

FEB 11 2008

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until 03/12/2008.



CITY OF SANTA ROSA
JANICE ATKINSON, Co. Clerk

BY: [Signature]
DEPUTY CLERK

Somerset Place Subdivision

2786 Dutton Meadow, Santa Rosa, CA (Sonoma County)
Assessor's Parcel No. 043-071-010

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: Erin Morris, Senior Planner

Date: February 11, 2008

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DEPUTY CLERK



CITY OF
SANTA ROSA

DEPARTMENT OF COMMUNITY DEVELOPMENT
100 Santa Rosa Avenue
Post Office Box 1678
Santa Rosa, CA 95402-1678

DATE: February 11, 2008
TO: Public Agencies, Organizations and Interested Parties
FROM: Erin Morris, Senior Planner
SUBJECT: NOTICE OF PUBLIC REVIEW AND INTENT TO ADOPT A MITIGATED
NEGATIVE DECLARATION

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:

Somerset Place Subdivision

Location:

2786 Dutton Meadow, Santa Rosa, Sonoma County, California, APN: 043-071-010.

Property Description:

The project site consists of a 2.89-acre parcel, located on the east side of Dutton Meadow, approximately one-quarter mile south of its intersection with Hearn Avenue in southwest Santa Rosa. The project site contains a single-family residence and two sheds, which would be demolished as part of site preparation. The project site is generally flat. Vegetation consists primarily of non-native grasses, along with scattered shrubs and trees.

Project Description:

The project consists of a subdivision of an existing parcel into 32 lots, to be developed with attached rowhouses. The residential density of the project would be 11.1 units/acre. Lot sizes vary from 2,326 sq ft to 4,380 sq ft. Three two-story models would be developed: 16 units built at 1,300 sq ft (3-bedroom units); 8 units built at 1,536 sq ft (4-bedroom units); and 8 units built at 1,788 sq ft (4-bedroom units). All units would be provided with two-car tandem garage parking. City sewer and water services are proposed to all lots. Access would be taken from Dutton Meadow via Birch Meadow Street (new construction), along with construction of a segment of Tuxhorn Drive. The latter would be extended to Dutton Meadow when the adjoining lands to the north are developed.

Environmental Issues:

The proposed project was one of 29 pending or possible development projects previously considered under the Southwest Area Projects Subsequent Environmental Impact Report ("Subsequent EIR"), certified by the City in March 2006. The Subsequent EIR focused on developable lands in the southwest quadrant of the City, and served to update the Master EIR prepared in conjunction with the Southwest Santa Rosa Area Plan, approved in 1994. This Somerset Place project Initial Study cites, where appropriate, mitigation measures contained in the Master EIR and Subsequent EIR which would provide mitigation to potentially significant environmental impacts of the project. A complete listing of the Subsequent EIR mitigation measures (inclusive of those contained in the Master EIR) and the Mitigation Monitoring and Reporting Program is attached to this Initial Study.

The proposed project would result in potentially significant impacts in the areas of aesthetics, agriculture, air quality, biology, cultural resources, geology, hazards/hazardous materials, hydrology, noise, traffic and public services. The project impacts would be mitigated to a less-than-significant level through implementation of recommended mitigation measures or through compliance with existing Municipal Code requirements or City standards, though in certain cumulative impact issue areas (aesthetics, loss of farmland, loss of foraging habitat for sensitive bird species, traffic and traffic noise) the City adopted a Statement of Overriding Considerations as discussed in the Subsequent EIR. Recommended measures are summarized in the attached Mitigation Monitoring and Reporting Plan (MMRP) and Initial Study/Mitigated Negative Declaration. The Initial Study/Mitigated Negative Declaration document has been prepared in consultation with local, and state responsible and trustee agencies and 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 subsequent phases of the project and for permits/approvals required by a responsible agency.

A thirty-day (30-day) public review period shall commence on **February 11, 2008**. Written comments must be sent to the City of Santa Rosa, Community Development Department, Planning Division, 100 Santa Rosa Avenue, Room 3, Santa Rosa CA 95402 by **March 12, 2008**. The City of Santa Rosa Planning Commission will hold a public hearing on the Initial Study/Mitigated Negative Declaration and project merits on **March 13, 2008 in the Santa Rosa City Council Chambers at City Hall (address listed above)**. **Correspondence and comments can be delivered to Erin Morris, project planner, phone: (707) 543-3273, email: emorris@srcity.org**

MITIGATION MONITORING AND REPORTING PROGRAM

Somerset Place Subdivision

| Mitigation Measure | Implementation Procedure | Monitoring Responsibility | Monitoring / Reporting Action & Schedule | Non-Compliance Sanction/Activity | Monitoring Compliance Record (Name/Date) |
|--|---|---------------------------------|--|---|--|
| See Mitigation Measures of the Southwest Area Projects Subsequent Environmental Impact Report Mitigation Monitoring and Reporting Program (attached). | See attached MMRP | See attached MMRP | See attached MMRP | See attached MMRP | |
| MM XV.1 Construction of Tuxhorn Drive. The developer shall construct the full width of Tuxhorn Drive, curb-to-curb, but with no sidewalk along the north side, for that roadway segment serving Lots 15-32. | The applicant include the construction of Tuxhorn Drive in project improvement plans and subsequently construct the roadway. | Planning and Engineering staff. | The roadway shall be included in improvements plans prior to City plan approval. Roadway construction shall be completed prior to issuance of the final map. | Withhold approval of the improvement plans if the roadway construction is not included. Withhold issuance (recordation) of the Final Map if the roadway is not constructed. | |
| MM XV.2 Emergency Vehicle Access. The developer shall complete installation of an emergency vehicle access turnaround in the vicinity of Lots 31 and 32 on Tuxhorn Drive prior to the issuance of building permits for Lots 6-32. The turnaround shall be constructed in compliance with City standards and is subject to Fire Department review and approval. The turnaround shall remain in place until completion of Tuxhorn Drive (connecting to Dutton Meadow) or construction of Pebble Creek Drive (located in the Dutton Village project to the north). Lots | The applicant include the construction of the required emergency vehicle access provisions in project improvement plans and subsequently construct the roadway (access) improvements. | Planning and Engineering staff. | The access improvements shall be included in improvements plans prior to City plan approval. Access construction shall be completed prior to issuance of the final map and shall remain in place until completion of Tuxhorn Drive or construction | Withhold approval of the improvement plans if the access construction is not included. Withhold issuance (recordation) of the Final Map if the access is not constructed. | |

MITIGATION MONITORING AND REPORTING PROGRAM

Somerset Place Subdivision

| Mitigation Measure | Implementation Procedure | Monitoring Responsibility | Monitoring / Reporting Action & Schedule | Non-Compliance Sanction/Activity | Monitoring Compliance Record (Name/Date) |
|--|--------------------------|---------------------------|--|---|--|
| <i>31 and 32 shall not be developed with homes or driveway flares until removal of the emergency vehicle turnaround is approved by the City.</i> | | | of Pebble Creek Drive. | Withhold issuance of building permits for Lots 31 and 32 until access improvements are reviewed and approved by the City. | |

ENVIRONMENTAL CHECKLIST

1. **Project Title:** Somerset Place Subdivision
2. **Lead Agency Name & Address:** City of Santa Rosa
Community Development Department
Planning Division
100 Santa Rosa Avenue (P.O. Box 1678)
Santa Rosa, California 95402-1678
3. **Contact Person & Phone Number:** Erin Morris, Senior Planner
Phone number: (707) 543-3273
Email: emorris@srcity.org
4. **Project Location:** The site is located in the City of Santa Rosa, Sonoma County, California at 2786 Dutton Meadow, APN 043-071-010 (Refer to Exhibit A, "Vicinity Map").
5. **Project Sponsor's Name & Address:** Project Owner & Sponsor

Keith C. Carinalli
520 Mendocino Avenue, Suite 250
Santa Rosa, CA 95401
6. **General Plan Designation:** Medium Low Density Residential (8 to 13 units per gross acre)
7. **Zoning:** R-1-6 Single Family Residential
8. **Description of Project:**

The project consists of a subdivision of an existing parcel into 32 lots, to be developed with attached rowhouses. The residential density of the project would be 11.1 units/acre. Lot sizes vary from 2,326 sq ft to 4,380 sq ft. Three two-story models would be developed: 16 units built at 1,300 sq ft (3-bedroom units); 8 units built at 1,536 sq ft (4-bedroom units); and 8 units built at 1,788 sq ft (4-bedroom units). All units would be provided with two-car tandem garage parking. City sewer and water services are proposed to all lots. Access would be taken from Dutton Meadow via Birch Meadow Street (new construction), along with construction of a segment of Tuxhorn Drive. The latter would be extended to Dutton Meadow when the adjoining lands to the north are developed.
9. **Surrounding Land Uses and Setting:** (Briefly describe the project surroundings)

South: Low density residential uses.
West: Single-family residential uses, now under construction.
North: Undeveloped lands, planned for residential use (proposed Dutton Village residential subdivision).
East: Single-family residential uses.
10. **Other Public Agencies Whose Approval Is Required:** (e.g., permits, financing approval, or participation agreement.)

Army Corp of Engineers
US Fish and Wildlife
California Department of Fish and Game

EXHIBITS

- *Vicinity Map*
- *Project Site Plan (Tentative Map and Development Plans)*
- *Mitigation Measures/Mitigation Monitoring and Reporting Program of the Southwest Area Plan Subsequent Environmental Impact Report, 2006.*

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 checked="" type="checkbox"/> Aesthetics | <input checked="" type="checkbox"/> Agriculture Resources | <input checked="" type="checkbox"/> Air Quality |
| <input checked="" type="checkbox"/> Biological Resources | <input checked="" type="checkbox"/> Cultural Resources | <input checked="" type="checkbox"/> Geology /Soils |
| <input checked="" type="checkbox"/> Hazards & Hazardous Materials | <input checked="" type="checkbox"/> Hydrology / Water Quality | <input type="checkbox"/> Land Use / Planning |
| <input type="checkbox"/> Mineral Resources | <input checked="" type="checkbox"/> Noise | <input type="checkbox"/> Population / Housing |
| <input checked="" type="checkbox"/> Public Services | <input type="checkbox"/> Recreation | <input checked="" type="checkbox"/> Transportation / Traffic |
| <input checked="" 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.

Erin Morris
Signature

2/8/2008
Date

Erin Morris, Senior Planner

EVALUATION OF ENVIRONMENTAL IMPACTS

- 1) A brief explanation is required for all answers except "No Impact" answers that are adequately supported by the information sources a lead agency cites. A "No Impact" answer is adequately supported if the referenced information sources show that the impact simply does not apply to projects like the one involved (e.g., the project falls outside a fault rupture zone). A "No Impact" answer should be explained where it is based on project-specific factors as well as general standards (e.g., the project will not expose sensitive receptors to pollutants, based on a project-specific screening analysis).
- 2) All answers must take account of the whole action involved, including off-site as well as on-site, cumulative as well as project-level, indirect as well as direct, and construction as well as operational impacts.
- 3) Once the lead agency has determined that a particular physical impact may occur, then the checklist answers must indicate whether the impact is potentially significant, less than significant with mitigation, or less than significant. "Potentially Significant Impact" is appropriate if there is substantial evidence that an effect may be significant. If there are one or more "Potentially Significant Impact" entries when the determination is made, an EIR is required.
- 4) "Negative Declaration: Less Than Significant With Mitigation Incorporated" applies where the incorporation of mitigation measures has reduced an effect from "Potentially Significant Impact" to a "Less Than Significant Impact." The lead agency must describe the mitigation measures, and briefly explain how they reduce the effect to a less than significant level (mitigation measures from Section XVII, "Earlier Analyses," may be cross-referenced).
- 5) Earlier analyses may be used where, pursuant to the tiering, program EIR, or other CEQA process, an effect has been adequately analyzed in an earlier EIR or negative declaration. Section 15063(c)(3)(D). In this case, a brief discussion should identify the following:
 - a) Earlier Analysis Used. Identify and state where they are available for review.
 - b) Impacts Adequately Addressed. Identify which effects from the above checklist were within the scope of and adequately analyzed in an earlier document pursuant to applicable legal standards, and state whether such effects were addressed by mitigation measures based on the earlier analysis.
 - c) Mitigation Measures. For effects that are "Less than Significant with Mitigation Measures Incorporated," describe the mitigation measures which were incorporated or refined from the earlier document and the extent to which they address site-specific conditions for the project.
- 6) Lead agencies are encouraged to incorporate into the checklist references to information sources for potential impacts (e.g., general plans, zoning ordinances). Reference to a previously prepared or outside document should, where appropriate, include a reference to the page or pages where the statement is substantiated.
- 7) Supporting Information Sources: A source list should be attached, and other sources used or individuals contacted should be cited in the discussion.
- 8) The explanation of each issue should identify:
 - a) the significance criteria or threshold, if any, used to evaluate each question; and
 - b) the mitigation measure identified, if any, to reduce the impact to less than significance

*Note: Instructions may be omitted from final document.

| | 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 checked="" type="checkbox"/> | <input type="checkbox"/> |
| b. Substantially damage scenic resources, including, but not limited to, trees, rock outcroppings, and historic buildings within a state scenic highway? | <input type="checkbox"/> | <input type="checkbox"/> | <input 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 checked="" type="checkbox"/> | <input 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"/> |

Discussion

Potential visual impacts of the project were initially considered under the Southwest Area Plan Master EIR. The project site is not classified or considered to have significant scenic qualities, nor is Dutton Meadow classified as a Scenic Roadway under the General Plan. The visual character of the project site and surrounding lands supports the proposed residential use.

Setting and Impacts

The Master EIR found that development would result in conversion of semi-rural and rural lands to residential uses, including for the proposed project. This cumulative visual impact (development of all projects within the Master EIR study area) was found to be significant and unavoidable; in response, the City adopted a Statement of Overriding Considerations. Mitigation measures were imposed (3.1.5-1 and 3.1.5-2a) under the Master EIR to reduce the extent of this impact, citing the need for compliance with the goals, objectives and policies for community design contained within the Southwest Area Plan; adherence to General Plan design policies; adherence to the City's Subdivision Ordinance provisions; and minimizing stockpiling of sewer and water supply equipment on the project site.

Design of the 32 row-house units is based on contemporary architectural styles. Three two-story models would be developed: 16 units built with 1,300 sq ft (3-bedroom units); 8 units built with 1,536 sq ft (4-bedroom units); and 8 units built with 1,788 sq ft (4-bedroom units). All units would be provided with two-car tandem garage parking. Design styles are based on four plans: California Farmhouse, Mediterranean, Contemporary and Pacific Northwest Shingle. Maximum unit heights would be just over 28 feet, and include use of gabled roofs with asphalt shingles, variation in siding materials (horizontal wood lap siding, stucco and shingles), and with three of the design styles including front porch elements.

In addition to the mitigation requirements described above, the development is subject to compliance with the Santa Rosa Design Guidelines. Based on initial plan submittals, impacts on visual character and quality of the site are expected to be less than significant, with modification of the designs possible as a result of the City's Design Review process. The project will also include outdoor lighting with each residence, and compliance will be required with the City of Santa Rosa's outdoor lighting standards that ensure that lighting does not generate significant glare onto adjacent parcels or roadways. Five trees, located around the existing residence near the Dutton Meadow frontage, would be removed as part of site plan preparation. Tree replacements are required consistent with City Code Chapter 17-24 and pursuant to Subsequent EIR Mitigation Measure 3.6-1a, which requires placement of two 15-gallon trees for each 6-inches of trunk diameter of the tree to be removed. There are no rock outcroppings or historic buildings located on the project site.

Recommended Mitigation Measures

See Subsequent EIR Mitigation Measure 3.6-1a (Tree Replacement Requirements). The City adopted a Statement of Overriding Considerations under the Southwest Area Plan Master EIR in 1994 addressing change in visual character of the area related to conversion of rural and semi-rural lands to urban use.

(Sources: 1, 2, 4, 5)

II. AGRICULTURE

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*

| Potentially Significant Impact | Less-Than- Significant With Mitigation Incorporation | Less-Than- Significant Impact | No Impact |
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California Dept. of Conservation as an optional model to use in assessing impacts on agriculture and farmland.)

- | | | | | |
|--|--------------------------|--------------------------|-------------------------------------|-------------------------------------|
| 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 checked="" type="checkbox"/> | <input 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. 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 checked="" type="checkbox"/> | <input type="checkbox"/> |

Discussion

The range of proposed projects considered under the Master EIR for the Southwest Area Plan was found to result in a potentially significant impact as development would result in the loss Farmland of Local Importance as designated by Sonoma County and the State's Department of Conservation. The City adopted a Statement of Overriding Considerations for the loss of important farmlands as part of Master EIR certification in 1994. The Somerset Place project site is not under a Williamson Act contract.

Setting and Impacts

The Subsequent EIR identified the findings of the Master EIR and Statement of Overriding Considerations regarding loss of farmland. No mitigation was identified as being necessary. The Santa Rosa 2020 General Plan does not identify any Agricultural land within the Urban Growth Boundary (UGB). This Somerset Place project is located within the UGB, and is planned for urban development pursuant to both the General Plan and Southwest Area Plan.

Recommended Mitigation Measures

None identified as necessary pursuant to the Southwest Area Plan Subsequent EIR, citing the Area Plan's Master EIR Statement of Overriding Considerations adopted by the City in 1994 for conversion of project site agricultural lands to urban use.

(Sources: 1, 3, 4, 5)

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.)*

- | | | | | |
|---|--------------------------|--------------------------|-------------------------------------|--------------------------|
| a. Conflict with or obstruct implementation of the applicable air quality plan? | <input type="checkbox"/> | <input type="checkbox"/> | <input checked="" type="checkbox"/> | <input type="checkbox"/> |
|---|--------------------------|--------------------------|-------------------------------------|--------------------------|

| | Potentially Significant Impact | Less-Than- Significant With Mitigation Incorporation | Less-Than- Significant Impact | No Impact |
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| b. Violate any air quality standard or contribute substantially to an existing or projected air quality violation? | <input type="checkbox"/> | <input checked="" type="checkbox"/> | <input type="checkbox"/> | <input type="checkbox"/> |
| c. Result in a cumulatively considerable net increase 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"/> |
| d. Expose sensitive receptors to substantial pollutant concentrations? | <input type="checkbox"/> | <input type="checkbox"/> | <input checked="" type="checkbox"/> | <input type="checkbox"/> |
| e. Create objectionable odors affecting a substantial number of people? | <input type="checkbox"/> | <input type="checkbox"/> | <input checked="" type="checkbox"/> | <input type="checkbox"/> |

Discussion

The City of Santa Rosa participates with the Bay Area Air Quality Management District (BAAQMD) to address improvements of air quality. Sonoma County is in attainment of federal standards and in compliance with the State Implementation Plan (SIP). The United States Environmental Protection Agency requires that air basins record no more than three exceedances of ozone at a single station, over a three-year period (no more than one exceedance per year, on average). Stations that record four or more exceedances in three years cause the region to violate the standard. According to the BAAQMD, pollutant monitoring results for the years 1996 to 2001 at the Santa Rosa ambient air quality monitoring station indicate that air quality in the project area has generally been good.

