federal or State agencies may be found with the agency responsible for providing such information.

1. City of Santa Rosa General Plan 2035, November 3, 2009.
2. City of Santa Rosa Final EIR, November 3, 2009.
3. City of Santa Rosa Zoning Code, January 2004.
4. City of Santa Rosa Design Guidelines, September 2005 (updated in 2010, 2011).
5. City of Santa Rosa Climate Action Plan, June 2012.
6. City of Santa Rosa Water Efficient Landscape Ordinance, Ordinance 4051, adopted October 27, 2015.
7. Santa Rosa City Code: Title 17 Environmental Protection Chapter 17-24: Trees (Ordinance 2858, 1990; Ordinance 3699, 2005).
8. Bay Area Air Quality Management District CEQA Guidelines, May 2017.
9. BAAQMD Website and Significance Thresholds, 2017.
10. SoilWeb University of California at Davis; NRCS.
11. Project Plans
 - a. Design: Boulder Associates, Architects, January 2017
 - b. Engineering: BkF, Engineers, January 2017
 - c. Landscape: Quadriga, Landscape Architects, January 2017
 - d. Photometrics: Associated Lighting Representatives, January 2017
 - e. Graphics: Existing Buildings Montgomery North; Existing Buildings Montgomery South, January 2017
12. Preliminary Storm Water Mitigation Plan: BkF, Engineers, January 2017.
13. Aesthetic Analysis: Santa Rosa Medical Office Building. Boulder Associates Architects, June 19, 2017.

14. Parking Analysis: Santa Rosa Medical Office Building. Boulder Associates, January 2017.
15. Tree Survey: Santa Rosa Memorial Medical Office Building. Becky Duckles, Arborist, March 2016.
16. Traffic Impact Study for Memorial Hospital MOB Project. W-Trans, Traffic Engineers, September 8, 2017.
17. Medical Waste Management Policy. Santa Rosa Memorial Hospital, August 2010.
18. Historical Resources Study for the Santa Rosa Memorial Hospital Medical Office Building and Parking Structure Project. Origer & Associates, January 20, 2017; Revised February 3, 2017. Historical Evaluation of Buildings in the 1100 Block of Montgomery Drive and 100 Block of Sotoyome Street, Santa Rosa, Sonoma County, California. Origer & Associates, June 29, 2017.
19. Santa Rosa Memorial Hospital New Medical Office Building & Parking Structure Environmental Noise & Vibration Assessment. Illingworth & Rodkin, March 18, 2017.
20. Santa Rosa Memorial Hospital Medical Office Building & Parking Structure Construction TAC Assessment. Illingworth & Rodkin, June 29, 2017.
21. Biological Review of Habitat Loss – Santa Rosa MOB & Parking Structure. Kjeldsen Biological Consulting, January 30, 2017.
22. Geotechnical Consultation Planned Medical Office Building & Parking Structure Memorial Hospital Santa Rosa California. Bauer & Associates, June 28, 2017.
23. City-wide Bicycle Master Plan, February 15, 2011.

PROJECT SPONSOR’S INCORPORATION OF MITIGATION MEASURES

As the project sponsor or the authorized agent of the project sponsor, I, **Wesley Okamoto** undersigned, have reviewed the Initial Study for the **Santa Rosa Memorial Medical Office Building and Parking Structure** and have particularly reviewed all mitigation measures and monitoring programs identified herein. I accept the findings of the Initial Study and mitigation measures and hereby agree to modify the proposed project applications now on file with the City of Santa Rosa to include and incorporate all mitigation measures and monitoring programs set out in this Initial Study.

Property Owner (authorized agent)

Date

5. DETERMINATION FOR PROJECT

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

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

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

Signature

Date

Printed Name

Title

REPORT AUTHORS AND CONSULTANTS

Patrick Streeter, Senior Planner
City of Santa Rosa, Community Development Department