BELLEVUE RANCH 7
INITIAL STUDY

PROJECT TITLE:	Bellevue Ranch 7
LEAD AGENCY:	City of Santa Rosa
CONTACT PERSON:	Susie Murray, City Planner
PROJECT LOCATION:	2903 Dutton Meadow, Santa Rosa, California
PROJECT APPLICANT:	Ryder Homes
GENERAL PLAN:	Multiple – Planned Development
ZONING:	Planned District (PD)
EXISTING LAND USE:	Rural Residential/Single Residential
PROJECT SUMMARY	The proposed project would include the demolition of an existing single family residence and development of 30 single family homes with up to seven accessory dwelling units on the 5.75-acre project site in the City of Santa Rosa. The site consists of Assessor's Parcel Number 043-111-007 and is located at 2903 Dutton Meadow in southwest Santa Rosa, California. The project includes three entitlements: a Rezoning from the Planned Development (PD) zoning district to the R-1-6 (Single-family Residential) zoning district; a CUP for a small lot subdivision; and a Tentative Map to subdivide a 5.75-acre parcel into 30 individual residential lots.

The primary project components are as follows:

- Demolition of an existing single family residence totaling 1,875 square feet
- Construction of new roadways including: Vintana Drive, Common Way, Countryside Lane, and Crosswinds Way.
- Construction of 30 single family homes, and up to seven accessory dwelling units.
- Construction of 48 on-street parking spaces located along Vintana Drive or in front of homes.
- Installation of new landscape around the new construction.

ACRONYMS

ABAG	Association of Bay Area Governments
BAAQMD	Bay Area Air Quality Management District
BMP	best management practice
CARB	California Air Resources Board
CCR	California Code of Regulations
CDFW	California Department of Fish and Wildlife
CEQA	California Environmental Quality Act
dBA	A-weighted decibel
GHG	greenhouse gas
LOS	level of service
mph	miles per hour
MRZ	Mineral Resource Zone
NAHC	Native American Heritage Commission
NMWD	North Marin Water District
NO_x	oxides of nitrogen
$PM_{2.5}$	particulate matter with an aerodynamic diameter of 2.5 micrometers or less
PM_{10}	particulate matter with an aerodynamic diameter of 10 micrometers or less
ROG	reactive organic gas
SSC	Species of Special Concern
SWPPP	Storm Water Pollution Prevention Plan
VHFHZ	Very High Fire Hazard Severity Zone

PROJECT PURPOSE AND LOCATION

The proposed project would include the demolition of an existing single-family residence and development of 30 single family homes and up to seven accessory dwelling units on the 5.75-acre project site, within the City of Santa Rosa. The site consists of Assessor's Parcel Number 043-111-007 and is located at 2903 Dutton Meadow in southwest area of Santa Rosa California (Figure 1, Regional Map). (Figure 2, Vicinity Map). (Figure 3, Site Map). The site consists of 4.90 acres of upland grassland habitat, and 0.85 acre of seasonal wetland. The closest highway is U.S. Route 101, which is approximately 1.5 miles from the project site. The closest schools are Meadow View Elementary School, which is approximately 0.4 mile from the proposed site, and Elsie Allen High School, which is approximately 0.1 mile from the proposed project site.

PROJECT SITE CHARACTERISTICS

The project site is mostly flat terrain with a gentle east to west slope of approximately 0.3%. The soils on the project site have been mapped by the Soil Conservation Service as Clear Lake clay, ponded, 0 to 2 percent slopes. The site contains several small shallow (semi-interconnected), largely man-made, wetland ditches or swales.

The project would involve demolition of the single family residence and development of 30 single family homes, and up to seven accessory dwelling units. The residence which was constructed in the early 1900s, and several associated small buildings are located at the eastern end of the project site. Several old buildings/barns have been demolished and removed. The site was partially cross-fenced in several places and has been used historically for livestock pasture, barns, and animal's pens. Review of historical aerial photographs and an interview with the subject property tenant indicated that the subject property has not been used for agricultural purposes since the 1950s.

A dirt/gravel driveway from the residence to Dutton Meadow is located northeast of the residence. A concrete pad is located west of the residence, and is the location of a former barn that was destroyed by fire. A metal storage shed and tents are used to store household items on the western side of the residence. A small structure southwest of the residence contains the domestic well. A small wooden storage shed is located southwest of the residence. The remainder of the subject property consists of undeveloped land covered with grass and shrubs.

The subject property is not currently connected to the municipal system, and obtains drinking water from one domestic well adjacent to the southwest of the residence. Drainage from the site flows generally in two directions, to the west from the western half, and eastward into a roadside ditch along Dutton Meadow from the eastern half. No off-site watershed drains to this site. The Common Way storm water drainage collector will transport water south to outlet into Colgan Creek.

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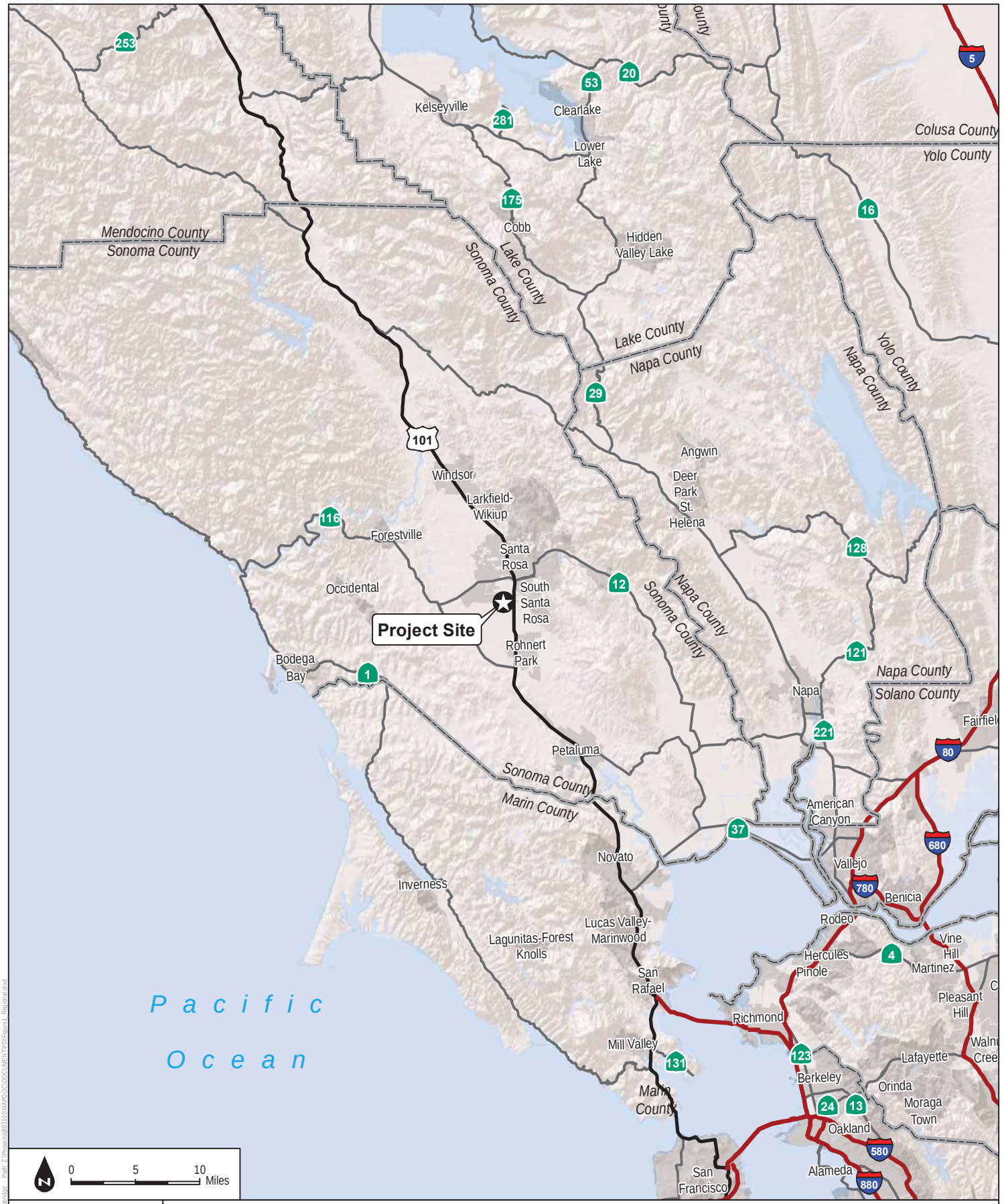

SOURCE: Sonoma County GIS

FIGURE 1

Regional Map

Bellevue Ranch 7 Project

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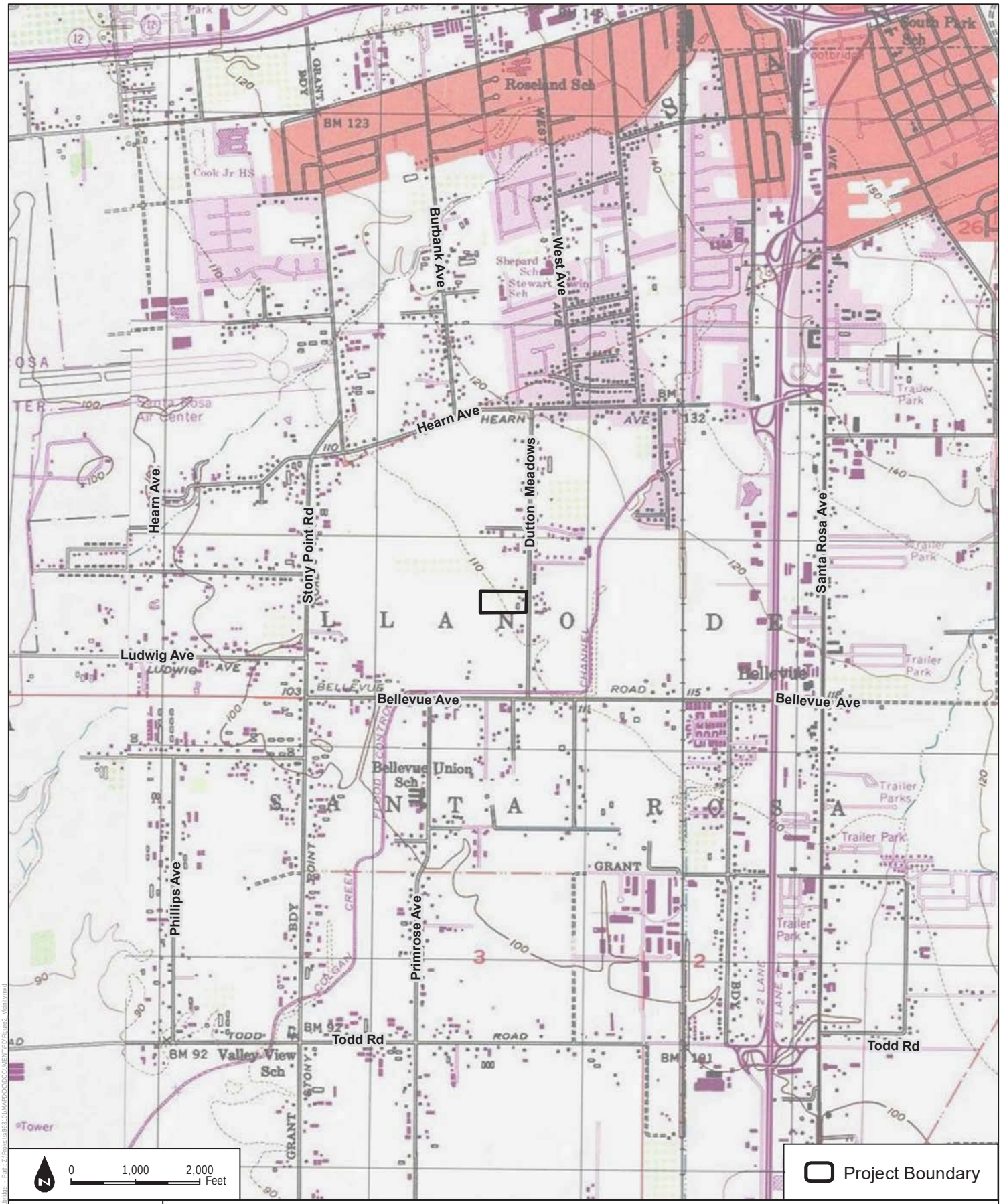

SOURCE: Sonoma County GIS; USGS 7.5-Minute Series Santa Rosa Quadrangle
Township 7N, Range 8W, Section 34

FIGURE 2
Vicinity Map

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Bellevue Ranch 7 Project

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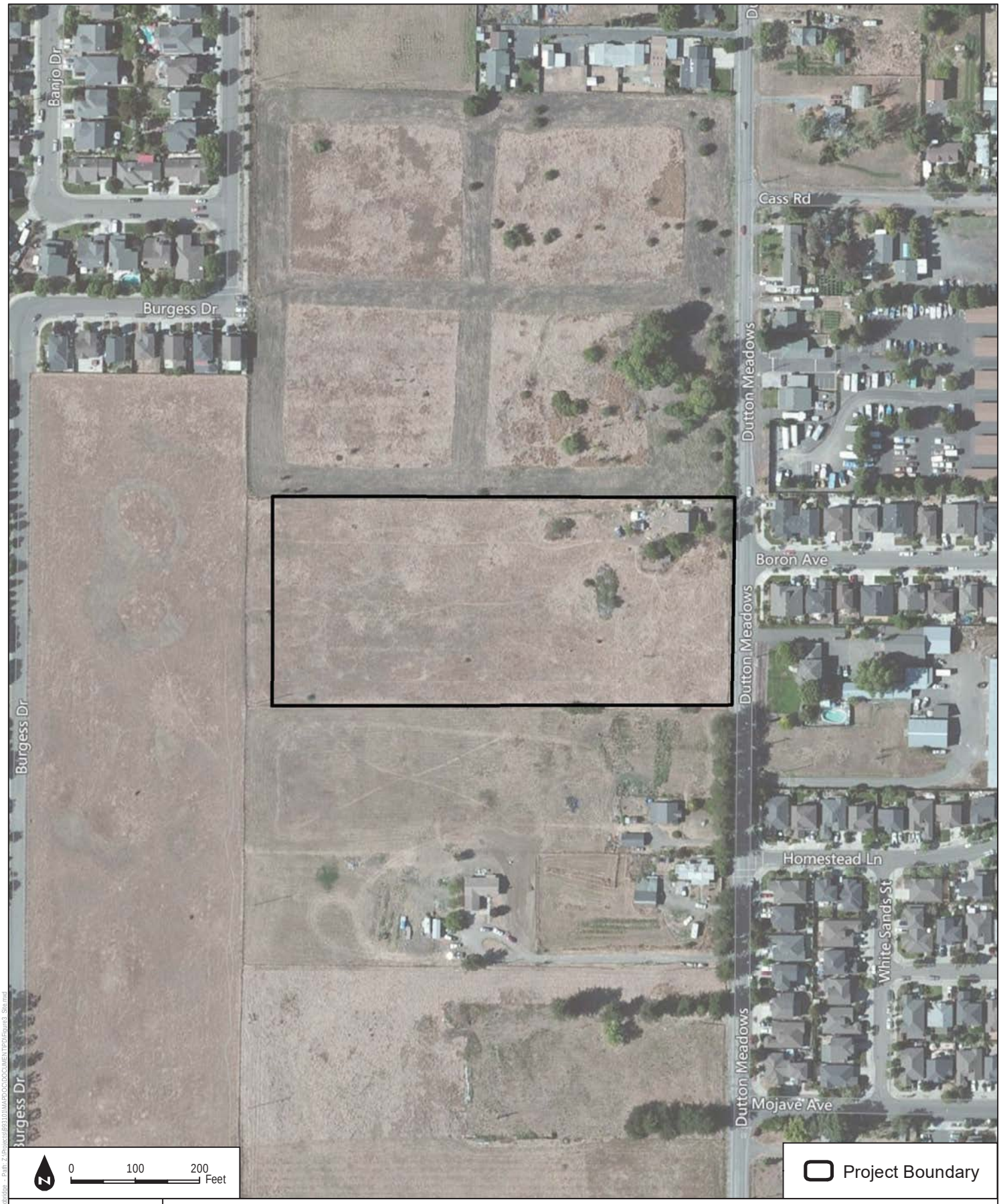

SOURCE: Sonoma County GIS; Bing Maps

FIGURE 3
Site Map

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Bellevue Ranch 7 Project

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SURROUNDING LAND USES AND SETTING

- North – Low Density Residential (2-8 units per acre) and Low Density Residential/Open Space; currently undeveloped.
- South – Low Density Residential, currently under developed land designated for single family residential uses.
- East – Low Density Residential, currently developed with Dutton Meadow and similar residential uses.
- West – Low Density Residential/Open Space; currently undeveloped.

SURROUNDING ZONING

- North – R-1-6 (Single-family Residential) zoning district
- South – R-1-6 zoning district
- East – PD (Planned Development) zoning district
- West – R-1-6 zoning district

BACKGROUND DOCUMENTS AND PLANS

The proposed project falls under the influence of the following City of Santa Rosa planning documents and policies:

- The City of Santa Rosa General Plan (November 2009)
- The City of Santa Rosa Municipal Code

PROPOSED PROJECT CHARACTERISTICS

The proposed project would involve the demolition of an existing single-family residence and development of 30 single family homes and up to seven accessory dwelling units on the 5.75-acre project site (Figure 4, Proposed Site Layout).

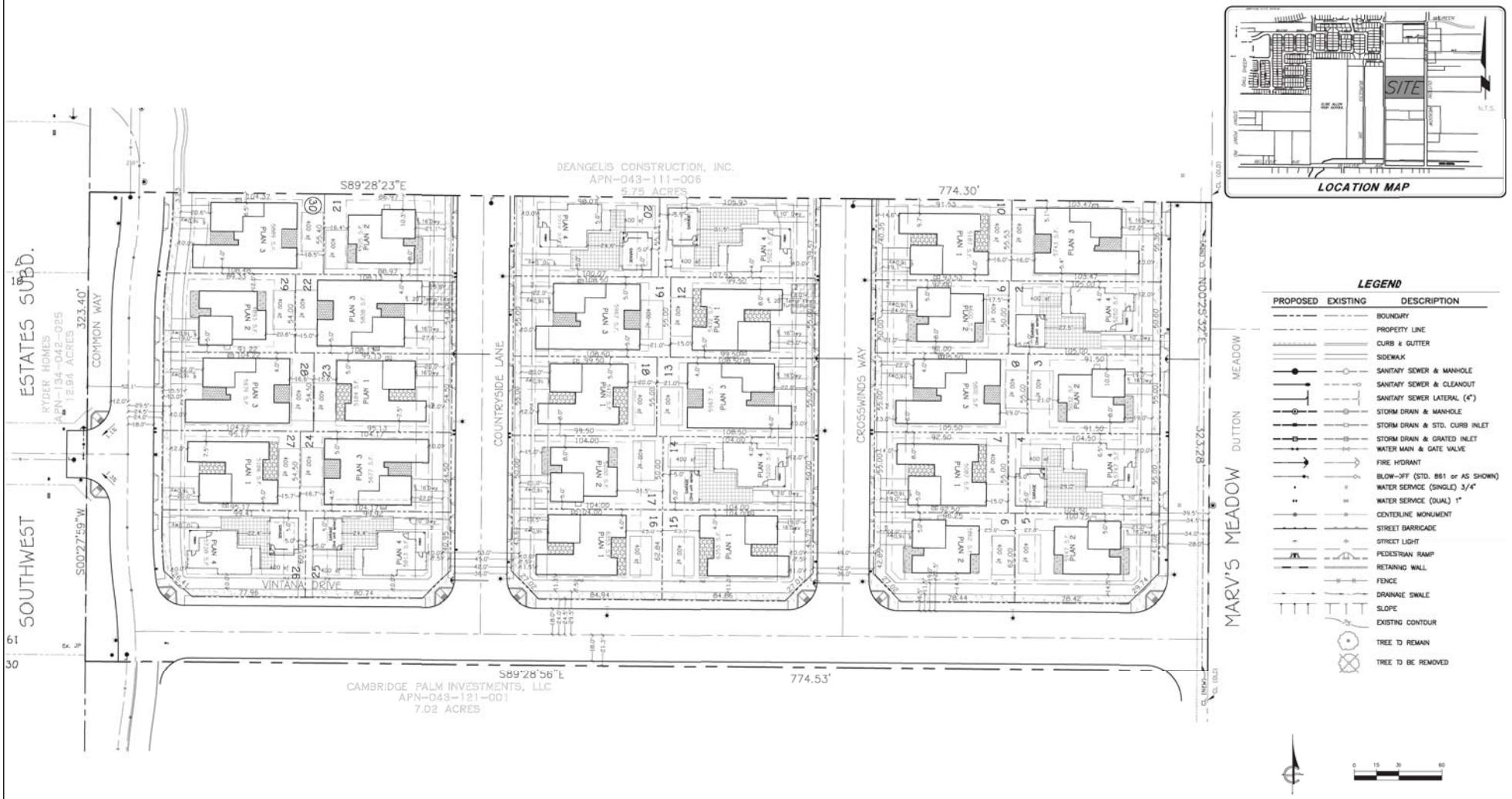
Building Design

The proposed project would construct 30 single family homes with four different floor plans. "Plan 1" homes would be approximately 1,576 square feet, "Plan 2" homes would be 1,905 square feet, "Plan 3" homes would be 2,010 square feet, and "Plan 4" homes would be 1,859 square feet plus a second unit at 437 square feet on up to seven of the Plan 4 homes. Plan 1 homes will make up 27% of the new construction with 8 units, Plan 2 homes will be 23% with 7 units, Plan 3 homes will be 27% with 8 units, and Plan 4 homes will be 23% with 7 units. Architectural design includes an aesthetic that complements structures in the existing neighborhood, and includes landscaping improvements.

The average lot size of each dwelling unit would be 5,539 square feet; the smallest lot would be 4,600 square feet and the largest lot would be 6,353 square feet. The maximum lot width would be 45 feet and the single family detached density would be 5.7 units/acre. Building setbacks pertain to the primary structure, including any subsequent additions. Primary structures must be setback 10 feet from the sidewalk for the front of the building and 15 feet from the property line

for the rear of the building. Garages within the subdivision will take access from the public street. Garage doors must be setback a minimum of 19 feet from the back of the sidewalk or, if the garage is placed in the rear yard without alley access, shall be placed a minimum of four feet from the rear or side property line. Lot coverage will not exceed 65%.

Construction is expected to commence in 2019, and have a one-year build out process.



SOURCE: Godfrey Engineering (2017)

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FIGURE 4
Proposed Site Layout

Bellevue Ranch 7 Project

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Circulation, Access, and Parking

The proposed project includes the addition of 60 garage/covered spaces, 60 driveway/uncovered spaces, and 57 on-street parking spaces. Of the 57 on-street parking spaces, 31 new on-street parking spaces would be for house fronts, and 26 on-street parking spaces would be on Vintana Drive. A Traffic Study, prepared by Dudek, dated July 2018, and attached as Appendix F, concluded that the proposed development would generate 286 daily trips in and out of the site. The project will take access from Dutton Meadow and Common Way, and includes three new interior streets designed in a grid pattern.

Existing Conditions

The site and its natural resource values have remained largely unchanged; there is still a small rental house and its garden/yard fronting on Dutton Meadow, with an abandoned orchard turned to abandoned pasture on the rest of the parcel. The site contains several small shallow (semi-interconnected), largely man-made wetland ditches or swales that in general do not support significant persistent ponding and which support predominantly non-native annual grasses and a few introduced weeds.

ENTITLEMENTS AND REQUIRED APPROVALS

The following permits and approvals are required for the proposed project:

- Rezoning from PD zoning district to R-1-6 zoning district – City of Santa Rosa
- Conditional Use Permit (CUP) for a small lot subdivision – City of Santa Rosa
- Tentative Map to subdivide an approximately 5.75-acre parcel into 30 individual residential lots - City of Santa Rosa
- Grading Permit to implement Improvement Plans – City of Santa Rosa
- Building permits to construct homes – City of Santa Rosa
- 404 Permit (Section 404 of the CWA to authorize the fill associated with construction of the project – Army Corps of Engineers
- 401 Permit (Water Quality Certification) – Regional Water Quality Control Board
- Incidental Take Permit –Department of Fish and Wildlife

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. This analysis assumes the project will comply with all local, state and federal regulations.

☒ Aesthetics	☐ Agriculture and Forestry Resources	☒ Air Quality
☒ Biological Resources	☒ Cultural Resources	☒ Geology/Soils
☐ Greenhouse Gas Emissions	☐ Hazards and Hazardous Materials	☒ Hydrology/Water Quality
☐ Land Use/Planning	☐ Mineral Resources	☒ Noise
☐ Population / Housing	☐ Public Services	☐ Recreation
☒ Transportation/Traffic	☒ Utilities / Service Systems	☒ Mandatory Findings of Significance

DETERMINATION: (To be completed by the Lead Agency)

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 standards, and (b) have been avoided or mitigated pursuant to that earlier EIR or NEGATIVE DECLARATION, including revisions or mitigation measures that are imposed upon the proposed project, nothing further is required.

Signature: _____ Date: _____

Printed Name: _____ For: _____

EVALUATION OF ENVIRONMENTAL IMPACTS:

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

a) **No Impact.** The Santa Rosa General Plan 2009 encourages the preservation and enhancement of scenic character, including its natural waterways, hillsides, and distinctive districts. The project site is not identified as a scenically distinctive district, and is not directly visible from nearby hillsides or scenic roads. Therefore, the project would have no impact on a scenic vista.

b) **No Impact.** There are no officially dedicated state scenic highways in the vicinity of the project site; however, U.S. Highway 101, east of the project site, is an Eligible State Scenic Highway, and Highway 12 north of the project site is identified as a Highway Eligible and Officially Designated for State Scenic Highway Designation (Caltrans 2016). The project site is not visible from these highways, and would, therefore, not damage scenic resources within a state scenic highway.

c) **Less than Significant Impact.** The proposed project would demolish a single family residence and construct 30 single family homes, and up to seven accessory dwelling units. The surrounding neighborhood consists of single family homes in a developed urban landscape. The project would be in keeping with housing and neighborhoods directly across Dutton Meadows. As project design includes an architectural aesthetic that complements existing structures, and introduces landscaping improvements, the proposed project would not substantially degrade the existing visual character or quality of the site or its surroundings.

d) **Less than Significant Impact with Mitigation Incorporated**. The proposed project would include new sources of light to illuminate streets, residential structures, and parking areas, as necessary for safety. Pursuant to the City of Santa Rosa Zoning Code Section 20-30.080, lighting fixtures must be shielded or recessed to reduce light bleed to adjoining properties, and all light fixtures shall be directed downward, away from adjoining properties and public rights-of-way, so that no on-site light fixture directly illuminates an area off the site.

Mitigation Measure AES-1 – Plans submitted for Building Permits shall demonstrate that adequate lighting is included and will not spill off to neighboring properties.

With mitigation, the proposed project will not create a new source of substantial light or glare which would adversely affect day or nighttime views in the area. The Project will not result in any significant impacts relating to new sources of light.

II. AGRICULTURE AND FORESTRY RESOURCES	Potentially Significant Impact	Less Than Significant With Mitigation Incorporated	Less Than Significant Impact	No Impact
Would the project:				
a) Convert Prime Farmland, Unique Farmland, or Farmland of Statewide Importance (Farmland), as shown on the maps prepared pursuant to the Farmland Mapping and Monitoring Program of the California Resources Agency, to non-agricultural use?	☐	☐	☐	☒
b) Conflict with existing zoning for agricultural use, or a Williamson Act contract?	☐	☐	☐	☒
c) Involve other changes in the existing environment which, due to their location or nature, could result in conversion of Farmland, to non-agricultural use or conversion of forest land to non-forest use?	☐	☐	☒	☐
d) Result in the loss of forest land or conversion of forest land to non-forest use?	☐	☐	☐	☒
e) Involve other changes in the existing environment which, due to their location or nature, could result in conversion of Farmland to non-agricultural use or conversion of forest land to non-forest use?	☐	☐	☒	☐

a, b, d) **No Impact.** Although this project site was historically used for agricultural purposes, the California Department of Conservation, Important Farmland Map for Sonoma County indicates that there is no Prime Farmland, Unique Farmland, or Farmland of Statewide Importance on or in the immediate vicinity of the project site (DOC 2009). The site is not subject to any Williamson Act contracts. The proposed use of the site would not involve any changes to the environment that would otherwise result in the conversion of farmland or forest land to other uses.

c, e) **No Impact.** The project site is within the PD zoning district, which is consistent with the General Plan land use designation of Low Density Residential/Open Space and Low Density Residential, and has been designated for residential development at densities between 2-8 units per acre. The site is currently developed with a dwelling unit and a small garden, and has not been used for agricultural purposes for over a decade. The proposed project, therefore, would not conflict with any existing zoning for agricultural use. Likewise, there are no areas identified or designated in the General Plan or zoning map as forest or timber land on or near the project site.

III. AIR QUALITY

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.	Potentially Significant Impact	Less Than Significant With Mitigation Incorporated	Less Than Significant Impact	No Impact
Would the project:				
a) Conflict with or obstruct implementation of the applicable air quality plan?	☐	☐	☒	☐
b) Violate any air quality standard or contribute substantially to an existing or projected air quality violation?	☐	☒	☐	☐
c) Result in a cumulatively considerable net increase of 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)?	☐	☐	☒	☐
d) Expose sensitive receptors to substantial pollutant concentrations?	☐	☐	☒	☐
e) Create objectionable odors affecting a substantial number of people?	☐	☐	☒	☐

The Bay Area Air Quality Management District (BAAQMD) adopted updated *CEQA Air Quality Guidelines*, including new thresholds of significance in June 2010, and revised them in May 2011. The *CEQA Air Quality Guidelines* advise lead agencies on how to evaluate potential air quality impacts, including establishing quantitative and qualitative thresholds of significance. The BAAQMD resolutions adopting and revising the significance thresholds in 2011 were set aside by a judicial writ of mandate on March 5, 2012. In May of 2012, BAAQMD updated its *CEQA Air Quality Guidelines* to continue to provide direction on recommended analysis methodologies, but without recommended quantitative significance thresholds (BAAQMD 2012). On August 13, 2013, the First District Court of Appeal ordered the trial court to reverse the judgment and upheld the BAAQMD's CEQA thresholds. The BAAQMD *CEQA Air Quality Guidelines* were recently re-released in May 2017 and include the same thresholds as in the 2010 and 2011 Guidelines for criteria air pollutants, toxic air contaminants (TACs), and greenhouse gases (GHGs) (BAAQMD 2017a). The Guidelines also address the December 2015 Supreme Court's opinion (California Building Industry Association v. Bay Area Air Quality Management District (2015) 62 Cal. 4th 369).

Project emissions have been compared to the BAAQMD significance criteria (BAAQMD 2017a), which include the following:

- Result in total construction emissions of reactive organic gases (ROG), nitrogen oxides (NO_x), or fine particulate matter ($PM_{2.5}$) (exhaust) of 10 tons per year or greater or 54 pounds per day or greater.
- Exceed a construction emission threshold for coarse particulate matter (PM_{10}) (exhaust) of 15 tons per year or greater, or 82 pounds per day or greater.
- For PM_{10} and $PM_{2.5}$ as part of fugitive dust generated during construction, the BAAQMD Guidelines specify compliance with Best Management Practices as the threshold.
- Result in total operational emissions of ROG, NO_x, or $PM_{2.5}$ of 10 tons per year or greater, or 54 pounds per day or greater.
- Exceed an operational emission threshold for PM_{10} of 15 tons per year or greater, or 82 pounds per day or greater.
- Result in carbon monoxide (CO) concentrations of 9.0 ppm (8-hour average) and 20.0 ppm (1-hour average) as estimated by roadway vehicle volumes exceeding 44,000 vehicles per hour at any intersection.

For risks and hazards during construction and operations, the BAAQMD Guidelines specify an increase in cancer risk exposure by 10 in one million, contribute hazard indices by a ratio of 1.0, or increase local concentrations of $PM_{2.5}$ by 0.3 micrograms per cubic meter ($\mu g/m^3$).

A project's contribution to regional cumulative impacts for criteria pollutants are considered significant if the project's impact individually would be significant (i.e., if it exceeds the BAAQMD's quantitative thresholds).

With regard to localized cumulative impacts from $PM_{2.5}$, a significant cumulative air quality impact would occur if localized annual average concentrations of $PM_{2.5}$ would exceed 0.8 $\mu g/m^3$ at any receptor from project operations in addition to cumulative emissions sources within a 1,000-foot radius of the property line of the source or receptor. Sensitive receptors are groups of individuals, including children, the elderly, the acutely ill, and the chronically ill, that may be more susceptible to health risks due to chemical exposure. Sensitive-receptor population groups are likely to be located at hospitals, medical clinics, schools, playgrounds, childcare centers, residences, and retirement homes.

With regard to cumulative impacts from toxic air contaminants (TACs) (mobile and stationary sources), a significant cumulative air quality impact would be considered to occur if the probability of contracting cancer for the maximally exposed individual (MEI) would exceed 100 in one million as a result of project operations plus cumulative emissions sources within a 1,000-foot radius of the project site. A significant cumulative TAC impact would also be considered to occur if a non-cancer chronic Hazard Index (HI) of 10.0 would be exceeded at any receptor as a result of project operations plus cumulative emissions sources within a 1,000-foot radius of the project site. Notably, a project's construction or operational impacts would be considered to result in a considerable contribution to

an identified cumulative health risk impact if the project's construction or operation activities would exceed the project-level health risk significance thresholds identified above.

a) **Less than Significant Impact.** An area is designated as "in attainment" when it is in compliance with the federal and/or state standards. These standards are set by the U.S. Environmental Protection Agency (EPA) or California Air Resources Board (CARB) for the maximum level of a given air pollutant that can exist in the outdoor air without unacceptable effects on human health or public welfare with a margin of safety. The project site is located within the San Francisco Bay Area Air Basin, which is designated non-attainment for the federal 8-hour ozone (O_3) and 24-hour $PM_{2.5}$ standards. The area is in attainment or unclassified for all other federal standards. The area is designated non-attainment for state standards for 1-hour and 8-hour O_3, 24-hour PM_{10}, annual PM_{10}, and annual $PM_{2.5}$.

On April 19, 2017, the BAAQMD adopted the Spare the Air: Cool The Climate Final 2017 Clean Air Plan (BAAQMD 2017b). The 2017 Clean Air Plan provides a regional strategy to protect public health and protect the climate. To protect public health, the 2017 Clean Air Plan includes all feasible measures to reduce emissions of O3 precursors (ROG and NOx) and reduce O3 transport to neighboring air basins. In addition, the 2017 Clean Air Plan builds upon the BAAQMD efforts to reduce fine particulate matter (PM) and TACs. To protect the climate, the plan defines a vision for transitioning the region to a post-carbon economy needed to achieve ambitious GHG reduction targets for 2030 and 2050, and provides a regional climate protection strategy that will put the Bay Area on a pathway to achieve those GHG reduction targets.

The BAAQMD Guidelines identify a three-step methodology for determining a project's consistency with the current Clean Air Plan. If the responses to these three questions can be concluded in the affirmative and those conclusions are supported by substantial evidence, then the BAAQMD considers the project to be consistent with air quality plans prepared for the Bay Area.

The first question to be assessed in this methodology is "does the project support the goals of the Air Quality Plan"? The BAAQMD-recommended measure for determining project support for these goals is consistency with BAAQMD thresholds of significance. If a project would not result in significant and unavoidable air quality impacts, after the application of all feasible mitigation measures, the project would be consistent with the goals of the 2017 Clean Air Plan. As indicated in the following discussion with regard to air quality impact questions b) and c), the project would result in less than significant construction emissions and would not result in long-term adverse air quality impacts. Therefore, the project would be considered to support the primary goals of the 2017 Clean Air Plan and, therefore, consistent with the current Clean Air Plan.

The second question to be assessed in this consistency methodology is "does the project include applicable control measures from the Clean Air Plan?" The 2017 Clean Air Plan contains 85 control measures aimed at reducing air pollution in the Bay Area. The control strategies of the 2017 Clean Air Plan include measures in the categories of stationary sources, the transportation sector, the buildings sector, the energy sector, the agriculture sector,

natural and working lands, the waste sector, the water sector, and super-GHG pollutant measures. Depending on the control measure, the tools for implementation include leveraging the BAAQMD rules and permitting authority, regional coordination and funding, working with local governments to facilitate best policies in building codes, outreach and education, and advocacy strategies. Notably, the majority of the control measures in the Clean Air Plan apply to Plan-level assessments rather than individual small projects, such as the proposed project. Regarding the proposed project, it includes plans for 30 single family homes, and up to seven accessory dwelling units, which would not result in substantial daily vehicle trips or associated vehicle miles traveled (VMT). Additionally, the increase in population was anticipated in the General Plan 2035 Environmental Impact Report, which was certified by the City Council in 2009. Since the project would not result in substantial VMT or population not considered in the General Plan, and since the project would be required to comply with all applicable BAAQMD rules and would meet state standards and/or local building codes, including the Title 24 Building Standards Code, the project would not conflict with any applicable control measures from the 2017 Clean Air Plan.

The third question to be assessed in this consistency methodology is "does the project disrupt or hinder implementation of any control measures from the Clean Air Plan?" Examples described by the BAAQMD of how a project may cause the disruption or delay of control measures include a project that precludes an extension of a transit line or bike path, or proposes excessive parking beyond parking requirements. The proposed project would not create any barriers or impediments to planned or future improvements to transit or bicycle facilities in the area or provide excessive parking beyond requirements, and therefore, would not hinder implementation of Clean Air Plan control measures.

In summary, the responses to all three of the questions with regard to Clean Air Plan consistency are affirmative and the proposed project would not conflict with or obstruct implementation of the 2017 Clean Air Plan. This is a less than significant impact.

b) **Less than Significant Impact with Mitigation Incorporated.** The California Emissions Estimator Model (CalEEMod) Version 2016.3.2 was used to estimate emissions from construction and operation of the proposed project. CalEEMod is a statewide computer model developed in cooperation with air districts throughout the state to quantify criteria air pollutant and GHG emissions associated with the construction and operational activities from a variety of land use projects, such as residential, commercial, and industrial facilities. CalEEMod input parameters, including the proposed project land use type and size, construction schedule, and anticipated construction equipment utilization, were based on information provided by the project applicant.

Construction. Construction of the proposed project would involve construction and operation of 30 single family homes, and up to seven accessory dwelling units , roadway paving, and required improvements on a 5.75-acre site. Construction is anticipated to occur beginning April 2019 through August 2020. Construction would involve demolition of an existing residence, clearing and grubbing, and grading of the site. Standard construction methods would be employed for building construction. Sources of emissions would include: off-road construction equipment exhaust, on-road vehicles exhaust and entrained road dust (i.e., demolition trucks, material delivery trucks, and worker vehicles), fugitive dust associated with site preparation and grading activities, and paving and architectural coating activities. Detailed assumptions associated with project construction are included in Appendix A.

Average daily emissions were computed by dividing the total construction emissions by the number of active construction days, which were then compared to the BAAQMD construction thresholds of significance. Table 1 shows average daily construction emissions of O_3 precursors (ROG and NO_x), PM_{10} exhaust, and $PM_{2.5}$ exhaust during project construction.

Table 1
Average Daily Construction Emissions

Year	ROG	NO_x	PM_{10} Exhaust	$PM_{2.5}$ Exhaust
	pounds per day			
2019-2020 Construction	4.4	19.4	1.1	1.0
BAAQMD Construction Thresholds	*54*	*54*	*82*	*54*
Exceed Threshold?	No	No	No	No

Source: Appendix A
Note: The values shown are average daily emissions based on total overall construction emissions divided by 365 active work days.
ROG = reactive organic gases; NOx = oxides of nitrogen; PM_{10} = coarse particulate matter; $PM_{2.5}$ = fine particulate matter

As shown in Table 1, construction of the proposed project would not exceed BAAQMD significance thresholds. Criteria air pollutant emissions during construction would be less than significant. Although the BAAQMD does not have a quantitative significance threshold for fugitive dust, the BAAQMD's CEQA Guidelines recommend that projects determine the significance for fugitive dust through application of best management practices (BMPs). The project contractor would also be required as conditions of approval to implement Mitigation Measure AIR-1– Construction Air Quality Emissions.

Mitigation Measure AIR-1: **Construction Air Quality Emissions Control Measures**. The following emissions control measures will be implemented during project construction. The City of Santa Rosa will verify compliance with items 1 and 9 (below) prior to issuance of demolition, grading, and/or building permits. Items 2 through 8 (inclusive) will be included as notes on construction plans and subject to verification through field inspections.

1. An inventory of construction equipment and schedule for equipment use shall be submitted to the City of Santa Rosa before issuance of demolition and/or grading permits. The inventory shall demonstrate that the off-road vehicle fleet used for project construction meets the following requirements:
    a. Through construction phasing and equipment scheduling, the project contractor shall limit equipment operation to a maximum of 6 hours per day for each piece of active equipment.
    b. All rubber-tired dozers, tractors, loaders, and backhoes used at the site shall be Tier 3 engineers and shall have Level 3 Diesel Particulate Filters.
    c. All excavators and concrete/industrial saws used at the site shall be Tier 2 engines and shall have Level 3 Diesel Particulate Filters.
2. All exposed surfaces (e.g., parking areas, staging areas, soil piles, graded areas, and unpaved access roads) shall be watered two times per day.
3. All haul trucks transporting soil, sand, or other loose material off site shall be covered.
4. All visible mud or dirt track-out onto adjacent public roads shall be removed using wet power vacuum street sweepers at least once per day. The use of dry power sweeping is prohibited.
5. All vehicle speeds on unpaved roads shall be limited to 15 miles per hour.
6. All roadways, driveways, and sidewalks to be paved shall be completed as soon as possible. Building pads shall be laid as soon as possible after grading unless seeding or soil binders are used.
7. Idling times shall be minimized either by shutting equipment off when not in use or reducing the maximum idling time to 5 minutes (as required by the California airborne toxics control measure Title 13, Section 2485, of the California Code of Regulations). Clear signage shall be provided for construction workers at all access points.
8. All construction equipment shall be maintained and properly tuned in accordance with manufacturer specifications. All equipment shall be checked by a certified mechanic and determined to be running in proper condition before operation.
9. The construction contractor shall post a publicly visible sign at the project site with the telephone number and person to contact at the City of Santa Rosa regarding dust complaints. This person shall respond and take corrective action within 48 hours. The Bay Area Air Quality Management District's phone number shall also be visible to ensure compliance with applicable regulations.

Implementation of the required fugitive dust control measures and exhaust control measures would ensure air quality and fugitive dust-related impacts associated with construction would remain less than significant.

Operations. Operation of the project would generate criteria pollutant (including ROG, NO_x, PM_{10}, and $PM_{2.5}$) emissions from mobile sources (vehicular traffic), area sources (consumer products, architectural coatings, landscaping equipment), and energy sources (natural gas appliances, space and water heating). CalEEMod was used to estimate daily emissions from the operational sources. The CalEEMod default trip rate was adjusted to match the 286 daily trips provided by the City (Saberian 2015). Table 2 summarizes the daily mobile, energy, and area emissions of criteria pollutants that would be generated by project development and compares the emissions to BAAQMD operational thresholds.

Table 2
Daily Unmitigated Operational Emissions

Source	ROG	NO_x	PM_{10}	$PM_{2.5}$
	pounds per day			
Area	1.6	0.6	0.1	0.1
Energy	0.0	0.2	0.0	0.0
Mobile	0.6	2.8	1.5	0.4
Total	2.2	3.6	1.6	0.5
BAAQMD Operational Thresholds	*54*	*54*	*82*	*54*
Exceed Threshold?	No	No	No	No

Source: Appendix A
Note: The values shown are the maximum summer or winter daily emissions results from CalEEMod. Total emissions may not sum exactly due to rounding.
ROG = reactive organic gases; NOx = oxides of nitrogen; PM_{10} = coarse particulate matter; $PM_{2.5}$ = fine particulate matter

As indicated in Table 2, project-related operational emissions of ROG, NO_x, PM_{10}, and $PM_{2.5}$ would not exceed the BAAQMD significance thresholds during operations, and thus, the proposed project would have a less than significant impact in relation to regional operational emissions.

Regarding localized CO concentrations, according to the BAAQMD thresholds (BAAQMD 2017a), a project would result in a less-than-significant impact if the following screening criteria are met:

1. The project is consistent with an applicable congestion management program established by the county congestion management agency for designated roads or highways, regional transportation plan, and local congestion management agency plans.
2. The project traffic would not increase traffic volumes at affected intersections to more than 44,000 vehicles per hour.
3. The project traffic would not increase traffic volumes at affected intersections to more than 24,000 vehicles per hour where vertical and/or horizontal mixing is substantially limited (e.g., tunnel, parking garage, bridge underpass, natural or urban street canyon, below-grade roadway).

The project is estimated to generate minimal new peak hour trips of approximately 22 trips (6 inbound and 16 outbound) produced in the AM peak hour, and 30 trips (19 inbound and 11 outbound) produced in the PM peak hour. The project would comply with the Bay Area Air Quality Management District (BAAQMD) screening criteria. Accordingly, project-related traffic would not exceed CO standards and therefore, no further analysis was conducted for CO impacts. This CO emissions impact would be considered less than significant on a project-level and cumulative basis.

c) **Less than Significant Impact.** Past, present, and future development projects may contribute to the region's adverse air quality impacts on a cumulative basis. Per BAAQMD's California Environmental Quality Act (CEQA) Guidelines, by its nature air pollution is largely a cumulative impact; no single project is sufficient in size to, by itself, result in nonattainment of ambient air quality standards. In developing thresholds of significance for air pollutants, BAAQMD considered the emission levels for which a project's individual emissions would be cumulatively considerable. If a project exceeds the identified significance thresholds, its emissions would be considered cumulatively considerable, resulting in significant adverse air quality impacts to the region's existing air quality conditions. Therefore, if the proposed project's emissions are below the BAAQMD thresholds or screening criteria, then the proposed project's cumulative impact would be considered to be less than significant.

As described in criterion "b" above, criteria pollutant emissions generated by short-term construction and long-term operations of the project would not exceed the BAAQMD significance thresholds. Thus, the project would have a less than significant cumulative impact in relation to regional emissions. In addition, project-related traffic would not exceed the BAAQMD CO screening criteria and would result in a less than significant cumulative impact in relation to localized CO.

d) **Less than Significant Impact.** The BAAQMD has adopted project and cumulative thresholds for three risk-related air quality indicators for sensitive receptors: cancer risks, noncancer health effects, and increases in ambient air concentrations of $PM_{2.5}$. These impacts are addressed on a localized rather than regional basis and are specific to the sensitive receptors identified for the project. As explained previously, sensitive receptors are groups of individuals, including children, the elderly, the acutely ill, and the chronically ill, that may be more susceptible to health risks due to chemical exposure, and sensitive-receptor population groups are likely to be located at hospitals, medical clinics, schools, playgrounds, childcare centers, residences, and retirement homes. There are existing residences proximate to the project site, with the nearest located about 85 feet east of the project, across Dutton Meadow. The closest schools are Elsie Allen High School, which is approximately 0.1 mile from the proposed project site and Meadow View Elementary School, which is approximately 0.4 mile from the proposed site.

"Incremental cancer risk" is the net increased likelihood that a person continuously exposed to concentrations of TACs resulting from a project over a 9-, 30-, and 70-year exposure period would contract cancer based on the use of standard Office of Environmental Health Hazard Assessment (OEHHA) risk-assessment methodology (OEHHA 2015). In addition, some TACs have non-carcinogenic effects. TACs that would

potentially be emitted during construction activities would be diesel particulate matter, emitted from heavy-duty construction equipment and heavy-duty trucks. Heavy-duty construction equipment and diesel trucks are subject to CARB air toxic control measures to reduce diesel particulate matter emissions. According to the OEHHA, health risk assessments, which determine the exposure of sensitive receptors to toxic emissions, should be based on a 30-year exposure period for the maximally exposed individual resident; however, such assessments should be limited to the period/duration of activities associated with the project (OEHHA 2015). Thus, the duration of proposed construction activities (approximately 16-months) would only constitute a small percentage of the total 30-year exposure period. Notably, implementation of Mitigation Measure AIR- 1 (Construction Air Quality Emission Controls) would minimize project-generated fugitive dust and exhaust (criteria pollutants and TACs).

Regarding operations, the proposed project would not result in non-permitted stationary sources that would emit air pollutants or TACs. Furthermore, as a residential development project, the project would not result in land uses that would potentially generate substantial diesel-fueled on-road vehicle trips, such as delivery trucks for commercial and industrial land uses. Therefore, mobile source TAC emissions would be negligible.

In summary, the project would not expose sensitive receptors to substantial pollutant concentrations or health risk during construction or operations, and this impact would be less than significant on a project-level and cumulative basis.

e) **Less than Significant Impact.** BAAQMD has identified typical sources of odor in the CEQA Air Quality Guidelines (BAAQMD 2017a), a few examples of which include manufacturing plants, rendering plants, coffee roasters, wastewater treatment plants, sanitary landfills, and solid waste transfer stations. While sources that generate objectionable odors must comply with air quality regulations, the public's sensitivity to locally produced odors often exceeds regulatory thresholds. Although during construction there may be fumes associated with construction equipment, these would be temporary and intermittent. The project would not include uses that have been identified by BAAQMD as potential sources of objectionable odors. Potential odor impacts would be less than significant.

IV. BIOLOGICAL RESOURCES	Potentially Significant Impact	Less Than Significant With Mitigation Incorporated	Less Than Significant Impact	No Impact
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 Wildlife or U.S. Fish and Wildlife Service?	☐	☒	☐	☐
b) Have a substantial adverse effect on any riparian habitat or other sensitive natural community identified in local or regional plans, policies, regulations or by the California Department of Fish and Wildlife or U.S. 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?	☐	☐	☐	☒

a) **Less than Significant with Mitigation Incorporated.** The information contained in this section is taken from the following: Biological Resource Assessment, Bellevue No. 7, (APN: 043-111-007), Santa Rosa, CA, prepared by Ted P. Winfield, PhD, dated September 26, 2014. Dudek biologists also visited the site in January 2017.

Vegetation at the project site was most recently surveyed by Mr. Charlie Paterson on March 21, April 18, and May 12, 2014, following the *Protocols for Surveying and Evaluating Impacts to Special Status Native Plant Populations and Natural Communities*. Mr. Patterson had previously surveyed the site on numerous occasions since 1992: May 6, 1992; April 5, June 1, and July 19, 1994; May 23, 1995; April 14, 1997; March 27, June 9, 1997; April 10, 2001; and February 6, March 20, April 30, May 24, 2002.

The California Natural Diversity Database (CNDDB) and California Native Plants Society (CNPS) Online Inventory of Rare and Endangered Plants were searched for information on special-status plants for Santa Rosa, Sebastopol, Healdsburg, Two Rocks, and Cotati USGS Quadrangle maps, which defines the project region. A total of forty-six special-status plants were identified as occurring in the project region. While marginally suitable habitat is present at the site for several of the species that occur in grassland habitat and wetland habitat, suitable habitat for most of special-status species is not present at the project site, and these species, therefore, are not likely to be affected by the project.

There are three special-status plant species found in the project region that occur in grassland habitat, including bent-flowered fiddleneck (*Amsinckia lunaris*), seaside tarplant (*Hemizonia congesta* ssp. *Congesta*), and showy Rancheria clover (*Trifolium amoenum*), but these species have not been observed during any of the plant surveys conducted at the site. Although there are seasonal wetlands present on the site, none of the special-status plants that occur in seasonal wetlands/vernal pools, including Burke's goldfields (*Lasthenia burkei*), Sonoma sunshine (*Blennosperma bakeri*) and Sebastopol meadowfoam (*Limanthes vinculans*), have been observed in the wetlands on site.

The project and its impacts to the three endangered plant species (and the federal and state endangered California tiger salamander [CTS]) were evaluated as part of the consultation for eleven projects located in the Southwest Santa Rosa Area conducted by the U.S. Fish and

Wildlife Service (Service) in its Biological Opinion (BO) issued in 2006 for proposed southwest area projects, Santa Rosa, Sonoma County, California (Corps File No. 30034N),

A total of 21 special-status species of invertebrates, fish and wildlife species were identified in the CNDDB as occurring in the Project region. Suitable habitat for twelve of these species is lacking at the project site, including habitat for the California freshwater shrimp (*Syncaris pacifica*), western pond turtle (*Emys marmorata*), foothill yellow-legged frog (*Rana boylii*), California red-legged frog (*Rana draytonii*), all the fish species, tricolored blackbird (*Agelaius tricolor*), great blue heron (*Ardea herodias*), western yellow-billed cuckoo (*Coccyzus americanus occidentalis*), osprey (*Pandion haliaetus*), and pallid bat (*Antrozous pallidus*). Suitable or marginally suitable habitat for the remaining eight species is present at the site but only the California tiger salamander (*Ambystoma californiense*) (CTS) (Table 3) is known to occur in the immediate vicinity of the project site.

Table 3
Special Status Species Likely Occurrence

Common Name (Scientific Name)	Status	Habitat
California Tiger Salamander *(Ambystoma californiense)*	U.S. Fish and Wildlife Service Endangered, Threatened; California Department of Fish and Wildlife (CDFW) Species of Special Concern (SSC)	Annual grass habitat, but also occurs in grassy understory of valley-foothill hardwood habitats, and uncommonly along stream courses in valley-foothill riparian habitats

CTS have been observed on neighboring parcels, and the project site will eliminate approximately six acres of suitable CTS upland habitat.

Mitigation Measure BIO-1: U.S. Fish and Wildlife Service File No. 1-1-06-F-0060, letter dated March 16, 2006. As identified in the BO, the applicant would purchase 0.85 acre of plant mitigation credits from the Yuba Drive Mitigation Preserve. As a result of the purchase of wetland mitigation credits per the BO, the impact to special-status plant species would be less than significant.

The project site is within an area that is subject to a mitigation ratio of 2:1. As detailed in the BO, the applicant has purchased 11.50 acres of CTS mitigation credits from the following banks: 1.7 acres (credits include CTS, wetlands and plants) from the Yuba Drive Mitigation Preserve; and 9.80 acres from the Wright Preservation Bank. The proposed project could have a substantial adverse effect on the California tiger salamander, either through direct impact to the species or through modification of its habitat. Section 2081 subdivision (b) of the Fish and Game Code allows CDFW to authorize take of species listed as endangered, threatened, candidate, or a rare plant, if that take is incidental to otherwise lawful activities and if certain conditions are met. These authorizations are commonly referred to as incidental take permits (ITPs). In addition to the purchased mitigation credits the applicant must secure an

Incidental Take Permit for CTS from CDFW. This impact would be less than significant with implementation of the aforementioned mitigation.

The site provides suitable habitat for ground nesting bird species, and the trees at the site may also provide suitable nesting and roosting habitat for raptors, including the California fully protected white-tailed kite (*Elanus leucurus*), although the proximity of surrounding development and regular disturbance of the site may reduce the suitability of the site for nesting raptors. The project site also provides suitable foraging habitat for raptors. If birds were to nest in or near the project site during construction activities, the impact would be significant and mitigation would be required to reduce the impact to less than significant. The following mitigation measures would be implemented to reduce impacts to ground nesting bird species and nesting and roosting habitat for raptors:

Mitigation Measure BIO–2: If construction activities occur during the nesting season (February 1 to August 15), a pre-construction survey for nesting birds, including raptors, shall be performed not more than 30 days prior to the start of construction. A qualified avian biologist will conduct raptor and passerine nest surveys prior to tree pruning, tree removal, ground disturbing activities, or construction activities at the project site to locate any active nests on or adjacent to the project site. However, if land-clearing activities can be performed outside of the nesting season, that is, between August 16 and January 31, no preconstruction surveys for nesting birds are warranted.

If necessary, pre-construction surveys will be repeated at 30-day intervals until construction has started. Active nests will be identified, located, and described, and protective measures will be implemented. Protective measures will include establishment of clearly delineated (i.e., Visi-barrier, orange construction fencing) exclusion zones around each nest site. The barrier will be installed at least 300 feet from the dripline of the raptor nests or nest trees and 50 feet from the passerine nests or the nest trees. The active nest sites within exclusion zones will be monitored by a certified biologist on a weekly basis throughout the nesting season to identify any signs of disturbance or nest abandonment. The barriers marking exclusion zones will remain in place until the young have left the nest and are foraging independently or if the nest is no longer active.

The project will result in the loss of potential roosting habitat for several special-status bat species. The special-status bat species that could occur in the area and possibly the project site include the Townsend's big eared bat and hoary bat. The following mitigation measures will be implemented to reduce impacts to these species:

Mitigation Measure BIO–3: Prior to demolition of the existing structures and trees at the project site the applicant will consult with a qualified bat biologist, who is defined as a bat biologist, who holds a CDFW collection permit and a Memorandum of Understanding with CDFW allowing the biologist to handle and collect bats. Depending on the proposed timing of demolition of the existing structures and

removal of the trees, and the bat biologist initial survey of the site, the necessary survey protocols will be identified and implemented by the bat biologist.

In summary, construction of the proposed project could have a substantial direct and/or indirect effect on special-status or otherwise protected birds and mammals. These impacts would be less than significant with mitigation.

b) **No Impact.** The project site consists primarily of abandoned pasture, and includes a single family residence, several small outbuildings, debris piles and several trees. No riparian habitat or other sensitive natural community exists at the project site. Therefore, no impact would occur.

c) **Less than Significant with Mitigation Incorporated.** The U.S. Army Corps of Engineers (Corps) determined 0.85 acre of jurisdictional wetlands occur on the property in a letter dated May 15, 2002. The wetlands are also subject to jurisdiction by the California North Coast Regional Water Quality Control Board. The wetland jurisdictional determination letter from the Corps has since expired. However, the Corps San Francisco District continues to follow procedures described in guidance provided by the Corps South Pacific Division titled "Guidance on Delineations in Drought Conditions" dated February 6, 2014. Under this guidance standard procedure for Corps San Francisco District is to reconfirm wetland amounts on properties with expired jurisdictional determinations (when requests for reconfirmation are made). A reconnaissance survey was performed by Dudek on January 30, 2017 for the presence of wetlands on the property. Based on the reconnaissance survey, seasonal wetlands occur on the property under current conditions.

Mitigation Measure BIO-4: The applicant has purchased 1.7 acres of compensatory mitigation wetland credits from the Yuba Drive Mitigation Preserve to offset the permanent loss of 0.85 acre of wetlands to project development (Winfield, 2014). This is consistent with requirements outlined in a Biological Opinion (BO) from the U.S. Fish and Wildlife dated March 16, 2006, on the proposed southwest area projects, Santa Rosa, Sonoma County, California (Corps File No. 30043N, U.S. Fish and Wildlife Service File No. 1-1-06-F-0060) (Winfield, 2014), and compensatory mitigation ratios outlined in the U.S. Fish and Wildlife Service Programmatic Biological Opinion titled "Programmatic Biological Opinion (Programmatic BO) for U.S. Army Corps of Engineers (Corps) Permitting Projects that May Affect California Tiger Salamander and Three Endangered Plant Species on the Santa Rosa Plain, California (Corps File Number 223420N)." In addition to the purchased mitigation credits the applicant must secure an Incidental Take Permit for CTS from CDFW. Therefore, project impacts to wetlands would be less than significant with the aforementioned compensatory mitigation incorporated.

d) **Less than Significant with Mitigation Incorporated.** The project site is a former ranchette located on the outskirts of existing urban development. It contains a single family residence and several associated small outbuildings near the northeast corner of the property. The majority of the property is fallow pasture. East of the property is urban development consisting of residential subdivisions and a self-storage facility. Properties to the north and south are similar to the project site in physical site

condition, predominantly pastureland in various states of use or disuse. The project site borders a fallow field to the west, beyond which is a school and residential development.

Project development would result in an intensification of use at the project site and permanent direct impacts to California tiger salamander (CTS) upland habitat that could serve as an important corridor for CTS dispersal and migration.

CTS have been observed on neighboring parcels, and the project site will eliminate approximately six acres of suitable CTS upland habitat. The project site is within an area that is subject to a mitigation ratio of 2:1. As detailed in a Biological Opinion (BO) from the U.S. Fish and Wildlife dated March 16, 2006, on the proposed southwest area Projects, Santa Rosa, Sonoma County, California (Corps File No. 30043N, U.S. Fish and Wildlife Service File No. 1-1-06-F-0060), the applicant has purchased 11.50 acres of CTS mitigation credits from the following banks: Yuba Drive Mitigation Preserve, 1.7 acres (credits include CTS, wetlands, and plants); and Wright Preservation Bank, 9.80 acres. The 11.50 acres of CTS mitigation credits is consistent with the CTS mitigation provisions of the Santa Rosa Plain Conservation Strategy and Programmatic Biological Opinion issued to the Corps by the Service (Winfield, 2014).

The Santa Rosa Plain Conservation Strategy Study Area (Conservation Strategy) was formed through a cooperative approach between federal and state regulatory and wildlife agencies, local governments, the environmental community, and the private landowner community with a charge to protect four federally listed plant species, and CTS while allowing planned land uses to occur within a defined region (the Conservation Strategy boundary). The Conservation Strategy, within which the project site is located, considers the need for development pursuant to the general plans of the local jurisdictions. It also identifies strategy to protect CTS and its habitat. As such procedures have been developed to append projects to the Programmatic Agreement that are consistent with the Conservation Strategy. Thus, with implementation of measures to minimize direct and indirect effects on CTS via appending to the Programmatic Agreement in conjunction with mitigation purchased in accordance with both the Programmatic Agreement and the abovementioned BO, impacts to CTS dispersal or mitigation corridors would be less than significant.

e) **Less than Significant Impact.** The information contained in this section is taken from the following: Arborist Report for the Belleview Ranch 7 Project Site, City of Santa Rosa, California, prepared by Scott Eckardt, ISA Certified Arborist #WE-5914A, dated February 2, 2017 (Appendix B).

There are nine trees on the project site (Table 4, below), none of which meet the definition of a Heritage or Street tree, as defined in Santa Rosa City Code Section 17-24.020. Based on an evaluation of the conceptual project site plan available at the time of this report preparation, the majority of the site will need to be graded to accommodate construction of residences, roads, driveways, and the placement of necessary infrastructure (utilities, sidewalks, etc.). All nine trees located on the site will be removed, which will require 44 15-gallon minimum container size replacement

trees. At its discretion, the City may modify the size, species, quantity and location of replacement trees.

Table 4
Summary of Trees-Bellevue Ranch Phase 7 Project Site

Scientific Name	Common Name	Quanity
Acer spp.	maple	1
Juglans hindsii	black walnut	6
Prunus ceraifera	purple-leaf plumb	2
	Total	9

The Preliminary Landscape Plan indicates compliance with the City's Tree Ordinance and the project has been conditioned to demonstrate compliance on the plan sets submitted for building permits. Installation of replacement trees will be verified during final inspections and before occupancy is granted. The project is incompliance with the City's Tree Ordinance, and would not otherwise conflict with any existing policies or ordinances protecting biological resources.

f) **No Impact**. Other than the Conservation Strategy for CTS and CTS habitat described above, the project site is not located within the plan area of any applicable habitat conservation plan or natural community conservation plan. Therefore, the project would not conflict with an applicable plan and there would be no impact.

V. CULTURAL RESOURCES	Potentially Significant Impact	Less Than Significant With Mitigation Incorporated	Less Than Significant Impact	No Impact
Would the project:				
a) Cause a substantial adverse change in the significance of a historical resource as defined in §15064.5?	☐	☐	☒	☐
b) Cause a substantial adverse change in the significance of an archaeological resource pursuant to §15064.5?	☐	☒	☐	☐
c) Directly or indirectly destroy a unique paleontological resource or site or unique geologic feature?	☐	☐	☒	☐
d) Disturb any human remains, including those interred outside of formal cemeteries?	☐	☐	☒	☐

a) **Less than Significant Impact.** The Secretary of the Interior has issued Standards and Guidelines for Archeology and Historic Preservation (48 FR 44720–44726)), which are used for the identification and evaluation of historic properties and to ensure that the procedures are adequate and appropriate. The identification and evaluation of historic properties are dependent upon the relationship of individual properties to other similar properties (NPS and ACHP 1998, pp. 18–20). Information about properties regarding their prehistory, history, architecture, and other aspects of culture must be collected and organized to define these relationships (NPS 2009), which is the intent of the current inventory.

This investigation consisted of a records search of the project area and a one-mile radius around the project area at the Northwest Information Center (NWIC), Sonoma State. Following Bureau of Land Management (BLM) precedents, which are appropriate for federal projects in general, survey techniques are loosely grouped into two categories: reconnaissance and intensive (BLM 2004; NPS 2009). The choice of survey category depends on the level of effort required for a particular project, which can vary depending on the nature of the properties or property types, the possible adverse effects on such properties, and agency requirements (NPS and ACHP 1998). The selection of field survey techniques and level of effort must be responsive to the management needs and preservation goals that direct the survey effort. For any survey, it is important to consider the full range of historic properties that may be affected, either directly or indirectly, and consider strategies that will minimize any adverse effects and maximize beneficial effects on those properties (BLM 2004; NPS 2009; NPS and ACHP 1998).

The current survey methods can be classified as intensive since short-interval transect spacing and full documentation of cultural resources was completed. Survey staff exceeded the applicable Secretary of Interior Professional Qualifications Standards for archaeological survey. Dudek archaeologist William Burns surveyed the entire project APE with transects

spaced no more than 15 meters apart and within the APE. A Global Positioning System (GPS) receiver with sub-meter accuracy and the project boundaries loaded was used to verify the accuracy of the survey coverage. Evidence for buried cultural deposits was opportunistically sought through inspection of natural or artificial erosion/excavation exposures and the spoils from rodent burrows. Field recording and photo documentation of resources, as appropriate, was completed.

Historic research was also performed to better understand the history of land use of the project area. This research consisted of reviewing historic topographic map and aerials (www.historicaerials.com).

Documentation of cultural resources complied with the Secretary of the Interior's Standards and Guidelines for Archaeology and Historic Preservation (48 FR 44716-44740), and the California Office of Historic Preservation Planning Bulletin Number 4(a), December 1989, Archaeological Resource Management Reports (ARMR): Recommended Contents and Format (ARMR Guidelines) for the Preparation and Review of Archaeological Reports. All cultural resources identified during this inventory were recorded on California Department of Parks and Recreation Form DPR 523 (Series 1/95), using the Instructions for Recording Historical Resources (Office of Historic Preservation 1995), including updates to previously recorded resources.

There are no additional recommendations for the building at 2903 Dutton Meadow as it was found not eligible under all national, state, and local designation criteria. The building was evaluated and is not significant. (Dudek, 2017)

b) **Less than Significant Impact with Mitigation Incorporated.** A Northwest Information Center (NWIC) records search of the project area and the surrounding one-mile was completed by NWIC staff on January 23, 2017. This search included their collection of mapped prehistoric, historical and built-environment resources, Department of Parks and Recreation (DPR) Site Records, technical reports, archival resources, and historic maps. Additional consulted sources included the National Register of Historic Places (NRHP), California Inventory of Historical Resources (CRHR) and listed Office of Historic Preservation Archaeological Determinations of Eligibility, California Points of Historical Interest, and California Historical Landmarks.

NWIC records indicate that twenty (20) previous cultural resources technical investigations have been conducted within one-mile of the proposed alignment. Of these, three (3) studies included a portion of the current project area.

Dudek archaeologist William Burns inspected all areas of the APE area on January 9 and 10, 2017. The Project parcel is currently occupied with the residence at 2903 Dutton Meadow and undeveloped grass fields. All areas of the APE were inspected using standard archaeological procedures and techniques that meet the Secretary of Interior's standards and guidelines for cultural resources inventory.

Observation of the present conditions within the proposed project indicate that portions of the project area have been subject to a substantial degree of past disturbances related to farming and residential activities. No newly identified archaeological resources were recorded during the pedestrian survey of the project area of potential effect (APE). Native

American Heritage Commission (NAHC) Sacred Lands File (SLF) and Northwest Information Center (NWIC) records searches did not identify the presence of cultural resources within the proposed project APE. The project as currently designed appears to have a low potential to encounter intact cultural resources during ground disturbing activities, and will have no impact to known cultural resources. Therefore, based on the observations from the field survey and results of the NAHC SLF and NWIC records searches, no additional cultural efforts, including cultural monitoring, are recommended to be necessary within the APE during ground disturbing activities.

In the unlikely event that archaeological material should be identified during earth moving activities, work shall be temporary halted, and the City consulted. A qualified archaeologist will be assigned to review the unanticipated find, and evaluation efforts of this resource for CRHR listing will be initiated in consultation with the City. In the unlikely event that human remains be discovered, work will halt in that area and procedures set forth in the California Public Resources Code (Section 5097.98) and State Health and Safety Code (Section 7050.5) will be followed, beginning with notification to the City and County Coroner. If Native American remains are present, the County Coroner will contact the Native American Heritage Commission to designate a Most Likely Descendent, who will arrange for the dignified disposition and treatment of the remains.

With the expectation that the project will proceed as currently designed, no additional archaeological investigation is recommended. However, it is always possible that limited remnants of intact archaeological deposits are present between areas inspected through subsurface probing, below the original layer of fill material. Implementation of Mitigation Measure CUL-1 would ensure that impacts to archaeological resources would remain less than significant.

> **Mitigation Measure CUL-1:** In the event that archaeological resources (sites, features, or artifacts) are exposed during construction activities for the proposed project, all construction work occurring within 100 feet of the find shall immediately stop until a qualified archaeologist, meeting the Secretary of the Interior's Professional Qualification Standards, can be retained to evaluate the significance of the find and determine whether or not additional study is warranted. Depending upon the significance of the find under CEQA (Section 15064.5(f); PRC 21082), the archaeologist may simply record the find and allow work to continue. If the discovery proves significant under CEQA, additional work such as preparation of an archaeological treatment plan, testing, or data recovery may be warranted.

c) **Less than Significant Impact**. As with any project that involves earth moving, there is potential for the discovery of paleontological resources during project grading and excavation activities. However, the Santa Rosa General Plan 2035 EIR does not identify paleontological resources in the project area. As such, it is not anticipated that there would be significant risk of discovery of or damage to paleontological resources from implementation of the proposed project. Although the potential exists for ground-disturbing activities to inadvertently impact an unknown resource, the likelihood of direct or indirect impacts is low due to the developed condition of the area.

If resources are inadvertently discovered, General Plan Policies HP-A-2 and HP-A-3 and **Mitigation Measure CUL-1** will be implemented along with federal and state statutes protecting these resources from disturbance and destruction. Therefore, included mitigation, existing goals, policies, and guidelines would diminish the environmental impact from potential destruction of unique paleontological resources, sites, or unique geologic features resulting from development or redevelopment to a less than significant impact.

d) **Less than Significant Impact.** As described above, the cultural resources records search identified twenty prehistoric archaeological sites that have been previously recorded within 1 mile of the project site. Although there is no evidence of human remains on the project site, there is the potential to encounter human remains during project construction. Existing regulations under Section 7050.5 of the California Health and Safety Code state that if human remains are discovered during project construction, no further disturbance shall occur until the County Coroner has made the necessary findings as to origin. Further, pursuant to California Public Resources Code Section 5097.98(b), remains shall be left in place and free from disturbance until a final decision as to the treatment and disposition has been made.

The project must adhere to the standards from the Secretary of the Interior guidelines which are also required by Santa Rosa General Plan Policy HP-B-1. Additionally, the California Native American Historical, Cultural and Sacred Sites Act and General Plan Policies HP-A-2 and HP-A-3 require for proper notification of experts upon discovery of human remains and for construction or excavation activity to cease. Therefore, existing goals, policies, and guidelines would diminish the environmental impact from accidental disturbance of any human remains to a less than significant impact.

VI. GEOLOGY AND SOILS	Potentially Significant Impact	Less Than Significant With Mitigation Incorporated	Less Than Significant Impact	No Impact
Would the project:				
a) Expose people or structures to potential substantial adverse effects, including the risk of loss, injury, or death involving:				
i) Rupture of a known earthquake fault, as delineated on the most recent Alquist-Priolo Earthquake Fault Zoning Map issued by the State Geologist for the area or based on other substantial evidence of a known fault? Refer to Division of Mines and Geology Special Publication 42.	☐	☐	☒	☐
ii) Strong seismic ground shaking?	☐	☐	☒	☐
iii) Seismic-related ground failure, including liquefaction?	☐	☒	☐	☐
iv) Landslides?	☐	☐	☐	☒
b) Result in substantial soil erosion or the loss of topsoil?	☐	☐	☒	☐
c) Be located on a geologic unit or soil that is unstable, or that would become unstable as a result of the project, and potentially result in on- or off-site landslide, lateral spreading, subsidence, liquefaction or collapse?	☐	☐	☒	☐
d) Be located on expansive soil, as defined in Table18-1-B of the Uniform Building Code (1994), creating substantial risks to life or property?	☐	☒	☐	☐
e) Have soils incapable of adequately supporting the use of septic tanks or alternative wastewater disposal systems where sewers are not available for the disposal of wastewater?	☐	☐	☐	☒

a) **i and ii) Less than Significant Impact.** The information presented below is based on the Geotechnical Investigation prepared for the project by Reese & Associates in December 2015 (Appendix C). The project site is not within an Alquist–Priolo Earthquake Fault Zone, and the geologic maps reviewed did not indicate the presence of active faults at the site. However, strong ground shaking can be expected during the life of the project. The closest known active faults are the Healdsburg-Rodgers Creek Fault Zone, located approximately 2.5 miles to the northeast, the Maacama fault zone located 8 miles to the northeast and the San Andreas fault zone located approximately 17.5 miles to the southwest). The project has been conditioned to provide a current geotechnical study, based on the approved plans, prior to building permit issuance. As conditioned, project impacts will be less than significant.

iii) Less than Significant Impact with Mitigation Incorporated. According to mapping conducted by the Association of Bay Area Governments (ABAG 2007), the possibility for hazard from ground failure or liquefaction is low to moderate within the project site. As conditioned, project impacts will be less than significant.

iv) No Impact. The site is relatively flat with a slight regional gradient descending to the southwest. This relatively flat project site is level and is not subject to landslides

b) **Less than Significant Impact**. Construction of the proposed project would require site grading which could contribute to soil erosion and loss of topsoil. Exposed soils are considered erodible when subjected to concentrated surface flow or wind. Soil erosion and loss of topsoil would be minimized through implementation of Mitigation Measure AIR-1 (BAAQMD fugitive dust control measures) and compliance with the National Pollutant Discharge Elimination System (NPDES) permit requirements will help reduce these impacts to less than significant levels.

c) **Less than Significant Impact**. As described above, the project site has relatively low risk for landslide and liquefaction. The conditions related to lateral spreading, subsidence or collapse would be considered prior to final approval and construction of the proposed project. This consideration would ensure that unstable soil conditions would be addressed as part of the design and construction of the proposed project.

d) **Less than Significant Impact with Mitigation Incorporated.** The geotechnical investigation found that the surface soils at the site are expansive. Therefore, foundations would be designed and constructed to resist differential movement and distress from expansive soils or extend through the expansive soils into firm soils beneath the depth of significant seasonal moisture variation. These design considerations would ensure that potential impacts related to expansive soils would be less than significant.

e) **No Impact.** The existing buildings on the project site are connected to the City of Santa Rosa's sewer system, and the proposed project would also be connected to the city's sewer system. Therefore, the project would have no impacts related to the use of septic systems or any other alternative wastewater systems.

VII. GREENHOUSE GAS EMISSIONS	Potentially Significant Impact	Less Than Significant With Mitigation Incorporated	Less Than Significant Impact	No Impact
Would the project:				
a) Generate greenhouse gas emissions, either directly or indirectly, that may have a significant impact on the environment?	☐	☐	☒	☐
b) Conflict with any applicable plan, policy, or regulation adopted for the purpose of reducing the emissions of greenhouse gases?	☐	☐	☒	☐

Climate change refers to any significant change in measures of climate, such as temperature, precipitation, or wind, lasting for an extended period (decades or longer). Gases that trap heat in the atmosphere are often called GHGs. The greenhouse effect traps heat in the troposphere through a threefold process: (1) short-wave radiation emitted by the Sun is absorbed by the Earth; (2) the Earth emits a portion of this energy in the form of long-wave radiation; and (3) GHGs in the upper atmosphere absorb this long-wave radiation and emit this long-wave radiation into space and back toward the Earth. This trapping of the long-wave (thermal) radiation emitted back toward the Earth is the underlying process of the greenhouse effect.

Principal GHGs include carbon dioxide (CO_2), methane (CH_4), nitrous oxide, O_3, and water vapor. Some GHGs, such as CO_2, CH_4, and nitrous oxide, occur naturally and are emitted to the atmosphere through natural processes and human activities. Of these gases, CO_2 and CH_4 are emitted in the greatest quantities from human activities. Emissions of CO_2 are largely byproducts of fossil-fuel combustion, whereas CH_4 results mostly from off-gassing associated with agricultural practices and landfills. Manufactured GHGs, which have a much greater heat-absorption potential than CO_2, include fluorinated gases, such as hydrofluorocarbons, perfluorocarbons, sulfur hexafluoride, and nitrogen trifluoride, which are associated with certain industrial products and processes (CAT 2006).

The Intergovernmental Panel on Climate Change (IPCC) developed the Global Warming Potential (GWP) concept to compare the ability of each GHG to trap heat in the atmosphere relative to another gas. The GWP of a GHG is defined as the ratio of the time-integrated radiative forcing from the instantaneous release of 1 kilogram of a trace substance relative to that of 1 kilogram of a reference gas (IPCC 2014). The reference gas used is CO_2; therefore, GWP-weighted emissions are measured in metric tons of CO_2 equivalent (MT CO_2E).

Regarding impacts from GHGs, both BAAQMD and the California Air Pollution Control Officers Association (CAPCOA) consider GHG impacts to be exclusively cumulative impacts (BAAQMD 2017a; CAPCOA 2008); therefore, assessment of significance is based on a determination of whether the GHG emissions from a project represent a cumulatively considerable contribution to the global atmosphere. This analysis uses both a quantitative and a qualitative approach. The quantitative approach is used to address the first significance criterion: "Would the Project generate GHG emissions, either directly or indirectly, that may

have a significant impact on the environment?" This analysis considers that, because the quantifiable thresholds developed by BAAQMD in its *CEQA Air Quality Guidelines* were formulated based on AB 32 and California Climate Change Scoping Plan reduction targets for which its set of strategies were developed to reduce GHG emissions statewide, a project cannot exceed a numeric BAAQMD threshold without also conflicting with an applicable plan, policy, or regulation adopted for the purpose of reducing the emissions of GHGs (the state Climate Change Scoping Plan). Therefore, if a project exceeds a numeric threshold and results in a significant cumulative impact, it would also result in a significant cumulative impact with respect to plan, policy, or regulation consistency, even though the project may incorporate measures and have features that would reduce its contribution to cumulative GHG emissions.

Separate thresholds of significance are established by the BAAQMD for operational emissions from stationary sources (such as generators, furnaces, and boilers) and nonstationary sources (such as on-road vehicles). As no threshold has been established for construction-related emissions, the operational emissions thresholds have been applied. The threshold for stationary sources is 10,000 MT CO_2E per year (i.e., emissions above this level may be considered significant). For nonstationary sources, the following three separate thresholds have been established:

- Compliance with a Qualified Greenhouse Gas Reduction Strategy (i.e., if a project is found to be out of compliance with a Qualified Greenhouse Gas Reduction Strategy, its GHG emissions may be considered significant).
- 1,100 MT CO_2E per year (i.e., emissions above this level may be considered significant).
- 4.6 MT CO_2E per service population per year (i.e., emissions above this level may be considered significant). (Service population is the sum of residents plus employees expected for a development project.)

The City of Santa Rosa adopted a Climate Action Plan (CAP) in June 2012, which includes measures that will reduce local GHG emissions, to meet state, regional, and local reduction targets, and to streamline future environmental review of projects within Santa Rosa by following the CEQA Guidelines and meeting the BAAQMD expectations for a Qualified GHG Reduction Strategy. The project's consistency with the City's CAP strategies is evaluated based on the CAP New Development Checklist (Appendix D). If the project isn't consistent with the City CAP, it would be considered to have a cumulatively considerable contribution of GHG emissions and a cumulatively significant impact on climate change. Quantification of project-generated GHG emissions associated with construction and operations is included for disclosure.

a,b) **Less than Significant Impact.**

Construction. Construction of the proposed project would result in GHG emissions, which are primarily associated with use of off-road construction equipment, on-road hauling and vendor (material delivery) trucks, and worker vehicles. Since the BAAQMD has not established construction-phase GHG thresholds, construction GHG emissions were amortized assuming a 30-year development life after completion of construction and added to operational emissions to estimate total project GHG emissions.

CalEEMod was used to estimate GHG emissions associated with project construction. Amortized GHG emissions associated with project construction would result in annualized generation of approximately 15 MT CO_2E. A detailed depiction of the construction schedule—including information regarding phasing, equipment utilized during each phase, haul trucks, vendor trucks, and worker vehicles—is included in Appendix A.

Operations. Long-term operational emissions would occur over the life of the project. CalEEMod was used to estimate GHG emissions from motor vehicle trips, grid electricity usage, solid waste, and other sources (including area sources, natural gas combustion, and water/wastewater conveyance).

CalEEMod default mobile source data, including temperature, trip characteristics, variable start information, emission factors, and trip distances, were conservatively used for the model inputs. Project-related traffic was assumed to be comprised of a mixture of vehicles in accordance with the model defaults for traffic. The CalEEMod default trip rate was adjusted to match the 286 daily trips provided by the City for the project (Saberian 2015). It was assumed that the project's first full year of operation would be the year 2021.

CalEEMod was also used to estimate emissions from the project's area sources, which includes operation of gasoline-powered landscape maintenance equipment, which produce minimal GHG emissions.

The estimation of operational energy emissions was based on CalEEMod land use defaults and total area (i.e., square footage) of the proposed project. Annual natural gas (non-hearth) and electricity emissions were estimated in CalEEMod using the emissions factors for PG&E as a conservative estimate and adjusted to account for 33 percent renewable portfolio standard by 2020. The most recent amendments to Title 24, Part 6, referred to as the 2016 standards, became effective on January 1, 2017. These standards are incorporated in the latest version of CalEEMod, which was used to estimate project emissions.

Supply, conveyance, treatment, and distribution of water for the project require the use of electricity, which would result in associated indirect GHG emissions. Similarly, wastewater generated by the proposed project requires the use of electricity for conveyance and treatment, along with GHG emissions generated during wastewater treatment. Water consumption estimates for both indoor and outdoor water use and associated electricity consumption from water use and wastewater generation were estimated using CalEEMod default values. However, compliance with the statewide 20% water reduction goals were accounted for in the model.

The estimated operational project-generated GHG emissions from area sources, energy usage, motor vehicles, solid waste generation, water supply, and wastewater treatment are shown in Table 5.

Table 5
Estimated Annual Unmitigated Operational Greenhouse Gas Emissions

Emission Source	CO_2E (MT/yr)
Area	4.1
Energy	102.1
Mobile	284.2
Solid Waste	18.2
Water Supply and Wastewater	4.8
Total	413.4
Amortized Construction Emissions	*15.2*
Operation + Amortized Construction Total	428.6

Source: Appendix A
Note: Project GHG emissions are based on the "Mitigated" CalEEMod outputs in order to incorporate the 20% indoor and outdoor water conservation standards per CALGreen even this would not be considered actual mitigation.
CO_2E = carbon dioxide-equivalent; MT/year = metric tons per year

Table 5 indicates that the GHG emissions associated with the project would be approximately 429 MT CO_2E per year. Notably, project-generated GHG emissions associated with construction and operations is included for disclosure purposes only.

The CAP describes a path to allow the City to reach the community-wide GHG reduction target of 25% below 1990 levels by 2020. As noted in the CAP, this target is equivalent to a 37% reduction in GHG emissions from baseline 2007 levels and exceeds the State's direction to local governments in the Assembly Bill (AB) 32 Scoping Plan by approximately 22% (City of Santa Rosa 2012). To determine whether GHG emissions generated by the project are significant, the project's consistency with the City's CAP New Development Checklist has been evaluated and is included as Appendix D of this analysis. As indicated in Appendix D, the project would comply with all required measures that are applicable to this type of residential development. Therefore, the project would be consistent with the City CAP and would not have a cumulatively considerable contribution of GHG emissions.

The Scoping Plan, approved by CARB on December 12, 2008, provides a framework for actions to reduce California's GHG emissions and requires CARB and other state agencies to adopt regulations and other initiatives to reduce GHGs. As such, the Scoping Plan is not directly applicable to specific projects. Relatedly, in the Final Statement of Reasons for the Amendments to the CEQA Guidelines, the California Natural Resources Agency (CNRA) observed that "[t]he [Scoping Plan] may not be appropriate for use in determining the significance of individual projects because it is conceptual at this stage and relies on the future development of regulations to implement the strategies identified in the Scoping Plan" (CNRA 2009). Under the Scoping Plan, however, there are several state regulatory measures aimed at the identification and reduction of GHG emissions. CARB and other state agencies have adopted many of the measures identified in the Scoping Plan. Most of these measures focus on area source emissions (e.g., energy usage, high-GWP GHGs in consumer products) and changes to the vehicle fleet (i.e., hybrid, electric, and more fuel-efficient vehicles) and associated fuels (e.g., Low Carbon Fuel Standard), among others. To the extent that these regulations are applicable to the project, the project would comply will all regulations adopted in furtherance of the Scoping Plan to the extent required by law.

Regarding consistency with Senate Bill (SB) 32 (goal of reducing GHG emissions to 40 percent below 1990 levels by 2030) and Executive Order (EO) S-3-05 (goal of reducing GHG emissions to 80 percent below 1990 levels by 2050), there are no established protocols or thresholds of significance for that future-year analysis. However, CARB has expressed optimism with regard to both the 2030 and 2050 goals. It states in the *First Update to the Climate Change Scoping Plan* that "California is on track to meet the near-term 2020 GHG emissions limit and is well positioned to maintain and continue reductions beyond 2020 as required by AB 32" (CARB 2014). With regard to the 2050 target for reducing GHG emissions to 80% below 1990 levels, the *First Update to the Climate Change Scoping Plan* states the following (CARB 2014):

> This level of reduction is achievable in California. In fact, if California realizes the expected benefits of existing policy goals (such as 12,000 megawatts of renewable distributed generation by 2020, net zero energy homes after 2020, existing building retrofits under Assembly Bill 758, and others) it could reduce emissions by 2030 to levels squarely in line with those needed in the developed world and to stay on track to reduce emissions to 80% below 1990 levels by 2050. Additional measures, including locally driven measures and those necessary to meet federal air quality standards in 2032, could lead to even greater emission reductions.

In other words, CARB believes that the state is on a trajectory to meet the 2030 and 2050 GHG reduction targets set forth in AB 32, SB 32, and EO S-3-05. This is confirmed in the *2017 Climate Change Scoping Plan Update*, which states (CARB 2017):

> The Proposed Plan builds upon the successful framework established by the Initial Scoping Plan and First Update, while also identifying new, technologically feasibility and cost-effective strategies to ensure that California meets its GHG reduction targets in a way that promotes and rewards innovation, continues to foster economic growth, and delivers improvements to the environment and public health, including in disadvantaged communities. The Proposed Plan is developed to be consistent with requirements set forth in AB 32, SB 32, and AB 197.

The project would not interfere with implementation of any of the above-described GHG reduction goals for 2030 or 2050 because the project would not exceed the BAAQMD's GHG threshold of 1,100 MT CO_2E per year, which was established based on the goal of AB 32 to reduce statewide GHG emissions to 1990 levels by 2020. Because the project would not exceed the threshold, this analysis provides support for the conclusion that the project would not impede the state's trajectory toward the above-described statewide GHG reduction goals for 2030 or 2050.

In addition, as discussed previously, the project is consistent with the GHG emission reduction measures in the Scoping Plan and would not conflict with the state's trajectory toward future GHG reductions. Since the specific path to compliance for the state in regards to the long-term goals will likely require development of technology or other changes that are not currently known or available, specific additional mitigation measures for the project would be speculative and cannot be identified at this time. With respect to future GHG targets under SB 32 and EO S-3-05, CARB has also made clear its legal interpretation that it has the requisite authority to adopt whatever regulations are necessary, beyond the AB 32 horizon year of 2020, to meet SB 32's 40% reduction target

by 2030 and EO S-3-05's 80% reduction target by 2050; this legal interpretation by an expert agency provides evidence that future regulations will be adopted to continue the state on its trajectory toward meeting these future GHG targets.

Based on the preceding considerations, the project would not conflict with an applicable plan, policy, or regulation adopted for the purpose of reducing the emissions of GHGs, and no mitigation is required. This impact would be less than significant.

VIII. HAZARDS AND HAZARDOUS MATERIALS	Potentially Significant Impact	Less Than Significant With Mitigation Incorporated	Less Than Significant Impact	No Impact
Would the project:				
a) Create a significant hazard to the public or the environment through the routine transport, use, or disposal of hazardous materials?	☐	☐	☒	☐
b) Create a significant hazard to the public or the environment through reasonably foreseeable upset and accident conditions involving the release of hazardous materials into the environment?	☐	☐	☒	☐
c) Emit hazardous emissions or handle hazardous or acutely hazardous materials, substances, or waste within one-quarter mile of an existing or proposed school?	☐	☐	☐	☒
d) Be located on a site 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?	☐	☐	☐	☒
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?	☐	☐	☐	☒
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?	☐	☐	☐	☒
g) Impair implementation of or physically interfere with an adopted emergency response plan or emergency evacuation plan?	☐	☐	☐	☒

h) Expose people or structures to a significant risk of loss, injury, or death involving wildland fires, including where wildlands are adjacent to urbanized areas or where residences are intermixed with wildlands?	☐	☐	☒	☐

a,b) **Less than Significant Impact.** The proposed project would involve the demolition of structures built prior to 1993 and construction of new single family residential houses and related infrastructure. During demolition and construction, a variety of materials, some hazardous, would be stored and used on the project site, including fuels for machinery and vehicles, new and used motor oil, cleaning solvents and paints. Provisions to properly manage hazardous substances and wastes during construction are covered in standard conditions of approval on grading and building permits, which establish any addition permit requirements. As such, the will be no significant impacts resulting from the handling of hazardous materials.

Partner Engineering and Science prepared a Phase I Environmental Site Assessment for the proposed project in July 2015 (provided as Appendix E). Although the Phase I Environmental Site Assessment did not identify any recognized environmental conditions (REC), there is the potential that asbestos-containing material (ACM) and/or lead-based paint (LBP) are present. According to Partner Engineering, all suspect ACMs and painted surfaces were observed in poor to fair condition. The demolition will require a building permit. Pursuant to BAAQMD permit requirements, a lead-based paint and asbestos survey shall be conducted in accordance with BAAQMD standards. Therefore, there will be no significant impacts resulting from the demolition of the existing structures.

The subject property was historically used as an orchard, which establishes a potential for the presence of agricultural related chemicals such as herbicides, pesticides, and fertilizers on site. As evidenced by historical aerial photographs, the subject property has not been used for agricultural purposes since the 1950's. Partner Engineering found no evidence of any agricultural chemicals, stained soil or distressed vegetation on the subject property. The former use of agricultural chemicals, if any, will not result in significant impacts.

Operation of the proposed project would not include the transport, handling, or disposal of hazardous materials, other than typical household and landscaping materials. The types and quantities of these common household chemicals would not be substantial and would not pose a health risk to residents of the project or any adjacent uses; therefore, impacts related to the transport, use, or disposal of hazardous materials would be less than significant.

c) **No Impact.** Two schools are located within one mile of the project site: the Meadow View Elementary School, which is approximately 0.4 mile from the proposed site and Elsie Allen High School, which is approximately 0.1 mile from the proposed project site.

Construction at the project site would involve the temporary use of hazardous and/or flammable materials, including diesel fuel, gasoline, and other oils and lubricants, and the possible handling and disposal of asbestos-containing materials and lead-based paint. However, as a standard condition of building/grading permit approval, the use, storage, transport, and disposal of these materials would be required to comply with all existing local, state, and federal regulations, as described above. After construction, hazardous materials would be limited to cleaning products, landscaping chemicals and fertilizers, and other typical substances associated with residential properties. Additionally, hazardous materials would be stored, managed, and transported in adherence with existing local, state, and federal regulations, as under existing conditions.

d) **No Impact.** The project site is not included on a list of hazardous materials sites compiled pursuant to Government Code Section 65962.5 (Appendix E). Therefore, no impact would occur as a result of the proposed project.

e) **No Impact.** The nearest airport to the project site is the Charles M. Schulz (Sonoma County Airport), located approximately 11 miles to the north. The proposed project is not located within an Airport Land Use Plan, and would not result in a safety hazard related to airport operations for anyone working or residing on the project site.

f) **No Impact.** The project site is not located in the vicinity of a private airstrip; therefore, no impact would occur as a result of the proposed project.

g) **No Impact.** The City of Santa Rosa adopted an Emergency Operations Plan in 2011 addressing response to emergency situations and disasters that may affect the city (City of Santa Rosa 2011). The proposed project would not involve any changes that would interfere with or impair implementation of the Emergency Operations Plan. Therefore, no impacts would result.

h) **Less than Significant Impact.** The CalFire "Very High Fire Hazard Severity Zones" (VHFHZ) map defines a fire hazard "based on the physical conditions that give a likelihood that an area will burn over a 30- to 50-year period without considering modifications such as fuel reduction." In areas served by local fire protection services, CalFire identifies only areas of extreme fire hazard in the VHFHZ map, rather than quantifying a range of fire hazard ranks; all other areas are labeled as "non-VHFHZ" (CalFire 2007).

The VHFHZ map for the City of Santa Rosa identifies the project site as non-VHFHZ (CalFire 2008). The nearest VHFHZ area is approximately five miles north east of the proposed project site. In addition, the proposed project would be subject to review by the City of Santa Rosa for compliance with all applicable provisions contained within the California Fire Code and the California Building Code prior to issuance of building permits. Because the project site is not identified by CalFire to be within a VHFHZ, and because the proposed project would be required to conform with all applicable fire and building code regulations, the proposed project would not expose people or structures to substantial risk related to wildland fires.

IX. HYDROLOGY AND WATER QUALITY	Potentially Significant Impact	Less Than Significant With Mitigation Incorporated	Less Than Significant Impact	No Impact
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 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?	☐	☐	☒	☐
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?	☐	☐	☒	☐
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?	☐	☐	☒	☐
f) Otherwise substantially degrade water quality?	☐	☒	☐	☐

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?	☐	☐	☒	☐
h)	Place within a 100-year flood hazard area structures which would impede or redirect flood flows?	☐	☐	☒	☐
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?	☐	☐	☒	☐
j)	Inundation by seiche, tsunami, or mudflow?	☐	☐	☐	☒

a, f) **Less than Significant Impact with Mitigation Incorporated.** Stormwater from the proposed project would flow across new paved surfaces toward storm drains located throughout the site and in the public right-of-way. Stormwater from roofs, landscaped areas, and paved areas would drain to the public right-of-way and to on-site storm drains. The nearest surface water in the vicinity of the site is Colgan Creek, located approximately 0.4 miles to the east.

Construction of the proposed project would involve demolition, excavation, and ground-disturbing activities, which could result in erosion and possible contamination from construction materials if not contained on site. However, **Mitigation Measure HYD-1** Storm Water Pollution Prevention Plan (SWPPP), would ensure that the project does not violate water quality standards or waste discharge requirements by implementing erosion control measures and construction BMPs.

Mitigation Measure HYD - 1: **Storm Water Pollution Prevention Plan (SWPPP).** As construction will disturb more than one acre of soil, the project will seek coverage under Construction General Permit State Water Resources Control Board Order No. 2009-0009-DWQ, Waste Discharge Requirements for Discharges of Storm Water Runoff Associated with Construction and Land Disturbance Activities. The Storm Water Pollution Prevention Plan (SWPPP) will address pollutant sources, non-stormwater discharges resulting from construction dewatering, pre-construction best management practices (BMPs), and other requirements specified in Order No. 2009-0009-DWQ. Construction BMPs will include any measures included in the project's erosion control plans. The SWPPP will also include dust control practices to prevent wind erosion, sediment tracking, and dust generation by construction equipment. A Qualified SWPPP Practitioner will oversee implementation of the project SWPPP, including visual inspections, sampling and analysis, and ensuring overall compliance.

b) **No Impact.** The depth of groundwater in the vicinity of the project site is approximately 11 feet below ground surface (but could rise and fall by several feet annually), according to groundwater monitoring data for the site (Appendix C).

The proposed project would connect to the City of Santa Rosa's municipal water system, which receives water from the Sonoma County Water Agency. The Water Agency produces water from the Russian River that is pumped from wells about 100 feet below the river bed. The proposed project would not require the use of groundwater. Therefore, the project would not contribute to the depletion of groundwater supplies by using wells or well-water.

c,d,e) **Less than Significant Impact.** As described above, stormwater from the project site would flow toward storm drains that would be located throughout the site and in the public right-of-way. The essential drainage pattern of the project shall follow the natural major land patterns that have been established. The installation of the new 36-inch to 72-inch diameter public pipe storm drainage system in the Common Way (North-south) alignment which will collect project flows from the west portion of the project, was sized to include a portion of this project and was sized for this drainage region per Sonoma County Water Agency Standards and City of Santa Rosa Design and Construction standards and shall support this project in conjunction with the existing storm drainage system in Dutton Meadow. These storm drain systems, in conjunction with the underground infiltration (BMP) devices installed in compliance with the City's Storm Water Low Impact Design standards and Standard Urban Storm Water Mitigation Plan ensure that the project will not substantially increase the rate or amount of surface runoff in a manner which would result in flooding on- or off-site. The project has been conditioned to remain in compliance with these standards. As such, impacts related to area drainage, in a manner that would result in erosion or siltation on- or off-site will be less than significant.

g,h,i) **Less than Significant Impact.** The FEMA Flood map indicates that this project area is located within a designated "X flood zone" subject to 1 ft. or less flooding during the 0.2 percent annual chance flood hazard (500 year storm) per the FEMA MAP, FIRM Panel, dated October 16, 2012, Map Number 06097C0736F, Panel 736 of 1150 and Map Number 06097C0738F, Panel 0738. The project will comply with the City's NPDES MS4 permit, and the project design As such, no significant impacts are anticipated. The project must also be designed in accordance with City Code Chapter 18-52 "Flood Damage Protection". The finish floors of any new structure shall be above the 100 yr. base flood elevation. The subdivision grading and drainage plan shall show all grading and drainage construction details, cross-sections and elevations as needed to prevent flooding of the structures and show compliance with City Code. No significant impacts are anticipated.

j) **No Impact**. The project site is not located in an area that is susceptible to inundation by seiche, tsunami, or mudflow (Cal-EMA 2009). Therefore, no impact would occur.

X. LAND USE AND PLANNING

Would the project:	Potentially Significant Impact	Less Than Significant With Mitigation Incorporated	Less Than Significant Impact	No Impact
a) Physically divide an established community?	☐	☐	☒	☐
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?	☐	☐	☒	☐
c) Conflict with any applicable habitat conservation plan or natural community conservation plan?	☐	☐	☐	☒

a) **Less than Significant Impact.** The proposed project would involve demolition of an existing residential home and construction of new structures. The project site is a large, approximately 5.75-acre site consisting a small rental house and its garden/yard fronting on Dutton Meadow with old abandoned orchard turned to abandoned pasture on the rest of the parcel. The property does not provide access or connection between any local residential areas or local services such as businesses, commercial areas, or parks. Demolition and construction associated with the proposed project would not result in major changes to any public roadways. The proposed use as single family homes would be compatible with the heterogeneous existing uses in the project vicinity. Therefore, the project would not physically divide an established community, and impacts would be less than significant.

b) **Less than Significant Impact.** Land use on the project site is regulated by the General Plan Land Use Diagram.

Under the City of Santa Rosa General Plan Land Use Diagram, the project site is designated Low Density Residential/Open Space on the western portion (approximately 1/3 of the project area), and as Low Density Residential on the eastern portion (approximately 2/3 of the project area). The allowable density in areas with these land use designations is 2-8 unit per acre. The project is proposed at 5.22 units per acre.

The entire site is within the PD (Planned Development) zoning district. The project proposes a zone change from the PD zoning district to the R-1-6 (Single-family Residential) zoning district. The project also requires a CUP for a small lot subdivision, and a Tentative Map to subdivide the 5.75-acre site into 30 individual residential lots.

If approved, the proposed project, including the Rezoning, CUP and Tentative Map, would not conflict with any applicable land use regulations, and impacts would be less than significant.

c) **No Impact**. Other than the Conservation Strategy for CTS and CTS habitat described above in Section IV, Biological Resources, the project site is not located within the plan area of any applicable habitat conservation plan or natural community conservation plan. The proposed project would have no impact.

XI. MINERAL RESOURCES	Potentially Significant Impact	Less Than Significant With Mitigation Incorporated	Less Than Significant Impact	No Impact
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?	☐	☐	☐	☒
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?	☐	☐	☐	☒

a, b) **No Impact.** No known minerals are present at the project site. The proposed project would have no impact.

XII. NOISE	Potentially Significant Impact	Less Than Significant With Mitigation Incorporated	Less Than Significant Impact	No Impact
Would the project:				
a) Expose persons to or generate noise levels in excess of standards established in the local general plan or noise ordinance, or applicable standards of other agencies?	☐	☒	☐	☐
b) Expose persons to or generate excessive groundborne vibration or groundborne noise levels?	☐	☒	☐	☐
c) Create a substantial permanent increase in ambient noise levels in the project vicinity above levels existing without the project?	☐	☒	☐	☐
d) Create 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?	☐	☐	☐	☒

a,b,d) **Less than Significant Impact with Mitigation Incorporated.** Construction of the proposed project would require grading and earthwork activities that could generate noise levels that exceed established standards established in the City Noise Ordinance. Although these activities could result in infrequent periods of high noise, this noise would not be sustained and would occur only during the temporary construction period. The nature of this project (single family homes with limited excavation) would only rarely generate very high noise levels or ground borne vibration. If such incidents occurred, they would not be sustained and be of a short duration.

The project site is surrounded by residential uses and open space. The primary source of noise in the area is roadway noise. During project construction, heavy equipment would be used for demolition, grading, excavation, paving, and building construction, which would increase ambient noise levels. Noise levels would vary depending on the type of

equipment used, how it is operated, and how well it is maintained. Standard construction equipment, such as graders, backhoes, loaders, and trucks, would be used for this work.

As distance between a receptor and the equipment increases, and as distance between areas with simultaneous construction activity increases, dispersion and distance attenuation reduce the effects of separate noise sources added together.

The typical noise levels for various pieces of construction equipment at a distance of 50 feet are presented in Table 6. The noise values represent maximum noise generation, or full-power operation, of the equipment.

Table 6
Typical Construction Equipment Noise Emission Levels and Usage Factors

Equipment Description	Impact Device?	Acoustical Use Factor (%)	Spec 721.560 Lmax @ 50ft (dBA, slow)	Actual Measured Lmax @50ft (dBA, slow) samples averaged*	Number of Actual Data Samples (Count)
Most Other Equipment > 5 HP	No	50	85	-- N/A --	0
Backhoe	No	40	80	78	372
Chain Saw	No	20	85	84	46
Compactor (ground)	No	20	80	83	57
Compressor (air)	No	40	80	78	18
Concrete Mixer Truck	No	40	85	79	40
Concrete Pump Truck	No	20	82	81	30
Crane	No	16	85	81	405
Dozer	No	40	85	82	55
Dump Truck	No	40	84	76	31
Excavator	No	40	85	81	170
Flat Bed Truck	No	40	84	74	4
Generator	No	50	82	81	19
Generator (<25KVA, VMS signs)	No	50	70	73	74
Grader	No	40	85	-- N/A --	0
Paver	No	50	85	77	9
Pickup Truck	No	40	55	75	1
Pneumatic Tools	No	50	85	85	90
Pumps	No	50	77	81	17
Roller	No	20	85	80	16

Source: DOT 2006[1]

The nearest sensitive receptors to the proposed project would be the residences with adjacent property lines. The majority of nearby residences are at least 50 feet from the

[1] DOT. 2006. *FHWA Roadway Construction Noise Model: User's Guide*. Final Report. FHWA-HEP-06-015. DOT-VNTSC-FHWA-06-02. Cambridge, Massachusetts: DOT, Research and Innovative Technology Administration. Final Report. August 2006.

boundary of the project site. Construction of the proposed project would expose nearby sensitive receptors to increased ambient exterior noise levels. As shown in Table 6, outdoor noise levels at noise-sensitive receptors 50 feet from the noise source could reach as high as 85dBA L_{max}. However, a typical residential building can reduce noise levels by 25 dBA (outdoor to indoor) with the windows closed, which would reduce the maximum interior noise level to about 60 dBA at 50 feet. Although the anticipated construction noise levels would be readily noticeable to adjacent residences, construction noise would be regulated through the City of Santa Rosa Noise Ordinance.

Compliance with applicable provisions of the City of Santa Rosa Noise Ordinance (Chapter 17-16 of the City Code) and implementation of the following mitigation measure would reduce potential impacts related to construction noise to a less than significant level.

Mitigation Measure NOISE-1: The Contractor shall implement the following measures to reduce short-term construction related noise impacts from the proposed project:

- Noise-generating activities, including truck traffic coming to and from the site for any purpose, shall be limited to daytime, weekday, non-holiday hours (7:00 a.m. to 7:00 p.m.) and reduced hours on Saturdays (8:00 am to 6:00 pm). Any special circumstances that necessitate performance of construction work outside the hours and days specified shall require that the contractor request and the City's project manager approve such work.
- During all project site excavation and on-site grading, the project contractors shall equip all construction equipment, fixed or mobile, with properly operating and maintained mufflers consistent with manufacturers' standards.
- The construction contractor shall place all stationary construction equipment so that emitted noise is directed away from sensitive receptors nearest the project site.
- The construction contractor shall locate equipment staging in areas that will create the greatest distance between construction-related noise sources and noise-sensitive receptors nearest the project site during all project construction.

c) **Less than Significant Impact**. Beyond limited vehicle trips, operational noise will be limited to that produced by exterior mechanical equipment associated with the proposed residences. The primary noise sources would be heat pump condensers and air conditioners. General assumptions regarding HVAC equipment are used to analyze the potential for operational noise impacts from the HVAC equipment. Based upon noise emission data from a representative residential condenser model line (Trane 4DCY4024 through 4DCY4060), the sound power levels would range from 68 to 76 dBA.[2] The Noise Ordinance, City Code Chapter 16-17, requires all development, residential or otherwise,

[2] Trane. 2013. Product Data: 4DCY4024 through 4DCY4060 Single Packaged Convertible Dual Fuel 14 SEER.

to remain in compliance with specific noise standards. As such, no significant impacts are anticipated.

e, f) **No Impact**. The project site is not located near a private airstrip or within two miles of a public airport or public use airport; therefore, no impact would occur.

XIII. POPULATION AND HOUSING	Potentially Significant Impact	Less Than Significant With Mitigation Incorporated	Less Than Significant Impact	No Impact
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?	☐	☐	☒	☐

a) **Less than Significant Impact.** The proposed project will include 30 single family homes, and up to seven accessory dwelling units. When constructed, the development would house up to 75-90 individuals. The project site is located in an area designated by the General Plan 2035 as Low Density Residential, which allows development at a density of 2-8 units per acre. The increase in population was anticipated in the General Plan 2035 Environmental Impact Report, which was certified by the City Council in 2009. If approved, the impact would be less than significant.

b) **Less than Significant Impact.** The project site currently contains one single residential home. Development of the proposed project would result in the demolition of one home. Substantial numbers of existing housing would not be displaced; therefore, no significant impact is anticipated.

c) **Less than Significant Impact.** The project site currently contains one single residential home, which is occupied. Development of the proposed project would result in the demolition of the home, and the occupant will need to relocate. Substantial numbers of people would not be displaced; therefore, no significant impact is anticipated.

XIV. PUBLIC SERVICES

	Potentially Significant Impact	Less Than Significant With Mitigation Incorporated	Less Than Significant Impact	No Impact
Would the project:				
a) Would the project result in substantial adverse physical impacts associated with the provision of new or physically altered governmental facilities, or a 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 following public services:				
Fire protection?	☐	☐	☒	☐
Police protection?	☐	☐	☒	☐
Schools	☐	☐	☒	☐
Parks	☐	☐	☒	☐
Other public facilities?	☐	☐	☒	☐

a) **Less than Significant Impact**. The City of Santa Rosa is served by the ten fire stations of the Santa Rosa Fire Department. The nearest station to the project site and the first station to respond to the project site would be Station 8, located at 830 Burbank Avenue, approximately 1.80 miles from the project site. Police protection would be provided by the Santa Rosa Police Department. The proposed project, is consistent with development analyzed in the City of Santa Rosa General Plan 2035 (adopted in November 2009), thus emergency services analyzed and projected in the General Plan are expected to be sufficient to meet the needs of the proposed facilities without the provision of new or expanded emergency service facilities. The proposed project would result in the construction of 30 residential homes and up to seven second dwelling units. The development will not result in any substantial demand for school facilities. The 30-45 students correlated with this development would vary in age and would not all attend one school and neither Elsie Allen High School or Meadow Veiw Elementary are currently operating at capacity., Nor will the project necessitate construction of new parks (see Recreation discussion below). Both school and park fees will be required at time of building permit issuance. Therefore, the proposed project would not necessitate the construction of new governmental facilities that would have a significant environmental impact. Impacts would be less than significant.

XV. RECREATION	Potentially Significant Impact	Less Than Significant With Mitigation Incorporated	Less Than Significant Impact	No Impact
Would the project:				
a) Would the project increase the use of existing neighborhood and regional parks or other recreational facilities such that substantial physical deterioration of the facility would occur or be accelerated?	☐	☐	☒	☐
b) Does the project include recreational facilities or require the construction or expansion of recreational facilities which might, have an adverse physical effect on the environment?	☐	☐	☒	☐

a) **Less than Significant Impact.** The proposed project would involve construction of 30 single family homes, and up to seven accessory dwelling units. The project site is located adjacent to the Bellevue Ranch Park and the Southwest Community Park. Although residents of the proposed project may use nearby parks and recreational facilities, this potential use is not expected to result in any acceleration in the deterioration of facilities. Impacts would be less than significant.

b) **Less than Significant Impact.** The proposed project would not involve construction or expansion of any recreational facilities beyond on-site amenities such as lawns, garden spaces, and patios. These amenities are included in the proposed project and analyzed throughout this document, and are not expected to have any additional adverse physical effects on the environment. No significant impacts would occur as a result of this development.

XVI. TRANSPORTATION/TRAFFIC	Potentially Significant Impact	Less Than Significant With Mitigation Incorporated	Less Than Significant Impact	No Impact
Would the project:				
a) Conflict with an applicable plan, ordinance or policy establishing measures of effectiveness for the performance of the circulation system, taking into account all modes of transportation including mass transit and non-motorized travel and relevant components of the circulation system, including but not limited to intersections, streets, highways and freeways, pedestrian and bicycle paths, and mass transit?	☐	☐	☒	☐
b) Conflict with an applicable congestion management program, including, but not limited to level of service standards and travel demand measures, or other standards established by the county congestion management agency for designated roads or highways?	☐	☐	☒	☐
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 dangerous intersections) or incompatible uses (e.g., farm equipment)?	☐	☒		☐
e) Result in inadequate emergency access?	☐	☐	☒	☐
f) Conflict with adopted policies, plans, or programs regarding public transit, bicycle, or pedestrian facilities, or otherwise decrease the performance or safety of such facilities?	☐	☐	☐	☒

This section is based on the Focused Traffic Analysis for the Bellevue Ranch 7 project, prepared by Dudek, dated July 27, 2018, a copy of which is provided as Appendix F to this document.

Access to the project would be via Dutton Meadow. The proposed project would also include construction of new roadways including Vintana Drive, Common Way, Countryside Lane, and Crosswinds Way. The project would provide 60 garage/covered spaces plus 60 driveway spaces) and 57 on-street parking spaces. Of the 57 on-street parking spaces, 31 new on-street parking spaces would be for house fronts, and 26 on-street parking spaces would be on Vintana Drive. Figure 5 illustrates the project's site plan and on-street parking spaces and also provides a parking summary.

The proposed project falls under the influence of the City of Santa Rosa General Plan 2035 (adopted in November 2009), Santa Rosa Roseland Area/Sebastopol Road Specific Plan, 2016 and the City of Santa Rosa Municipal Code. Per Santa Rosa General Plan 2035 and Santa Rosa Roseland Area/Sebastopol Road Specific Plan, 2016, Dutton Meadow is a Transitional/Collector Street that connects residential neighborhoods to town centers, commercial centers and other neighborhoods. Near the project site, Dutton Meadow is a two-lane north south street. It has a posted speed limit of 35 miles per hour (mph). Other roadways that provide local and regional access to the project site are Bellevue Avenue, Hearn Avenue, and Redwood Highway (US-101).

The proposed project is part of Southwest Santa Rosa Area Plan Environmental Impact Report that analyzed buildout of the Area Plan at a programmatic level with approximately 35 individual project proposals within. The project was included in the Environmental Impact Report, dated April 1994; and, in its Cumulative Traffic Study, revised July 2004 consistent with Santa Rosa 2020 General Plan land uses. The project area is also included in the Santa Rosa Roseland Area/Sebastopal Road Specific Plan, 2016. The Specific Plan includes recommendations for roadway segment widening, new roadway configurations and intersection improvements based on a traffic impact analysis of the area.

Since the project is consistent with above mentioned plans and studies, and would generate 30 or less peak hour trips, the City determined that a comprehensive traffic impact analysis was not required. Therefore, as recommended by the City and based on low trip generation of the project, a Focused Traffic Analysis was prepared by Dudek (Appendix F).

Table 7 provides a summary of trip generation estimates for the project based on the Institute of Transportation Engineers (ITE) *Trip Generation Manual, 10th Edition.*

Table 7
Trip Generation Summary

Trip Generation Rates								
	Daily Trip		*AM Peak Hour*			*PM Peak Hour*		
Land Use	*Rate*	*Unit*	*% In*	*% Out*	*Total*	*% In*	*% Out*	*Total*
Single Family Residential	9.44	DU	25%	75%	0.74	63%	37%	0.99

Trip Generation									
	Total No.			*AM Peak Hour*			*PM Peak Hour*		
Land Use	*of Units*	*Unit*	*Daily*	*In*	*Out*	*Total*	*In*	*Out*	*Total*
Single Family Residential	30	DU	283	6	16	22	19	11	30

Source: ITE *Trip Generation, 10th Edition.*
DU – Dwelling Unit

Per the table, the proposed project would generate approximately 283 daily trips, with 22 trips (6 inbound and 16 outbound) produced in the AM peak hour, and 30 trips (19 inbound and 11 outbound) produced in the PM peak hour.

a,b) **Less than Significant Impact.** As shown in Table 7, the proposed project would generate 283 daily trips, 22 trips in the AM peak hour, and 30 trips in the PM peak hour. Per the proposed project's trip distribution (shown on Figure 2 of the Focused Traffic Analysis), approximately 70 percent of project-related traffic would travel north on Dutton Meadow (15 AM peak hour trips, and 21 PM peak hour trips), while 30 percent would travel south on Dutton Meadow (7 AM peak hour trips, and 9 PM peak hour trips). Once project trips are distributed and dispersed through the street network, project traffic volumes would be lower and would have an immeasurable and insignificant effect on the street network, including the Comprehensive Transportation Plan (CTP) facilities of the Sonoma County Transportation Authority (SCTA).

The proposed project is consistent with the certified Southwest Santa Rosa Area Plan Environmental Impact Report that analyzed buildout of the Area Plan. The project was included in the Environmental Impact Report, dated April 1994; and, in its Cumulative Traffic Study, revised July 2004 consistent with Santa Rosa 2020 General Plan land uses. The project area is also included in the Santa Rosa Roseland Area/Sebastopol Road Specific Plan, 2016. The Specific Plan includes recommendations for roadway segment widening, new roadway configurations and intersection improvements based on a traffic impact analysis of the area.

Therefore, based on the existing roadway characteristics, trip generation and distribution analysis for the project, and the project's consistency with approved area plans, there would be a less than significant traffic impact and the project would not conflict with associated with the conflict of an applicable plan, ordinance or policy-establishing measures of effectiveness for the performance of the circulation system, including those of the CTP facilities

c) **No Impact.** The nearest airport to the project site is the Charles M. Schulz-Sonoma County Airport, located approximately 11 miles to the north. The proposed project is not located in the vicinity of an airport and would not affect air traffic patterns.

d) **Less than Significant Impact with Mitigation Incorporated.** The project site will have several newly established roadways, including Vintana Drive, which will connect the project site to Dutton Meadow, the nearest existing roadway. There is one primary intersection that would provide access to the project, a T-intersection at the southeastern corner of the project site off Dutton Meadow. Countryside Lane and Crosswinds Way serve as internal streets connecting to Vintana Drive, which lies at the southern edge of the site. Common Way, located along the western edge of the site, will connect to other future project sites in the area. The primary intersection that would provide access to the project site, Vintana Drive/Dutton Meadow, would operate as stop-controlled (i.e., unsignalized) on the minor street (Vintana Drive approach).

Dudek evaluated the adequacy of sight distance at the Dutton Meadow /Vintana Drive intersection, as this intersection would provide access to the site, and may

provide access for heavy construction equipment and delivery truck traffic during construction activity. A summary of sight distance evaluation is provided in the Technical Memorandum in Appendix F.

Based on the sight distance analysis, there would be adequate sight distance for vehicles traveling southbound along Dutton Meadow, however trees/vegetation located just south of the project access would potentially interfere with the vehicles traveling north along the roadway. Therefore, the proposed project will be required to clear all trees/vegetation blocking sight distance along the south approach of Dutton Meadow at the project access to avoid potential sight distance conflicts with northbound traffic traveling on Dutton Meadow.

During construction activities, lane closures and delays will occur. Portions of the roadway that would be normally used for traffic circulation and/or parking could be temporarily unavailable in order to accommodate construction vehicles. Construction activities within the roadway could block travel lanes and/or the adjacent shoulder areas, as well as temporarily block access to and from adjacent residences or other properties. In addition, construction activities could temporarily generate additional traffic on the roadways in the project area as construction workers, equipment delivery trucks, and construction equipment travel to and from the construction zone. As part of the Encroachment Permit review process, which occurs prior to issuance of a grading/building permits, a Traffic Control Plan (TCP) will be reviewed by Planning and Economic Development, Engineering and Development Services division. The plan shall be in conformance with the latest editions of the *California Manual of Uniform Traffic Control Devices* (CA MUTCD) and/or the American Public Works Association (APWA) *Work Area Traffic Control Handbook* (WATCH). The plan shall detail all methods, equipment and devices to be implemented for traffic control on City streets within the work zone and other impacted areas. As such, **Mitigation Measure TRAF-1**: Prior to Certificate of Occupancy, the proposed project will clear all trees/vegetation blocking sight distance along the south approach of Dutton Meadow at the project access to avoid potential sight distance conflicts with northbound traffic traveling on Dutton Meadow.

With implementation of Mitigation Measure TRA-1, project impacts related to increased hazards due to new intersection locations would be reduced to a level less than significant.

e) **Less than Significant Impact.** Since the vacant properties located along the northern edge of the site may take some time to be developed, fire and emergency truck turnaround access is proposed near the northern sections of Countryside Lane and Crosswinds Way with the installation of a 20-foot temporary turnaround located on Lots 12 and 22. Figure 3 in the Technical Memorandum (Appendix F) illustrates these turnarounds, while Figure 4 provides a truck turning analysis for emergency vehicles using the temporary turn-around (on Lot 12 on Crosswinds Way). A similar turnaround has been provided on Lot 22 for Countryside Lane. Therefore, emergency vehicles would be able to access Crosswinds Way and Countryside Lane via Vintana Drive and exit these on-site roadways using the temporary turnaround provided on Lots 12 and 22. Therefore, emergency access would be adequate, and project impacts would be less than significant.

Project construction activities could interfere with emergency response (ambulance, fire, paramedic, and police vehicles) due to potential temporary lane and/or road

closures in specific construction zones. Prior to the issuance of an Encroachment, Grading or Building permit, the contractor shall coordinate with all emergency service providers, including but not limited to, ambulance, fire, paramedic, and police services, to avoid restricting movements of emergency vehicles. Police departments, ambulance services, and paramedic services shall be notified in advance of the proposed locations, nature, timing, and duration of construction activities and advised of any access restrictions that could impact their effectiveness. At locations where access to nearby property is blocked, provisions shall be ready at all times to accommodate emergency vehicles, such as plating over excavations, short detours, and alternate routes in conjunctions with local agencies. The TCP shall include details regarding emergency service provider coordination and procedures, and copies of the plans shall be provided to all relevant service providers.

Project impacts related to emergency access during project construction would be reduced to a level of insignificance.

f) **No Impact.** The project would not conflict with adopted policies, plans, or programs regarding public transit, bicycle, or pedestrian facilities, or otherwise decrease the performance or safety of such facilities. No impact would occur.

CityBus is the principal transit service within the City of Santa Rosa. Currently, one CityBus bus route, Route 15, operates along Dutton Meadow and provides connection to Stony Point Road-Westside Transfer center. The nearest bus stop to the project site is located on Dutton Meadow near its intersection with Cass Street, approximately 600 feet north of the project site.

The City of Santa Rosa's Bicycle and Pedestrian Master Plan outlines future bikeway improvements. A Class II Bikeway (bike lane) i.e., a striped lane for one-way travel on a street or highway is proposed along Dutton Meadow, and will be required of the project development, as will the installation of sidewalks along all roadways along the project periphery and within the subdivision. The proposed project would not conflict, but rather would implement, adopted policies, plans, or programs relating to public transit, bicycle, or pedestrian facilities. As such, the project would not result in any significant impacts.

VII. UTILITIES AND SERVICE SYSTEMS	Potentially Significant Impact	Less Than Significant With Mitigation Incorporated	Less Than Significant Impact	No Impact
Would the project:				
a) Exceed wastewater treatment requirements of the applicable Regional Water Quality 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 stormwater 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?	☐	☐	☒	☐

a,b,e) **Less than Significant Impact**. Wastewater services would be provided to the proposed project by City of Santa Rosa Water Department. Facilities associated with the proposed project would connect to municipal sewer systems. The proposed project would result in development prescribed by and accounted for in the City of Santa Rosa's General Plan 2035, for which an Environmental Impact Report was adopted in 2009. Wastewater would flow to the Laguna Wastewater Treatment Plant. Required sanitary sewer connection fees will help fund infrastructure system upgrades. Therefore, there will be nosignificant impacts.

c) **Less than Significant Impact.** The project includes development and construction of underground storm drain mains located throughout the site. Runoff from roofs, patios, concrete, and other impermeable surfaces would be directed to grassy areas and into the streets on site and directed to the new subdivision public storm drain system and then connect into the City's existing public storm drain system. The subdivision project storm drains both; easterly to Common Way and west to Dutton Meadow storm drain systems. The public storm drain proposed to be built in Common Way by the adjacent subdivision of South west Estates has not been constructed to date. This project is dependent on its installation. Sonoma County Water Agency (SCWA) is the review agency for the storm drain system. As such, the proposed project's construction of additional facilities would not result in an adverse environmental impact. The impact would be less than significant.

d) **Less than Significant Impact.** The project will be served with water from the Sonoma County Water Agency (SCWA). SCWA prepared a water supply assessment for the Southwest Area Subsequent EIR, consistent with requirements of SB 610. The assessment looked at projects through 2014 and found that the City will be supplied with sufficient water to meet the present and future needs of all projects within the Area Plan. A mitigation measure (MM3.3-1) was established to ensure all residences connect to the City water supply. Also mitigation measures 3.3-8a and 8b require the implementation of water conservation measures and the development of alternative sources of water when possible. Compliance with these mitigations shown below would reduce impacts to less than significant levels.

> **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.
>
> **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.
>
> **Mitigation Measure 3.3-8b. Develop alternative sources of water (Redevelopment EIR Mitigation Measure 3.1.5-1).** SCWA is experiencing a regional constraint to water supply because of regulatory 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.

f) **Less than Significant Impact.** Solid waste collection and disposal services for the proposed project would be provided by Santa Rosa Disposal Service. Santa Rosa Disposal Service transfers solid waste directly to Sonoma County Landfill, located at 500 Mecham Road in Petaluma. Sonoma County Landfill has a maximum permitted throughput of 2,500 tons per day and an average daily tonnage of 1,250 tons per day (Sonoma County Waste Management Agency 2010). The estimated remaining capacity of 9,076,760 cubic yards (as of May 15, 2012) (CalRecycle 2017).

Solid waste generation for the proposed project was determined based on rates published by the California Department of Resource Recycling and Recovery. The generation rate for single family homes is 10 pounds of waste per dwelling unit per day (CalRecycle 2016). With 30 single family homes, and up to seven accessory dwelling units, the project would generate less than 400 pounds of solid waste per day, or 0.2 tons. Since the Sonoma County Landfill has a maximum daily throughput of 2,500 tons, the project's contribution would be accommodated within the existing landfill, and impacts would be less than significant.

g) **Less than Significant Impact.** Project demolition and construction would generate solid waste in the form of building materials, asphalt, and general construction waste. The City of Santa Rosa requires all construction, demolition, and renovation projects to divert, by recycling or reuse, at least 50% of debris (by weight) from the project. In addition, a waste management plan is required prior to issuance of a construction or demolition permit to ensure that the 50% goal will be met. Since the project would be required to comply with these regulations, construction would be in compliance with applicable regulations.

The City of Santa Rosa has adopted the Per Capita Disposal and Goal Measurement (2007 and Later) in accordance with Senate Bill 1016, which builds on Assembly Bill 939, the Source Reduction, Recycling Elements Program, intended to meet the requirements of the California Integrated Waste Management Act. The City of Santa Rosa implements this program through the general solid waste collection service, provided by Santa Rosa Disposal. Since the proposed project would use the Santa Rosa Disposal collection services, it would be in compliance with the City of Santa Rosa's solid waste requirements and, in-turn, the federal and state regulations pertaining to solid waste. The impact would be less than significant.

XVIII. MANDATORY FINDINGS OF SIGNIFICANCE	Potentially Significant Impact	Less Than Significant With Mitigation Incorporated	Less Than Significant Impact	No Impact
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?	☐	☒	☐	☐
b) Does the project have impacts that are individually limited, but cumulatively considerable? ("Cumulatively considerable" means that the incremental effects of a project are considerable when viewed in connection with the effects of past projects, the effects of other current projects, and the effects of probable future projects)?	☐	☒	☐	☐
c) Does the project have environmental effects which will cause substantial adverse effects on human beings, either directly or indirectly?	☐	☒	☐	☐

a) **Less than Significant with Mitigation Incorporated.** The Bellevue Ranch 7 Project is located within the area analyzed under the City's General Plan and thus the potential impacts associated with its development have been anticipated by the City's General Plan and analyzed in the General Plan EIR. The project is consistent with the General Plan Land Use designation, goals, policies and programs. All potential impacts to biological resources have been mitigated to levels less than significant, as identified in Section IV Biological Resources, which calls for mitigation to offset for the loss of wetlands and tree removal, as well as for the protection of nesting birds and bats and other potential special status species associated with the Santa Rosa Plain.

Section V assessed the potential for cultural resources at the site. There are no historically significant buildings and protective measures described in Section V will ensure that any potential impacts to subsurface cultural resources related to construction are fully mitigated.

With implementation of mitigation measures set forth in the sections on air quality (mitigation to reduce the potential for fugitive dust and TAC's), noise, and transportation and circulation. The Project's adherence to Santa Rosa's ordinances (such as noise abatement) and development standards, including Design Review, and Conditions of Approval, will ensure the project's potential impacts on the quality of the environment would be reduced to levels of less than significant. As such, the project will not degrade the quality of the environment, reduce habitat, or affect cultural resources. Therefore, the project will have a less than significant impact on the environment.

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

The analysis of cumulative impacts for each environmental factor can employ one of two methods to establish the effects of other past, current, and probable future projects. One method is to use a list of past, current and probable future projects. Equally valid is to rely on projections from an adopted general plan or related planning documents or from a prior environmental document that has been adopted or certified, providing these adopted documents describe or evaluate the regional or area-wide conditions contributing to the cumulative impact. This Initial Study evaluates cumulative impacts using the General Plan and the General Plan EIR. As described in the analysis above, potential environmental impacts are expected to remain at, or be mitigated to, less than significant levels. The project does not increase the severity of any of the cumulatively considerable impacts from the levels identified and analyzed in the General Plan EIR.

The Project does not have the potential to create impacts which are individually limited but cumulatively considerable. The environmental effects of the Project are typical of residential developments and will all be reduced to less that significant levels through the implementation of standard conditions of approval, or through mitigation measures contained in this Initial Study/Mitigated Negative Declaration.

While increased traffic will contribute to cumulative conditions; the City has adopted circulation policies as part of its General Plan Transportation Element that regulates traffic movement. Long-term traffic impacts related to General Plan build-out (2035 scenario) and cumulative traffic conditions will be addressed by ongoing City efforts to pursue alternative transportation modes, including increased use of public transit and other Transportation Systems Management methods. Increased traffic impacts were considered in the scope of the General Plan 2035 EIR. Circulation for this project was assessed in a report prepared by Dudek, dated July, 2018 and reviewed by City staff. The Project will contribute its fair share

of impact fees or implement measures thereby mitigating its contribution to traffic and circulation impacts.

All other potentially cumulative impacts (agricultural resources, air quality, greenhouse gases, drainage, noise, public services and utilities) are either less than significant or are mitigated to levels of less than significant or reduced through the City's Standard Conditions of Approval or development standards, such that they will not add to a cumulatively considerable impact.

c) **Less than Significant with Mitigation Incorporated.** The Project does not present adverse impacts upon human beings, either directly or indirectly. The project has the potential to result in adverse impacts to humans due to aesthetics, air quality, biological resources, cultural resources, geology/soils, hydrology/water quality, noise, transportation and traffic, and utilities. With implementation of those mitigation measures set forth in this Initial Study, the project will have less than significant environmental effect that would directly or indirectly impact human beings onsite or in the project vicinity.

The project site is located in close proximity to existing sensitive receptors including existing surrounding residential uses to the east, north and west of the project site. Elsie Allen High School is approximately 0.1 mile from the proposed project site and Meadow View Elementary School is approximately 0.4 mile from the proposed site. With implementation of mitigation measures set forth in the Air Quality and Noise sections, construction activities associated with the development of the Bellevue Ranch 7 development would result in short-term air quality emissions and noise levels that fall below levels of significance and these impacts would cease once construction is finished. In addition to mitigation measures set forth in this Initial Study, the project will be conditioned to achieve city standards with respect to 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, conditions of approval, and the City's development standards, the project does not present potentially significant impacts that may have an adverse effect upon human beings, either directly or indirectly. Therefore, the project will have less than significant impacts due to substantial adverse environmental effects.

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Mitigation Monitoring and Reporting Program for the Bellevue Ranch 7 Project

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1 INTRODUCTION

The California Environmental Quality Act (CEQA) requires that public agencies adopting mitigated negative declarations (MNDs) take affirmative steps to determine that approved mitigation measures are implemented subsequent to project approval. The lead or responsible agency must adopt a reporting and monitoring program for the mitigation measures incorporated into a project or included as conditions of approval. The program must be designed to ensure compliance with the MND during project implementation (California Public Resources Code, Section 21081.6(a)(1)).

The Mitigation Monitoring and Reporting Program (MMRP) will be used by City of Santa Rosa as lead agency to ensure compliance with adopted mitigation measures identified in the MND for the Bellevue Ranch 7 project (proposed project). The City of Santa Rosa as lead agency pursuant to the CEQA Guidelines, will ensure that all mitigation measures are carried out.

Implementation of the mitigation measures and project design features would reduce impacts to below a level of significance for air quality, biological resources, cultural resources, and hydrology and water quality.

The remainder of this MMRP consists of a table that identifies the mitigation measures by resource for each project component. Table 1 identifies the mitigation monitoring and reporting requirements, including the method for verifying implementation of the mitigation measure, timing of verification (prior to, during, or after construction) and responsible party. Space is provided for sign-off following completion/implementation of the mitigation measure. The source document is the MND (and associated appendices) for the proposed project.

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2 MITIGATION MONITORING AND REPORTING PROGRAM CHECKLIST

Table 1
Mitigation Monitoring and Reporting Program Checklist

Mitigation Measure No.	Mitigation Measure/Project Design Feature	Method of Verification	Timing of Verification			Responsible Party	Completed		Comments
			Pre Const.	*During Const.*	*Post Cost.*		*Initials*	*Date*	
	Air Quality								
AES-1	Plans submitted for Building Permits shall demonstrate that adequate lighting is included and will not spill off to neighboring properties.	Review of Lighting Plan	X			City of Santa Rosa			
AIR-1	The following emissions control measures shall be implemented during project construction. The City of Santa Rosa shall verify compliance with items 1 and 9 (below) prior to issuance of demolition, grading, and/or building permits. Items 2 through 8 (inclusive) shall be included as notes on construction plans and subject to verification through field inspections. 1. An inventory of construction equipment and a schedule for equipment use shall be submitted to the City of Santa Rosa before issuance of demolition and/or grading permits. The inventory shall demonstrate that the off-road-vehicle fleet used for project construction meets the following requirements: a. Through construction phasing and equipment scheduling, the project contractor shall limit equipment operation to a maximum of 6 hours per day for each piece of active equipment. b. All rubber-tired dozers, tractors, loaders, and backhoes used at the site shall be Tier 3 engines and shall have Level 3 Diesel Particulate Filters. c. All excavators and concrete/industrial saws used at the site shall be Tier 2 engines and shall have Level 3 Diesel Particulate Filters.	Review of construction plans. Field inspections.	X	X		City of Santa Rosa			

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			Pre Const.	*During Const.*	*Post Cost.*		*Initials*	*Date*	
	2. All exposed surfaces (e.g., parking areas, staging areas, soil piles, graded areas, and unpaved access roads) shall be watered two times per day. 3. All haul trucks transporting soil, sand, or other loose material off site shall be covered. 4. All visible mud or dirt track-out onto adjacent public roads shall be removed using wet power vacuum street sweepers at least once per day. The use of dry power sweeping is prohibited. 5. All vehicle speeds on unpaved roads shall be limited to 15 miles per hour. 6. All roadways, driveways, and sidewalks to be paved shall be completed as soon as possible. Building pads shall be laid as soon as possible after grading unless seeding or soil binders are used. 7. Idling times shall be minimized either by shutting equipment off when not in use or reducing the maximum idling time to 5 minutes (as required by the California Airborne Toxics Control Measure Title 13, Section 2485, of the California Code of Regulations). Clear signage shall be provided for construction workers at all access points. 8. All construction equipment shall be maintained and properly tuned in accordance with manufacturer specifications. All equipment shall be checked by a certified mechanic and determined to be running in proper condition before operation. 9. The construction contractor shall post a publicly visible sign at the project site with the telephone number and person to contact at the City of Santa Rosa regarding dust complaints.								

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			Pre Const.	*During Const.*	*Post Cost.*		*Initials*	*Date*	
	This person shall respond and take corrective action within 48 hours. The Bay Area Air Quality Management District's phone number shall be visible to ensure compliance with applicable regulations.								
	Biological Resources								
BIO-1	U.S. Fish and Wildlife Service File No. 1-1-06-F-0060, letter dated March 16, 2006. As identified in the BO, the applicant would purchase 0.85 acre of plant mitigation credits from the Yuba Drive Mitigation Preserve.	Review Proof of Credit Purchase	X			City of Santa Rosa			
BIO-2	If tree removal or construction activities begin during the nesting season (February 1 through August 15), a pre-construction survey for nesting birds, including raptors, shall be performed not more than 30 days prior to the start of construction. A qualified avian biologist will conduct raptor and passerine nest surveys prior to tree pruning, tree removal, ground disturbing activities, or construction activities at the project site to locate any active nests on or adjacent to the project site. However, if land-clearing activities can be performed outside of the nesting season, that is, between August 16 and January 31, no preconstruction surveys for nesting birds are warranted. If necessary, pre-construction surveys will be repeated at 30-day intervals until construction has started. Active nests will be identified, located, and described, and protective measures will be implemented. Protective measures will include establishment of clearly delineated (i.e., Visi-barrier, orange construction fencing) exclusion zones around each nest site. The barrier will be installed at least 300 feet from the dripline of the raptor nests or nest trees and 50 feet from the passerine nests or the nest trees. The active nest sites within exclusion zones will be monitored by a certified biologist	Review results of the pre-construction survey. If a nest is present, monitor the site for compliance with mitigation measure.	X	X		City of Santa Rosa			

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Mitigation Measure No.	Mitigation Measure/Project Design Feature	Method of Verification	Timing of Verification			Responsible Party	Completed		Comments
			Pre Const.	*During Const.*	*Post Cost.*		*Initials*	*Date*	
	on a weekly basis throughout the nesting season to identify any signs of disturbance or nest abandonment. The barriers marking exclusion zones will remain in place until the young have left the nest and are foraging independently or if the nest is no longer active.								
BIO-3	Prior to demolition of the existing structures and trees at the project site the applicant will consult with a qualified bat biologist, who is defined as a bat biologist, who holds a CDFW collection permit and a Memorandum of Understanding with CDFW allowing the biologist to handle and collect bats. Depending on the proposed timing of demolition of the existing structures and removal of the trees, and the bat biologist initial survey of the site, the necessary survey protocols will be identified and implemented by the bat biologist.	Pre-construction surveys 30 days prior to construction	X			City of Santa Rosa			
BIO-4	In addition to the purchased mitigation credits (BIO-1) the applicant must secure an Incidental Take Permit for CTS from CDFW	Review and Compliance with Completed Permit	X	X	X	CDFW/City of Santa Rosa			
	Cultural Resources								
CUL-1	In the event that archaeological resources (sites, features, or artifacts) are exposed during construction activities for the proposed project, all construction work occurring within 100 feet of the find shall immediately stop until a qualified archaeologist, meeting the Secretary of the Interior's Professional Qualification Standards, can be retained to evaluate the significance of the find and determine whether or not additional study is warranted. Depending upon the significance of the find under CEQA (Section 15064.5(f); PRC 21082), the archaeologist may simply record the find and allow work to continue. If the discovery proves significant under CEQA, additional work such as preparation of an archaeological treatment plan, testing, or data recovery may be warranted.	A qualified archaeologist will ensure that construction workers comply with mitigation measure consistent with State and Federal law.		X		City of Santa Rosa			

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Mitigation Measure No.	Mitigation Measure/Project Design Feature	Method of Verification	Timing of Verification			Responsible Party	Completed		Comments
			Pre Const.	*During Const.*	*Post Cost.*		*Initials*	*Date*	
	Hydrology and Water Quality								
HYD-1	As construction will disturb more than one acre of soil, the project will seek coverage under Construction General Permit State Water Resources Control Board Order No. 2009-0009-DWQ, Waste Discharge Requirements for Discharges of Storm Water Runoff Associated with Construction and Land Disturbance Activities. The Storm Water Pollution Prevention Plan (SWPPP) will address pollutant sources, non-stormwater discharges resulting from construction dewatering, pre-construction best management practices (BMPs), and other requirements specified in Order No. 2009-0009-DWQ. Construction BMPs will include any measures included in the project's erosion control plans. The SWPPP will also include dust control practices to prevent wind erosion, sediment tracking, and dust generation by construction equipment. A Qualified SWPPP Practitioner will oversee implementation of the project SWPPP, including visual inspections, sampling and analysis, and ensuring overall compliance.	Review and Compliance with Completed Permit	X	X	X	City of Santa Rosa - City Engineer			
	Noise								
NOISE-1	The Contractor shall implement the following measures to reduce short-term construction related noise impacts from the proposed project: • Noise-generating activities, including truck traffic coming to and from the site for any purpose, shall be limited to daytime, weekday, non-holiday hours (7:00 a.m. to 7:00 p.m.) and reduced hours on Saturdays (8:00 am to 6:00 pm). Any special circumstances that necessitate	Verification of compliance with City Noise Ordinance.	X	X		City of Santa Rosa Building Division			

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			Pre Const.	*During Const.*	*Post Cost.*		*Initials*	*Date*	
	performance of construction work outside the hours and days specified shall require that the contractor request and the City's project manager approve such work. • During all project site excavation and on-site grading, the project contractors shall equip all construction equipment, fixed or mobile, with properly operating and maintained mufflers consistent with manufacturers' standards. • The construction contractor shall place all stationary construction equipment so that emitted noise is directed away from sensitive receptors nearest the project site. • The construction contractor shall locate equipment staging in areas that will create the greatest distance between construction-related noise sources and noise-sensitive receptors nearest the project site during all project construction.								
	Transportation/Traffic								
TRAF-1	Prior to Certificate of Occupancy, the proposed project will clear all trees/vegetation blocking sight distance along the south approach of Dutton Meadow at the project access to avoid potential sight distance conflicts with northbound traffic traveling on Dutton Meadow.	Confirm sight distance improvements are completed.		X	X	City of Santa Rosa Public Works			
	Utilities and Service Systems								
SCWA MM3.3-1	From Southwest Area Subsequent EIR - 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 Public Works				City of Santa Rosa Public Works			

Table 1
Mitigation Monitoring and Reporting Program Checklist

Mitigation Measure No.	Mitigation Measure/Project Design Feature	Method of Verification	Timing of Verification			Responsible Party	Completed		Comments
			Pre Const.	*During Const.*	*Post Cost.*		*Initials*	*Date*	
SCWA MM3.3-8a	From Southwest Area Subsequent EIR – Implement water conservation measures. 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.	Verify in Applicant Final Design	X			City of Santa Rosa Public Works			
SCWA MM3.3-8b	From Southwest Area Subsequent EIR – Develop alternative sources of water (Redevelopment EIR Mitigation Measure 3.1.5-1). SCWA is experiencing a regional constraint to water supply because of regulatory 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 Public Works		X	X	City of Santa Rosa Public Works			