Construction-related emissions from the project could cause temporary adverse nuisance impacts to surrounding residential uses. Fine particulate matter associated with fugitive dust is the construction pollutant of greatest concern. Construction equipment would also produce exhaust emissions. Air quality impacts stemming from project construction were addressed through the Master EIR for the Southwest Area Plan, with a range of mitigation measures imposed.

Setting and Impacts: The Master EIR for the Southwest Area Plan identified several mitigation measures (3.2.4-1, 3.2.4-3 and 3.2.4-4) that would reduce construction-related, vehicular and toxic air contaminant emissions to less-than significant levels. The mitigations require the project developer to ensure compliance with Bay Area Air Quality Management District (BAAQMD) construction and emission standards while also imposing limitations on construction activities that may impact air quality. These mitigations will be incorporated as project conditions of approval for Somerset Place. The Subsequent EIR found that no new mitigation was necessary for implementation of individual projects.

Recommended Mitigation Measures

Mitigation Measures 3.2.4-1 (implementation of BAAQMD standards for controlling air pollution during construction), 3.2.4-3 (tree planting program, native landscaping) and 3.2.4-4 (control and notify of toxic air emissions during construction) from the Southwest Area Plan Master EIR will be included in the Somerset Place conditions of approval.

(Sources: 1, 4)

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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?
- 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?
- 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?
- d. Interfere substantially with the movement of any native resident or migratory fish or wildlife species or with established native resident or migratory wildlife corridors, or impede the use of native wildlife nursery sites?
- e. Conflict with any local policies or ordinances protecting biological resources, such as a tree preservation policy or ordinance?
- f. Conflict with the provisions of an adopted Habitat Conservation Plan, Natural Community Conservation Plan, or other approved local, regional, or state habitat conservation plan?

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Discussion:

The Southwest Area Plan Subsequent EIR evaluated potential impacts to biological resources for all project areas under the EIR. This also included a California Tiger Salamander (CTS) habitat assessment of the project site by Jennings (2004), a biological assessment of the project site by Stromberg (2003), a previous CTS survey by Jennings (2002), a special-status plant species survey by Stromberg (2002), and a pre-jurisdictional wetlands determination by Stromberg (2001). The studies focused on potential presence of wetlands, CTS habitat and related biological issues. The project site consists primarily of non-native grasslands, with limited presence of

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ornamental trees by the project frontage along Dutton Meadow. There are no water features or riparian areas on the property; Colgan Creek lies approximately 300 feet to the southeast.

Setting and Impacts

The wetlands study prepared for the project site determined the possible presence of jurisdictional seasonal wetlands (0.53 acres), wherein vernal plant species constitute approximately 10 percent of the plant cover. The rare plant survey for the project site, conducted over a two-year period, found no presence of special status species, though the site was found to contain habitat suitable for hosting Federally listed species. The CTS survey for the project site found no adults, juveniles, larvae/eggs or breeding habitat present on the site, though 2.9 acres of aestivation habitat was present. The project site was also found to contain suitable ponding habitat for the fairy shrimp (*California linderiella*), a Federal species of concern, though mitigations described below respond to potential impacts to this species.

Recommended Mitigation Measures

A extensive range of mitigation measures are contained in the Southwest Area Plan Subsequent EIR which are applicable to the Somerset Place project, reducing potential biological impacts to levels of insignificance:

- MM 3.6-1a (Replace trees in accordance with City Code 17-24).
- MM 3.6-2a (Avoid or minimize impacts to wetlands resources to the maximum extent practicable).
- MM 3.6-2b (Preserve and create new wetland habitat offsite).
- MM 3.6-2c (Transfer mitigation responsibilities to new property owners).
- MM 3.6-2d (Obtain appropriate permits for filling of wetlands).
- MM 3.6-3 (Preserve/enhance California tiger salamander aestivation habitat). This focuses on off-site mitigation efforts, to be coordinated with the U.S. Fish and Wildlife Service, to create contiguous or connected preserve areas outside of the existing urban growth boundaries of the Santa Rosa Plain.
- MM 3.6-3b (Design new roadways to minimize impacts to CTS).
- MM 3.6-6a and 6b (Provide protection of nesting migratory birds; incorporate pre-construction survey requirements into grading plans). Requires pre-construction surveys prior to tree removals.
- MM 3.6-7 (Complete special-status plant species pre-construction surveys and plant salvage). A two-year plant survey was completed for the project site.
- MM 3.6-8a (Perform onsite monitoring during construction). Responds to CTS habitat issues.
- MM 3.6-8b (Protect California tiger salamander during construction).
- MM 3.6-8c (Prepare a Biological Resources Management Implementation Plan).
- MM 3.6-11a (Protect water quality during construction).
- MM 3.6-11b (Implement NPDES permit requirements).
- MM 3.6-12 (Create California tiger salamander habitat outside of the Southwest Plan Area). Responds to potentially significant cumulative impacts to CTS.

(Sources: 1, 4, 5)

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 | <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 |
|---|--------------------------------------|---|-------------------------------------|--------------------------|
| significance of an archaeological resource pursuant to §15064.5? | | | | |
| 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:

The project applicant completed a cultural resources evaluation (Archaeological Resource Service, July 22, 2004). The evaluation included a review of previous area cultural studies, data base review and site evaluation. There are no unique geological or paleontological features on the project site.

Setting and Impacts

No prehistoric or historic artifacts or features were observed at the project site during the surface examination. Historic records indicated that a residence and related structures were located on the property near its west frontage on Dutton Meadow in the early 1900s, the structures appear to have been removed without leaving any visible remains. The study concluded that no further archaeological or cultural study is warranted, but notes potential for subsurface deposits related to the previous residence on the property. The existing residence appears to have been constructed since the 1960s, and was not found to have any significant historical value. While no significant impacts are anticipated to historical/cultural or archaeological resources, a standard condition of project approval will require that improvement plans and building plans contain a note requiring notification of the City in the event of discovery of prehistoric or historic human activities. A qualified archaeologist or historian may be required to conduct further investigations, depending upon the nature of the discovery, prior to further site disturbance activities.

Recommended Mitigation Measures

None.

(Sources: 1, 6)

VI. GEOLOGY AND SOILS

Would the project:

- e. 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.

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| ii) Strong seismic ground shaking? | <input type="checkbox"/> | <input checked="" type="checkbox"/> | <input type="checkbox"/> | <input type="checkbox"/> |
| iii) Seismic related ground failure, including liquefaction? | <input type="checkbox"/> | <input checked="" type="checkbox"/> | <input type="checkbox"/> | <input type="checkbox"/> |
| iv) Landslides? | <input type="checkbox"/> | <input type="checkbox"/> | <input type="checkbox"/> | <input checked="" type="checkbox"/> |
| f. Result in substantial soil erosion or the loss of topsoil? | <input type="checkbox"/> | <input type="checkbox"/> | <input checked="" type="checkbox"/> | <input type="checkbox"/> |
| g. Be located on a geologic unit or soil that is unstable, or that would become unstable as a result of the project, and potentially result in on, or off, site landslide, lateral spreading, subsidence, liquefaction or collapse? | <input type="checkbox"/> | <input checked="" type="checkbox"/> | <input type="checkbox"/> | <input type="checkbox"/> |
| h. Be located on expansive soil, as defined in Table 18-1-B of the Uniform Building Code (1994), creating substantial risks to life or property? | <input type="checkbox"/> | <input checked="" type="checkbox"/> | <input type="checkbox"/> | <input type="checkbox"/> |
| i. 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 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 generally flat and does not contain evidence of any geologic activities such as faulting and landsliding.

Setting and Impacts

The project site is not located within any Alquist Priolo Special Study Zone as depicted in the General Plan 2010 (Figure 12-2), and is situated outside of areas characterized as subject to violent groundshaking during an earthquake due to proximity to the Rodgers Creek fault. Since the project site is generally flat, only minimal grading activities will occur and there will be no impact related to landslides.

The Southwest Area Plan Master EIR addressed potential impacts of seismic events, grading and erosion, and potential for presence of expansive soils. Mitigation measures were imposed (3.2.1-2, 3.2.1-3 and 3.2.1-4) which were found to reduce these potentially significant impacts to levels of insignificance. The mitigations require preparation of geotechnical engineering studies analyzing site soil conditions, seismic-resistant residential designs, preparation of roadway design plans based on soils conditions, and use of erosion control measures during construction. These requirements of the EIR, which are also required by the City as standard practice, will be incorporated as conditions of approval for the Somerset Place project. No additional mitigation measures were identified as being necessary for the project under the Subsequent EIR. The project will include connection to City sewer systems for wastewater disposal, and therefore will not include use of a septic system.

Recommended Mitigation Measures

None required.

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(Sources: 1, 4)

VII. HAZARDS AND HAZARDOUS MATERIALS

Would the project:

a. Create a significant hazard to the public or the environment through the routine transport, use, or disposal of hazardous materials?

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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?

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c. Emit hazardous emissions or handle hazardous or acutely hazardous materials, substances, or waste within one-quarter mile of an existing or proposed school?

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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?

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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?

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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?

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g. Impair implementation of or physically interfere with an adopted emergency response plan or emergency evacuation plan?

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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

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residences are intermixed with wildlands?

Discussion:

Residential developments do not typically include use or storage of hazardous materials. A Phase I environmental analysis was performed at a general level for all properties included under the Southwest Area Plan Subsequent EIR, including the Somerset Place project site.

Setting and Impacts

The Phase I analysis included records research to determine possible presence of hazardous materials or conditions related to soils and groundwater contamination. No listed (hazardous) sites were identified as a result of the Phase I investigation, nor are there any listed contaminated sites within 500 of the Somerset Place project boundaries. A series of mitigation measures have been identified in the Subsequent EIR, and are applicable to this project. They include:

- 3.4-1a, requires implementation of OSHA standards for possible lead paint removal.
- 3.4-1b, requires proper abatement of any asbestos-containing materials which may be present.
- 3.4-2a, requires notification of local and state agencies in the event hazardous materials are encountered during construction activities.
- 3.4-2b, requires the developer to provide a study characterizing the soil and groundwater conditions of the project site and to identify any necessary mitigation measures, including remediation as necessary.
- 3.4-2c and 2d, requires Phase II and Phase II investigations and remediation work, as may be necessary, prior to project construction. A related mitigation requires placement of remediation notes on grading plans.
- 3.4-3, requires proper disposal of household hazardous wastes.

The project site is located within approximately one-quarter mile of the Meadowview Elementary School and Ellsie Allen High School; the project is not expected to create an impact to the schools due to distance from the school sites and since the proposed construction and residential use of the project site will not include the use or storage of hazardous materials. The project site is not located near within two miles of the Sonoma County Airport. Emergency access will be available through a street connection to Dutton Meadow via internal streets ("A" Street and the partial construction of Tuxhorn Drive). The project site is not located in an area containing wildland vegetation, and is not subject to wildland fire hazards.

Recommended Mitigation Measures

Mitigation Measures 3.4-1a (implementation of OSHA standards for lead paint removal), 1b (properly abate asbestos-containing materials), and 2a-2e (site investigation and remediation) of the Southwest Area Plan Subsequent EIR apply to the Somerset Place project.

(Sources: 1, 5)

VIII. HYDROLOGY AND WATER QUALITY

Would the project:

- a. Violate any water quality standards or waste discharge requirements?
- 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

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| 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)? | | | | |
| 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"/> |
| 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:

The project will be served by City water and wastewater services. Storm drainage improvements will be constructed to connect site drainage on each of the lots to City systems. The project site is not located in a 100-year floodplain.

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Setting and Impacts

The Master EIR for the Southwest Area Plan addressed impacts of increased runoff on local creek capacity and City systems; water quality related to storm water runoff; construction erosion; and related issues. A series of mitigation measures were imposed that would reduce these potential impacts to levels of insignificance, and will be incorporated as project conditions of approval. Mitigation Measures 3.2.2-1 through 3.2.2-5 focus on:

- Drainage improvements and coordination with local agencies.
- Water quality control measures to be implemented during site grading.
- Installation of appropriate catch-basins, debris screens and similar measures.
- Appropriate groundwater recharge.

No new potential impacts to water quality and hydrology were identified in the Subsequent EIR, and no new mitigation measures are necessary. The project site is not located within a 100-year floodplain and would not present a flooding danger to project residents. No water wells would be utilized as part of the project as the residential development would be required to connect to City water services. While Mitigation Measures 3.2.2-1 through 3.2.2-5 of the Southwest Area Plan Master EIR could apply to the Somerset Place project, the "mitigations" are standard conditions of approval and are already incorporated in the project conditions.

Recommended Mitigation Measures

None required.

(Sources: 1, 4)

IX. LAND USE AND PLANNING

Would the project:

- | | | | | |
|---|--------------------------|--------------------------|-------------------------------------|-------------------------------------|
| a. Physically divide an established community? | <input type="checkbox"/> | <input type="checkbox"/> | <input type="checkbox"/> | <input checked="" type="checkbox"/> |
| b. Conflict with any applicable land use plan, policy, or regulation of an agency with jurisdiction over the project (including, but not limited to the general plan, specific plan, local coastal program, or zoning ordinance) adopted for the purpose of avoiding or mitigating an environmental effect? | <input type="checkbox"/> | <input type="checkbox"/> | <input checked="" type="checkbox"/> | <input type="checkbox"/> |
| c. Conflict with any applicable habitat conservation plan or natural community conservation plan? | <input type="checkbox"/> | <input type="checkbox"/> | <input type="checkbox"/> | <input checked="" type="checkbox"/> |

Discussion:

The Master EIR for the Southwest Area Plan determined that specific planned projects would be consistent with the Area Plan or reviewed for consistency through the City permitting process.

Setting and Impacts

Applicable General Plan policies include:

Section 2.4, Medium Low Density Land Use Designation: Development is intended for attached single-family dwellings, with a density range of 8-13 units/gross acre. Development at the mid-point of the density range is desirable but not required.

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LUL-E-2: As part of planning and development review activities, ensure that projects, subdivisions, and neighborhoods are designed to foster livability. (This includes use of different housing types and locations to accommodate a diverse range of needs, and use of quiet, interconnected neighborhood streets to accommodate pedestrians and bicyclists.)

LUL-F-1: Do not allow development at less than the minimum density prescribed by each residential land use classification.

LUL-F-2: Require development at the mid-point or higher of the density range in the Medium and Medium High Density Residential categories. Allow exceptions where the topography, parcel configuration, heritage trees, historic preservation or utility constraints make the mid-point impossible to achieve.

LUL-F-3: Maintain a balance of various housing types in each neighborhood and ensure that new development does not result in undue concentration of a single housing type in any one neighborhood.

The proposed 32-unit residential project is consistent with the General Plan and Southwest Area Plan, which designates the site for Medium Density Residential development. The project would result in a density of 11.1 dwelling units/gross acre, within the prescribed range of the General Plan. The character of the project will be in keeping with the general area, including the previously approved Dutton Village residential subdivision to the north. The project site is located along a public street (Dutton Meadow) that does not divide the established neighborhood. The project would not result in a conflict with any habitat conservation or natural community conservation plans.

Recommended Mitigation Measures

None.

(Sources: 1, 2)

X. 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:

The project site does not contain any locally- or regionally-significant mineral resources.

Setting and Impacts

The development of the project site with residential uses will not create an adverse impact upon locally- or regionally-significant resources since there are no such resources located on the project site.

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Recommended Mitigation Measures

None.

(Sources: 1)

XI. 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?
- b. Exposure of persons to or generation of excessive ground borne vibration or ground borne noise levels?
- c. A substantial permanent increase in ambient noise levels in the project vicinity above levels existing without the project?
- d. A substantial temporary or periodic increase in ambient noise levels in the project vicinity above levels existing without the project?
- 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?
- 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?

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Discussion:

The Master EIR prepared for the Southwest Area Projects identified and evaluated two sources of noise: construction noise and cumulative traffic noise resulting from project development.

Setting and Impacts

The project will result in short-term noise impacts related to site grading and construction activities. The Master EIR included mitigation measures (3.2.5-1(a), (b) and (c) which limit construction hours and use of equipment. Potential cumulative impacts related to traffic noise will be mitigated through Master EIR Mitigation Measure 3.2.5-2, which requires residential development to meet noise standards of the General Plan and Area Plan Community Design Policies. The Master EIR found, however, that application of Mitigation Measure 3.2.5-3 (requiring retrofitting of existing residential land uses and construction of noise attenuation walls or berms as a

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means of reducing cumulative noise impacts resulting from all development considered under the Southwest Area Plan) was remote, and a Statement of Overriding Considerations was adopted.

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

Mitigation Measures 3.2.5-1(a-c) (construction hours and management) from the Southwest Area Plan EIR applies to the Somerset Place project. A Statement of Overriding Considerations was adopted with the Master EIR regarding cumulative vehicle traffic noise.

(Sources: 1, 4)

XII. 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)?
- b. Displace substantial numbers of existing housing, necessitating the construction of replacement housing elsewhere?
- c. Displace substantial numbers of people, necessitating the construction of replacement housing elsewhere?

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Discussion:

The project would not induce substantial or unplanned levels of residential growth. The site was duly considered for the proposed levels of residential development (density) as part of the update to the City's General Plan.

Setting and Impacts

The project site's General Plan designation of Residential Medium Low Density Residential supports the proposed residential development. The existing residence located on the project site would be demolished, replaced by the new residential units. The loss of the single existing residence is not considered a substantial housing impact.

Recommended Mitigation Measures

None.

(Sources: 1)

XIII. PUBLIC SERVICES

Would the project result in substantial adverse

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

Discussion:

The project site is located within the City of Santa Rosa and would receive all necessary public services.

Setting and Impacts

Fire protection services will be provided by the City of Santa Rosa. The Fire Department will also impose standard conditions of approval, including requirements for submittal of a Phase I Environmental Site Assessment, provision of a fire flow analysis to ensure adequate water pressure and flow rates, installation of fire hydrants, and construction of approved fire apparatus access roads to within 150 feet of all exterior portions of first-story buildings. Police protection services will be provided by the City Police Department, who will impose conditions regarding use of security night lighting, use of secure construction features, and landscape design that incorporates safety design features. Additionally, police and fire mitigation measures (3.3-6 and 3.3-7 of the Subsequent EIR, implementing the Community Services District Program and funding of a new fire station) apply to the Somerset Place project. Evidence of school impact fees would be made to the applicable school district offices (Santa Rosa City Schools and Bellevue Union School District) prior to City issuance of any building permits, which is also identified as Mitigation Measure 3.3-3 of the Master EIR. Parks impacts would be addressed through mitigation and payment of City impact fees (see discussion below under item XIV). Electrical and gas facilities would be constructed by the project developer, with service provided by Pacific Gas and Electric Company.

Recommended Mitigation Measures

Mitigation Measures 3.3-6 (Community Services District Program) and 3.3-7 (SWAP Infrastructure Fee) of the Subsequent EIR apply to the Somerset Place project.

(Sources: 1, 4, 5)

XIV. RECREATION

Would the project:

| | | | | |
|---|--------------------------|-------------------------------------|--------------------------|--------------------------|
| a. Increase the use of existing neighborhood and regional parks or other recreational | <input type="checkbox"/> | <input checked="" type="checkbox"/> | <input type="checkbox"/> | <input type="checkbox"/> |
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facilities such that substantial physical deterioration of the facility would occur or be accelerated?

- b. Include recreational facilities or require the construction or expansion of recreational facilities, which might have an adverse physical effect on the environment?

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Discussion:

No on-site park or recreational facilities are proposed with the project.

Setting and Impacts

The project site is within approximately one-quarter mile of the City's Southwest Community Park, which is accessible to project residents by foot and bicycle. The project would be required to make impact fee payments to the City's Recreation and Parks system to address increased demand on park facilities resulting from the creation of the new residences. Fee payments are required at time of building permit issuance. These requirements are addressed under the Master EIR through Mitigation Measure 3.3-4, which requires land dedication and park development or payment of an in-lieu fee to the City. However, this requirement is a standard condition of approval.

Recommended Mitigation Measures

None.

(Sources: 1, 4)

XV. TRANSPORTATION/TRAFFIC

Would the project:

- a. Cause an increase in traffic, which is substantial in relation to the existing traffic load and capacity of the street system (i.e., result in a substantial increase in either the number of vehicle trips, the volume to capacity ratio on roads, or congestion at intersections)?
- b. Exceed, either individually or cumulatively, a level of service standard established by the county congestion management agency for designated roads or highways?
- 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?
- d. Substantially increase hazards due to a design feature (e.g., sharp curves or

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| dangerous intersections) or incompatible uses (e.g., farm equipment)? | | | | |
| e. Result in inadequate emergency access? | <input type="checkbox"/> | <input checked="" type="checkbox"/> | <input type="checkbox"/> | <input type="checkbox"/> |
| f. Result in inadequate parking capacity? | <input type="checkbox"/> | <input type="checkbox"/> | <input checked="" type="checkbox"/> | <input type="checkbox"/> |
| g. Conflict with adopted policies, plans, or programs supporting alternative transportation (e.g., bus turnouts, bicycle racks)? | <input type="checkbox"/> | <input type="checkbox"/> | <input checked="" type="checkbox"/> | <input type="checkbox"/> |

Discussion:

The project is located on Dutton Meadow, a local collector street, and south of Hearn Avenue. The project will result in additional vehicle traffic along local roadways. The Southwest Area Plan Subsequent EIR evaluated traffic impacts of the project and those associated with other Area Plan developments.

The project would have access to Dutton Meadow through the construction of Birch Meadow Street (a two-lane roadway), and then would connect to the north with the proposed Tuxhorn Drive. The latter would provide access to proposed Lots 15-32. The Tentative Map shows that the southern half of the Tuxhorn Drive street width would be contained on the Somerset Place lands, with the north half on the proposed Dutton Village project to the north.

Setting and Impacts

The Subsequent EIR evaluated existing traffic conditions in the project area, including existing level of service readings at local street intersections, as well as projected traffic impacts of the project and those under consideration in the EIR. The Subsequent EIR notes that because the Somerset Place project was anticipated to have fewer than 50 peak hour trips, it did not require preparation of a site-specific traffic analysis. The Subsequent EIR traffic analysis found westbound Hearn Avenue to be currently operating at a marginal LOS D in the a.m. and p.m. peak hour periods. The Subsequent EIR also notes that a "School Pedestrian Needs in Santa Rosa" study noted the need for a new traffic signal at Hearn Avenue/Dutton Meadow to benefit the Meadow View School. A wide range of potentially significant impacts were noted in the EIR, including impacts to the local street system (including to Hearn Avenue, and the intersections of Hearn Avenue/Dutton Meadow and Dutton Meadow/Burgess Drive), presence of increased truck traffic during construction activities, increased demand for transit services, increased demand for pedestrian and bicycle travel, and cumulative traffic impact upon local streets and stretches of US 101. In response, the Subsequent EIR includes extensive use of mitigation measures to reduce traffic impacts to levels of insignificance, though a Statement of Overriding Considerations was adopted in response to the cumulative US 101 traffic impact. The project is required to contribute toward the mitigations through payment of area impact fees.

A temporary vehicle turnaround area is proposed by Lots 31 and 32 to provide for emergency vehicle access; the lots and their driveway flares would not be developed until the completion of Tuxhorn Drive (connecting to Dutton Meadow) or construction of Pebble Creek Drive (located in the Dutton Village project to the north). While these are shown as notes on the Tentative Map for Somerset Place, mitigation is added, below, to ensure full street width construction of Tuxhorn Drive and installation of the vehicle turnaround emergency access.

Parking for each residential lot will be provided on-site (garage and driveway parking) and in the form of street parking. The project is not located near a public or private airport, and would not impact air traffic patterns or safety.

Recommended Mitigation Measures

An extensive range of mitigation measures are contained in the Southwest Area Plan Subsequent EIR which are applicable to the Somerset Place project, reducing potential traffic impacts to levels of insignificance.

For most of the mitigations which involve substantial area-wide improvements, the developer will be required to pay the City impact fees for use in constructing the required traffic improvements. (Noted is the City's adoption of a Statement of Overriding Considerations for potentially significant cumulative traffic impacts to US 101.) In the case of certain mitigations, such as improving bike and pedestrian travel and improving the residential street environment, the project will construct on-site public improvements (bike lanes, sidewalks) that fulfill the required mitigation.

- MM 3.2-1 (Implement traffic improvements on City streets). This will include installation of a signal at the intersection of Hearn Avenue/Dutton Meadow and at Dutton Meadow/Bellevue Avenue.
- MM 3.2-2 (Add northbound left turn storage lane on Dutton Avenue at Burgess Drive).
- MM 3.2-5a (Implement Construction Traffic Management Plan).
- MM 3.2-5b (Promote safety of school-age children during construction).
- MM 3.2-8 (Provide transit service improvements). This may include construction of bus turnouts on major streets.
- MM 3.2-9 (Improve Residential Street Environment). This will focus on street design and use of traffic chokers, speed humps, use of all-way stops and similar measures on local streets.
- MM 3.2-10 (Add auxiliary lanes to US 101).
- MM 3.2-11 (Improve transit services).
- MM 3.2-13 (Improve Bicycle and Pedestrian Travel). Requires use of a well-connected internal circulation system to improve pedestrian and bicycle travel.
- MM 3.2-15 (Comply with Santa Rosa parking requirements).

Other mitigation measures:

MM XV.1 Construction of Tuxhorn Drive. The developer shall construct the full width of Tuxhorn Drive, curb-to-curb, but with no sidewalk along the north side, for that roadway segment serving Lots 15-32.

MM XV.2 Emergency Vehicle Access. The developer shall complete installation of an emergency vehicle access turnaound in the vicinity of Lots 31 and 32 on Tuxhorn Drive prior to the issuance of building permits for Lots 6-32. The turnaround shall be constructed in compliance with City standards and is subject to Fire Department review and approval. The turnaround shall remain in place until completion of Tuxhorn Drive (connecting to Dutton Meadow) or construction of Pebble Creek Drive (located in the Dutton Village project to the north). Lots 31 and 32 shall not be developed with homes or driveway flares until removal of the emergency vehicle turnaound is approved by the City.

(Sources: 1, 4, 5)

XVI. UTILITIES AND SERVICE SYSTEMS

Would the project:

- a. Exceed wastewater treatment requirements of the applicable Regional Water Quality ☐ ☐ ☒ ☐

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Control Board?

- 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?
- 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?
- d. Have sufficient water supplies available to serve the project from existing entitlements and resources, or are new or expanded entitlements needed?
- 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?
- f. Be served by a landfill with sufficient permitted capacity to accommodate the project's solid waste disposal needs?
- g. Comply with federal, state, and local statutes and regulations related to solid waste?

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Discussion:

The developer will be required to install on- and related off-site improvements in connecting to City water and sewer systems. Storm drainage improvements will be necessary to respond to the installation of impervious surfaces in the project.

Setting and Impacts

The project will be served with water from the Sonoma County Water Agency (SCWA). SCWA prepared a water supply assessment for the Subsequent EIR, consistent with requirements of SB 610 (for project with 500 or more residential units). The assessment and EIR found that the City will be supplied with sufficient water to meet the present and future need of all projects under the Southwest Area Plan (a demand of approximately 520 acre feet/year). A mitigation measure of the Subsequent EIR (MM 3.3-1) was imposed to ensure all residences connect to the City water supply; no wells will be used to support the planned Somerset Place project, while MM 3.3-8a and 8b require the implementation of water conservation measures and development of alternative sources of water. The City's Utility Division has indicated that all water system improvements must be installed consistent with City Design Standards.

| Potentially Significant Impact | Less-Than- Significant With Mitigation Incorporation | Less-Than- Significant Impact | No Impact |
|--------------------------------------|---|-------------------------------------|--------------|
|--------------------------------------|---|-------------------------------------|--------------|

Sewer services would be provided by the City. The Somerset Place project would be required to connect to City wastewater collection and treatment systems. Mitigation measures of the Subsequent EIR (MM 3.3-2 and MM 3.3-9) addresses potential wastewater conveyance line capacity issues. They require developer payment of sanitary sewer connection fees to fund additional infrastructure system upgrades to serve the Southwest Area Plan properties. The City's Utilities Division has indicated that the installation of sewer and water mains inn Tuxhorn Drive will be installed by either the Somerset Place or Dutton Village developer, whichever goes first; the City will encourage coordination of the development of these projects given the number of laterals to be installed during construction of main lines.

New storm drainage facilities will be required to accommodate runoff from the proposed project (see discussion above under Item VIII, including mitigation measures); standard City conditions will require compliance with the Storm Water Mitigation Plan Guidelines, use of best management practices and submittal of storm drainage plans to the Regional Water Quality Control Board. The Subsequent EIR found that adequate landfill capacity exists at County facilities to support the project.

Recommended Mitigation Measures

Mitigation Measures 3.3-1 (connect to City water supply), 3.3-2 (Sanitary Sewer Collection Fee), and 3.3-8a and 8b (water conservation) of the Subsequent EIR apply to the Somerset Place project.

(Sources: 1, 5)

XVII. 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?

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Discussion:

The project site contains 0.53 acres of potential wetlands habitat. The Subsequent EIR has prescribed a wide range of mitigation measures responding to the wetlands habitat, including requirements for preservation and creation of new wetland habitat offsite, and protection of California Tiger Salamander aestivation habitat (see Section IV, Biology). The project site was also found to contain suitable ponding habitat for the fairy shrimp (California linderiella), a Federal species of concern, and mitigations were included in the Subsequent EIR to respond to potential impacts to this species. The project site does not contain examples of California history or prehistory.

Recommended Mitigation Measures

See Section IV, Biology.

(Sources: 1, 4, 5)

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- 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)?

☐☒☐☐

Discussion:

The project has the potential to create impacts which are individually limited but cumulatively considerable, as discussed in the following issue areas:

Aesthetics: The City adopted a Statement of Overriding Considerations under the Southwest Area Plan Master EIR in 1994 addressing change in visual character of the area related to conversion of rural and semi-rural lands to urban use.

Agriculture: The Master EIR included a Statement of Overriding Considerations with respect to the cumulative loss of 168 acres of farmland resulting from the development of the 29 projects considered under the Southwest Area Projects Plan.

Noise: Potential cumulative impacts related to traffic noise will be mitigated through Master EIR Mitigation Measure 3.2.5-2, which requires residential development to meet noise standards of the General Plan and Area Plan Community Design Policies. The Master EIR found, however, that application of Mitigation Measure 3.2.5-3 (requiring retrofitting of existing residential land uses and construction of noise attenuation walls or berms as a means of reducing cumulative noise impacts resulting from all development considered under the Southwest Area Plan) was remote, and a Statement of Overriding Considerations was adopted.

Traffic: Traffic impacts of the Somerset Place project, when considered in conjunction with the planned or approved projects also evaluated under the Southwest Area Projects Subsequent EIR, could result in adverse cumulative environmental conditions, including: impacts to the local street system (including to Hearn Avenue, and the intersections of Hearn Avenue/Dutton Meadow and Dutton Meadow/Burgess Drive); presence of increased truck traffic during construction activities; increased demand for transit services; increased demand for pedestrian and bicycle travel; and cumulative traffic impact upon local streets and stretches of US 101. In response, the Subsequent EIR includes extensive use of mitigation measures to reduce traffic impacts to levels of insignificance, though a Statement of Overriding Considerations was adopted in response to the cumulative US 101 traffic impact.

Recommended Mitigation Measures

See Aesthetics, Section I; Noise, Section XI; and Traffic, Section XVI.

(Sources: 1, 3, 4, 5)

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

☐☒☐☐

Discussion:

The project does not present potentially significant impacts which may cause adverse impacts upon human beings, either directly or indirectly which cannot be mitigated, with the exception of noise impacts. The Master EIR found that application of Mitigation Measure 3.2.5-3 (requiring retrofitting of existing residential land uses and construction of noise attenuation walls or berms as a means of reducing cumulative noise impacts resulting

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from all development considered under the Southwest Area Plan) was remote, and a Statement of Overriding Considerations was adopted for cumulative noise impacts. All other environmental impact areas of the project on human beings, either directly or indirectly, can be mitigated to levels of insignificance through the application of project mitigation measures in combination with applicable mitigation measures contained in the Subsequent EIR in the areas of air quality, geology/geologic hazards, hydrology, noise (for project construction and general noise measures), public services (including fire and police protection), traffic and provision of necessary public utilities.

Recommended Mitigation Measures

See Section III (Air Quality); Section VI (Geology); Section VII (Hazards and Hazardous Materials), Section VIII (Hydrology); Section XV (Traffic); and Section XVI (Utilities).

(Sources: 1, 4, 5)

APPENDIX
SOURCE REFERENCES

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 Community Development. 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 2020 General Plan, adopted June 18, 2002, and Final EIR, certified June 18, 2002 (SCH No. 2001012030)
- 2) City of Santa Rosa Zoning Code (Title 20 of the City of Santa Rosa's City Code)
- 3) California Department of Conservation Division of Land Resource Protection Farmland Mapping and Monitoring Program, Important Farmland in California, 2002.
- 4) Southwest Area Plan Master Environmental Impact Report, 1994.
- 5) Southwest Area Plan Subsequent Draft and Final Environmental Impact Report, 2005, CH2MHill.
- 6) Cultural Resources Evaluation, July 22, 2004, Archaeological Resource Service.

PROJECT SPONSOR'S INCORPORATION OF MITIGATION MEASURES

As the project sponsor or the authorized agent of the project sponsor, I, _____, undersigned, have reviewed the Initial Study for the **Somerset Place Project** 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

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 Mitigated Negative Declaration will be prepared.

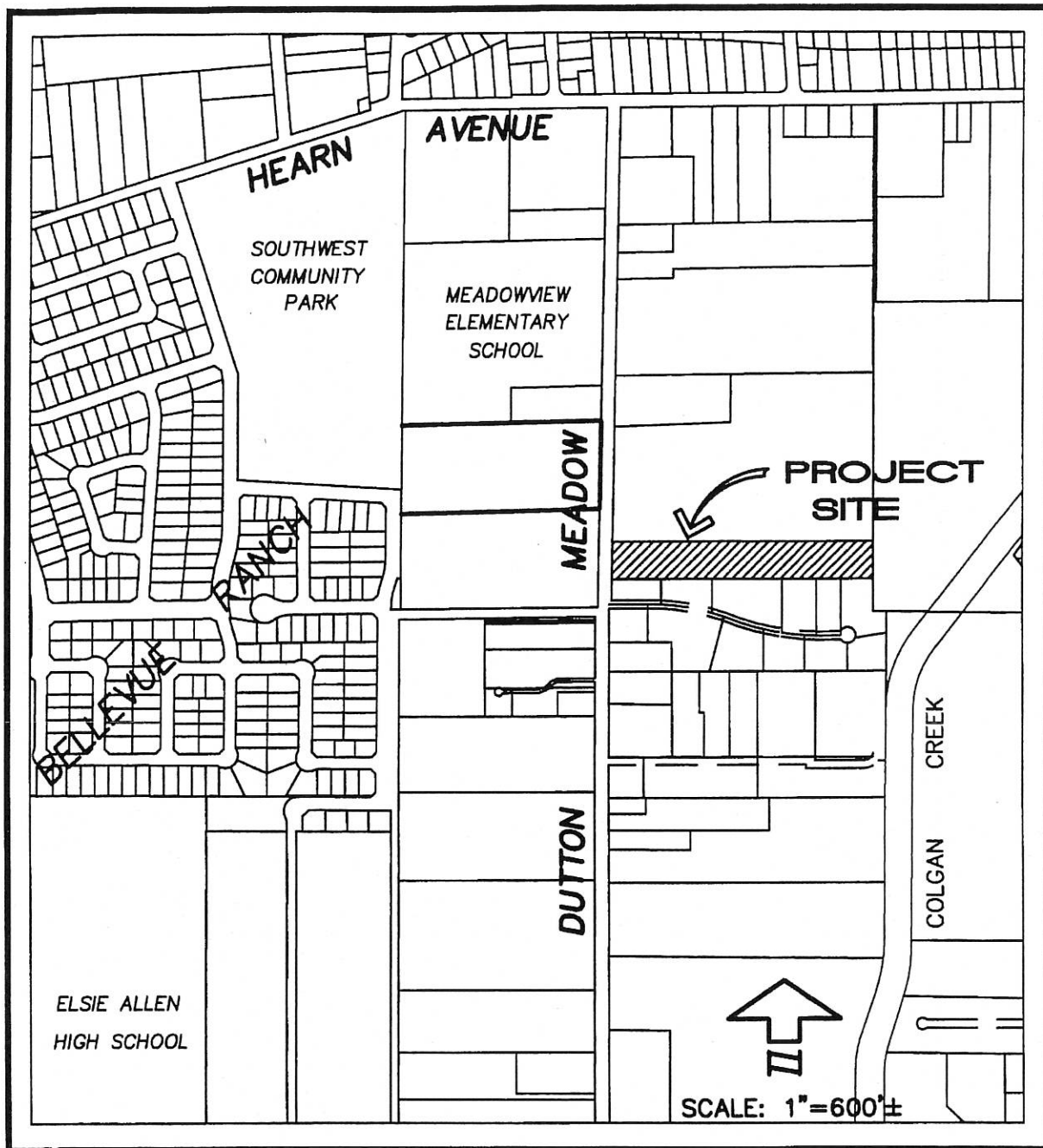
☒ could have a Potentially Significant Effect on the environment; however, the aforementioned mitigation measures to be performed by the property owner (authorized agent) will reduce the potential environmental impacts to a point where no significant effects on the environment will occur. A Mitigated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

Erin Morris February 8, 2008
Signature Date

Erin Morris Senior Planner
Printed Name Title

REPORT AUTHORS AND CONSULTANTS

Erin Morris, Senior Planner
City of Santa Rosa, Community Development Department.



VICINITY MAP
SOMERSET PLACE

APPLICANT: CARCO INVESTMENTS
 520 MENDOCINO AVE., SUITE 250
 SANTA ROSA, CA 95401

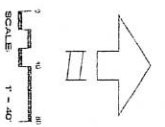
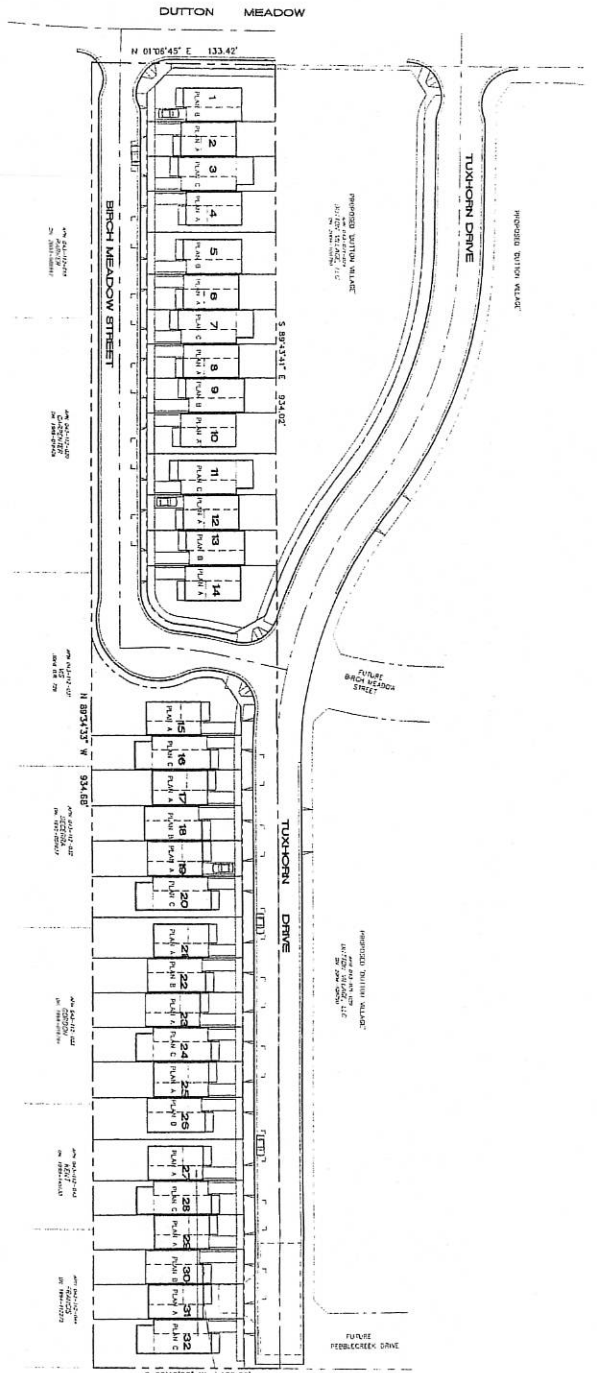
SITE ADDRESS: 2786 DUTTON MEADOW, SANTA ROSA, CA.

NOVEMBER 2006

CIVIL DESIGN CONSULTANTS, INC.

2200 Range Avenue, Suite 204
 Santa Rosa, CA 95403
 (707) 542-4820





ALL NOTES AND DIMENSIONS ARE FOR THE SUBMITTAL OF THE CITY OF SANTA ROSA. THE CITY ENGINEER'S REVIEW AND APPROVAL OF THE SUBMITTAL DOES NOT CONSTITUTE A GUARANTEE OF THE ACCURACY OF THE INFORMATION PROVIDED HEREON. THE CITY ENGINEER'S REVIEW IS LIMITED TO THE TECHNICAL ASPECTS OF THE SUBMITTAL AND DOES NOT CONSTITUTE A GUARANTEE OF THE ACCURACY OF THE INFORMATION PROVIDED HEREON. THE CITY ENGINEER'S REVIEW IS LIMITED TO THE TECHNICAL ASPECTS OF THE SUBMITTAL AND DOES NOT CONSTITUTE A GUARANTEE OF THE ACCURACY OF THE INFORMATION PROVIDED HEREON.

PROJECT AND SITE DATA

OWNER/DEVELOPER

KENT C. CARROLL
KENT C. CARROLL
SANTA ROSA, CA 95401
(707) 579-0111

ENGINEER

CIVIL DESIGN CONSULTANTS, INC.
SANTA ROSA, CA 95403
(707) 542-4820

SITE DATA

GROSS SITE AREA 2.89 ACRES
PROJECT DENSITY 11.07 UNITS/ACRE
PROPOSED ZONING R-1-S (SINGLE LOT)

LOT DETAILS

PLAN A - 2 STORY (2-CAM) 16 UNITS
PLAN B - 2 STORY (2-CAM) 8 UNITS
PLAN C - 2 STORY (2-CAM) 8 UNITS
TOTAL 32 UNITS

SMALLEST LOT SIZE = 2,306 SQ. FT.
LARGEST LOT SIZE = 4,215 SQ. FT.
AVERAGE LOT SIZE = 2,943 SQ. FT.
SEE LOT AREA TABLE FOR INDIVIDUAL LOT SIZE

MINIMUM SETBACKS

MINIMUM SETBACKS SHALL BE AS PRESCRIBED BY SECTION 20-4.1.1(a) SUBORDINATE MAP ACT AND SUBORDINATE OF THE CITY OF SANTA ROSA ENGINE CODE.

PARKING

PLANNED PARKING 64
OFF STREET PARKING 32
ON STREET PARKING 14
TOTAL PARKING SPACES PROVIDED 110
PARKING SPACES PER UNIT 3.4
TOTAL PARKING SPACES REQUIRED 80

LOT AREAS

| LOT NO. | LOT AREA | LOT NO. | LOT AREA |
|---------|----------|---------|----------|
| 1 | 2,306 | 17 | 2,721 |
| 2 | 2,306 | 18 | 2,721 |
| 3 | 2,306 | 19 | 2,721 |
| 4 | 2,306 | 20 | 2,721 |
| 5 | 2,306 | 21 | 2,721 |
| 6 | 2,306 | 22 | 2,721 |
| 7 | 2,306 | 23 | 2,721 |
| 8 | 2,306 | 24 | 2,721 |
| 9 | 2,306 | 25 | 2,721 |
| 10 | 2,306 | 26 | 2,721 |
| 11 | 2,306 | 27 | 2,721 |
| 12 | 2,306 | 28 | 2,721 |
| 13 | 2,306 | 29 | 2,721 |
| 14 | 2,306 | 30 | 2,721 |
| 15 | 2,306 | 31 | 2,721 |
| 16 | 2,306 | 32 | 2,721 |

SITE PLAN
SOMERSET PLACE
2788 DUTTON MEADOW
SANTA ROSA, CALIFORNIA

CIVIL DESIGN CONSULTANTS, INC.
2200 Ridge Avenue, Suite 204
Santa Rosa, CA 95403
(707) 542-4820

DATE
MARK VON TADORN
RECEIVED 5-10-17

02-137
SHEET NO.
OF 2 SHEETS

TABLE 4-1
Mitigation Monitoring and Reporting Program

| Impacts | Mitigation Measures | Responsible Party | Implementation Schedule | Additional Permit Enforcement | Documentation |
|--|--|---|--|---|---------------------------------|
| <p>Traffic and Circulation</p> <p>Impact 3.2-1: The Project, in combination with other projects expected to be built in the same time period, may degrade traffic levels on Stony Point Road, Hearn Avenue and Bellevue Avenue.</p> | <p>Mitigation Measure 3.2-1: Implement traffic improvements on city streets (Master EIR Mitigation Measure 3.1.4-1, Redevelopment EIR Mitigation Measure 3.1.3-1, as modified below). The following improvement projects, or portions thereof, may be implemented as conditions of approval for various private development projects or through the Basic Infrastructure Program (Capital Improvement Plan for southwest area projects) as appropriate based on operational need.</p> | <p>Fees paid by Project applicant Improvements made by City of Santa Rosa</p> | <p>Southwest Area Development Impact Fee and Capital Facilities Fee paid prior to construction</p> | <p>Building permit not issued until fees paid</p> | <p>Capital Improvement Plan</p> |
| | (a) Northpoint Parkway/Stony Point Road: Add north-bound turn (NBT), south-bound turn (SBT), south-bound left (SBL), and east-bound turn (EBT) lanes. Convert existing east-bound right (EBR) lane to shared through/right movements. Add two west-bound turn (WBT) lanes on Northpoint Parkway extension. | | | | |
| | (b) Sebastopol Road/Stony Point Road: Add NBT, west-bound right (WBR), SBT, south-bound right (SBR), and east-bound left (EBL) lanes to this intersection. There is room at this intersection (with right of way acquisition) to make this substantial improvement. | | | | |
| | (c) Hearn Avenue/Stony Point Road: Signalize the present two-way stop intersection. Add north-bound lane (NBL), NBT, north-bound right (NBR), west-bound left (WBL), SBL, south-bound turn/right (SBT/R) lanes to the intersection. | | | | |
| | (d) Bellevue Avenue/Stony Point Road: Convert traffic control from existing two-way stop to signalized. Add NBL, NBT, west-bound turn/left (WBT/L), WBR, SBL, SBT lanes to the Ludwig Avenue approach (with realignment of the intersection), add an EBR lane. | | | | |
| | (e) Dutton Avenue/Sebastopol Road: Add NBT, WBT, SBT/R, EBL, and EBT lanes to this intersection. | | | | |
| | (f) Hearn Avenue/Dutton Avenue: Signalize this existing two-way STOP controlled intersection. New approach on Dutton Extension shall have a north-bound turn/left (NBT/L), NBT, NBR lanes. Hearn will need to have added WBL, WBT, and WBR lanes; the existing southbound Dutton approach widened by adding a SBT lane; and the existing Hearn eastbound approach widened by including an EBL lane. | | | | |
| | (g) Dutton Avenue/Bellevue Avenue: Signalize this two-way STOP controlled intersection. Add NBL, NBT, NBR, WBL, WBT, WBR, SBL, SBT, EBL, and EBT lanes. This improves intersection LOS from F to D (36 seconds). | | | | |
| | (h) Hearn Avenue/Cady Avenue: Add NBL, WBT, WBR, SBL, SBR, EBL, and EBT lanes. | | | | |
| | (i) Todd Road/Stony Point Road: The County of Sonoma has begun a project to improve this intersection by signalizing it, adding a WBL turn lane (on Todd Road), and adding shoulders and lane channelization. The additional lanes required after this improvement will be: NBL, NBT, SBL, and SBT lanes. | | | | |
| | (j) Wright Road/Sebastopol Road: Signalize this presently all-way STOP controlled intersection. Add a NBT, two WBR, a SBL, and a SBT lane to the intersection. | | | | |
| | (k) Highway 12W/Right-Fulton Roads: Construct full freeway type interchange, with signalized ramp junctions. The exact configuration of the ramps will need to be determined in order to minimize environmental impacts and cost. Tentatively, a diamond type interchange has been used for analysis. | | | | |

TABLE 4.1
Mitigation Monitoring and Reporting Program

| Impacts | Mitigation Measures | Responsible Party | Implementation Schedule | Additional Permit Enforcement | Documentation |
|--|--|-------------------|--|--|------------------|
| | <p>(l) Corporate Center Parkway/Sebastopol Road: Add a NB/TL, WB, and EB/T lanes to the existing streets. Add a southbound approach to serve land development north of this intersection, which will have a SBT and SBL lane.</p> <p>(m) Corporate Center Parkway/Northpoint Parkway: Convert existing flashing red (effectively, all way STOP) operation to normal signal operation. No additional physical improvements required.</p> <p>(n) Baker Avenue/Coby Avenue: Add NBR and SBL lanes to accommodate increased traffic traveling to and from US 101 (and the east side of the freeway). Signalize intersection and provide appropriate turn lane lengths.</p> <p>(o) Northpoint Parkway/Dutton Avenue: Provide signalization at this future intersection.</p> | | | | |
| Impact 3.2-2: The Project would add traffic to the unsignalized intersection of Burgess Drive and Dutton Meadow | Mitigation Measure 3.2-2: Add northbound left turn storage lane on Dutton Meadow at Burgess Drive. This storage lane should include a 60-foot transition and at least 50 feet of tangent (straight) storage area. The addition of a short (at least 50 feet long) right-turn-only lane for traffic turning from eastbound Burgess Drive into southbound Dutton Meadow should be considered to reduce delays. This lane configuration can be accommodated within the proposed 40-foot curb-to-curb width of Burgess Drive, provided there is no on-street parking near the intersection. | Project applicant | Prior to or concurrent with construction | Design review; construction inspection | Design documents |
| Impact 3.2-3: The increased vehicular traffic from Project 4 - Ryan Place could increase opportunities for collisions at the intersections of Barndance Lane/Stony Point Road and Yuba Drive/Stony Point Road. | Mitigation Measure 3.2-3: Install dedicated northbound left-turn lane on Stony Point Road. The potential for rear-end collisions at the intersection of Barndance Lane/Stony Point Road could be reduced by installing a dedicated northbound left-turn lane on Stony Point Road as well as a northbound left-turn acceleration lane for vehicles existing Barndance or Yuba Drive and traveling northbound on Stony Point Road. | Project applicant | Prior to or concurrent with construction | Design review; construction inspection | Design documents |
| Impact 3.2-4: Project 4 - Ryan Place and Project 11 - Emma Rose would increase the demand for new bicycle and pedestrian routes. | Mitigation Measure 3.2-4: Install appropriate crossings street crossings for pedestrians and bicycles. To facilitate the pedestrian and bicycle crossing of Stony Point Road for Ryan Place project area residents, a push-button activated overhead flashing beacon and overhead sign shall be installed at the intersection of Barndance Lane and Stony Point Road. A pedestrian crosswalk will be added across Stony Point Lane to the Bellevue Ranch shopping center. Sidewalks shall also be installed along the entire length, on both sides, of Stony Point Road between Hearn Avenue and Bellevue Road in accordance with recommendations of the City of Santa Rosa's Pedestrian Needs Report. Continuous sidewalks shall also be installed along West Hearn Avenue west of Park Meadow Drive. Class II bicycle lanes should be installed along Stony Point Road in compliance with the Santa Rosa General Plan to provide access from the Ryan Place neighborhood to the City's bicycle route networks. | Project applicant | Prior to or concurrent with construction | Design review; construction inspection | Design documents |
| | To facilitate pedestrian access from the Emma Rose project, a crosswalk on Hearn Avenue at Old Stony Point Road shall be provided to allow pedestrians to access the sidewalks on the south side of Hearn Avenue. This will also facilitate access to Elsie Allen High School and Southwest Community Park. | | | | |
| | Drainage, street lighting, and road resurfacing shall also be implemented along West Hearn Avenue to insure pedestrian safety and to improve pedestrian circulation to and from the Ryan Plan project site. | | | | |

TABLE 4-1
Mitigation Monitoring and Reporting Program

| Impacts | Mitigation Measures | Responsible Party | Implementation Schedule | Additional Permit Enforcement | Documentation |
|---|---|---|--|---|---|
| Impact 3.2-5: Construction of the Project would lead to increased truck and construction vehicle activity on the local roadway network and could create lane closures causing traffic delays, transit delays, restricted access, increased traffic hazards, and rerouting of traffic, including emergency vehicles. | <p>Mitigation Measure 3.2-5a. Implement Construction Traffic Management Plan (Redevelopment Plan EIR Mitigation Measure 3.1.3-7). A Construction Traffic Management Plan shall be prepared by the construction contractor prior to beginning work on any project. The plan shall identify strategies to maintain adequate service levels on local roadways and provide access to residential and business sites, including emergency vehicle access.</p> <p>Advance notice of construction activity shall be provided to the City of Santa Rosa, Public Works Department and to affected homeowners through letters or leaflets, and in the general media (such as newspaper advertising). Sufficient penalties (or bonuses) shall be included in the construction contracts to encourage prompt completion of a contract by the contractor.</p> <p>To maintain existing service levels in peak hours during the construction period, the City shall include in the conditions of approval for the Project a condition limiting construction hours and/or construction vehicles so that additional trucks are not added to the roadway system during peak hours.</p> <p>Mitigation Measure 3.2-5b. Promote safety of school-age children during construction. Although impacts to traffic from construction are expected to be less than significant, several project sites are near the Meadow View Elementary School along Dutton Meadow Road. Two projects (16- Ridge Point Apartments and 11- Emma Rose) are located along Stony Point Road just south of Robert Stevens Elementary School. Project 29- Samuel Jones Hall, is located near Wright Elementary School and Project 23- West Entry. A number of the Project sites (particularly 6- Southwest Estates, 9- Colgan Creek Village, and 13- 2960 Stony Point Road) are located along Bellevue Avenue near Elsie Allen High School. To help promote the safety of school-age children during construction activities, the following measures will be implemented during construction:</p> <ul style="list-style-type: none"> • Notifying the school in advance of the date of commencement of construction, including starting and ending times. • Warning construction crews and delivery truck drivers in advance that school-age children may be present nearby, especially near school starting and ending hours. • Avoiding construction quitting times that coincide with the end of the school day, to minimize traffic congestion in the area. <p>Mitigation Measure 3.2-8. Provide transit service improvements (Master EIR Mitigation Measure 3.1.4-3). Potential transit service improvements could include the following:</p> <ul style="list-style-type: none"> • Bus turnouts along major streets with existing/potential bus service in the Southwest Area. Bus stop locations shall be coordinated with CityBus and SCT staff. • Reasonable and justified reductions in parking requirements where an aggressive transit or transportation system management (TSM) program is agreed to by the developer. • Implementation of the City's Long Range Transit Plan. • Encourage use of shared parking facilities where multi-use sites are developed. • Encourage site plans with buildings located close to streets (and thus bus stops), rather than traditional developments where buildings are set back many hundreds of feet and surrounded by a "sea" of parking. | Project applicant and Construction contractor | Prior to and during construction | Permit to construct | Construction Traffic Management Plan; Construction contract |
| Impact 3.2-8: The Project would result in increased demand for transit services. | <p>Mitigation Measure 3.2-8. Provide transit service improvements (Master EIR Mitigation Measure 3.1.4-3). Potential transit service improvements could include the following:</p> <ul style="list-style-type: none"> • Bus turnouts along major streets with existing/potential bus service in the Southwest Area. Bus stop locations shall be coordinated with CityBus and SCT staff. • Reasonable and justified reductions in parking requirements where an aggressive transit or transportation system management (TSM) program is agreed to by the developer. • Implementation of the City's Long Range Transit Plan. • Encourage use of shared parking facilities where multi-use sites are developed. • Encourage site plans with buildings located close to streets (and thus bus stops), rather than traditional developments where buildings are set back many hundreds of feet and surrounded by a "sea" of parking. | Transit service improvements by City of Santa Rosa Construction of bus turnouts by project applicant | Transit service improvements prior to, during, and after Project construction Bus turnout construction prior to or concurrent with project construction | Development plan approval; design review; construction inspection | Improvement plans |

TABLE 4.1
Mitigation Monitoring and Reporting Program

| Impacts | Mitigation Measures | Responsible Party | Implementation Schedule | Additional Permit Enforcement | Documentation |
|---|---|--|--|--|--|
| Cumulative Impact 3.2-9. Cumulative traffic growth may result in increased traffic volumes exceeding the LOS objective for roadway segments. | <ul style="list-style-type: none"> Encourage site plans that provide clear and convenient pedestrian access between major activity centers and nearby bus stops. Discourage artificial barriers to pedestrian circulation, such as walls or fences, that inhibit walking and transit travel. <p>Mitigation Measure 3.2-9. Improve Residential Street Environment (Master EIR Mitigation Measure 3.1.4-4 as modified below). Several techniques are available for improving the residential street environment. These include the following:</p> <p>Street Design. Incorporation of good street designs is by far the optimum way to reduce traffic speeds on local streets and improve the residential environment. This can be done by avoiding long, straight streets that encourage high speeds; liberal use of "T" intersections (to reduce speeds and the number of conflicts at intersections); and providing a street system that encourages people to use collector and arterial streets, rather than local streets, for longer trips. Other techniques (such as traffic control devices, traffic chokers, or road undulations—see descriptions below) can be used to mitigate problems on existing streets, but are often not as effective. Good transportation planning makes it unattractive for pass-through traffic to enter a neighborhood.</p> <p>Neighborhood Traffic Management. Techniques that can be used on both existing and proposed streets include:</p> <ul style="list-style-type: none"> Traffic chokers at intersections. These create a "bulb" effect at intersections, reduce pedestrian street crossing distances, and tend to reduce vehicle speeds. These should be used primarily on residential and minor collector streets. Speed humps, or "undulations." These differ from more traditional "speed bumps" in that they have a longer cross-section (typically 12 to 14 feet). They have been proven to be more effective in slowing traffic than speed bumps, and also create less noise. Modest reductions in average speed can sometimes be achieved with speed humps, typically 5 mph. Advanced signage shall be placed in conjunction with the humps. The cross-section length can be adjusted to accommodate different speeds of traffic (longer cross-sections for higher speeds). The use of all-way STOP signs for speed control shall only be used as a last resort. Numerous studies have indicated that these devices are ineffective at controlling overall speeds, and may actually cause people to speed up between intersections (although they reduce speeds near the intersection). Where not required to stop by traffic, studies have shown that 40 to 60 percent of all vehicles will only come to a rolling stop (below 5 mph), and 20 to 40 percent will pass through at higher speeds. STOP signs shall be used where warranted by high traffic volumes, or where sight lines are restricted enough to create a potential safety hazard. | Project applicant | Prior to or concurrent with construction | Design review; construction inspection | Improvement plans |
| Cumulative Impact 3.2-10. The Project, along with cumulative traffic growth, may have a significant impact (LOS "D" or worse) on US 101 at certain areas from Wilfred Avenue to State Route 12. | <p>Mitigation Measure 3.2-10. Add auxiliary lanes to US 101 (Master EIR Mitigation Measure 3.1.4-2, Redevelopment EIR Mitigation Measure 3.1.3-2, as modified below). Add auxiliary lanes to US 101 in both directions between Stony Point Road and Dutton Avenue. These lanes would be needed as a result of cumulative traffic growth in western Sonoma County and Santa Rosa, as well as the Southwest Area. Additional possible mitigation options include:</p> <ul style="list-style-type: none"> Removing HOV lane restriction on US 101 (added lanes open to all traffic). Widening US 101 to eight basic lanes in critical areas (Wilfred Avenue-Golf Course Drive to Highway 12). Implementing Sonoma-Marin Area Rail Transit (SMART) proposals for light rail or | California Department of Transportation; Sonoma County Transit Authority | Ongoing | N/A | Traffic Relief Act for Sonoma County Expenditure Plan for SOTA participation City's Long Range Transit Plan |

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| Impacts | Mitigation Measures | Responsible Party | Implementation Schedule | Additional Permit Enforcement | Documentation |
|---|---|---|-------------------------|-------------------------------|--|
| Cumulative Impact 3.2-11. The Project, along with cumulative growth, may increase demand for transit trips beyond available capacity. | <p>commuter rail services on the Northwestern Pacific Railroad line.</p> <ul style="list-style-type: none"> Activating ramp metering installed as part of the widening projects. Because there is presently no commitment by Caltrans or SCTA to implement these mitigation measures, because they may be contrary to current adopted policies, and because of their uncertainty, this impact as described above would remain significant and unavoidable. This impact has been noted in the General Plan and other planning studies done for the Southwest Area. <p>Mitigation Measure 3.2-11. Improve transit services. Although impacts to transit are not expected to be significant, several measures to improve transit services could be implemented to further reduce impacts. The measures described below were included in the Southwest Area Plan EIR.</p> <p>The City's <i>Long Range Transit Plan</i> (City of Santa Rosa, 1990) provides for an array of bus service improvements based on public input and technical analysis. These improvements include:</p> <ul style="list-style-type: none"> Additional routes and route extension building on the current system Additional weekday and Saturday night service until 11 PM New commute-oriented bus service during weekday peak hours only Additional Sunday service (an hour earlier and later) Expansion of transportation systems management programs citywide <p>The <i>Long Range Transit Plan</i> proposes expansion areas in the quadrant bounded by S. Wright Road, Lucking Avenue, and the existing Route 20; and the area bounded by Hearn, South Dutton Avenue, Bellevue Avenue, and Cobly Avenue. These are identified as long-term service need areas. This plan notes that, "beyond the baseline system, additional revenue sources are needed to implement most of the short term improvements and all of the long term improvements" (page 2-13). However, the added population and retail activity in the Southwest Area will contribute sales tax revenues (transportation development act money) that will provide operating support to CityBus.</p> <p>The Northwestern Pacific Railroad (NWP) right-of-way provides a significant opportunity for the development of a high-capacity, high-quality transit service in the Southwest Area. The SMART authority is currently studying various options for using the NWP for transit purposes in the future. The Southwest Area Plan notes that the NWP tracks at Bellevue Avenue would be a logical location for a transit station.</p> <p>Even if no rail transit is operated on the NWP for many years, the sites could be used as bus transfer centers and/or park-and-ride lots for commuters on Highway 101. Early identification of sites would enhance the facilities' compatibility with neighbors, and denser uses should be considered around these future station locations.</p> <p>There has been discussion of providing express (commuter-oriented) bus service along Stony Point Road in the future, at least as far south as Rohnert Park, and possibly to Petaluma. Other measures to promote transit service could include:</p> <ul style="list-style-type: none"> Locating bus turnouts along major (arterial) streets with existing/potential bus service in the Southwest Area; bus stop locations should be coordinated with CityBus and SCT staff. Making reasonable and justified reductions in parking requirements where an aggressive transit or TSM program is agreed to by the developer. Implementing the City's Long Range Transit Plan. | City of Santa Rosa; Sonoma County Transit Authority | Ongoing | N/A | Traffic Relief Act for Sonoma County Expenditure Plan for SCTA participation City's Long Range Transit Plan |

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| Impacts | Mitigation Measures | Responsible Party | Implementation Schedule | Additional Permit Enforcement | Documentation |
|---|---|--------------------|---|---|------------------------|
| | <ul style="list-style-type: none"> Use of shared parking facilities where multi-use sites are developed. Encouraging site plans with buildings located close to streets (and thus bus stops), rather than traditional developments where buildings are set back many hundreds of feet and surrounded by a "sea" of parking. Encouraging site plans that provide clear and convenient pedestrian access between major activity centers and nearby bus stops. Discourage artificial barriers to pedestrian circulation, such as walls or fences. These barriers inhibit both walking and transit travel. | | | | |
| Cumulative Impact 3.2-13. The Project, along with cumulative growth, may increase demand for bicycle and pedestrian travel. | <p>Mitigation Measure 3.2-13. Improve Bicycle and Pedestrian Travel (Master EIR Mitigation Measure 3.1.4-5). Improvements throughout the Project area would improve conditions for bicycle and pedestrian travel. The pedestrian needs addressed through the policies of the Area Plan include the following:</p> <ul style="list-style-type: none"> A well-connected internal circulation system that, to the extent possible, minimizes pedestrian crossings at major streets Mixed land uses that minimize distances for daily trip activities, and thus promote walking and cycling as alternatives to the automobile Sidewalks provided on streets. | Project applicant | Prior to or concurrent with construction | Development plan approval; Design review; construction inspection | Subdivision Map |
| Cumulative Impact 3.2-15. Project buildout, along with cumulative buildout, may result in parking demand exceeding the available capacity for the Project area. | Mitigation Measure 3.2-15. Comply with Santa Rosa parking requirements. The applicants of future development proposals shall comply with the Santa Rosa Zoning Code parking requirements. | Project applicant | Review for compliance to occur when development proposals submitted | Development plan approval | Design documents |
| 3.3 Utilities and Public Services | | | | | |
| Impact 3.3-1. The Project may increase demand for water supply and distribution to such a degree that the City cannot commit to providing adequate service. | Mitigation Measure 3.3-1. Connect residences to City water supply. Residences or businesses on private water supply wells will be connected to the City water supply system if well production becomes inadequate to provide the needed service. | City of Santa Rosa | As needed | N/A | N/A |
| Impact 3.3-2. The Project may increase demand for wastewater treatment and disposal to such a degree that the City cannot commit to providing adequate service. | Mitigation Measure 3.3-2. Collect sanitary sewer connection fee (EIR Mitigation Measure 3.1.6-2 as modified below). To fund additional infrastructure required to serve the proposed Project as well as other developments in the Southwest Area, an increase in the sanitary sewer connection fee was implemented on July 1, 2004. With this change, the average sanitary sewer connection fee for a single-family residence in the Southwest Area became approximately \$7,000 to \$10,000 (McWray, 2004). | Project applicant | Prior to issuance of building permit | Building permits not issued until school fees are paid | Receipt of fee payment |
| Impact 3.3-3. The Project may increase demand for schools to such a degree that enrollment is greater than school capacity | Mitigation Measure 3.3-3. Implement payment of mitigation fees. Santa Rosa City Schools and Belvedere Union School District require payment of fees to offset the cost of providing elementary, middle school, and high school services to new residential developments. The impacted school districts should use these funds to provide adequate school facilities, consistent with Policy PSF-C-2, Page 6-19 of the General Plan, to meet the needs of the additional school district enrollments to reduce school impacts to an insignificant level. The fees charged will be consistent with current district policies. | Project applicant | Prior to issuance of building permit | Building permits not issued until school fees are paid | Receipt of fee payment |
| Impact 3.3-4. The Project may increase demand for parks and recreation facilities to such a degree that General Plan service standards are not maintained | Mitigation Measure 3.3-4. Require park, land dedication and park development or in-lieu park fees (Master EIR Mitigation Measure 3.1.7-5 and Redevelopment EIR Mitigation Measure 3.1.4-4). Prior to issuance of a building permit, require that each project sponsor in the Southwest Area provide adequate park land dedication in their project proposals or pay in-lieu Land Dedication Fees and pay the Park Development Fees. Park Development fees levied by the City should be adequate to cover the cost | Project applicant | Prior to issuance of building permit | Building permits not issued until park fees are paid | Receipt of fee payment |

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| Impacts | Mitigation Measures | Responsible Party | Implementation Schedule | Additional Permit Enforcement | Documentation |
|---|--|---|--|---|---|
| Impact 3.3-6: The Project may increase demand for police services to such a degree that the General Plan service standard is not maintained | Mitigation Measure 3.3-6: Implement community services district program. Prior to approval of final development plans, the Project applicants shall participate in the Community Services District Program as a condition of approval. | Project applicant | Prior to approval of final development plans | Final development plan approval | Development plan |
| Impact 3.3-7: The Project may increase demand for fire and emergency services to such a degree that the General Plan service standard is not maintained | Mitigation Measure 3.3-7: Fund new fire station (Master EIR Mitigation Measure 3.1.7-3 as modified below). The City Council should approve the proposed purchase agreement to fund the purchase and renovation of the new fire station in the southwest area. The City should also agree to provide the funding necessary for the new fire department personnel and equipment associated with the proposed new station and other stations serving the southwest area. In addition to General Funds budgeted for fire services, the Southwest Area Plan Infrastructure Fee is collected for all development within the boundaries of the Southwest Area Plan and can be utilized to fund the stations in the Southwest Area. Timing of this action would be justified by residential and commercial development in the area, with the standard of providing satisfactory fire protection for the full southwest area. | City of Santa Rosa | Construction completed by mid-2006 | N/A | N/A |
| Impact 3.3-8: The Project, in combination with other development in the Southwest Plan Area, may increase demand for water supply to such a degree that the City cannot commit to providing adequate service | Mitigation Measure 3.3-8a: Implement water conservation measures (Master EIR Mitigation Measure 3.1.6-1 as modified below). Incorporate drought-tolerant landscaping and other water efficient landscape standards included in the City of Santa Rosa Water Efficient Landscape Policy (City of Santa Rosa 1992). Incorporate low-flow plumbing fixtures to minimize water use. | Project applicant | Prior to issuance of building permit | Design Review | Building plans |
| | Mitigation Measure 3.3-8b: Develop alternative sources of water. SCWA is experiencing a regional constraint to water supply because of regulatory constraints, and mitigation measures that are delaying development of planned water supply and transmission system facilities. Because of this, the City shall continue to develop alternative sources of water and storage/conveyance facilities, including reactivating unused wells, developing new wells, and increasing storage capacity to meet peak water needs. The City will also pursue implementation of the Incremental Recycled Water Program. In addition, the Santa Rosa Utilities Department will continue to encourage water conservation and the use of water conserving devices. | City of Santa Rosa | Ongoing | Water supply regulations | SCWA Urban Water Management Plan; Eleventh Amended Agreement for Water Supply |
| Impact 3.3-9: The Project, in combination with other development in the Southwest Plan Area, may increase demand for wastewater treatment and disposal to such a degree that the City cannot commit to providing adequate service | Mitigation Measure 3.3-9: Collect sanitary sewer connection fee (Master EIR Mitigation Measure 3.1.6-2 as modified below). To fund additional infrastructure required to serve the developments in southwest Santa Rosa, the sanitary sewer connection fee will be collected. | Project applicant | Prior to issuance of building permit | Building permits not issued until fees are paid | Receipt of fee payment |
| 3.4 Hazards and Hazardous Materials | | | | | |
| Impact 3.4-1: Construction of the Project could result in exposure of construction workers to lead paint and asbestos | Mitigation Measure 3.4-1a: Implement OSHA standards for lead paint removal. United States Occupational Safety and Health Administration (OSHA) standards requiring protection for workers when working with paint containing lead shall be implemented during building renovations and/or demolitions, regardless of the concentration. Workers performing paint removal work shall follow the OSHA lead standard for the construction industry. The lead content of the paint shall be determined and proper waste disposal requirements and worker protection measures implemented. | Project applicant and Construction contractor | Prior to and during demolition/construction | Demolition Permit | OSHA Standards |

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| Impacts | Mitigation Measures | Responsible Party | Implementation Schedule | Additional Permit Enforcement | Documentation |
|--|---|-------------------|---|--------------------------------------|-----------------------------|
| Impact 3.4-2. The Project could expose workers, the public and the environment to hazards resulting from hazardous contaminants in soils | <p>Mitigation Measure 3.4-1b. Properly abate asbestos-containing materials. Prior to the renovation and/or demolition of the building, asbestos-containing materials must be properly abated by a licensed asbestos contractor. Regulations require that proper safety procedures will be followed while removing, repairing, and disposing of the asbestos-containing materials.</p> <p>Mitigation Measure 3.4-2a. Notify agencies regarding contamination. (Master EIR Mitigation Measure 3.1.8-1) Project applicants shall contact the North Coast Regional Water Quality Control Board, California Department of Toxic Substances Control, Sonoma County Environmental Health Division and Santa Rosa Fire Department immediately if contamination is encountered during construction activities.</p> <p>Mitigation Measure 3.4-2b. Characterize soil and groundwater conditions and remediate as necessary. (Redevelopment EIR Mitigation Measure 3.1.8-1) Prior to approval of a development project, each applicant of future development projects shall characterize the soil and groundwater conditions of the area to be disturbed. In some cases, site conditions may have already been characterized. Where sufficient information is not already available to determine the potential for soil and groundwater contamination, the project applicant will retain a qualified environmental specialist (e.g., a Registered Environmental Assessor or similarly qualified individual) to prepare a Phase I Environmental Site Assessment. The assessment will list current and past uses of the site, review environmental agency databases and records, report site reconnaissance observations, and summarize potential contamination issues, including any that warrant further investigation. The project applicant will submit the Phase I Environmental Site Assessment to the California Water Quality Control Board, North Coast Region; the Sonoma County Health Services Department or Department of Emergency Services; or the Santa Rosa Fire Department, as appropriate.</p> <p>If determined to be necessary as a result of the Phase I Environmental Site Assessment or other information already available for a site, the project applicant will prepare a Phase II Environmental Site Assessment. Soil and groundwater samples will be collected and tested as directed by a qualified environmental specialist (e.g., a Registered Environmental Assessor or similarly qualified individual). Sampling will extend at least as far as the areas and depth proposed for excavation. The samples will be analyzed to identify and quantify any suspect soil or groundwater contamination. In some cases, existing soil and groundwater sampling results may be sufficient to characterize the extent of potential contamination. The project applicant will submit the Phase II Environmental Site Assessment to the California Water Quality Control Board, North Coast Region; the Sonoma County Health Services Department or Department of Emergency Services; or the Santa Rosa Fire Department, as appropriate.</p> <p>Soil and groundwater monitoring and remediation will be completed as deemed necessary to protect future occupants of the site, neighboring properties, and groundwater quality. The project applicant will evaluate the potential human and environmental risks associated with the existing contamination and proposed remediation strategies and work with regulatory agencies to select a prudent approach to address site conditions consistent with foreseeable future uses. For example, if residential uses are proposed for a contaminated site, cleanup standards will be based on human health risk standards using residential exposure parameters. The project applicant will consult with the California Water Quality Control Board, North Coast Region; the California Department of Toxic Substances Control; the Sonoma County Health Services Department or Department of Emergency Services; or the Santa Rosa Fire Department, depending on which agency has jurisdiction over the site. Possible remediation strategies could include, for example, natural attenuation, encapsulation, aeration, bioremediation, soil-vapor extraction, or off-site disposal. Remediation plans will address the replacement of excavated soils with soils of lower permeability, the installation of barriers within trenches, and the lining of storm drains and sewers to</p> | Project applicant | Prior to and during demolition/construction | BAAQMD approval Demolition Permit | Construction documents |
| | | Project applicant | During construction | Local and state regulations | Construction documents |
| | | Project applicant | Prior to construction | Development Plan approval | Site Safety and Health Plan |

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| Impacts | Mitigation Measures | Responsible Party | Implementation Schedule | Additional Permit Enforcement | Documentation |
|---|---|---|-------------------------|---|--|
| | <p>prevent infiltration.</p> <p>Each applicant of future development projects will prepare a plan to manage and handle contaminated soil and groundwater. The Plan will contain provisions for removal of contaminated materials (soil and groundwater), transport, and treatment or disposal.</p> <p>Prior to undertaking work at a contaminated site, the applicant will prepare a Site Safety and Health Plan (a California Division of Occupational Safety and Health requirement for work at hazardous waste sites). The plan will be prepared in accordance with regulatory requirements and the <i>Occupational Safety and Health Guidance Manual for Hazardous Waste Site Activities</i> (National Institute for Occupational Safety and Health [NIOSH], 1985). It will identify potential hazards, material handling procedures, dust suppression measures, necessary personal protective clothing and devices, and appropriate monitoring equipment. In addition to measures that protect on-site workers, the plan will include measures to minimize dust control, appropriate site security, restriction of public access, and posting of warning signs, and will apply from the time of surface disruption throughout the completion of earthwork construction.</p> <p>In the case of Project 14-Wild Rose, the developer shall coordinate their development process with the Regional Water Quality Control Board staff so that development plans are coordinated with any groundwater remediation plans that may be carried out near the project site.</p> | | | | |
| | <p>Mitigation Measure 3.4-2c. Perform Phase II investigation. Prior to approval of a development project, a Phase II investigation (soil sampling and analysis) for any known contaminated areas shall be prepared, as applicable. This includes the possible contaminated areas on Parcel 043-121-006 at Project 6-Dutton Place. Each Phase II report shall be submitted to the Santa Rosa Fire Department and the Santa Rosa Department of Community Development for review and approval.</p> | Project applicant | Prior to construction | Development Plan approval Fire Department approval | Phase II reports |
| | <p>Mitigation Measure 3.4-2d. Perform Phase III remediation. If a Phase II (remediation) is required for a development project, this shall be completed with Santa Rosa Fire Department permits and approvals prior to final development plan approval.</p> | Project applicant | Prior to construction | Fire Department permit | Phase III reports |
| | <p>Mitigation Measure 3.4-2e. Place remediation notes on grading plans. The following note shall be on the grading and improvement plans: "No grading shall commence prior to Santa Rosa Fire Department clearance. Areas that have contaminated soils shall not be graded until a Phase III cleanup has been completed to the satisfaction of the Fire Department. Areas not near the contaminated soils may be graded with approval from the Fire Department."</p> | Project applicant, Construction contractor | Prior to construction | Fire Department approval of Phase III cleanup | Grading and improvement plans |
| Impact 3.4-3. The Project may result in increased use and disposal of household hazardous wastes. | <p>Mitigation Measure 3.4-3. Support proper disposal of household hazardous waste (Master EIR Mitigation Measure 3.1.8-2 as modified below). All new developments within the Plan area will be included as participants of a Joint Powers Agency (JPA) for the handling, collection and disposal of hazardous wastes. Under the agreement between the Cities of Sonoma County and Sonoma County for a JPA, the County would provide sites free of charge at its Central Landfill Site for household hazardous waste collection and storage. The JPA would arrange for a household hazardous waste (HHW) operator to perform collection, recycling, and disposal services for participants. HHW will be received from the residents in a receiving area at the facility and will be inspected by trained personnel to determine its acceptability. The waste received would be sorted into materials that should be disposed of and those that could be reused. Those materials that should be disposed of would be prepared for transportation to disposal facilities. Those wastes received that could be reused would be inventoried for use, exchange, reuse, or shipping to a recycling facility. In addition, the JPA would develop a public education program to maximize the utilization of the HHW facility.</p> | City of Santa Rosa | Ongoing | N/A | Conditional Use Permit, Subdivision Map |

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| Impacts | Mitigation Measures | Responsible Party | Implementation Schedule | Additional Permit Enforcement | Documentation |
|--|--|--------------------------|---|---|--|
| <p>3.5 Historic and Cultural Resources</p> <p>Impact 3.5-1. Construction of the Project could result in impacts to prehistoric cultural resources.</p> | <p>Mitigation Measure 3.5-1a. Conduct archaeological surveys prior to construction. For properties not previously surveyed, a qualified archaeologist will complete archaeological surveys prior to any ground breaking activities to determine whether archaeological resources are likely to be present on site.</p> <p>Mitigation Measure 3.5-1b. Monitor ground-disturbing activities during construction (Master EIR Mitigation Measure 3.19-1 as modified below). A qualified archaeologist will monitor excavation and other ground-disturbing activities as necessary on the project sites. The archaeologist shall conduct inspections during initial grading of a development project with an evaluation at that time regarding the need for further archaeological monitoring for the project. In the event that any remains of prehistoric or historic human activities, features (such as culturally modified soil deposits), or artifacts are encountered during project-related activities, work in the immediate vicinity of the find shall halt and the contractor shall immediately notify the Project superintendent and the City of Santa Rosa Department of Community Development (Department). The superintendent shall also retain the services of a qualified cultural resource specialist, as approved by the Department, to evaluate the archaeological deposit. The evaluation will determine the significance of the archaeological deposit in terms of its eligibility for listing in the California Register of Historical Resources, pursuant to California Public Resources Code Section 5024.1.</p> <p>If field reconnaissance or construction monitoring result in the identification of archaeological deposits and a qualified professional determines that the deposits meet the criteria for listing in the California Register and are therefore determined to be significant deposits, options for avoidance of or minimization of impacts to the sites would include the following:</p> <ol style="list-style-type: none"> 1. Modify development plans to allow for the preservation of the archaeological site or sites. This could include incorporating site locations into protected open space areas or parklands. 2. Cover or "cap" the site with a layer of protective fill. This measure could be especially effective where a given project might lead to increased public access to a site area. A qualified archaeologist should monitor the capping or filling process to ensure that the site is not inadvertently damaged during this process. The project owner should deed a conservation easement for the area containing the site, plus a suitable buffer area, to ensure that subsequent activities do not damage the site. <p>If prehistoric archaeological deposits discovered before or during construction are determined significant and cannot be avoided or capped and avoided, the designated cultural resources specialist shall recommend a plan of action. This plan of action may include a program of scientific excavation or other scientific investigation to recover data within the context of a detailed and approved regional research design that recognizes and addresses the informational value of the site for the study of history or prehistory.</p> <p>Work may not resume until the Department has indicated that work may resume. The resumption of work will be permitted after site has been evaluated, a plan of action has been approved by the Department, and the plan has been carried out to the satisfaction of the Department.</p> <p>Pursuant to Sections 7050.5 and 5097.94 of the Public Resources Code, in the event of discovery or recognition of any human remains in any location other than a dedicated cemetery, there shall be no further excavation or disturbance of the site or any nearby areas reasonably suspected to overlie adjacent remains and the construction</p> | <p>Project applicant</p> | <p>Prior to submittal of development plan</p> | <p>Approval of development plans</p> <p>California Public Resources Code Sections 5024.1, 7050.5, and 5097.94</p> | <p>Cultural resources study</p> <p>Daily logs and monthly compliance reports</p> |

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|--|--|---|----------------------------------|---|-------------------------------|
| Impact 3.5-2. Construction of the Project could result in impacts to potential historic structures | <p>superintendent shall contact the County Coroner. If the Coroner recognizes the human remains as those of a Native American, he or she will contact, by telephone, the Native American Heritage Commission (NAHC) within 24 hours. The NAHC will appoint a Most Likely Descendant, who will contact the project owner to consult regarding the disposition of the remains.</p> <p>Mitigation Measure 3.5-1c. Incorporate monitoring requirements into grading plans. The public improvement and grading plans shall include the following notes:</p> <ol style="list-style-type: none"> "The grading contractor shall conduct operations only under the direction of an archaeological spot-checker to be conducted by a qualified archaeologist. The archaeological spot-checker shall conduct inspections during initial grading with an evaluation at that time regarding the need for further archaeological monitoring for the project. The spot-checker shall contact Joel Galbraith, Santa Rosa Department of Community Development, at (707) 543-3269 when he/she begins the inspection. The spot checker shall submit a report of findings to the Santa Rosa Department of Community Development." "In the event that any remains of prehistoric or historic human activities, features (such as culturally modified soil deposits), or artifacts are encountered during project-related activities, work in the immediate vicinity of the finds shall halt and the contractor shall immediately notify the Project superintendent and the City of Santa Rosa liaison. The project superintendent shall immediately contact the City of Santa Rosa Department of Community Development (Department). The superintendent shall also immediately retain the services of a qualified cultural resource specialist, as approved by the Department, to evaluate the deposits for significance and develop a plan of action. If warranted by the discovery of a concentration of artifacts or soil deposits that may represent an archaeological site, further work in the discovery area should be monitored by an archaeologist. If human remains are encountered, the contractor must contact the County Coroner. If the Coroner deems the remains to be Native American, the Coroner will contact the NAHC so that a 'Most Likely Descendant' can be designated. The superintendent shall consult with the Most Likely Descendant regarding the disposition of the human remains. <p>Project personnel shall not disturb or collect cultural resources. Work may not resume until the Department has indicated that work may resume. The resumption of work will be permitted after site has been evaluated, a plan of action has been approved by the Department, and the plan has been carried out to the satisfaction of the Department."</p> <p>Mitigation Measure 3.5-2. Complete an historic evaluation of structures. Complete historical buildings and structures evaluations of the structures located on the parcels for which structures are present and that have not been specifically evaluated for potentially historic (older than 45 years) structures. Prior to demolition of any structures with potential historic value, prepare a historic structures evaluation for review and approval by the Santa Rosa Department of Community Development.</p> <p>The purpose of the historic buildings and structures review should be to determine whether or not structures qualify for listing in the CRHR (California Public Resources Code Section 5024.1). If development-related impacts to significant historic properties are identified, impacts could be mitigated by the following alternatives:</p> <ol style="list-style-type: none"> Avoidance of historic properties through modification of development plans that would allow for the preservation of the resources at their present locations. This management program could also include restoration of structures to a specific period or theme, particularly within historic districts, and preservation with adaptive | Project applicant, Construction contractor | Prior to and during construction | California Public Resources Code Sections 5024.1, 7050.5, and 5097.94 | Grading and improvement plans |
| | | | | | Historic evaluation report |

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| Impacts | Mitigation Measures | Responsible Party | Implementation Schedule | Additional Permit Enforcement | Documentation |
|---|--|--|----------------------------------|--|--|
| | <p>re-use.</p> <p>2. Relocation of structures to places where they can be preserved. Community parks and open space provide opportunities in this regard.</p> <p>3. If other mitigation alternatives cannot be implemented and significant historic properties may be damaged or destroyed, the effects of this damage can be mitigated by recording of the property through measurements, drawings, historic context statements, and photographs. This documentation shall be prepared in standard format and on standard historic property recordation forms, and should include detailed descriptions of buildings, their dimensions, key features, and architectural details, and an account of the historic context of the buildings and structures recorded.</p> <p>a. If the significance of the property is largely architectural, documentation shall include structural dimensions, structure plans, archival quality photographs or measured drawings of building elevations, and archival quality photographs or drawings of architectural details.</p> <p>b. If the significance of the property is largely historical, documentation shall include a written historic context in addition to the site recordation form and map of the property. Copies of the documents should be filed with appropriate repositories such as the Sonoma County Library, Department of Community Development, and Sonoma County Museum.</p> | | | | |
| Impact 3.5-3. Construction of Project 22. Cherry Ranch could result in impacts to the historic Santa Rosa Livestock Auction Yard. | <p>Mitigation Measure 3.5-3. Complete historic resources documentation for the Santa Rosa Livestock Auction Yard. Prior to demolition of the Santa Rosa Livestock Auction Yard buildings and corral at the Project 22-Cherry Ranch site, the project applicant will deposit a copy of the historic resources evaluation and historic resources site record with the Sonoma County Library, Department of Community Development, and Sonoma County Museum, and will deposit a collection of original business documents from the Santa Rosa Livestock Auction Yard in the Sonoma County Library. The evaluation records shall include a written historic context statement documenting the significance of the property in the history of Santa Rosa.</p> | Project applicant | Prior to demolition | Development Plan approval | Historic evaluation report |
| 3.6 Vegetation, Wildlife, and Habitat | | | | | |
| Impact 3.6-1. Implementation of the Project would result in the loss of valley oaks and other native trees | <p>Mitigation Measure 3.6-1a. Replace trees in accordance with the City Code Chapter 17-24 – Trees (Redevelopment EIR Mitigation Measure 3.2.3-1c as modified below). All trees impacted by the Project will be replaced in accordance with City Code Chapter 17-24 – Trees, which requires replacement of two 15-gallon trees for each 6 inches, or fraction thereof, of trunk diameter of the tree to be removed. The replacement ratio is subject to change. Native trees shall be replaced with native tree species. Non-native trees may be replaced by either native or non-native tree species. Trees will be replaced onsite where feasible or offsite when approved by the Department of Parks and Recreation, or by payment of cash in-lieu of tree replacement, as allowed by City Code Chapter 17-24.</p> <p>The City Code replacement ratio shall also be implemented for tree removal from the other project sites that contain trees but for which tree surveys have not been completed. Prior to the issuance of a grading permit, a tree replacement plan shall be submitted to and approved by the Santa Rosa Department of Community Development. The plan shall identify heritage trees located on site, and indicate the type and number of trees to be removed, the number of required replacement trees by native or non-native species, and the on-site location of the replacement trees or payment of cash in-lieu of tree replacement as allowed by City Code Chapter 17-24.</p> | Project applicant, Construction contractor | Prior to and during construction | Prior to the issuance of a grading permit, tree replacement plan shall be approved by the Dept. of Community Development | City Code (Chapter 17-24 – Trees) Tree replacement plan |

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| Impacts | Mitigation Measures | Responsible Party | Implementation Schedule | Additional Permit Enforcement | Documentation |
|---------|---|--|----------------------------------|---|--|
| | <p>Mitigation Measure 3.5-1b. Use tree preservation notes on all improvement, grading, and building plans. In order to protect trees that will not be removed as part of the Project, the following tree preservation notes shall be on all improvement plans, grading plans and building plans:</p> <p>"Obtain a copy of and follow the guidelines contained in the <i>General Tree Preservation Guidelines</i> by Horticultural Associates. Contact Horticultural Associates at (707) 935-3911 or Department of Community Development at (707) 543-3256 for a copy of the <i>Guidelines</i>."</p> <p>Tree preservation plans with arborist's recommendations shall also be attached to all improvement plans, grading plans, and building plans. All trees to be preserved and trees to be removed shall be shown on improvement plans, grading plans and building plans.</p> <p>Mitigation Measure 3.6-1c. Require application of Best Management Practices during construction (Redevelopment EIR Mitigation Measure 3.2.3-1b). The City of Santa Rosa will require the application of Best Management Practices (BMPs) during construction within the Southwest Plan Area to reduce impacts to valley oaks. The trees that shall be avoided and protected during construction include any isolated oak tree that has a diameter six inches or greater as measured 4.5 feet above the ground.</p> <p>Best Management Practices should be included in the plans and specifications for the projects. These BMPs should be reviewed in pre-construction meetings with the City of Santa Rosa staff, the City's contractor, and qualified biologists and should, at a minimum, include the following provisions:</p> <ul style="list-style-type: none"> Construction drawings shall accurately locate areas to be avoided such as tree trunks and root protection zones. These drawings should be based on verified information from on-site field surveys conducted no more than 1 year prior to construction. Prior to construction, the root-protection zone (1.5 times the canopy area) of sensitive trees shall be fenced using wire mesh fencing. Construction staging areas shall be designated on plans and prohibit parking, loading, digging (especially trenching), and grading during all construction activities within root zones of all trees. A pre-construction meeting conference shall be held with contractors to review BMPs and require bonding and fines to ensure the replacement of any inadvertently damaged trees. Existing grade shall be maintained within the fenced portion of the dripline. Route drainage swales and underground work outside the dripline where possible. A 4" layer of chipped bark mulch should be placed over the soil surface within the fenced dripline prior to installing temporary fencing. Suitable mulch must contain bark "fines." Maintain this layer of mulch throughout construction. If pruning is necessary, pruning should be done to clean and raise canopy per International Society of Arboriculture pruning standards. A certified arborist shall be consulted during design to accurately locate root protection zones and identify other specific measures that would limit potential indirect impacts on trees that may be encroached upon. A drainage plan shall be designed that will avoid oak trees to be preserved. | Project applicant, Construction contractor | Prior to and during construction | Approval of improvement plans, grading plans, and building plans City Code Chapter 17-24-Trees | General Tree Preservation Guidelines Improvement plans, grading plans, and building plans |
| | | Construction contractor | Prior to and during construction | City Code Chapter 17-24-Trees | Project plans and specifications |

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| | <p>Purpose and intent as determined by the Director of the Department of Community Development shall be incorporated as part of the approval for each project:</p> <p>a. <i>Advisement.</i> The applicant, its successors, heirs, assigns or transferees are advised in writing that this approval or permit prior to the start of any construction may be subject to certain other clearances, approvals, permits, or authorizations by state and/or federal agencies. The applicant shall acknowledge in writing receipt of the above advisement.</p> <p>b. <i>Mitigation requirement.</i> The City's approval or permit is valid only if the applicant, its successors, heirs, assigns or transferees, comply with the terms, conditions and mitigations set forth in any clearance, permit or approval except that any permit condition or mitigation that requires project redesign shall trigger a review by the City of Santa Rosa Director of Community Development to determine if the project as redesigned is consistent with the original approval. A project that the City determines is not consistent with the City approval shall not be granted subsequent entitlements, such as approval of improvement plans and final maps, but excluding grading or building permits of any type. Such a project would have to be resubmitted to the City and reviewed by the City as a new project, including the submittal of a new application and fees.</p> <p>c. <i>Power to stop work if violation occurs.</i> Nothing in this approval shall prevent the City of Santa Rosa from exercising its power to stop work in instances where a violation of state or federal law is brought to the City's attention.</p> <p>d. No building or grading permit of any type shall be issued by the City until a required federal or state, as applicable, clearance or authorization, with or without conditions, has been filed with the City.</p> | property owner | | grading permits | transfer |
| | <p>Mitigation Measure 3.6-2d. Obtain appropriate permits for filling of wetlands (Master EIR Mitigation Measure 3.2-3-3b as modified below). For wetland impacts that cannot be avoided or minimized, project developers will prepare a mitigation and monitoring plan in consultation with USACE and the RWQCB to replace or restore lost wetland according standards set forth by these agencies, and obtain as necessary a Section 404 permit from the USACE to place fill in wetlands. If a Section 404 permit is required, a Section 401 certification or waiver will be obtained from the RWQCB. If wetlands are determined to be not jurisdictional, the RWQCB may establish Waste Discharge Requirements or provide a Waiver of Waste Discharge Requirements under the state Porter-Cologne Act.</p> | Project applicant | Prior to construction | USACE Section 404, RWQCB Section 401 authorizations | Section 404 and 401 permit documents |
| Impact 3.6-3. Implementation of the Project would result in loss of California tiger salamander aestivation habitat | <p>Mitigation Measure 3.6-3. Preserve/enhance California tiger salamander aestivation habitat. For individual projects that have completed mitigation agreements, there are two possible approaches to mitigation for loss of the remaining CTS aestivation habitat: onsite and/or offsite mitigation. The USFWS has identified variables that are critical in assessing CTS habitat quality, which include the following:</p> <ul style="list-style-type: none"> • Size of the site • Past and current onsite land use • Surrounding land use • Traffic volumes on surrounding roads • Onsite breeding ponds • Proximity of known CTS observations. • Quality of aestivation habitat. • Restoration potential as reflected by soils and current wetland/other vegetation. • Potential significance of the site in the recovery of the CTS. <p>Based on the above criteria, onsite mitigation would not appear to be an ecologically suitable approach because mitigation must retain the existing habitat values over the</p> | Project applicant | Prior to construction | Improvement plans will not be approved until mitigation is completed or otherwise approved by the state and federal agencies Biological Opinion | Mitigation monitoring reports as required in agency permits |

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|---------|---|-------------------|-------------------------|-------------------------------|---------------|
| | <p>long term. The avoidance of any part of the potential habitat in the Project area would not result in the preservation of a high-quality CTS aestivation site due to the ongoing urbanization of the surrounding land, the high and growing traffic volumes on surrounding roadways, and the lack of suitable breeding ponds. Although the existing Southwest Community CTS preserve is located near several of the projects (Projects 1, 2, 11, and 19), several potential barriers to CTS dispersal occur between these project locations and the preserve. One such barrier is that the single CTS breeding pond for this group of salamanders tends to dry up each year before many, if any, of the larval salamanders are able to metamorphose successfully into juveniles. Furthermore, Southwest Santa Rosa generally represents habitat that has been fragmented by several recent urban developments, and is unlikely to be considered suitable aestivation habitat over the long term.</p> <p>The location of the Project in relationship to the suburban and urban environment of Santa Rosa decreases its value in the long-term recovery of CTS. The significance of the Project area in the recovery of CTS is marginal due to the isolation of the Project sites from sustainable CTS breeding habitats. The Project sites would not be considered the best choice for developing CTS mitigation sites due to the cumulative lack of required criteria as outlined above. Therefore, offsite mitigation is proposed to offset the loss of potential CTS aestivation habitat.</p> <p>For the above reasons, the current preferred approach of the U.S. Fish and Wildlife Service (USFWS) to mitigation for impacts to CTS habitat within the Southwest Area consists of creating contiguous or connected preserve areas outside of the existing urban growth boundaries on the Santa Rosa Plan. Such preserve areas are needed to counteract the ongoing fragmentation of known CTS habitat and to offset both project specific as well as cumulative impacts to CTS aestivation (and breeding) habitat. In keeping with USFWS's goal of developing a network of preserves comprised of contiguous or connected habitat, rather than confining with the prior piecemeal approach to individual project mitigation, project sponsors within the Southwest Area will be required to provide mitigation for project impacts within suitable areas outside the urban growth boundaries. This approach is intended to encourage the restoration or creation of new habitat on adjacent marginal or unoccupied parcels on the Santa Rosa Plan, such that habitat fragmentation would be minimized and additional.</p> <p>It is anticipated that the USFWS will continue to follow this approach to mitigation pending finalization and implementation of a long-term conservation strategy. It is also expected that the substance of the long-term strategy will be similar to the current, interim approach. Areas being considered by the USFWS for developing CTS preserves within the general area of the City of Santa Rosa boundaries are: 1) the area around the 183-acre Wright Preservation Bank (between Hall and Occidental Roads west of Fulton Road); 2) the area bounded by Llano Road, the Santa Rosa urban boundary, Highway 12, and Colgan Creek; 3) lands around the City of Santa Rosa's Kelly Farm south of Occidental Road and north of Highway 12; and 4) the artificial wetlands created adjacent to Alton Lane (in the northwestern part of Santa Rosa). Restoration of potential habitat within any of these potential preserve areas would result in the preservation of high-quality CTS habitat.</p> <p>Mitigation can be accomplished by acquiring by fee title or easement, an appropriate preserve site at the ratio of mitigation land to impacted land designated by the USFWS and undertaking any wetland restoration/creation that would be required. The USFWS currently requires mitigation at the following ratios:</p> <ul style="list-style-type: none"> • Mitigation ratio of 1:1 for projects with an impact on dispersal habitat (i.e., those that are greater than 2,200 feet and within 1.3 miles of a known breeding site(s)). • Mitigation ratio of 2:1 for projects with an impact on upland habitat (i.e., those that are greater than 500 feet and within 2,200 feet of a known breeding site(s)), or | | | | |

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| Impacts | Mitigation Measures | Responsible Party | Implementation Schedule | Additional Permit Enforcement | Documentation |
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| | <p>within 500 feet of an adult occurrence).</p> <ul style="list-style-type: none"> Mitigation ratio of 3:1 for projects with an impact on breeding habitat (i.e., those that are within 500 feet of a known breeding site(s)). <p>Any mitigation site will require an endowment for long-term management and monitoring. Additionally, mitigation can be achieved either through individual mitigation sites or through agency approved mitigation banks.</p> <p>Individual mitigation shall meet or exceed the minimum performance standards/suitability requirements:</p> <ol style="list-style-type: none"> 1) The mitigation site must be land within the CTS range on the Santa Rosa Plain and must be adequate in size and location to assure long-term viability. 2) The mitigation site must meet one of the following two standards: <ol style="list-style-type: none"> a. Contain known, occupied CTS breeding, aestivation, or dispersal habitat and/or known population or populations of federally listed plants, or represent potential CTS or plant habitat. With respect to potential CTS or plant habitat, the site must exhibit, in the judgment of the USFWS or CDFG, reasonable potential for habitat restoration or enhancement. OR b. Be approved by the USFWS and CDFG and function as a buffer separating an existing or likely future preserve site from nearby incompatible land uses (e.g., areas without CTS habitat), be a corridor or link from one preserve site to another or one conservation area to another, or be open space that provides other specific and recognizable conservation value for listed species. 3) The mitigation site must be free of excessive land surface features (e.g., roads, parking lots, other hardened surfaces, or buildings or other structures or extensive hardscapes) that cause a significant portion of the site to be unsuitable as CTS or plant habitat. Generally, no more than 15 percent of the land surface of any potential preserve site may include or be covered by such features unless it is to be restored as part of the preservation action. 4) The mitigation site shall not be isolated from other nearby CTS habitats (preserve or non-preserve) by incompatible land uses (e.g., highway 101). 5) The mitigation site shall not be inhabited by fish, crayfish, and bullfrogs, or other non-native predatory species, unless, in the judgment of USFWS and CDFG, such species can be effectively removed or eradicated. 6) The mitigation site shall not be within the Laguna de Santa Rosa 100-year floodplain. 7) The mitigation site shall not exhibit history or evidence of the presence (storage or use) of hazardous materials on the surface of the site unless proof of removal or remediation can be provided. 8) The applicant/developer shall provide fee title or a conservation easement as required by CDFG and USFWS. The property shall be preserved for the benefit of the affected species, and any related activities (i.e., agricultural) must be compatible with this purpose. 9) The applicant/developer shall provide a wetland creation plan, if wetlands are filled, as determined by USACE and RWQCB. 10) The applicant/developer shall provide a Mitigation and Monitoring Management | | | | |

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| | <p>Plan that contains, at minimum, the following components:</p> <ul style="list-style-type: none"> a. The mitigation lands must be managed and monitored, and any necessary enhancements, as required by CDFG and USFWS, must be enforceable; b. The Mitigation and Monitoring Management Plan shall describe specific management actions necessary to manage, enhance, and preserve the resources protected and created on the site and monitoring that will be conducted to determine the success of created wetland and the status of the protected resources and effectiveness of specified management actions; c. Endowment: funding in an amount determined by the USFWS shall be provided to assure long-term management and monitoring. <p>11) The applicant/developer shall meet any other mitigation requirements imposed by state and/or federal agencies with jurisdiction. If mitigation credits are purchased in lieu of individual mitigation sites, the credits must be from a mitigation bank approved by CDFG and USFWS.</p> <p>Implementation of the above mitigation measures would protect CTS that may be present on site, and will result in off-site preservation of CTS habitat. Loss of habitat on site will occur with development of the Project. Based on the above criteria, and in keeping with the current USFWS approach to the preservation and creation of CTS habitat, on-site mitigation would not appear to be an ecologically suitable approach. On-site habitat would not promote the preservation of habitat within contiguous or connected habitat preserve areas outside the existing urban growth boundaries on the Santa Rosa Plain, and thus would not provide increased conservation benefits over the long term. Further, the avoidance of any part of the potential habitat on the Project site also would not result in the preservation of a high-quality CTS aestivation site due to the ongoing urbanization of the surrounding land, the high and growing traffic volumes on surrounding roadways, and the lack of breeding ponds.</p> <p>With the implementation of off-site mitigation, the Project would not result in a substantial reduction in high quality habitat acreage, or the number of individuals or restriction in the range of CTS. Using the current USFWS coordinated approach to off-site mitigation would result in the preservation and enhancement of high-quality existing CTS habitat, providing the opportunity for the long-term increase in the CTS population on the Santa Rosa Plain. Impacts would be less than significant.</p> <p>Mitigation Measure 3.6-3b. Design new roadways to minimize impacts to CTS (Redevelopment EIR Mitigation Measure 3.2.3-10, as modified below). Solid road dividers that would hinder salamander migration shall not be used to divide roadways located within 1 mile of pools or a known migration area. Under-road culverts (or pile bridges) for CTS shall be incorporated into the design of new or improved roadways adjacent to all known wetlands where salamander migration routes have been identified. Storm drains shall be constructed so as not to inadvertently act as salamander traps during winter storm events.</p> <p>Mitigation Measure 3.6-6a. Provide protection of nesting migratory birds (Redevelopment EIR Mitigation Measure 3.2.3-9 as modified below). Pre-construction surveys will be conducted for nesting raptors within 500 feet of construction activities a minimum of 48 and 24 hours before project construction activities. Nest searches will be conducted in December/January (if not earlier) before site construction begins and the vegetation within construction area will be removed and/or mowed between August 31 and February 1 to minimize the potential for birds to nest within the construction areas. If nests are found with no eggs or young, the nest will be moved. If nesting birds with eggs or young are found during the surveys, one or more of the following measures may be implemented:</p> | | | | |
| Impact 3.6-6 Implementation of the Project would result in the loss of raptor nesting habitat. | | Project applicant, Construction contractor | Prior to and during construction | Migratory Bird Treaty Act | Improvement plans, grading plans, and building plans |

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| | <ul style="list-style-type: none"> An exclusion zone will be established around nests with eggs or young; the need for and size of the exclusion zone is based on factors such as species sensitivity, topography, and proximity to roads and buildings. Construction activities in the area will be postponed until young are fledged. The Biological Monitor will monitor the birds on the nest and stop construction if it appears that the birds would abandon the nest or young. In consultation with CDFG, the nests could be relocated to a nearby area or the eggs or young removed to an approved wildlife rehabilitation center. <p>To minimize the potential for birds to nest in the construction area, nest searches can be conducted and tree removal and other vegetation removal can be done between October 1 and February 1. This shall be noted on improvement plans, grading plans, and building plans.</p> <p>Mitigation Measure 3.6-6b. Incorporate pre-construction survey requirements into grading plans. The public improvement and grading plans shall include the following notes:</p> <ol style="list-style-type: none"> "The grading contractor shall not begin work until a qualified biologist has conducted a pre-construction survey for nesting raptors within 500 feet of construction activities a minimum of 48 and 24 hours before project begins. In the event that nesting birds with eggs or young are found during the surveys, the grading contractor shall suspend all construction activities within the exclusion zone around nests with eggs or young established by the qualified biologist or postpone construction activities in the project area until young are fledged." | Project applicant, Construction contractor | Prior to and during construction | Approval of improvement plans, grading plans, and building plans Migratory Bird Treaty Act | Improvement plans, grading plans, and building plans |
| Impact 3.6-7. Implementation of the Project could result in the loss of special-status plant species and special-status plant habitat. | <p>Mitigation Measure 3.6-7. Complete special-status plant species pre-construction surveys and plant salvage. In order to salvage any special-status plant species that may be present, pre-construction plant surveys will be conducted. Surveys will be conducted in the spring for the full blooming season. USFWS and CDFG will be notified of any special-status plants (other than the known populations of Lobb's aquatic buttercup at Projects 9- Colgan Creek Village and 11- Emma Rose and Sebastopol meadowland at Project 4- Ryan Place) observed prior to commencing with project construction. A 10-day notification to CDFG prior to starting construction activities on the sites containing Lobb's aquatic buttercup and Sebastopol meadowland will be provided to salvage the plant(s) and topsoil. The Sebastopol meadowland colony at Project 29 - Samuel Jones Hall is included in the rare plant preserve that will be added to the CDFG. Any other special-status plant species identified in pre-construction surveys will also be salvaged. The salvaged plants and topsoil will be placed onto suitable habitat outside the Project area, preferably in an approved mitigation site. Selection of the location will be coordinated with CDFG and/or USFWS.</p> <p>Mitigation Measure 3.6-8a. Mitigation Measure 3.6-8a. Perform on-site monitoring during construction. Biological monitors will be employed to monitor and/or implement construction mitigation measures and to report on compliance of contractors with mitigation requirements. Monitors will report directly to the Designated Biologist. Biological monitors will be qualified to conduct the mitigation activities described in the Draft SEIR as well as additional mitigation that may be required in agency-approved Project permits. Reports on non-compliance with environmental requirements may result in temporary halting of construction activity to examine the non-compliance and prevent further resource damage. Biological monitors will implement the following measures:</p> <ul style="list-style-type: none"> Provide worker environmental awareness training for all construction personnel | Project applicant | Prior to construction | USACE Section 404 Permit; Biological Opinion; CDFG Code | Survey and Salvage Reports |
| Impact 3.6-8. Project construction activities could result in direct impacts to CTS. | <p>Mitigation Measure 3.6-8a. Mitigation Measure 3.6-8a. Perform on-site monitoring during construction. Biological monitors will be employed to monitor and/or implement construction mitigation measures and to report on compliance of contractors with mitigation requirements. Monitors will report directly to the Designated Biologist. Biological monitors will be qualified to conduct the mitigation activities described in the Draft SEIR as well as additional mitigation that may be required in agency-approved Project permits. Reports on non-compliance with environmental requirements may result in temporary halting of construction activity to examine the non-compliance and prevent further resource damage. Biological monitors will implement the following measures:</p> <ul style="list-style-type: none"> Provide worker environmental awareness training for all construction personnel | Project applicant | During construction | USACE Section 404 Permit; Biological Opinion | Construction monitoring and compliance reports |

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|---------|---|---------------------------------------|--|--|--|
| | <p>that identifies sensitive biological resources that may occur in or adjacent to construction areas and that addresses measures required to minimize Project impacts during construction and operation.</p> <ul style="list-style-type: none"> Be present onsite during initial construction activities to identify sensitive resources. Monitor mitigation construction near sensitive habitats and resources, i.e., Colgan Creek and Roseland Creek. Prohibit ground disturbance until sensitive areas are cleared. Be present during open trench work construction activities that require special attention in sensitive areas. Prepare construction monitoring and compliance reports that analyze the effectiveness of the mitigation measures. | | | | |
| | <p>Mitigation Measure 3.6-8b. Protect California tiger salamander during construction. Consultation with USFWS will be conducted to address potential impacts to and mitigation measures for CTS. Any modifications to these mitigation measures developed during consultation with USFWS, USACE, and CDFG will be incorporated.</p> <p>Construction will occur between April 15 and October 15, and will be conducted only during daylight hours. Prior to pre-construction surveys, the construction area will be enclosed with a 3-foot high silt fence that will remain in place during the entire construction period. A qualified Biological Monitor will be present during fence installation. The fencing will be inspected daily by the Biological Monitor to verify that it is maintained in good repair. It shall be the responsibility of the contractor (under the guidance of the Biological Monitor) to make sure the silt fence is maintained in good order. After the silt fence is installed, excavated rain-filled ponds within the Project parcels will be sealed for CTS larvae from March to May prior to construction. Any CTS larvae found during sealing will be salvaged and relocated to appropriate existing or created CTS breeding ponds within approved mitigation banks, conservation easements, or otherwise protected areas.</p> <p>A USFWS-approved biologist shall survey the construction area for CTS a minimum of 48 and 24 hours before the onset of construction activities. If CTS of any life stage is found, the organism will be moved to a designated area by the approved biologist. The designated habitat area will be located either within the fenced area on the specific Project site or at an offsite location, as determined by USFWS. If CTS is observed within the construction area, construction activities within the area will be stopped immediately and until the CTS is moved to a designated area by a qualified biologist holding the appropriate USFWS permit. No other individuals will handle CTS individuals.</p> <p>Mitigation Measure 3.6-8c. Prepare a Biological Resources Mitigation Implementation Plan. To help avoid and minimize incidental mortality and injury to plants and wildlife, a Biological Resource Mitigation Implementation and Monitoring Plan (BRMMP) will be prepared. The BRMMP will outline how these protection and mitigation measures will be implemented. The BRMMP is a document that also describes the responsibilities of the Compliance Manager who oversees all compliance measures required for the Project, the Designated Biologist who will oversee compliance with biological mitigation measures, and the Biological Monitor who oversees construction activities on the ground. The Designated Biologist will prepare and submit daily logs and monthly compliance reports.</p> | Project applicant, City of Santa Rosa | Plan preparation prior to construction | USACE Section 404 permit, Biological Opinion | Biological Resource Mitigation Implementation and Monitoring Plan Daily logs and monthly compliance reports |

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| Impact 3.6-9. Project construction activities for Projects 6, 9, 10, and 16 could result in impacts to western pond turtle or California red-legged frog. | Mitigation Measure 3.6-9a. Provide protection for western pond turtle and California red-legged frog during construction of Projects 6, 9, 10, and 16. Any individual western pond turtles or California red-legged frogs found on one of the project sites during pre-construction surveys will be relocated by a qualified biologist. Construction zone limits along Project boundaries near Colgan Creek (Projects 6, 9, and 10) and Roseland Creek (Project 16) channel banks will be set up using silt fencing. The fencing will restrict access by turtles or frogs into construction areas. Signage will be placed indicating that the Colgan Creek and Roseland Creek channel area is protected and not accessible for construction equipment and materials. Any frog or turtle found in the construction area will be relocated by a qualified biologist, holding the appropriate CDFG and USFWS permits, to a location outside the construction zone limits. | Project applicant, Construction contractor | Prior to and during construction | State and Federal Endangered Species Acts | Improvement plans, grading plans, and building plans |
| | Mitigation Measure 3.6-9b. Incorporate requirements into grading plans for Projects 6, 9, 10, and 16. The public improvement and grading plans shall include the following notes: 1. "The grading contractor shall not begin work until a qualified biologist has established silt fencing and a construction zone limit along the adjacent creek and signage indicating that the creek is an environmentally sensitive area. 2. Turtles and frogs found in the construction area will be removed only by a qualified biologist." | Project applicant, Construction contractor | Prior to and during construction | Approval of improvement plans, grading plans, and building plans State and Federal Endangered Species Acts | Improvement plans, grading plans, and building plans |
| Impact 3.6-11. Project construction activities could result in impacts to sensitive habitats | Mitigation Measure 3.6-11a. Protect water quality during construction. To mitigate for construction-related erosion impacts, best management practices for construction will be implemented during and after construction, per the SWPPP developed for each specific project. These measures may include installing silt fences, placing rice-straw bales on and directly down slope of exposed soils, and minimizing exposed surfaces. Watering or covering stockpiled soils with tarpaulins may also be effective measures. Depending on the season of construction, Contractor access will be institutionally controlled and will also be monitored by the on-site biologist (biological monitor), who will be present throughout the construction period. Vehicle refueling and storage of hazardous materials will be prohibited within 200 feet of flagged sensitive plant species or sensitive wildlife habitat features (e.g., raptor nests or burrows) that could be affected by such activities and within 100 feet of wetlands or waters of the U.S. (e.g., Colgan Creek, Roseland Creek, or wetlands on adjacent undeveloped project phases) that will not be directly impacted by immediate construction activities. The need for this refueling and storage buffer will take into consideration drainage patterns and intervening barriers such as roadways, and will be outlined as part of the SWPPP and Spill Containment and Control Plans to be developed for specific projects. For portable equipment that uses fuels or lubricants, polyethylene or other containment material will be used under the equipment to capture leaks or spills. | Construction contractor | Prior to and during construction | USACE Section 404 permit RWOCB Authorization | SWPPP |
| | Mitigation Measure 3.6-11b. Implement NPDES Permit Requirements (Master EIR Mitigation Measure 3.2.3.4). Implementing the NPDES permit requirements regarding the implementation of non-point pollution source control of stormwater runoff through the application of Best Management Practices would reduce water and wetland pollution and sedimentation impacts to a level of insignificance. | Construction contractor | Prior to and during construction | Clean Water Act | SWPPP |
| Impact 3.6-12. The Project, in combination with other development in Southwest Santa Rosa, would result in a significant loss of California tiger salamander habitat. Cumulative Impact 3.6-13: The Project, in | Mitigation Measure 3.6-12. Create California tiger salamander habitat preserves outside of the Southwest Plan Area. As described above in Mitigation Measure 3.6-3, attempts are being made by USFWS to support long-term survival of CTS within Southwest Santa Rosa, via the development of a long-term CTS habitat conservation strategy. Creation and preservation of large areas of CTS habitat outside the Southwest | City of Santa Rosa, future project applicants | Ongoing | State and Federal Endangered Species Acts | Mitigation monitoring reports as required in agency permits |

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| Combination with other development in Southwest Santa Rosa, could result in a substantial reduction in the number and range of California tiger salamanders. | <p>Plan Area, within Sonoma County, would reduce impacts to this species. Four of the local points being considered by the USFWS for developing CTS preserves are within the general area of the City of Santa Rosa boundaries: 1) the area around the 183-acre Wright Preservation Bank (between Hill and Occidental Roads west of Fulton Road); 2) the area bounded by Llano Road, the Santa Rosa urban boundary, Highway 12, and Colgan Creek; 3) lands around the City of Santa Rosa's Kelly Farm south of Occidental Road and north of Highway 12; and 4) the artificial wetlands created adjacent to Alton Lane (in the northwestern part of Santa Rosa).</p> <p>The USFWS and the CDFG have been working with the Conservation Strategy Team consisting of U.S. Army Corps of Engineers, U.S. Environmental Protection Agency, North Coast Regional Water Quality Control Board, local agencies, and representatives from the Laguna de Santa Rosa Foundation, environmental community, and private landowners (USFWS and CDFG, 2005). This team assembled and reviewed information relating to local land use and development patterns and biological consideration for the conservation of CTS, listed plants, and their habitats. The goal of the team is to develop a proposed long-term conservation strategy for the Santa Rosa Plain.</p> <p>The USFWS' current approach to mitigation is intended to create contiguous or connected preserve areas outside the existing urban growth boundaries on the Santa Rosa Plain that are needed to counteract the ongoing fragmentation of habitat. Development of a network of preserves should provide increased conservation benefits as compared to the prior piecemeal approach to individual project mitigation. Preservation of contiguous or connected habitat, subject to management and monitoring practices designed to enhance that habitat, should result in more extensive, high-quality habitat. Focusing mitigation in the most suitable areas outside the urban growth boundaries also is likely to encourage the restoration or creation of new habitats on adjacent marginal or unoccupied parcels. This would minimize fragmentation that would result without a coordinated approach and would result in additional viable CTS habitat in suitable areas, providing the opportunity for the long-term increases in the CTS population on the Santa Rosa Plain.</p> <p>Therefore, the USFWS, the expert agency with regulatory jurisdiction over the species, has determined that the application of the interim mitigation program it has developed for all projects on the Santa Rosa Plain (presented as Mitigation Measures 3.6-3a and 3.6-3b) will result in a net benefit to the species. Based on this determination, implementation of the interim mitigation program will render the contribution of the project less than cumulatively considerable and the incremental effects of the Project would be less than significant.</p> <p>Mitigation Measure 3.6-12 (Create suitable off-site habitat); Mitigation Measures 3.6-2b (Preserve and create new wetland habitat off-site); Mitigation Measures 3.6-3a and 3.6-3b (Preserve/enhance California tiger salamander restoration habitat); and Mitigation Measure 3.6-8b (Protect California tiger Salamander during construction)</p> | | | | |
| MITIGATION MEASURES INCORPORATED FROM SOUTHWEST AREA PLAN EIR | | | | | |
| Visual Quality & Community Character | | | | | |
| Visual Quality & Community Character Impacts | <p>3.1.5-1 Overall Project Design: Comply with the Goals, Objectives and Policies for Community Design in the Community Design Chapter of the Southwest Area Plan. Conformance review shall occur with each development decision utilizing the General Plan Urban Design Element, the Community Design Program of the Southwest Area Plan, and the City's Subdivision Design Guidelines to make decisions regarding proposed developments. Conformance review shall also occur during the City's Design Review process prior to the issuance of grading and construction permits.</p> | Project applicant | Prior to construction | Conformance review during City's Design Review process prior to issuance of grading and construction permits | Plans and specifications |

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| | 3.1.5-2a. Minimize the stockpiling of sewer and water supply equipment the extent practicable prior to installation of the infrastructure. Only materials required for several days of construction should be stockpiled at any given site at one time. | Project applicant; Construction contractor | Prior to and during construction | N/A | Specifications |
| Soils, Geology and Seismicity | <p>3.2.1-2. Seismic Requirements: Incorporate seismic-restraint criteria in the design of slopes, foundations and structures for projects within the Plan Area as outlined in the measures listed below:</p> <p>(a) The minimum seismic-resistant design standards for all proposed facilities shall conform to the CUBC Seismic Zone 4 Standards.</p> <p>(b) Additional seismic-resistant earthwork and construction design criteria shall be incorporated as necessary, based on the site-specific recommendations of California-registered geotechnical and structural engineering professionals, recommended to be in cooperation with a California Certified Engineering Geologist.</p> <p>(c) During site preparation, the registered geotechnical professional shall be on the site to supervise implementation of the recommended criteria.</p> <p>(e) The California-registered Geotechnical Engineer consultant shall prepare an "as built" map/report, to be filed with the City, showing details of the site geology, the location and type of seismic-restraint facilities, and documenting the following requirements, as appropriate:</p> <ol style="list-style-type: none"> 1. Engineering analyses shall demonstrate satisfactory performance of alluvium and fill where they form part or all of the support for structures. 2. Analysis of soil expansion potential and appropriate remediation (compaction, removal, etc.) shall be completed prior to using expansive soils for foundation support. 3. Roads, foundations and underground utilities in fill or alluvium shall be designed to accommodate settlement or compaction estimated by the site-specific investigations of the geotechnical consultant. <p>3.2.1-3 Erosion Control – Grading during Wet Season: If grading or construction are to occur during the wet season, require an erosion and sediment transport control plan, designed by an erosion control professional, or landscape architect or civil engineer specializing in erosion control, that shall meet the following objectives for the grading and construction period of projects proposed for the Southwest Plan Area.</p> <p>(a) The erosion and sediment transport control plan shall be submitted, reviewed, implemented and inspected as part of the approval process for the grading plans for each project.</p> <p>(b) The plan shall be designed by the developer's erosion control consultant, using concepts similar to those developed by the Association of Bay Area Governments, as appropriate, based on the specific erosion and sediment transport control needs of each area in which grading and construction is to occur. Those concepts include some which apply generally to the Southwest Plan Area (see bullet items on list below), and some that would be appropriate only for specific sites. The possible methods are not necessarily limited to the following items.</p> <ol style="list-style-type: none"> 1. Confine grading and activities related to grading (demolition, construction, preparation and use of equipment and material storage areas (staging, | Project applicant; Construction contractor | Prior to and during construction | Conformance review during City's Design Review process prior to issuance of grading and construction permits | Plans and specifications |
| | | | | Clean Water Act | SWPPP |

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| | <p>areas), preparation of access roads,) to the dry season, whenever possible.</p> <p>2. If grading or activities related to grading need to be scheduled for the wet season, ensure that structural erosion and sediment transport control measures are ready for implementation prior to the onset of the first major storm of the season.</p> <p>3. Locate staging areas outside major streams and drainage ways.</p> <p>Keep the lengths and gradients of constructed slopes (cut or fill) as low as possible.</p> <p>Discharge grading and construction runoff into small drainages at frequent intervals to avoid buildup of large potentially erosive flows.</p> <p>Prevent runoff from flowing over unprotected slopes.</p> <p>4. Keep disturbed areas (areas of grading and related activities) to the minimum necessary for demolition or construction.</p> <p>5. Keep runoff away from disturbed areas during grading and related activities.</p> <p>Stabilize disturbed areas as quickly as possible, either by vegetative or mechanical methods.</p> <p>6. Direct runoff over vegetated areas prior to discharge into public storm drainage systems, whenever possible.</p> <p>7. Trap sediment before it leaves the site with such techniques as check dams, sediment ponds, or siltation fences.</p> <p>8. Make the contractor responsible for the removal and disposal of all sedimentation in off-site retention ponds, that is generated by grading and related activities of the project.</p> <p>Use landscaping and grading methods that lower the potential for down-stream sedimentation. Modified drainage patterns, longer flow paths, encouraging infiltration into the ground, and slower storm-water conveyance velocities are examples of effective methods.</p> <p>9. Control landscaping activities carefully with regard to the application of fertilizers, herbicides, pesticides or other hazardous substances. Provide proper instruction to all landscaping personnel on the construction team.</p> <p>(c) During the installation of the erosion and sediment transport control structures, the erosion control professional shall be on the site to supervise the implementation of the designs, and the maintenance of the facilities throughout the demolition, grading and construction period.</p> <p>(d) The erosion control professional shall prepare an "as built" erosion and sediment control facility map, to be filed with the City, showing details of the structural elements of the plan and providing an operating and maintenance schedule throughout the operational period of the project.</p> <p>3.2.1-4 Construction where soil suitability is in question: Require site-specific soil suitability analysis and stabilization procedures, and design criteria for foundations, as recommended by a California-registered soil engineer during the design phase for each site where the existence of unsuitable soil</p> | | | | |
| | | Project applicant | Prior to and during construction | Conformance review during City's Design Review process prior to issuance of grading and | Plans and specifications; as-builts |

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| Impacts | Mitigation Measures | Responsible Party | Implementation Schedule | Additional Permit Enforcement | Documentation |
|---------------------------|---|--|----------------------------------|-------------------------------|---------------|
| | <p>conditions is known or suspected.</p> <p>(a) During the design phase for each site where the existence of unsuitable soil conditions is known or suspected, the developer's registered soil engineering consultant shall provide documentation to the City that:</p> <ol style="list-style-type: none"> 1. site-specific soil suitability analyses has been conducted in the area of the proposed foundation to establish the design criteria for appropriate foundation type and support, and 2. the recommended criteria have been incorporated in the design of foundation. <p>(b) During grading for these sites, the registered soils professional shall be on the site:</p> <ol style="list-style-type: none"> 1. to observe areas of potential soil unsuitability, 2. to supervise the implementation of soil remediation programs, and 3. to verify final soil conditions prior to setting the foundations. <p>(c) The registered soils engineering consultant shall prepare an "as built" map, to be filed with the City, showing details of the site soils, the location of foundations, sub-drains and clean-outs, the results of suitability analyses and compaction tests.</p> | | | construction permits | |
| Hydrology & Water Quality | <p>3.2.2-1 Drainage Improvements:</p> <p>(a) The Colgan Creek channel west of U.S. 101 shall be enlarged and modified if necessary for a length of 2,450 feet so that it can convey the design storm runoff from the Southeast and Southwest Plan Areas. This improvement shall be undertaken under the direction of the Sonoma County Water Agency.</p> <p>(b) The Roseland Creek channel, and portions of the Naval Creek channel in the vicinity of the Air Center, shall be widened and reconfigured to accommodate the design storm runoff, under the direction of the Sonoma County Water Agency.</p> <p>(c) Improvements which may be necessary to the natural drainage which cross or are downstream from the Southwest Plan Area shall be undertaken with the approval of the Sonoma County Water Agency and to the design standards specified in the Sonoma County Flood Control Design Manual. These improvements shall take the form of a naturalized channel to the specifications of the city of Santa Rosa. (See also Section 3.2.3. Vegetation and Wildlife, for additional information regarding stream modification.)</p> <p>3.2.2-2 Water Quality - Grading:</p> <p>(a) Construction shall be scheduled for the dry season.</p> <p>(b) Any projects that result in grading of an area greater 5 acres shall be subject to an NPDES permit from the RWQCB. This permit requires that the applicant develop a Storm Water Pollution Prevention Plan. The permit requirements of the RWQCB shall be satisfied prior to granting of a building permit by the City of Santa Rosa.</p> <p>(c) A soil erosion and sedimentation control plan shall be submitted to the City of Santa Rosa by the applicant for individual projects proposed under the Southwest</p> | SCWA | Ongoing | N/A | N/A |
| | | Project applicant, Construction contractor | Prior to and during construction | Clean Water Act | SWPPP |

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| Impacts | Mitigation Measures | Responsible Party | Implementation Schedule | Additional Permit Enforcement | Documentation |
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| | Area Plan prior to grading. This plan may include, but not limited to, the following erosion control methods: 1. During construction, soil on graded areas shall be revegetated as soon as possible following disruption 2. Use of interceptor ditches or drainage swales to intercept storm runoff from transporting sediment into drainages and to prevent sediment-laden runoff from leaving the disturbed area. 3. Construction shall be restricted in the months of November through April. 4. Silt fences shall be constructed to prevent sheet flow across adjacent areas and down gradient into drainages. These and further measures shall be designed through the use of the Universal Soil Loss Equation to calculate the proper storage capacity required of silt fences or gravel bags, and shall be implemented by the contractor prior to mass grading and other soil disturbing construction activities on-site. (d) Disturbed areas, that have been graded for construction, shall be replanted as soon as feasible after the completion of construction. Plantings shall be used on surfaces of cut and fill areas to collect surface runoff and reduce erosion. | | | | |
| | 3.2.2.3 Water Quality: Easily cleanable catch-basins, debris screens, and grease separators or similar water quality protection devices shall be installed in the channels and drainage facilities serving the Plan area. Maintenance of the facilities shall be ensured through In-lieu fees paid to the City, or the establishment of homeowner associations. | Project applicant | During construction | Clean Water Act | Design documents |
| | 3.2.2.4 Construction Standards for areas with High Groundwater: Projects proposed within the Southwest Santa Rosa Plan within areas of high groundwater shall submit a geotechnical report which designates specific groundwater conditions and subdrain requirements and incorporates them in the project design. | Project applicant | Prior to construction | Conformance review during City's Design Review process prior to issuance of grading and construction permits | Plans and specifications; as-built |
| | 3.2.2.5 Groundwater Recharge: The City shall encourage the use of detention ponds to partially offset the loss of groundwater recharge area within the Plan Area. Such artificial recharge programs shall be coordinated through the Sonoma County Water Agency to ensure a rational, consistent and systematic approach. Maintenance of the detention ponds and potential for long-term accumulation of pollutants in the ponds shall be considered in the design of mitigation programs that includes ponds. | City of Santa Rosa, Project applicant | As feasible | N/A | N/A |
| | 3.2.4-1: Each project proponent is responsible for ensuring that the contractor reduces particulate, ROG, NOx, and CO emissions by complying with the air pollution control strategies developed by the Bay Area AQMD. The developer shall include in construction contracts the following requirements: (a) The contractor shall water on a continuous as-needed basis all earth surfaces during clearing, grading, earthmoving, and other site preparation activities. (b) The contractor shall use tarpaulins or other effective covers for haul trucks that travel on public streets. (c) The contractor shall sweep streets adjacent to the project at the end of the day. (d) The contractor shall schedule clearing, grading, and earthmoving activities during | Project applicant; Construction contractor | During construction | Clean Air Act | Specifications, construction contract |

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| | <p>periods of low wind speeds and restrict those construction activities during high wind conditions with wind speeds greater than 20 mph average during an hour.</p> <p>(e) The contractor shall control construction and site vehicle speed to 15 mph on unpaved roads.</p> <p>(f) The contractor shall minimize open burning of wood/vegetative waste materials from both construction and operation of the project. No open burning shall occur unless it can be demonstrated to the Bay Area AQMD that alternatives have been explored. These alternatives may include, but are not limited to, chipping, mulching, and conversion to biomass fuel. For any open burning, an AQMD permit must be obtained and done in conformance with AQMD regulations.</p> | | | | |
| | <p>3.2.4-3: Each developer is responsible prior to Final Map approval for developing tree planting programs, improving the thermal integrity of buildings, and reducing the thermal load with automated time clocks or occupant sensors, and landscaping with native drought-resistant species to reduce water consumption and to provide passive solar benefits. Developers shall only install gas-burning (or any other clean fuel burning) fireplaces in new Southwest Area Plan residential dwellings. New fireplaces for existing residential dwellings in the Southwest Area shall only be gas-burning (or any other clean fuel burning) fireplaces.</p> | Project applicant | Prior to Final Map approval | Final Map approval | Design and construction documents |
| | <p>3.2.4-4: The potential air quality impacts from toxic air emissions from construction equipment and operations will be reduced with compliance with the Bay Area Air Quality Management District air pollution control strategies. Construction firms shall be contracted to post signs of possible health risk during construction. The developer is responsible for compliance with the Bay Area AQMD rule regarding outback and emulsified asphalt paving materials.</p> | Project applicant; Construction contractor | During construction | Clean Air Act | Construction documents |
| Noise | <p>3.2.5-1: To minimize construction noise impacts of nearby residents, limit construction hours to between 7:00 a.m. and 7:00 p.m. on weekdays and between 9:00 a.m. and 6:00 p.m. on weekends for projects within 1,600 feet of inhabited dwelling units. Any work outside of these hours shall require a special permit from the City of Santa Rosa. There shall be compelling reasons for permitting construction outside of the designated hours.</p> <p>(b) Construction equipment shall be properly outfitted and maintained with noise reduction devices to minimize construction-generated noise.</p> <p>(c) The contractor shall locate stationary noise sources away from residents and developed areas, and require use of acoustic shielding with such equipment when feasible and appropriate.</p> <p>3.2.5-2: Project developers shall propose noise mitigation consistent with General Plan Noise and Area Plan Community Design Policies to reduce year 2010 exterior noise levels on proposed residential and school land uses to 60 Ldn or below, on proposed playgrounds and neighborhood park land uses to 70 Ldn or below, and on proposed office buildings and commercial areas to 65 Ldn or below.</p> <p>3.2.5-3: Retrofit existing residential land uses with acoustical attenuation materials, or relocate residences, to reduce interior noise levels for the year 2010 to below 45</p> | Project applicant; Construction contractor | During construction | City noise ordinance | Construction contract |
| | | Project applicant | Prior to construction | Design review for consistency with General Plan Noise and Area Plan Community Design Policies | Design documents |
| | | Project applicant | Prior to and during construction | Design review for consistency with General Plan Noise and Area Plan Community Design | Design documents |

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| | Ldn. | | | | |
| | (b) Construct sound walls with moveable sound attenuating gates, or berms to reduce exterior noise levels of existing residential land uses for the year 2010 to 60 Ldn or below. | | | | |
| | (c) Construct soundwalls or berms at playgrounds and neighborhood parks to reduce noise levels for the year 2010 to 70 Ldn or below. | | | | |
| | (d) Construct soundwalls or berms at office buildings and commercial areas to reduce noise levels for the year 2010 to 65 Ldn or below. | | | | |