Attachment 4a

STONY VILLAGE NORTH PROJECT

2729 Stony Point Road, Santa Rosa, CA (Sonoma County)
Assessor's Parcel No. 134-022-049

Initial Study/Mitigated Negative Declaration

CITY OF SANTA ROSA

March 14, 2016

Lead Agency:

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

Contact: Susie Murray, Planner

1.	**Project Title:**	Stony Village North Project
2.	**Lead Agency Name & Address:**	City of Santa Rosa Community Development Department Planning Division 100 Santa Rosa Avenue Santa Rosa, California 95404
3.	**Contact Person & Phone Number:**	Susie Murray, City Planner Phone number: (707) 543-4348 E-mail: smurray@srcity.org
4.	**Project Location:**	The site is located in the City of Santa Rosa, Sonoma County, California at 2729 Stony Point Road, Assessor's Parcel No. 134-022-049.
5.	**Project Sponsor's Name & Address:**	Project Sponsor: City Ventures 444 Spear Street, Suite 200 San Francisco, CA 94105
6.	**General Plan Designation:**	Medium Low Density Residential
7.	**Zoning:**	R-3-18 existing; R-1-6 proposed

8. Description of Project:

The Stony Village North project site is a ±5-acre parcel located on the west side of Stony Point Road in southwest Santa Rosa. The undeveloped parcel is generally flat, has no trees and little vegetation. It is surrounded by properties developed with single-family homes and limited commercial uses. The surrounding neighborhood includes a single-family home subdivision to the north, Stony Point Road and single-family homes to the east, a nursery and single-family homes to the south, and vacant lands to the west. The large rural parcels to the west are either undeveloped or developed with single-family homes.

The Project includes a Rezoning of the property from the R-3-18 (Multi-family Residential) zoning district to the R-1-6 (Single-family Residential) zoning district; a Conditional Use Permit to allow for development of a small lot residential subdivision; and a Tentative Map to create 43 individual parcels each to be developed with two-story homes. Four of lots would also offer second dwelling units. The Project is consistent with the General Plan land use designation of Medium Low Density Residential (8-13 units/acre). The Project is also consistent with existing Conditions, Covenants, and Restrictions (CC&R's) that requires 42-129 lots be developed on the property (see Appendix K).

The Project site was part of the larger 3,800-acre Southwest Santa Area Plan as early as 1994. A Program EIR was prepared and certified for the Area Plan in 1994 (Resolution No. 21804). A subsequent evaluation, the Southwest Area Final Projects Subsequent EIR, was prepared in 2006 (Resolution No. 27488). This Initial Study does not tier off either of these documents.

The Project includes five individual plan types, including two traditional single family floor plans and three alley-loaded floor plans. These are discussed in detail in Section I Aesthetics. In total, there are 23 traditional single family homes with garage access taken from the street and 20 homes that take garage access from the alley located behind the homes. The full structures, including garages, range in size from approximately 1,560 square feet to 2,100 square feet. In addition to the varying home sizes, the Project includes four second dwelling units of 348 square feet that can be used as rental units or as in-

law units. The varying unit types within the Project provide different housing options. The Project will comply with the Santa Rosa Housing Action Plan by paying in-lieu fees consistent with the current City policy.

In order to achieve the above-described diversity of plan types as encouraged by the City's Design Guidelines, the Project includes reductions in setbacks and private open space requirements pursuant to Zoning Code Section 20-42.140, Residential Small Lot Subdivision Standards.

The 23 perimeter homes will have driveways accessible via curb cuts from the main road, with many of the units having front porches that face the street. The 20 interior homes will have front doors facing the street as well but the garages of these units will be accessed from an alley at the rear of the home.

Site Improvements and Neighborhood Features

The Project includes a simple looping road to provide access to each home. Access will be taken off Stony Point Road along the southern edge of the property on what will be a continuation of Bellevue Ranch Road. The homes that front onto Bellevue Ranch Road will be accessed via an alley, so landscaped front yards rather than driveways will be the first impression visitors have of the Project.

The site has been designed to allow pedestrian connections and circulation throughout the Project, as well as to the adjacent streets and communities. All homes will be landscaped with native and/or drought tolerant plantings, and provide irrigations systems, that meet the requirements set forth in the current Water Efficient Landscape Ordinance.

There will be sidewalks installed along the north side of Bellevue Ranch Road extension, along the west side of Stony Point Road along the Project frontage, and on both sides of the loop street. A pedestrian crossing will be installed at the intersection of Stony Point Road and Bellevue Ranch Road which will provide safe pedestrian crossing of Stony Point Road. The Project frontage improvements will include a new bike lane along Stony Point Road.

The Project will incorporate Low Impact Development (LID) measures as called for in the City of Santa Rosa's Standard Urban Storm Water Management Plan (SUSMP). The City's SUSMP requires the inclusion of LID features to capture and infiltrate small storm event volumes on-site. The Project's Preliminary Storm Water Management Plan incorporates many LID measures into the Project design including capture of surface runoff, detention and infiltration, permeable pavement and bioretention. These features are described in detail in Appendix J.

<u>Green Technologies</u>

Energy and water efficient design measures will be incorporated throughout the Project including photo-voltaic panels on each home and water efficient landscaping consisting of native, drought tolerant plant species separated into hydro-zones for irrigation needs. Planting plans will call for new trees and shrubs to compliment other neighboring developments. Additionally, all of the homes in the Project will include energy efficient appliances, high efficiency lighting, and low-flow plumbing faucets and fixtures. The applicant will also utilize a construction waste recycling program during construction to minimize waste.

The green technologies and design components to be integrated into the Project are as follows:

Energy Efficiency	Lighting	Plumbing	Construction Materials
Energy Efficient Heating & Cooling Increased Insulation Photovoltaic Panels Energy Efficient Appliances	Energy Efficient Lighting	Low Flow Faucets Low Flow Plumbing Fixtures Metered Plumbing Fixtures Hydro-zone Irrigation	Construction Waste Recycling

Additionally, the Stony Village North Project incorporates all of the applicable policy measures contained the Santa Rosa Climate Action Plan. These include the following:

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

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

Policy 1.3.1 – Real time Energy Monitors: The Project will include energy monitors to track energy use (i.e. use of nest thermostats).

Policy 1.4.2- Comply with the City's Tree Preservation Ordinance (Santa Rosa Code Section 17-24.020. No trees will be removed.

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

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

Policy 2.1.3 - Pre plumb for solar thermal or PV systems: The Project includes installation of complete solar system for all houses.

Policy 3.1.2 – Supports implementation of station plans and corridor plans: The Project is not within a Station Area Plan or within a Corridor Plan. The Project does support alternative modes of transit by sidewalks which encourage a walkable community and is located within walking distance of public transit.

Policy 3.2.1 – Provide on-site services such as ATMs or dry cleaning to site users: The Project has no on-site commercial facilities to house ATMs or dry cleaning services and is not zoned for such uses.

Policy 3.2.2 - Improve non-vehicular network to promote walking, biking**:** The Project is designed to promote walking and biking throughout the subdivision.

Policy 3.2.3 - Support mixed use, higher density development near services**:** The Project is a small lot subdivision with a diversity of housing styles (including second dwelling units) located near Bellevue Shopping Center.

Policy 3.3.1 – Provide affordable housing near transit: The Project provides alternative housing (second dwelling units) that is more affordable and the Project is located near public transit (bus stops).

Policy 3.5.1 – Unbundle parking from property cost: The property has only private parking and on-site street parking, therefore, the policy does not apply.

Policy 3.6.1 – Install calming features to improve ped/bike experience: The interior Project landscaping is designed to promote and improve both the pedestrian and bicycle experience.

Policy 4.1.1 – Implement the Bicycle & Pedestrian Master Plan: The Project includes construction of bike lanes and sidewalks along its frontage thereby supporting the City's Bicycle & Pedestrian Master Plan.

Policy 4.1.2 – Install bicycle parking consistent with regulations: There are no regulations that require formalized bicycle parking in single family residential areas, however, the Project provides garages that will be available to house bicycles.

Policy 4.1.3 – Provide bicycle safety training to residents and employees: The Project will sell individual homes.

Policy 4.2.2 – Provide safe spaces to wait for bus arrival: There are bus stops within 1 mile of the site with sidewalks to serve waiting patrons.

Policy 4.3.2 – Provide parking for car sharing operations: As a single family residential development, the owners will have car sharing opportunities to which they can walk to within their neighborhood.

Policy 4.3.4 – Work with large employers to provide rideshare programs: This policy does not apply to single family residential subdivisions as there are no large employers at the Project.

Policy 4.3.5 – Consider expanding employee programs promoting transit use: This policy does not apply to single family residential subdivisions as there are no large employers at the Project.

Policy 4.3.6 – Provide awards for employee use of alternative commute options: This policy does not apply to single family residential subdivisions as there are no large employers at the Project.

Policy 4.3.7 – Require new employers of 50+ provide subsidized transit passes: This policy does not apply to single family residential subdivisions as there are no large employers at the Project.

Policy 4.3.9 – Provide space for additional Park-and-Ride lots: The Project is a walkable single family residential subdivision. All of the units are within walking distance from each other and to public transit.

Policy 4.5.1 – Install facilities for residents that promote telecommuting: All houses will have internet access available.

Policy 5.1.2 – Install electric vehicle charging equipment: All units will have electric charging equipment in the garages that can be used to charge vehicles.

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

Policy 6.1.4 – Increase diversion of construction waste: The contractor will divert all possible construction waste and prepare a Construction Waste Management Plan for recycling and disposal of construction wastes.

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

Policy 7.1.3 – Install Real time water meters: A dedicated or common water meter is proposed to supply water to the irrigation system. Irrigation system design and real time metering will be shown on final landscaping and irrigation plans. The City provides the water meters. The City of Santa Rosa has data logging equipment that can collect real time data from City-issued water meters.

Policy 7.3.2 - Install dual plumbing in areas of future recycled water: Dual plumbing is not proposed as there is no current plan by the City to extend recycled water to this portion of Stony Point Road. Compliance with Policies 7.1.1, 7.1.3 and 9.1.3 will substitute for this policy.

Policy 8.1.3 – Establish community gardens and urban farms: The Project is a single family residential development. Each home site has a back yard area that can be used for a garden.

Policy 9.1.2 – Provide outdoor outlets for charging lawn equipment: The Project will have outdoor outlets to allow for accessible charging locations.

Policy 9.1.3 – Install low water use landscapes: Low water use native plants will be used to landscape the site. Plant materials and locations are shown on the Project landscape plans. The Project will be compliant with the City of Santa Rosa's Water Efficient Landscape Ordinance.

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

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

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

Construction
Construction would take approximately 15 months, including minor on-site grading. Construction would be anticipated to begin in summer of 2016 and complete in fall of 2017. External construction work would be limited to the hours of 7:00 AM to 7:00 PM, Monday-Friday and 8:00 AM to 6:00 PM on Saturdays or as allowed by the City's Municipal Code Section 17-16.030.

10. Other Public Agencies Whose Approval is Required:

The Stony Village North Project requires approval following discretionary approvals from the City of Santa Rosa: Rezoning to R-1-6, Conditional Use Permit and a Tentative Parcel Map for a small lot residential subdivision. Other review includes:

- Grading Permit/Encroachment Permit
- Building Permit
- North Coast Regional Water Quality Control Board (NCRWQCB) (Section 401, Clean Water Act)
- California Department of Fish & Wildlife (CDFW) (Incidental Take Permit for CTS)
- United States Fish and Wildlife Service (USFWS) (Biological Opinion)
- United States Army Corps of Engineers (USACOE) (Section 404, Clean Water Act)

11. Exhibits (included at the back of the report)

1. Vicinity Map
2. Site Plan
3. Landscape Plan

Appendix A: Mitigation Monitoring and Reporting Program
Appendix B: Traffic Impact Study
Appendix C: CAP New Development Checklist
Appendix D: Biological Resource Assessment
Appendix E: Noise Assessment Study
Appendix F: Geotechnical Investigation
Appendix G: Draft Phase I and II Environmental Site Assessments

Appendix H: (left blank intentionally)
Appendix I: Air Quality Calculations
Appendix J: Standard Urban Storm Water Mitigation Plan
Appendix K: Covenants, Conditions & Restrictions (CC&R)

Note: Appendices are available electronically.

ENVIRONMENTAL FACTORS POTENTIALLY AFFECTED:

The environmental factors checked below would be potentially affected by this Project. Please see the checklist for additional information.

☐ Aesthetics	☐ Agriculture and Forestry	☑ 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

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: Susie Murray	**Title:** City Planner

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

Discussion:

The approximately 5 acre Project site is located in a developing area in southwest Santa Rosa The site is located west of Stony Point Road on a relatively flat parcel between Barndance Lane and Yuba Lane, opposite Bellevue Ranch Road. The City limits parallel the southern perimeter of the Project site with parcels south of the Project site located within the County. The surrounding neighborhood includes a single-family home subdivision to the north, Stony Point Road and single-family homes to the east, a nursery and single-family homes to the south, and vacant lands to the west. The broader surrounding area is urbanizing with subdivisions, some agricultural uses, and small commercial uses nearby to the north, east, and south. The site is designated Medium Low Density (8-13 units per acre) on the Santa Rosa General Plan land use diagram. The Project site has limited visual resource value. There are no scenic vistas in the nearby vicinity, nor is the Project site near a scenic highway or roadway. The Project has utilized setbacks and single story elements to meet Design Guidelines 3.1(III)(B)(3). The Project has incorporated multiple lot sizes meeting Guideline 3.1(II)(E)(1). Each plan within the Project includes architectural details and materials that wrap around on all four sides of the home to conform to 3.1(III)(C)(3). The Project meets the goals of Design Guidelines Section 3.1.

Site Impacts and Neighborhood Features

The 43 homes will consist of a variety of materials, including a combination of shingle, lap and board and batten for siding. The roof tops will be varied in terms of materials, orientation and pitch. Each home will have a 2-car garage.

The 23 perimeter homes will have driveways accessible via curb cuts from the main road, with many of the units having front porches that face the street. Native plantings will provide a pleasant and walkable streetscape with front doors and front yards facing the street. The 20 interior homes will have front doors facing the street as well but the garages of these units will be accessed by an alley-loaded garage at the rear of the home. These homes will also feature native plantings, full sidewalk improvements, and front

porches. The alley-loaded homes enhance the aesthetics of the Project because the design allows for the driveways and garages to be eliminated from the front yards/front elevations.

The site has been designed to allow pedestrian connections and circulation throughout the Project, as well as to the adjacent streets and communities. Throughout the neighborhood landscaped streetscapes with sidewalks in front of each home will provide a pedestrian path of travel. The Project landscaping will consist of native and/or drought tolerant plant species and hydro-zones will be utilized to make efficient use of water in compliance with the City of Santa Rosa's Water Efficient Landscape Ordinance adopted on October 27, 2005 (WELO). Planting plans call for new trees and shrubs to compliment other neighboring developments.

I(a-b) **Less Than Significant Impact.** The Project will have no significant impact on either a scenic vista or any scenic resources because the Project site is not located within or along a designated scenic corridor nor does it contain scenic resources, nor does the Project itself affect a scenic vista or other scenic resources (trees, rock outcroppings or historic buildings) related to a scenic highway. The Project site is not visible from any scenic highways. The City of Santa Rosa's General Plan depicts Stony Point Road as arterial roadway. The Project will provide improvements onsite, including street trees and landscaping within the planter strip, a sidewalk, and a bike lane. The Project will not conflict with any local policies or ordinances protecting scenic resources, policies or ordinances, and will not result in any significant impacts.

I(c) **Less Than Significant Impact.** The Project meets the objectives of the City's Design Review Guidelines. The Project site is a relatively flat site in an area of growing urbanization, and currently has little vegetation and little scenic value. The Project includes landscaping, setbacks and design features to ensure compatibility with its surroundings. The site is surrounded to the north and east by existing development including similar residential development. Adjacent, to the south, is a nursery and residential uses to the southwest. The Project will not substantially degrade the existing visual character or quality of the site and its surroundings as it will continue the residential development called for in the City's General Plan in a manner consistent with the City's design standards.

I(d) **Less Than Significant Impact.** The City of Santa Rosa Zoning Code (Code) Section 20-30.080 requires that lighting fixtures be shielded or recessed to reduce light bleed to adjoining properties, and that each light fixture be directed downward and away from adjoining properties and public rights-of-way, so that no on-site light fixture directly illuminates an area off the site. At the time of building permit issuance, project plans will be required to comply with a standard condition that lighting be contained on site without spilling off the property. Compliance with these requirements will ensure that the Project will not create a new source of substantial light or glare which would adversely affect day or nighttime views in the area, and therefore will not result in any significant impacts.

Standard Measures:

- A standard condition of approval requiring exterior lighting to be contained on site will be placed on the Project. Conformance review shall occur at the building permit stage.

Sources:

- City of Santa Rosa Design Guidelines, September 2005 (updated in 2010, 2011)
- City of Santa Rosa Zoning Code, 2006
- City of Santa Rosa 2035 General Plan/Final EIR, 2009
- City of Santa Rosa, Water Efficient Landscape Ordinance #4051, Adopted October 27, 2015

	Potentially Significant Impact	Less-Than-Significant With Mitigation Incorporated	Less-Than-Significant Impact	No Impact
II. AGRICULTURE AND FOREST RESOURCES				
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?	☐	☐	X	☐
b. Conflict with existing zoning for agricultural use, or a Williamson Act contract?	☐	☐	☐	X
c. Conflict with existing zoning for, or cause rezoning of, forest land (as defined in Public Resources Code section 12220(g)), timberland (as defined by Public Resources Code section 4526), or timberland zoned Timberland Production (as defined by Government Code section 51104(g))?	☐	☐	X	☐
d. Result in the loss of forest land or conversion of forest land to non-forest use?	☐	☐	☐	X
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?	☐	☐	X	☐

Discussion:

The site has not been cultivated, or used for active farming, for several decades. While the property is designated as "Farmlands of Local Importance" by California Department of Conservation Division of Land Resources Protection, Farmland Mapping and Monitoring Program, the City of Santa Rosa has designated and zoned this site for Low Density Residential uses for almost 20 years. While the site is adjacent to a nursery, a roadway and setbacks will separate the two uses, and new homes will not conflict with or impede continued operations of the nursery. The site's historical uses were reviewed as part of the reports prepared by Stantec.

II(a,e) **Less Than Significant Impact.** The Project site is not designated Prime Farmland, Unique Farmland, or Farmland of Statewide Significance on the maps prepared pursuant to the Farmland Mapping and Monitoring Program of the California Resources Agency. Although the Project site is designated as "Farmlands of Local Importance" and historical photos indicate that it may have been used for agricultural uses in the past, the Project site is located within Santa Rosa's Urban Growth Boundary, and has long been zoned for residential development. The site is within the R-3-18 (multi-family residential) zoning district and, as such, agricultural uses are prohibited.

Adjacent properties to the north, east and west are similarly designated and developed. The adjacent site to the south is a nursery. The Project is expected to have a less than significant or no impact on conversion of farmland or existing agricultural uses.

II(b) **No Impact.** The Project site is currently zoned for residential uses. Current zoning does not allow for agricultural uses. The Project site is not under a Williamson Act contract. Therefore, the Project would not conflict with existing agricultural zoning or Williamson Act contract for the property.

II(c,d) **No Impact.** There are no trees on the Project site. The site is in an urban area that is zoned and projected for residential development. Therefore the Project would have no impact to forest or timberland resources.

Sources

- City of Santa Rosa 2035 General Plan/Final EIR, 2009
- Stantec, Draft Phase I and II Environmental Site Assessments, Santa Rosa, California, October 14, 2013

	Potentially Significant Impact	Less-Than-Significant With Mitigation Incorporated	Less-Than-Significant Impact	No Impact
III. AIR QUALITY				
Would the project:				
a. Conflict with or obstruct implementation of the applicable air quality plan?	☐	☐	X	☐
b. Violate any air quality standard or contribute substantially to an existing or projected air quality violation?	☐	☐	X	☐
c. Result in a cumulatively considerable net increase any criteria pollutant for which the project region is non – attainment under an applicable federal or state ambient air quality standard (including releasing emissions which exceed quantitative thresholds for ozone precursors)?	☐	☐	X	☐
d. Expose sensitive receptors to substantial pollutant concentrations?	☐	X	☐	☐
e. Create objectionable odors affecting a substantial number of people?	☐	☐	X	☐

The Project has been evaluated by Illingworth & Rodkin for potential construction health risks. The modelling calculations are included in Appendix I. The report was prepared by Illingworth & Rodkin on July 3, 2014. That report serves as the basis for this analysis.

Discussion:

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

High ozone levels are caused by the cumulative emissions of reactive organic gases (ROG) and nitrogen oxides (NOx). These precursor pollutants react under certain meteorological conditions to form high ozone levels. Controlling the emissions of these precursor pollutants is the focus of the Bay Area's attempts to reduce ozone levels. The highest ozone levels in the Bay Area occur in the eastern and southern inland valleys that are downwind of air pollutant sources. High ozone levels aggravate respiratory and cardiovascular diseases, reduce lung function, and increase coughing and chest discomfort.

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

Toxic air contaminants (TAC) are a broad class of compounds known to cause morbidity or mortality (usually because they cause cancer) and include, but are not limited to, the criteria air pollutants listed above. TACs are found in ambient air, especially in urban areas, and are caused by industry, agriculture, fuel combustion, and commercial operations (e.g., dry cleaners). TACs are typically found in low concentrations, even near the source (e.g., diesel particulate matter near a freeway). Because chronic exposure can result in adverse health effects, TACs are regulated at the regional, state, and Federal level.

Diesel exhaust, described as diesel particulate matter or DPM, is the predominant TAC in urban air and is estimated to represent about three-quarters of the cancer risk from TACs (based on the Bay Area average). According to the California Air Resources Board (CARB), diesel exhaust is a complex mixture of gases, vapors and fine particles. This complexity makes the evaluation of health effects of diesel exhaust a complex scientific issue. Some of the chemicals in diesel exhaust, such as benzene and formaldehyde, have been previously identified as TACs by the CARB, and are listed as carcinogens either under the state's Proposition 65 or under the Federal Hazardous Air Pollutants programs.

CARB has adopted and implemented a number of regulations for stationary and mobile sources to reduce emissions of DPM. Several of these regulatory programs affect medium and heavy duty diesel trucks that represent the bulk of DPM emissions from California highways. These regulations include the solid waste collection vehicle (SWCV) rule, in-use public and utility fleets, and the heavy-duty diesel truck and bus regulations. In 2008, CARB approved a new regulation to reduce emissions of DPM and nitrogen oxides from existing on-road heavy-duty diesel fueled vehicles. The regulation requires affected vehicles to meet specific performance requirements between 2014 and 2023, with all affected diesel vehicles required to have 2010 model-year engines or equivalent by 2023. These requirements are phased in over the compliance period and depend on the model year of the vehicle. A similar program applies to construction equipment fleets.

The Bay Area Air Quality Management District (BAAQMD) is the regional agency tasked with managing air quality in the region. At the State level, the California Air Resources Board (a part of the California Environmental Protection Agency) oversees regional air district activities and regulates air quality at the

State level. The BAAQMD published CEQA Air Quality Guidelines (in 2010) that are used in this assessment to evaluate air quality impacts of projects .Analysis under those Guidelines indicates that the effects on air quality would be limited to temporary construction impacts. Air pollutants would be generated from construction equipment operations and fugitive dust caused by ground disturbance during project construction. After construction of the Project, there would be no significant air pollutant emission associated with the Project.

In June 2010, BAAQMD adopted thresholds of significance to assist in the review of projects under CEQA. These thresholds were designed to establish the level at which BAAQMD believed air pollution emissions would cause significant environmental impacts under the California Environmental Quality ACT (CEQA) and were posted on BAAQMD's website and included in the Air District's updated CEQA Guidelines. The significance thresholds identified by BAAQMD represent a conservative approach and are used as a guideline in this analysis.

Impacts:

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

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

The Bay Area is considered a non-attainment area for ground-level ozone and fine particulate matter (PM2.5) under both the federal Clean Air Act and the California Clean Air Act. The area is also considered non-attainment for respirable particulates or particulate matter with a diameter of less than 10 micrometers (PM_{10}) under the California Clean Air Act, but not the federal act. The area has attained both State and federal ambient air quality standards for carbon monoxide. As part of an effort to attain and maintain ambient air quality standards for ozone and PM10, the BAAQMD has established thresholds of significance for air pollutants along with screening criteria. These thresholds and screening criteria apply for ozone precursor pollutants (ROG and NOx), PM_{10} and $PM_{2.5}$ and apply to both construction period and operational period impacts.

In their 2010 update to the CEQA Air Quality Guidelines, BAAQMD identified the size of land use projects that could result in significant air pollutant emissions. This analysis was prepared using the 2010 thresholds. Project screening size for operational criteria pollutants is 325 dwelling units (for NOx) and for 114 dwelling units for construction (for ROG). BAAQMD concluded that smaller projects – projects with fewer dwelling units – would not result in significant air pollutant emissions. Since the Project proposes to construct forty-three (43) single family homes on an almost 5 acre parcel, the Project is below these screening criteria. Additionally, the proposed density designation is consistent with the City of Santa Rosa 2035 General Plan. It is concluded

that emissions would be below the BAAQMD significance thresholds for both construction exhaust and operation emissions.

The Project would generate a small amount of traffic (381/day), less than the BAAQMD's screening criteria of 2,000 trips/day. Intersections affected by the Project would not experience cumulative traffic volumes greater than the BAAQMD screening criteria and, thus, would not cause a violation of an ambient air quality standard or have a considerable contribution to cumulative violations of these standards.

The Project would not result in a significant and unavoidable air quality impact, would not expose the community to greater health risks stemming from exposure to air pollutants, and would assist in reducing GHG emissions, over business as usual conditions, through its inclusion of green design measures. Green design measures incorporated throughout the Project will include photovoltaic panels on each home, energy efficient appliances, low flow plumbing fixtures, environmentally-friendly paint and carpet materials, and the homes will be pre-wired for electric car charging stations in the garages. Therefore, the Project would be in support of the primary goals of the Clean Air Plan.

III(d) Less Than Significant With Mitigation Incorporated. The Project would be the source of toxic air contaminant emissions during construction that could affect nearby residences that are considered sensitive receptors. New residences, considered sensitive receptors, would be exposed to traffic emissions from Stony Point Road.

Construction – Local Community Risks and Hazards

Construction exhaust emissions may pose health risks for sensitive receptors such as surrounding residents. The primary community risk impact issues associated with construction emissions are cancer risk and exposure to $PM_{2.5}$. Diesel exhaust poses both a potential health and nuisance impact to nearby receptors. A health risk assessment of the Project construction activities was conducted that evaluated potential health effects of sensitive receptors at these nearby residences from construction emissions of diesel particulate matter (DPM) and $PM_{2.5}$.[1] Exposure to construction equipment and truck exhaust can cause increased cancer risk and other adverse non-cancer health effects.

The closest sensitive receptors to the Project site are residences adjacent to the site to the north, east and south. Since sensitive receptors are located near where Project construction would occur, a refined health risk assessment of the construction activity was conducted that evaluated emissions of DPM and $PM_{2.5}$. Emissions and dispersion modeling was conducted to predict the off-site concentrations resulting from Project construction, so that lifetime cancer risks and non-cancer health effects could be evaluated.

Construction Emissions. Construction activity is anticipated to include grading, trenching, building construction, and paving. Construction period emissions were modeled using CalEEMod (Version 2013.2.2) along with the anticipated project construction activity. The number and types of construction equipment and diesel vehicles, along with the anticipated length of their use for different phases of construction were based on a site-specific construction schedule. The Project would be constructed over about a 14-16 month period beginning in summer of 2016 and completed in fall of 2017. The CalEEMod model provided total annual $PM_{2.5}$ exhaust emissions (assumed to be diesel particulate matter) for the off-road construction equipment and for exhaust emissions from on-road vehicles, with total emissions from all construction stages of 0.034 tons (69 pounds). The on-road emissions are a result of haul truck travel during grading activities, worker travel, and vendor deliveries during construction. It was assumed that these emissions

[1] DPM is identified by California as a toxic air contaminant due to the potential to cause cancer.

from on-road vehicles traveling at or near the site would occur at the construction site. Fugitive $PM_{2.5}$ dust emissions were calculated by CalEEMod as 0.015 (30 pounds) for the overall construction period. Mitigation measures, identified below, ensure that construction impacts are reduced to levels of less than significant with mitigation incorporated.

Dispersion Modeling. The U.S. EPA ISCST3 dispersion model was used to predict concentrations of DPM at existing sensitive receptors (residential and school students) in the vicinity of the Project site. The nearest school is Elsie Allen High School located 0.3 miles from the site. The ISCST3 dispersion model is a BAAQMD-recommended model for use in modeling analysis of these types of emission activities for CEQA projects. The ISCST3 modeling utilized two area sources to represent the on-site construction emissions from the Project site, one for DPM exhaust emissions and the other for fugitive $PM_{2.5}$ dust emissions. To represent the construction equipment exhaust emissions, an emission release height of six meters (20 feet) was used for the area source. The elevated source height reflects the height of the equipment exhaust pipes plume rise of the exhaust plume. For modeling fugitive $PM_{2.5}$ emissions, a near ground level release height of two meters (seven feet) was used for modeling the area source. Emissions from vehicle travel on-site and off-site within about 1,000 feet of the construction site were distributed throughout the modeled area sources. Emissions were modeled as occurring daily between 7 a.m. to 4 p.m. (the periods that coincide with the greatest intensity of construction emissions). The model used a 5-year data set (2001 -2005) of hourly meteorological data from the Santa Rosa Airport available from the BAAQMD. The Santa Rosa Airport is located about 4.5 miles south of the Project site. Annual DPM concentrations from construction activities were predicted for the construction period based on the 5 years of meteorological data. DPM concentrations were calculated at nearby sensitive receptors at a height of 1.5 meters (4.9 feet). The maximum-modeled $PM_{2.5}$ and DPM concentration occurred directly across from the Project construction site at a residence on Barndance Lane. The maximum-modeled $PM_{2.5}$ and DPM concentration at the school occurred in the northeastern area of the Elsie Allen High School site.

Predicted Cancer Risk and Hazards. Increased lifetime cancer risks were calculated using the maximum modeled annual DPM concentrations and BAAQMD recommended risk assessment methods for infant exposure (3rd trimester through 2 years of age), child exposure, and for an adult exposure. The cancer risk calculations were based on applying the BAAQMD recommended age sensitivity factors to the TAC concentrations. Age-sensitivity factors reflect the greater sensitivity of infants and small children to cancer causing TACs. Since the modeling was conducted under the assumption that emissions occurred daily for a full year during each construction year, the default BAAQMD exposure period of 350 days per year was used for children and adults. Infant and child exposures were assumed to occur at all residences through the entire construction period and a child exposure was assumed to occur for students at Elsie Allen High School.

Results of the assessment for project construction indicate the maximum incremental residential child cancer risk at the maximally exposed individual (MEI) receptor would be 9.3 in one million and the residential adult incremental cancer risk would be 0.5 in one million. The maximum modeled annual $PM_{2.5}$ concentration was 0.17 µg/m. The excess cancer risk and $PM_{2.5}$ concentrations are below the BAAQMD threshold of 10 per million and 0.3 $\mu g/m^3$ used to judge the significance of health impacts. Potential non-cancer health effects due to chronic exposure to DPM were also evaluated. Non-cancer health hazards from TAC exposure are expressed in terms of a hazard index (HI), which is the ratio of the TAC concentration to a reference exposure level (REL). California's Office of Environmental Health and Hazards (OEHHA) has defined acceptable concentration levels for contaminants that pose non-cancer health hazards. TAC concentrations below the REL are not expected to cause adverse health impacts, even for sensitive individuals. The chronic inhalation REL for DPM is 5 µg/m. The maximum modeled annual residential DPM concentration would be 0.0762 µg/m, which is much lower than the REL. The maximum computed hazard index based on these DPM concentrations is 0.02 for a

residential exposure, which is much lower than the BAAQMD significance criterion of a hazard index greater than 1.0.

Appendix I includes the emission calculations and source information used in the modeling and the cancer risk calculations. Without mitigations, the Project could have a significant impact with respect to community risk caused by construction activities. The measures identified below would reduce those impacts to less than significant impact levels with mitigation incorporation.

Operational - Local Roadway Community Risk and Hazard Impacts. Community health risk assessments typically look at all substantial sources of TACs located within 1,000 feet of project sites. These sources include freeways or State highways, busy surface streets, and stationary sources identified by BAAQMD. A review of the Project are indicates that traffic on Stony Point Road is the only source of TAC emissions near the Project site.

Stony Point Road has an average daily traffic volume of 17,500 vehicles per day (per W-Trans). Using the BAAQMD Roadway Screening Analysis Table for Sonoma County for north-south directional roadways and at a distance of approximately 10 feet and traffic volume of 30,000 ADT, estimated cancer risk from Stony Point Road at the Project site would be 8.28 in one million or less, which is below the BAAQMD community risk significance threshold of 10 in one million. The estimated $PM_{2.5}$ concentration of 0.257 µg/m3 or less and a HI of less than 0.03 associated with this source would be well below the BAAQMD community risk significance thresholds. Moreover, homes would be set back more than 10 feet from the roadway and traffic volumes would be less than 30,000 daily trips, so the impacts to the Project from Stony Point Road would be considerably less.

III(e) **Less Than Significant Impact.** The Project would generate localized emissions of diesel exhaust during equipment operation and truck activity. These emissions are not likely to be noticeable by adjacent receptors due to setbacks and prevailing winds (from the southwest). The Project would not generate odors that would be expected to result in odor complaints.

Recommended Mitigation Measures:

AIR-1: The Project shall include the following measures recommended by the Bay Area Air Quality Management District (BAAQMD) as best management practices to reduce construction particulate matter emissions (i.e., PM_{10} and $PM_{2.5}$) and equipment exhaust. Implementation of this measure would represent Best Management Practices recommended by BAAQMD, and would reduce the potential impact of construction-period fugitive dust and construction-period emissions to less than significant.

- All exposed surfaces (e.g., parking areas, staging areas, soil piles, graded areas, and unpaved access roads) shall be watered two times per day.
- All haul trucks transporting soil, sand, or other loose material off-site shall be covered.
- 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.
- All vehicle speeds on unpaved roads shall be limited to 15 miles per hour (mph).
- 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.
- Idling times shall be minimized either by shutting equipment off when not in use or reducing the maximum idling time to 5 minutes (as required by the California Airborne Toxics Control Measure Title 13, Section 2485 of California Code of Regulations [CCR]). Clear signage shall be provided for construction workers at all access points.

- All construction equipment shall be maintained and properly tuned in accordance with manufacturer's specifications. All equipment shall be checked by a certified mechanic and determined to be running in proper condition prior to operation.
- A publicly visible sign shall be posted with the telephone number and person to contact at the District regarding dust complaints. This person shall respond and take corrective action within 48 hours. The Bay Area Air Quality Management Air District's phone number shall also be visible to ensure compliance with applicable regulations.

Sources:

- City of Santa Rosa 2035 General Plan/FEIR, 2009
- BAAQMD Website and Significance Thresholds, 2010
- City of Santa Rosa Climate Action Plan, adopted June 2012
- Illingworth & Rodkin, Air Quality Calculations, July 3, 2014
- W-Trans, Traffic Impact Study for the Stony Village North Project, May 19, 2015, updated January, 2016

	Potentially Significant Impact	Less-Than-Significant With Mitigation Incorporated	Less-Than-Significant Impact	No Impact
IV. BIOLOGICAL RESOURCES				
Would the Project:				
a. Have a substantial adverse effect, either directly or through habitat modifications, on any species identified as a candidate, sensitive, or special status species in local or regional plans, policies, or regulations, or by the California Department of Fish and Game or U.S. Fish and Wildlife Service?	☐	X	☐	☐
b. Have a substantial adverse effect on any riparian habitat or other sensitive natural community identified in local or regional plans, policies, and regulations or by the California Department of Fish and Game or US Fish and Wildlife Service?	☐	X	☐	☐
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?	☐	X	☐	☐
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	☐	X	☐	☐

	Potentially Significant Impact	Less-Than-Significant With Mitigation Incorporated	Less-Than-Significant Impact	No Impact
wildlife nursery sites?				
e. Conflict with any local policies or ordinances protecting biological resources, such as a tree preservation policy or ordinance?	☐	☐	☐	X
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?	☐	X	☐	☐

Discussion:

A complete biological resources assessment has been prepared for the Project site by Ted Winfield, Ph.D. on December 8, 2015. The assessment includes results of recent site plant and wetland surveys at the Project site and is found in Appendix D of this report. The analysis and conclusions in this section are taken from that report.

Biological resources include common plant and animal species, and special-status plants and animals as designated by the U.S. Fish and Wildlife Service (USFWS) and the California Department of Fish and Wildlife (CDFW). Biological resources also include waters of the United States and State, as regulated by the U.S. Army Corps of Engineers (USACOE), North Coast Regional Water Quality Control Board (NCRWQCB), and the CDFW.

Plant Communities and Associated Wildlife Habitats

A complete list of plant species observed on the Project site during Ted Winfield's 2015 surveys is presented in Table 1 of Appendix D.

The entire Project site was walked and plant species observed and identified during each survey noted in a field notebook. The seasonal wetlands were thoroughly searched for possible presence of the Federal- and State-listed endangered Burke's goldfields (Lasthenia burkei), Sonoma sunshine (Blennosperma bakeri) and Sebastopol meadowfoam (Limnanthes vinculans). The resulting list of plants observed during the surveys, and the dates and location of the reference sites visited are presented in Appendix D.

Non-Native Annual Grassland. The predominant vegetation cover at the site consists of non-native species of annual grasses and forbs. The plant species in the upland part of the site consisted primarily of non-native grasses and forbs characteristic of fallow fields on the Santa Rosa Plain, including slender wild oat (Avena barbata), soft chess (Bromus hordeaceus), rip-gut brome (Bromus diandrus), perennial ryegrass (Festuca perennis), Mediterranean barley (Hordeum marinum ssp. gussoneanum), Harding grass (Phalaris aquatica), purple salsify (Tragopogon porrifolius), chicory (Cichorium intybus), bristly ox-tongue (Helminthotheca echioides), prickly lettuce (Lactuca serriola), rough cats-ear (Hypochaeris radicata), field bindweed (Convolvulus arvensis), several species of mustards (Brassica nigra, B. rapa, Lepidium nitidum), sweet fennel (Foeniculum vulgare), red peavine (Lathyrus cicera), scarlet pimpernel (Anagallis arvensis), and vetch (Vicia cracca, V. sativa).

Seasonal Wetland. Approximately 0.11 acres of seasonal wetland occur on the Project site. Semaphore grass (Pleuropogon californicus) was one of the more conspicuous species observed in the seasonal wetlands. Other common species included perennial ryegrass, meadow barley (Hordeum

branchyantherum), curly dock (Rumex crispus), dense sedge (Carex densa), slender rush (Juncus tenuis), and pennyroyal (Mentha pulegium).

Special-Status Plants. A total of 43 special-status plants were identified as occurring in the Project region (Table 1 of Appendix D). The list of these special-status plant species, their habitat preference, and potential to occur at the Project site is presented in Table 2 of Appendix D. 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 3 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 at the site, none of the special-status plants that may occur in seasonal wetlands/vernal pools, including Burke's goldfields (Lasthenia burkei), Sonoma sunshine (Blennosperma bakeri) and Sebastopol meadowfoam (Limnanthes vinculans), have been observed in the wetlands during the surveys conducted at the Project site. Although the seasonal wetland is not known to support any of the endangered plants known to occur in seasonal wetlands on the Santa Rosa Plain, USFWS would consider the seasonal wetland to provide suitable habitat for the endangered plants.

Potential Special-Status Animals on the Project Site. A total of 21 special-status species of invertebrates, fish and wildlife species were identified in the California National Diversity Database as occurring in the Project region (Table 3 of Appendix D). Suitable or marginally suitable habitat is present at the site for the California tiger salamander (Ambystoma californiense) (CTS), which is known to occur in the immediate vicinity of the Project site (Table 4 of Appendix D). