

RESOLUTION NO. 11729

RESOLUTION OF THE PLANNING COMMISSION OF THE CITY OF SANTA ROSA
ADOPTING A MITIGATED NEGATIVE DECLARATION FOR THE SHOPS AT AUSTIN
CREEK, LOCATED AT 5171 AND 5173 SONOMA HIGHWAY, APN: 183-410-058 AND
183-410-060, FILE NUMBER MJP13-006

WHEREAS, the Environmental Coordinator has conducted an initial study on the possible environmental consequences of the proposed Shops at Austin Creek project, which includes a Tentative Map to subdivide 5.32 acres into 4 commercial parcels, a Conditional Use Permit to grant extended hours of operation, a drive-through pharmacy, and parking reduction, and a Hillside Development Permit for grading and construction on slopes that exceed 10% ("Project"), which study was initially completed August 27, 2015 ("Initial Study"); and

WHEREAS, the Initial Study, in its final form, did not identify any significant effects on the environment which would result from the proposed Conditional Use Permit, Hillside Development Permit, or Tentative Map provided certain mitigation measures therein identified and listed were adopted and implemented; and

WHEREAS, the Environmental Coordinator, based on the Initial Study, determined that any potential environmental effects of the proposed Shops at Austin Creek project will be clearly mitigated by the identified mitigation measure to the point where no significant environmental effects would occur and the Environmental Coordinator, based upon this determination, prepared a Negative Declaration, to include the mitigating requirements, with respect to the environmental consequences of the proposed Project ("Mitigated Negative Declaration"); and

WHEREAS, a notice of Mitigated Negative Declaration was thereafter duly posted September 7, 2015 providing an opportunity for comments from the public from September 7, 2015 through October 7, 2015; and

WHEREAS, the Planning Commission of the City of Santa Rosa has reviewed and considered the environmental study, the findings and determinations of the Environmental Coordinator, the Initial Study, the proposed Mitigated Negative Declaration, the staff reports, oral and written, and the comments, statements, and other evidence presented by all persons, including members of the public, who appeared and addressed the Planning Commission at a public hearing held on October 8, 2015, and all comments and materials submitted prior thereto; and

WHEREAS, the Planning Commission has before it all of the necessary environmental information required by the California Environmental Quality Act (CEQA) to properly analyze and evaluate any and all of the potential environmental impacts of the proposed Project.

NOW, THEREFORE, BE IT RESOLVED that the Planning Commission of the City of Santa Rosa, after review and consideration of the Initial Study, the proposed Mitigated Negative Declaration, any comments received thereon and the responses thereto, and based upon the findings and the records and files herein, and the findings above made, hereby determines that the proposed Shops at Austin Creek project will not have a significant effect upon the environment if the mitigation measures listed and identified in the Mitigated Negative Declaration are implemented prior to development of the proposed Project, and hereby approves and adopts the Mitigated Negative Declaration for the Shops at Austin Creek project. The Planning Commission further finds that the Mitigated Negative Declaration, including the Initial Study, reflects the Planning Commission's independent judgment and analysis. The Planning Commission states that the Director of Community Development is the custodian of records of the proceedings upon which the Planning Commission's decision adopting the Mitigated Negative Declaration is based and there these materials are located in the Community Development Department, Room 3, Santa Rosa City Hall, 100 Santa Rosa Avenue, Santa Rosa, California.

REGULARLY PASSED AND ADOPTED by the Planning Commission of the City of Santa Rosa on this 8th day of October, 2015, by the following vote:

AYES: (5) Chair Cisco, Vice-Chair Stanley, Commissioners Crocker, Duggan and Groninga

NOES: (0)

ABSENT: (2) Commissioners DeRezendes-Claiche and Dippel

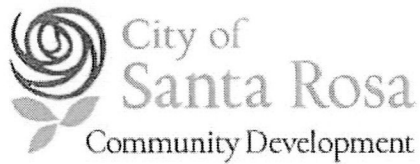
ABSTAIN: (0)

APPROVED: 
CHAIR

ATTEST: 
EXECUTIVE SECRETARY

EXHIBIT: Mitigated Negative Declaration dated August 27, 2015

EXHIBIT



Shops at Austin Creek Project

5171 & 5173 Sonoma Highway, Santa Rosa, CA (Sonoma County)

Assessor's Parcel Nos.: 183-410-058 & 060

Initial Study/Mitigated Negative Declaration

Lead Agency:

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

Contact: Patrick Streeter, Senior Planner

Prepared By:

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

Date: August 2015

ENVIRONMENTAL CHECKLIST

1. **Project Title:** The Shops at Austin Creek
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:** Patrick Streeter, Senior Planner
Phone number: (707) 543-4323
Email: PStreeter@srcity.org
4. **Project Location:** The site is located in the City of Santa Rosa, Sonoma County, California at the northwest intersection of Sonoma Highway (State Highway 12) and Calistoga Road, Santa Rosa, Sonoma County, California, APNs: 183-410-058 & 060.
5. **Project Sponsor's Name & Address:** Bruce Coddling
One Calistoga Road Associates
5173 Sonoma Highway
Santa Rosa, CA 95401
6. **General Plan Designation** Retail and Business Services
7. **Zoning:** General Commercial - CG

8. Description of Project:

The Shops at Austin Creek is a retail center consisting of approximately 43,206 sq. ft. of general retail and business service uses arranged in four (4) buildings with on-site parking, pedestrian connections, and preservation and utilization of on-site natural resources. Anticipated retail and service uses consist of:

- Building 1: ±4,216 sq. ft.: Business and retail services, such as a coffee shop, sandwich shop, and yogurt shop.
- Building 2: ±8,424 sq. ft.: Business and retail services, such as a restaurant/café, hair salon, financial services on the lower floor, storage and management offices on the upper floor.
- Building 3: ±13,921 sq. ft.: Specialty grocery store, local hardware store or general retail.
- Building 4: ±16,645 sq. ft.: CVS (convenience store) with drive-through pharmacy

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Existing Physical Conditions:**Existing Uses**

The larger parcel, 5173 Sonoma Highway, is developed with Prickett's Nursery, a general retail nursery open to the public, 7 days a week from 9:00am to 5:30pm. The original Prickett's Nursery began in 1941. The small parcel, 5171 Sonoma Highway, is developed with a single-family residence. A cell tower is also located on the Prickett's Nursery site.

Physical Improvements

Site improvements consist of the nursery buildings, a storage building, single-family residence, cell tower, paved parking areas, internal driveways, two roadway cuts along Calistoga Road, two roadway cuts along Sonoma Highway, a septic tank, leach field, well, utility poles and monument sign.

Past Actions:

In 1979, the site was zoned C-2-P-PD to allow development of the Oakwood Village Shopping Center, which consisted of ±21,500 sq. ft. of retail, including a drive-through, the Prickett's Garden Center and ±7,500 sq. ft. of restaurant space. The project did not move forward.

In 2008, Nicholson Investment Properties submitted a rezoning, Use Permit, minor subdivision and Design Review applications for a ±40,000 sq. ft. neighborhood shopping center. The project was withdrawn due to the downturn in the economy.

On January 24, 2012, upon recommendation of approval by the Planning Commission, the City Council rezoned the property from the PD district to the General Commercial (CG) district. The expressed purpose of the rezoning was to "clarify the development process and the allowable uses on the property."¹ In making the environmental determination for the rezoning, the Council found the project consistent with the General Plan, relying on the General Plan Update 2035 Environmental Impact Report. The Council further found the rezoning consistent with CEQA Section 15183.

Project Objectives:

It is the objective of The Shops at Austin Creek to provide the following:

- A well-designed ±43,206 sq. ft. retail center that integrates the natural resources of the site into the function and design of the center.
- A well-designed retail center, which includes the convenience of a drive-through pharmacy.
- A well-designed retail center, which emphasizes pedestrian connectivity.
- A center that celebrates the natural features of the creek by site planning and building orientation.
- Improved traffic safety and circulation by providing improvements to Calistoga Road, aligning the ingress/egress on Calistoga Road with the shopping center to the east,

¹ Staff Report Agenda Item #12.6; City Council, January 24, 2012.

close to Sonoma Highway and Calistoga Road will reduce the potential noise impacts of the drive-through.

Minor Variance for Parking: The project requests an overall minor parking adjustment of 12%, that is, 21 spaces. Due to special circumstances associated with this project, including the city bus stop along the project's Calistoga frontage, bicycle lanes along Calistoga Road, pedestrian connections throughout the project and on-site bicycle parking, the proposed use will generate a parking demand less than the standards specified in Santa Rosa Zoning Code Parking Table 3-4. Given this multi-modal access to the shopping center, the number of parking spaces will be sufficient for a safe, convenient, and efficient operation of the use.

Minor Hillside Development Subdivision:

Lot Design: The site will be subdivided into four separate parcels, thereby allowing each building to stand on a separate lot. Reciprocal access and parking easements will be granted to each parcel. Lot and respective buildings sizes are:

| | |
|------------------------|-----------------------------|
| Lot 1: ±30,388 sq. ft. | Building 1: ±3,921 sq. ft. |
| Lot 2: ±38,809 sq. ft. | Building 2: ±8,358 sq. ft. |
| Lot 3: ±86,903 sq. ft. | Building 3: ±14,092 sq. ft. |
| Lot 4: ±69,700 sq. ft. | Building 4: ±16,645 sq. ft. |

Drainage: Generally, the project site drains in a northerly direction away from Sonoma Highway towards Austin Creek. The property is currently bisected by a drainage swale that flows diagonally across the site from Calistoga Road in a northwesterly direction to Austin Creek. Currently, a 36-inch diameter storm drain, located at Calistoga Road, outlets to the existing drainage swale. This storm-drain pipe collects runoff from Sonoma Highway, Calistoga Road, and the St. Francis Shopping Center east of Calistoga Road.

The proposed project will fill the onsite drainage swale and extend the public storm drain at Calistoga Road through the project site. A new engineered outfall will outlet at Austin Creek.

Bio-retention: The project will collect overland flow and route it to a series of proposed bio-retention beds and a manufactured pre-cast bio-filter before entering the underground drainage system. The pre-treatment design feature will not only remove pollutants, but also limit channel-forming discharge by capturing and slowly releasing storm drainage from the project site. The bio-retention beds are proposed at various locations throughout the project site and along the west side of Calistoga Road, providing treatment and volume capture for the majority of the site tributaries.

Sewer and Water Connections: The existing well and septic system will be replaced by connection to municipal water and sewer.

Creek Setback: Austin Creek has been integrated into the project through site planning, building design and orientation, on-site circulation and the provision of gathering areas. The standard urban infill setback of 30 feet from top of bank has been maintained.

2. ENVIRONMENTAL FACTORS POTENTIALLY AFFECTED

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

- | | | |
|---|---|---|
| <input checked="" type="checkbox"/> Aesthetics | <input 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 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 type="checkbox"/> Public Services | <input type="checkbox"/> Recreation | <input type="checkbox"/> Transportation / Traffic |
| <input type="checkbox"/> Utilities / Service Systems | <input checked="" type="checkbox"/> Mandatory Finding of Significance | |

DETERMINATION

On the basis of this initial evaluation:

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



Signature

Patrick Streeter, Senior Planner

7-29-15

Date

historic or cultural interests. The site's scenic resources, as viewed from Highway 12, are the existing mature trees, particularly those clustered in the south west portion of the site, the distant views of the hills to the north-northeast, and to the larger tree cover along the banks of Austin Creek. Although Austin Creek itself is replete with natural resource value, topography and existing development is such that it is not visible from Highway 12. No landmarks, rock outcroppings, historic buildings or cultural interests have been identified on site.

The site planning and design of the project integrates the project with the surrounding neighborhood by providing pedestrian and bicycle connections, gathering areas along the creek, a bus stop and improving traffic flow through road and intersection improvements. According to the Design Narrative prepared for the project by Hedgpeth Architects, dated August 26, 2013, the intent of the development is to not have one singular building or arrange the buildings in a continuous "strip" fashion, but to allow the buildings to "breathe" with openings between the buildings, creating cues for physical and visual accessibility to Austin Creek. The buildings vary in architectural styles and massing. The language of the architecture is contemporary with agricultural overtones. The four buildings have been designed with human scale elements such as trellis work, recessed entries, canopies, and various shading devices over the windows. The residential edges to the west and north are protected through the retention of a significant percentage of the existing tree cluster and riparian vegetation, building setback and addition of a sound fence.

Assessment of Visual Change

The degree of visual change as a result of the Project was assessed based on: a) applicable city policies; and, b) the application of a visual assessment methodology utilized by the City of Santa Rosa in environmental assessment documents such as the Mitigated Negative Declaration prepared for the Terrazzo at Fountaingrove project and the Environmental Impact Report for the Spring Lake Village Expansion and Annexation project.

a) Applicable General Plan Policies

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

- UD-A Preserve and enhance Santa Rosa's scenic character, including its natural waterways, hillsides, and distinctive districts.
- UD-A-1 Maintain view corridors to natural ridgelines and landmarks, such as Taylor Mountain and Bennett Mountain.
- UD-A-2 Strengthen and emphasize community focal points, visual landmarks, and features that contribute to the identity of Santa Rosa using design concepts and standards implemented through the Zoning Code, Design Guidelines, Preservation District Plans, Scenic Road policies, the Downtown Station Area Specific Plan, and the Citywide Creek Master Plan.
- UD-A-5 Require superior site and architectural design of new development projects to improve the visual quality of the city.
- UD-A-8 Maintain hillsides in the city as a scenic backdrop to urban development.

the site's visual resources are the degree of Visual Contrast, Scenic View Obstruction, and Degradation of Visual Quality.

A series of existing conditions photographs (Sheets AG.2 and AG.3) and photo simulations of the project (Sheets AG.4 through AG.7) are included in the architectural design package. An images key plan is included on sheet AG.3.

Will the project, when viewed from the vantage points identified in the images provided, result in an inconsistency with the identified General Plan policies regarding visual resources (scenic roadway and scenic resources) by unduly obstructing the view of a scenic resource, result in substantial visual contrast or contribute considerable light and glare?

Pre and Post Project from the perspective of:

Scenic Roadway

View 1 on AG.2 and views 4, 5 and 6 on AG.3 provide photographic representation of the scenic character of the site under existing conditions. Views A, B, C and D on AG.4 depict the change to the scenic character along the Highway 12 frontage.

The existing scenic character along Highway 12 of a sparsely developed commercial site (existing conditions) to a fully developed retail site (project) changes the scenic character of the site. The change is the transition from rural development to urban development. Is this change inconsistent with any of the applicable General Plan policies and/or does it result in a significant visual impact when assessed using the Units of Measures to determine visual change discussed above?

Pre and Post Project from the perspective of:

Scenic Resources

View 4 on AG.3 provides a long view of the hills to the northeast. Views E, F, and G portray the visual accessibility and protection of the significant tree cover along Austin Creek. Views C on AG.4 and N on AG.7 depict the distance views to the hillsides. As in Scenic Roadways, does the transition from a sparsely developed site (rural) to an urban developed site result in a significant visual change or inconsistency with the General Plan?

Measurement: Visual Contrast

Through site planning, creating spaces between the buildings to "breathe" and keeping the height of a majority of the buildings at 24' to 27', views of surrounding major and minor ridgelines are retained. The blend of contemporary and agrarian style architecture, the use of an ornamental and natural landscape pallet, the preservation of the trees along Austin Creek and the cluster of trees along the western residential edge, use of the lower elevation of the site along the Highway 12 frontage to lower the profile of the building and drive-thru along the scenic corridor situates the site into its surroundings. As a result, the project, as designed, will not create significant Visual Contrast and is consistent with the applicable General Plan policies cited above.

Measurement: Scenic View Obstruction

Distance views to the hillsides are retained by the design, placement, height, separation, and massing of the buildings. The project does result in the removal of a number of trees. According to the tree inventory prepared for the project and included as Sheets L4 and L5 there are 156 trees on site. Fourteen (14) of the trees are dead or so severely compromised that they are recommended for removal. Seventy-eight (78) of the 142 trees will be removed due to site development and road improvements. A major grove of trees along the southwestern portion of the site and the tree cover along Austin Creek

intrusion, the project's potential to create substantial light or glare would be less than significant and no mitigation measures are required.

Recommended Mitigation Measures: No mitigation required.

Sources: 1, 2, 3, 4

| | Potentially Significant Impact | Less Than Significant With Mitigation Incorporation | Less Than Significant Impact | No Impact |
|--|--------------------------------------|---|------------------------------------|-------------------------------------|
| (as defined by Government Code section 51104(g))? | | | | |
| d. Result in the loss of forest land or conversion of forest land to non-forest use? | <input type="checkbox"/> | <input type="checkbox"/> | <input type="checkbox"/> | <input checked="" type="checkbox"/> |
| e. Involve other changes in the existing environment, which, due to their location or nature, could result in conversion of Farmland, to non-agricultural use? | <input type="checkbox"/> | <input type="checkbox"/> | <input type="checkbox"/> | <input checked="" type="checkbox"/> |

Discussion:

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

Recommended Mitigation Measures: No mitigation required.

Sources: 1, 5.

discussed in Section VII. To meet air quality standards for operational-related criteria air pollutant and air precursor impacts, a project must not: generate construction emissions of ROG, NO_x or PM_{2.5} greater than 54 pounds per day or PM₁₀ exhaust emissions greater than 82 pounds per day; or generate operation emissions of ROG, NO_x or PM_{2.5} of greater than 10 tons per year or 54 pounds per day or PM₁₀ emissions greater than 15 tons per year or 82 pounds per day.

The BAAQMD's adoption of the thresholds of significance, cited above, was called into question by an order issued March 5, 2012, in *California Building Industry Association v. BAAQMD* (Alameda Superior Court Case No. RGI0548693). The order requires BAAQMD to set aside its approval of the thresholds until it has conducted environmental review under CEQA. The claims made in the case concern the environmental impacts of adopting the thresholds, that is, how the thresholds would indirectly affect land use development patterns. Those issues are not germane to the scientific basis of BAAQMD analysis of what levels of pollutants should be deemed significant. Scientific information supporting the threshold criteria was documented in the BAAQMD's thresholds of significance analysis. Moreover, the thresholds will not cause any indirect impact in terms of land use development patterns insofar as this project is concerned, because the proposal to construct the project is not influenced by the BAAQMD guidelines. Accordingly, the LSA analysis used the thresholds from BAAQMD's May 2011 CEQA Air Quality Guidelines to assess the potential air quality impacts of the project on the existing environment.

Project Analysis:

The proposed project would construct approximately 43,206 square feet of general retail and business services space. Emissions associated with implementation of the proposed project would occur over the short-term from construction activities, consisting primarily of emissions from equipment exhaust. There would also be on-going operational emissions associated with the project primarily due to vehicular traffic and to a lesser extent energy consumption and area sources (i.e., natural gas heaters, landscape equipment). Hence, the project will be analyzed on the basis of Construction Emissions and Operational Emissions.

Construction Emissions

During construction, short-term degradation of air quality may occur due to the release of particulate emissions generated by excavation, grading, hauling, and other activities. Emissions from construction equipment are also anticipated and would include CO, NO_x, ROG, directly emitted particulate matter (PM_{2.5} and PM₁₀), and toxic air contaminants (TACs) such as diesel exhaust particulate matter.

Site preparation and project construction would involve demolition, clearing, excavation, grading, and building activities. Construction-related effects on air quality from the proposed project would be greatest during the site preparation phase because most engine emissions are associated with the excavation, handling, and transport of soils on the site. If not properly controlled, these activities could temporarily generate PM₁₀, PM_{2.5}, and small amounts of CO, SO₂, and NO_x. Sources of fugitive dust would include disturbed soils at the construction site and trucks carrying uncovered loads of soils. Unless properly controlled, vehicles leaving the site could deposit dirt and mud on local streets, which could be an additional source of airborne dust after it dries and is stirred-up by passing vehicles. PM₁₀ emissions would vary from day to day, depending on the nature and magnitude of construction activity and local weather conditions. PM₁₀ emissions would depend on soil moisture, silt content of soil, wind speed, and the amount of operating equipment. Larger dust particles would settle near the source, while fine particles would be dispersed over greater distances from the construction site. These emissions would be temporary and limited to the immediate area surrounding the construction site.

complaint is received. The BAAQMD's phone number shall also be visible to ensure compliance with applicable regulations.

Operational Emissions

In addition to short-term construction emissions, the project would generate long-term operational air emissions. These long-term emissions are primarily mobile source emissions that would result from vehicle trips associated with the proposed project. Area sources, such as natural gas heaters, landscape equipment, and use of consumer products would also result in pollutant emissions. CalEEMod was used to calculate long-term mobile and area source emissions. Results of the analysis are shown in Table 2.

Table 2: Project Regional Emissions

| Emission Category | Reactive Organic Gases (ROG) | Nitrogen Oxides (NO _x) | PM ₁₀ | PM _{2.5} |
|--------------------------------------|------------------------------|------------------------------------|------------------|-------------------|
| Emissions in Pounds Per Day | | | | |
| Area Source Emissions | 1.0 | 0.0 | 0.0 | 0.0 |
| Energy Source | 0.0 | 0.0 | 0.0 | 0.0 |
| Mobile Source Emissions | 6.2 | 10.9 | 5.4 | 1.5 |
| Total Emissions | 7.2 | 10.9 | 5.4 | 1.5 |
| BAAQMD Significance Threshold | 54.0 | 54.0 | 82.0 | 54.0 |
| Exceed? | No | No | No | No |
| Emissions in Tons Per Year | | | | |
| Area Source Emissions | 0.2 | 0.0 | 0.0 | 0.0 |
| Energy Source | 0.0 | 0.0 | 0.0 | 0.0 |
| Mobile Source Emissions | 0.9 | 1.7 | 0.9 | 0.2 |
| Total Emissions | 1.1 | 1.7 | 0.9 | 0.2 |
| BAAQMD Significance Threshold | 10.0 | 10.0 | 15.0 | 10.0 |
| Exceed? | No | No | No | No |

Source: LSA Associates, Inc., 2015.

The primary emissions associated with the project are regional in nature, meaning that air pollutants are rapidly dispersed on emission or, in the case of vehicle emissions associated with the project; emissions are released in other areas of the Air Basin. The daily emissions associated with project operational trips and area sources are identified in Table 2 for ROG, NO_x, PM₁₀, and PM_{2.5}. The results indicate that project emissions would not exceed the significance thresholds for maximum daily emissions, as established by the BAAQMD; therefore, the proposed project would not have a significant effect on regional air quality.

Recommended Mitigation Measures Operations:

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

IV. BIOLOGICAL RESOURCES

Would the project:

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

covered with non-native annual grasses, and has been disturbed and mowed for many years, the presence of these two species are highly improbable and not considered significant.

Special Status Wildlife Species:

Likewise, Table B presents a list of special-status wildlife species known to occur in the vicinity of the property. None of the species were observed during LSA's current or prior site visits. However, the wildlife species that have the potential of occurring are: Steelhead, California red-legged frog, California freshwater shrimp, nesting birds, and roosting bats. The report examines each of these species in greater depth and determines that it is highly improbable for steelhead, California red-legged frog, and California freshwater shrimp to be present. Neither nesting birds nor roosting bats were observed. However, pre-construction surveys are recommended if construction starts during the bird-nesting season (February 1 to September 1)(see mitigation BR 2 and BR 3 below).

Jurisdictional Features:

Austin Creek is a jurisdictional perennial stream that flows in a generally westerly direction. Neither the creek nor the tree cover along the creek bank will be impacted by the project excepting a new drainage outfall that will be constructed toward the westerly end of the site. The 575 lineal feet of creek was determined to be within the jurisdiction of the Army Corps of Engineers (Corps) in 2008. The Army Corps of Engineers jurisdiction was confirmed in October 2013.

The drainage ditch that traverses the site was also determined to be subject to the jurisdiction of the Army Corps of Engineers in 2008 and confirmed in October 2013. This 620-foot drainage ditch is to be placed in a culvert. According to the determination by the Corps, the area of the ditch along with the area of Austin Creek consists of between .20 to .22-acre of relatively permanent waters of the United States.

Recommended Mitigations:

BR-1 Jurisdictional Features: The on-site ditch and Austin Creek were verified as jurisdictional by the Corps on December 17, 2008 and re-verified on October 1, 2013. Proposed plans for the project indicate flows in the ditch will be culverted and carried to a new outfall into Austin Creek. Permits from the Corps of Engineers, Regional Water Quality Control Board, and California Department of Fish and Wildlife (CDFW) will need to be obtained in before work can begin on or near the on-site ditch and Austin Creek. Mitigation will ultimately be established through the 404 permitting process through the Army Corps of Engineers. The impact to .20-acre - .22-acre area will be mitigated through the purchase of mitigation credits from an established mitigation bank. The mitigation is anticipated to be 1:1. Mitigation for the new storm drain outfall will consist of enhancements to Austin Creek, such as, removal of invasive plants and the planting of native species.

BR-2 Pre-construction Nesting Bird Survey: If construction starts during the bird nesting season (February 1 to September 1), a pre-construction nest survey should be conducted on and within 300 feet of the site within 14 days prior to the initiation of construction to ensure that active nests are not affected or disturbed during construction activities. If more than 14 days pass between the completion of the pre-construction survey and initiation of construction activities, the pre-construction survey should be conducted again and repeated at 30-day intervals until construction activities are initiated. If an active nest is observed during the pre-construction survey, a disturbance-free exclusion zone should be established around the nest(s) until the young have fledged or the nest is determined to be inactive. The exclusion zone typically includes a 300-foot radius centered on the nest or nest tree for raptor nests and a 50-foot radius centered on the nest tree or shrub for passerine/songbird nests.

| | Potentially Significant Impact | Less Than Significant With Mitigation Incorporation | Less Than Significant Impact | No Impact |
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V. CULTURAL RESOURCES

Would the project:

- | | | | | |
|---|--------------------------|-------------------------------------|-------------------------------------|--------------------------|
| a. Cause a substantial adverse change in the significance of a historical resource as defined in §15064.5? | <input type="checkbox"/> | <input type="checkbox"/> | <input checked="" type="checkbox"/> | <input type="checkbox"/> |
| b. Cause a substantial adverse change in the significance of an archaeological resource pursuant to §15064.5? | <input type="checkbox"/> | <input checked="" type="checkbox"/> | <input type="checkbox"/> | <input type="checkbox"/> |
| c. Directly or indirectly destroy a unique paleontological resource or site or unique geologic feature? | <input type="checkbox"/> | <input type="checkbox"/> | <input checked="" type="checkbox"/> | <input type="checkbox"/> |
| d. Disturb any human remains, including those interred outside of formal cemeteries? | <input type="checkbox"/> | <input checked="" type="checkbox"/> | <input type="checkbox"/> | <input type="checkbox"/> |
| e. 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"/> |

Discussion:

V. (a, c, e) Less Than Significant Impact. Tom Origer & Associates, archaeological and historical researches conducted an archival, ethnological and historical review of the subject properties. Their findings are reported in a letter to the applicant dated October 29, 2014. The archival research encompassed lands within a quarter-mile of the project site. The research revealed that there have been three cultural studies in the past (Painter 2004; Rhoades 2004; Thal 2005). The survey reported by Rhoades identified foundations dating to the mid-20th century on the property and were recorded as CA-SON-2395H (P-49-003224). The original buildings associated with the foundations were demolished in the 1980s. Architectural historian Diana Painter evaluated the house and nursery structure associated with Prickett's nursery in 2004. Painter found that the buildings did not meet criteria for inclusion in the California Register of Historical Resources. There are no reported ethnographic sites within or near the project area. A check of the Sacred Lands file by the Native American Heritage Commission found that they have no record of sacred sites in the area. The Federated Indians of Graton Rancheria, Ya-Ka-Ama Indian Education Center and Lytton Band of Pomo Indians were contacted. There was no response received by Federated Indians of Graton Rancheria or the Ya-Ka-Ama Indian Education Center. The Lytton Band of Pomo Indians request that

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

Would the project:

a. Expose people or structures to potential substantial adverse effects, including the risk of loss, injury, or death involving:

i) Rupture of a known earthquake fault, as delineated on the most recent Alquist-Priolo Earthquake Fault Zoning Map issued by the State Geologist for the area or based on other substantial evidence of a known fault? Refer to Division of Mines and Geology Special Publication 42.

| | | | |
|--------------------------|--------------------------|-------------------------------------|--------------------------|
| <input type="checkbox"/> | <input type="checkbox"/> | <input checked="" type="checkbox"/> | <input type="checkbox"/> |
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ii) Strong seismic ground shaking?

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

iii) Seismic related ground failure, including liquefaction?

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

iv) Landslides?

| | | | |
|--------------------------|--------------------------|-------------------------------------|--------------------------|
| <input type="checkbox"/> | <input type="checkbox"/> | <input checked="" type="checkbox"/> | <input type="checkbox"/> |
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b. Result in substantial soil erosion or the loss of topsoil?

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

c. Be located on a geologic unit or soil that is unstable, or that would become unstable as a result of the project, and potentially result in on, or off, site landslide, lateral spreading, subsidence, liquefaction or collapse?

| | | | |
|--------------------------|--------------------------|-------------------------------------|--------------------------|
| <input type="checkbox"/> | <input type="checkbox"/> | <input checked="" type="checkbox"/> | <input type="checkbox"/> |
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d. Be located on expansive soil, as defined in Table 18-1-B of the Uniform Building Code (1994), creating substantial risks to life or property?

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

Recommended Mitigations.

GE-1 Grading, drainage, improvements, building plans

Recommendations of the Bauer Associates Geological Investigation dated November 20, 2008, as amended on July 18, 2013 and referenced as Job No. 2621.1 shall be incorporated into the applicable grading, drainage, improvement and building plans. Minor modifications to the specifics regarding collection of roof water and other collected on-site water will be necessary to achieve consistency with the project's SWMP and the regulatory requirements of the NPDES and the City's adopted LID. These adjustments will not impact site stability.

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

Recommended Mitigation Measures: No mitigation required.

Sources: 1, 4, 9, 10, and 11.

On December 4, 2001, the Santa Rosa City Council adopted a resolution to become a member of Cities for Climate Protection (CCP), a project of the International Council on Local Environmental Initiatives. On August 2, 2005 the City adopted Resolution 26341 which committed the City of Santa Rosa (City) to reduce the City's municipal (i.e., city government) greenhouse gas emissions by 20 percent below 2000 levels by 2010 and committed to help facilitate the community-wide greenhouse gas reduction target of 25% from 1990 levels by 2015 (City of Santa Rosa 2005). In October 2008, the nine Sonoma County cities and the County with the help of the Climate Protection Campaign (CPC) incorporated the greenhouse gas reduction goals into the Sonoma County Community Climate Action Plan (CAP).

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

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

The Shops at Austin Creek incorporates all mandatory measures contained the SRCAP that are applicable to commercial projects. A total of 17 measures will be complied with. These include the following:

Policy 1.1.1 - Comply with CAL Green Tier 1 Standards: The project is designed to comply with State Energy requirements for Title 24, City of Santa Rosa's Cal Green requirements and CAL Green Tier 1 Standards. Such standards have been incorporated into site plan, site development, building design and landscaping.

Policy 1.3.1 – Install real-time energy monitors to track energy use: Project will install "Smart Meter" systems to provide real-time monitoring of energy usage.

Policy 1.4.2- Comply with the City's Tree Preservation Ordinance (Santa Rosa Code Section 17-24.020): Existing trees have been preserved to the greatest extent possible and mitigation trees have been provided for those removed.

Policy 1.4.3 – Provide public and private trees in compliance with the Zoning Code: New trees and plantings associated with development of The Shops at Austin Creek as shown on the Concept Landscape Plan (sheet L-2) are designed to be in compliance with the Santa Rosa Zoning Code and Santa Rosa Design Review Landscape Standards for planting private and public trees.

Policy 1.5 – Install new sidewalks and paving with high solar reflectivity materials: All sidewalks and paving will be paved with hard materials that contain either color or other enhancements to provide enhanced reflectivity. The concrete colors are called out in the landscape plan.

Policy 9.2.1 – Minimize construction equipment idling time to 5 minutes or less: The developer will condition contractor agreements to limit construction equipment idling time to 5 minutes or less, consistent with Mitigation Measure AQ-1.

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

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

The proposed project is consistent with all the applicable local plans, policies and regulations (see Section X. Land Use, Response b) and would not conflict with the provisions of AB 32, the provisions of the SRCAP, the applicable air quality plan, or any other State or regional plan, policy or regulation of an agency adopted for the purpose of reducing greenhouse gas emissions.

Numerous aspects of the project, identified above and enumerated below, result in less than significant GHG emissions. This conclusion has also been supported by the Air Quality and GHG Emissions memorandum prepared for the project by LSA, Inc. January 2015 and discussed in Section III. Air Quality.

Project Features and Setting:

The following are elements of the proposal that result in reduced GHG emissions:

- The project site is served by public transit;
- The project site is close to low and medium density residential development and existing retail and commercial services;
- The project will provide additional neighborhood serving retail commercial services within walking or bicycling distances. The project is designed to be pedestrian and bicycle friendly and is directly accessible by public transit, reducing the need for vehicle use.

Air Quality and Greenhouse Gas Emission Memorandum: LSA has completed an analysis of the criteria air pollutant and greenhouse gas (GHG) emissions associated with the proposed Shops at Austin Creek project. For the analysis related to air pollutants, refer to Section III. Air Quality. LSA used the quantification methods and significance criteria for the evaluation of air pollutants and greenhouse gas emissions from the Bay Area Air Quality Management District's (BAAQMD) May 2011, Air Quality CEQA Guidelines, to prepare this analysis. The BAAQMD CEQA Guidelines state that any project resulting in greenhouse gas emissions in excess of 1,100 metric tons per year would have a significant effect on the environment.

Thresholds: The BAAQMD's adoption of the thresholds of significance, cited above, was called into question by an order issued March 5, 2012, in *California Building Industry Association v. BAAQMD* (Alameda Superior Court Case No. RGI0548693). The order requires BAAQMD to set aside its approval of the thresholds until it has conducted environmental review under CEQA. The claims made in the case concern the environmental impacts of adopting the thresholds, that is, how the thresholds would indirectly affect land use development patterns. Those issues are not germane to the scientific basis of BAAQMD analysis of what levels of pollutants should be deemed significant. Scientific information

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

Would the project:

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

clear the road for emergency vehicles. This impact is considered potentially significant; however, through the implementation of mitigation measure HAZ-1 referenced below, these impacts would be reduced to a Less Than Significant level.

Recommended Mitigation Measures:

HAZ-1 Emergency Response/Traffic Control

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

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

Sources: 1, 13.

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

Discussion:

IX. (a-f) Less than Significant.

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

(b) The project will use municipal water from the city of Santa Rosa. On site wells will not be utilized for water service or landscaping. The city of Santa Rosa municipal water system is sufficient to supply water to the project. Furthermore, through the implementation of Best Management Practices outlined in the project's PSWMP, a series of bio-retention ponds will be used that will help clean and return storm water to the ground, thereby diminishing the loss of ground water recharge from the addition of impervious surfaces.

(c – f). The site slopes away from Sonoma Highway in a northerly direction towards Austin Creek. The property is bisected by a drainage swale that flows diagonally across the site from Calistoga Road in a northwesterly direction to Austin Creek. At Calistoga Road, a 36-inch diameter storm drain outlets to the existing drainage swale. This storm drainpipe collects runoff from Sonoma Highway, Calistoga Road, and the St. Francis shopping center east of Calistoga Road. The proposed project will fill the onsite drainage swale to accommodate the proposed project and extend the public storm drain at

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

Discussion:

X. (a-c) Less than Significant. The project site has been designated Retail and Business Services in the city's General Plan and used commercially as the Prickett's Nursery for decades. In 1979 the site was zoned C-2-P-PD to allow development of the Oakwood Village Shopping Center, a project that never proceeded beyond the design phase.

In 2008 Nicholson Investment Properties submitted a rezoning, Use Permit, minor subdivision and Design Review applications for a ±40,000 sq. ft. neighborhood shopping center. The project was withdrawn due to the downturn in the economy.

Recognizing the potential commercial viability of the site and wishing to assist the local economy, the subject property was selected for rezoning by the city. On January 24, 2012, upon recommendation of approval by the Planning Commission, the City Council rezoned the property from the C2 - PD district to the General Commercial (CG) district. The CG district was consistent with the Retail and Business land use category of the city of Santa Rosa General Plan. The expressed purpose of the rezoning was to "clarify the development process and the allowable uses on the property."² Rezoning of the property served to implement Goal 1 of the Council's strategic objectives and goals, that is, to create a strong, sustainable economic base. In making the environmental determination for the rezoning, the Council found the project consistent with the General Plan, relying on the General Plan Update 2035

² Staff Report Agenda Item #12.6; City Council, January 24, 2012.

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

Would the project:

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

Discussion:

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

Recommended Mitigation Measures: No mitigation required.

Sources: 1.

traffic on Sonoma Highway and Calistoga Road. Noise readings to determine ambient noise levels were taken at three sensitive receptor sites: residential development north of Austin Creek, residential development west of the project (Hidden Creek Place), and residential development south of the Sonoma Highway frontage (Firestone Way) as well as at the building line along the Sonoma Highway frontage. The average Day-Night noise Level (Ldn) was determined to be 53 dBA at Austin Creek, 56 dBA at Hidden Creek, 64 dBA at Firestone Way and 65 dBA at the building line along the Sonoma Highway frontage.

The City of Santa Rosa General Plan Noise element standard for office and commercial buildings is 70 dBA for “normally acceptable” and up to 77 dBA for “conditionally acceptable”. Noise levels at the project site (65 dBA) are below the City of Santa Rosa’s noise and land use compatibility guidelines for commercial development. Therefore, this is a Less Than Significant impact and no mitigation is required.

Operation and use of the proposed project may exceed established noise standards and criteria at adjacent residential uses. Operational and use noise sources would include such things as truck deliveries, parking lot activity, drive through window activity, mechanical equipment and trash collection. To achieve consistency with the noise standards established by the City of Santa Rosa General Plan the following mitigations shall be incorporated into the project:

Recommended Mitigation Measures:

Noise-1 Sensitive Receptors

- Nighttime (10pm to 7am) deliveries shall be prohibited at the Building 3 loading dock.
- A noise barrier with a height of 8 ft. above the grade of the loading dock shall be built in the footprint of indicated “screen wall” around the Building 3 loading dock as shown in Figure 2 of the Illingworth & Rodkin Noise & Vibration Assessment The Shops at Austin Creek Dated August 12, 2014. Identification of compliance with this requirement shall be indicated on all plans submitted for planning and building review.
- To allow for nighttime parking lot sweepers/vacuum truck cleaning a noise barrier with a height of 6 ft. above grade should be built along the Sonoma Highway entry drive as shown in Figure 2 of the above referenced report. Identification of compliance with this requirement shall be indicated on all plans submitted for planning and building review.
- Rooftop mechanical equipment shall be located behind noise barrier parapet walls capable of blocking line of sight from surrounding residential uses to the top of the equipment by a minimum of one foot. Identification of compliance with this requirement shall be indicated on all plans submitted for planning and building review.

XII. (b and d) Less Than Significant. The project would result in short-term noise impacts related to construction. According to the above referenced Noise & Vibration Assessment prepared for the project, construction related vibration would not be excessive at nearby land uses. Additionally, because the construction impacts are short-term and temporary, and the project will be conditioned to comply with standard construction hours, impacts due to construction will be reduced to a level Less Than Significant. Construction hours shall comply with the City’s Noise Ordinance.

Standard Measures:

- Standard City conditions of project approval limit the hours of construction to 7 a.m. to 7 p.m. Monday through Friday and 8 a.m. to 6 p.m. Saturdays. No construction is permitted on Sundays and holidays.

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

Would the project:

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

Discussion:

XIII. (a – c). No Impact. The subject property has been designated and utilized for commercial purposes for decades. The existing residence on the property is legal non-conforming, currently uninhabited and uninhabitable due to its current level of disrepair. Development will not displace existing housing or persons residing in said housing. The site is bordered on three sides by fully developed and occupied residences. All impacts of the proposed use on surrounding residential development will be fully mitigated either through implementation of existing local, state and federal regulations and/or mitigations discussed throughout this report.

Recommended Mitigation Measures: No mitigation required.

Sources: 1.

| | | | |
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| Potentially Significant Impact | Less Than Significant With Mitigation Incorporation | Less Than Significant Impact | No Impact |
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XV. RECREATION

Would the project:

- Increase the use of existing neighborhood and regional parks or other recreational facilities such that substantial physical deterioration of the facility would occur or be accelerated?
- Include recreational facilities or require the construction or expansion of recreational facilities, which might have an adverse physical effect on the environment?

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

Discussion:

XV. (a-b) No Impact. The project site is a commercially designated site to be developed with retail and business service uses. As such, the project will place no demand on existing neighborhood or regional parks. The site includes pedestrian and bicycle connections, bicycle racks and gathering places. These features will be fully developed and maintained by the owners/operators of the shopping center. These "recreational features" are project amenities and not intended to be recreational facilities. All required park fees will be paid at the time of building permit application.

Recommended Mitigation Measures: No mitigation required.

Sources: 1.

Discussion:

XVI. (a-b; e-f) Less than Significant. The proposed project will be accessed by one full access driveway off of Calistoga Road and one right-turn-in/right-turn-out driveway off of Sonoma Highway. The project driveway off of Calistoga Road will align with the St. Francis Shopping Center Driveway. The project site plan includes the widening of Calistoga Road and Sonoma Highway as well as construction of sidewalk along the Calistoga Road and Sonoma Highway frontages. The project will change the northbound Calistoga Road approach to Sonoma Highway from a shared left-turn/through lane and a right-turn lane to a left-turn lane, a shared left-turn/through lane and a right-turn lane. Levels of Service (LOS) during the weekend midday peak at the Sonoma Highway/Calistoga Road intersection will improve as a result of the project's roadway improvements. LOS during the PM peak will remain the same. LOS at Sonoma Highway/Middle Rincon Road and Calistoga Road/Dupont Drive remain unchanged with the addition of the project. All studies intersections operate and will continue to operate at a LOS of C or better.

In addition to sidewalks along the frontages of Sonoma Highway and Calistoga Road, the project includes a pedestrian crosswalk as well as pedestrian walkways and gathering places within the center. Bicycle racks will be provided as part of the shopping center design and adequate width will be available on Sonoma Highway for the installation of a Class II bicycle lane in the future. A new bus stop and shelter will be located along Calistoga Road.

Recommended Mitigations: No mitigations required.

XVI. (c - d) No Impact. The project site is located ±11 miles from the Charles M. Schultz/Sonoma County Airport, and is outside of the Airport Land Use Plan planning area. The project site is not located near a public or private airport. The project will not impact air traffic patterns. The project has incorporated pedestrian, bicycle and transit features. Through the realignment of the driveway with the St. Francis Shopping Center and the improvements to the turning lanes, the project will improve LOS at the Sonoma Highway/Calistoga Road during the weekend midday peak hour.

Recommended Mitigation Measures: No mitigation required.

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

Discussion:

XVII. (a-g) Less than Significant Impact. With respect to the proposed Shops at Austin Creek project, the subject site would continue to be served by existing City water and sewer services. The project is a commercially designated site and fully consistent with the General Plan. The General Plan anticipated full build-out of the site and as such, adequate water supplies and wastewater treatment plant capacity are available to serve the project site. Standard City conditions will require compliance with the Storm Water Mitigation Plan Guidelines, including implementation of mitigation measures requiring use of best management practices. Construction of a new drainage outfall will be subject to review and approval by the Regional Water Quality Control Board. Adequate landfill capacity would continue to exist at County facilities to support future development.

Recommended Mitigation Measures: No mitigation required.

Sources: 1, 2, 4, 11.

project will not degrade the quality of the environment, reduce habitat, or affect cultural resources. Therefore, the project will have less than significant impacts due to degradation of the environment.

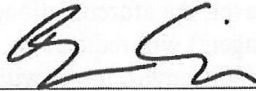
XVIII. (b) Less Than Significant Impact: The proposed project is consistent with the City's General Plan land use designation for the site and the City's long-range plan for future development. The project does not increase the severity of any of the impacts from the levels identified and analyzed in the General Plan EIR. The project does not have the potential to create impacts that are individually limited, but cumulatively considerable. Therefore the project's cumulative impacts will be less than significant.

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

Sources: 1, 4, 6, 7, 11, 13, 14.

PROJECT SPONSOR'S INCORPORATION OF MITIGATION MEASURES

As the project sponsor or the authorized agent of the project sponsor, I, Bruce Coddling, One Calistoga Road Associates undersigned, have reviewed the Initial Study for the Shops at Austin Creek 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.



August 4, 2015

Property Owner (authorized agent)

Date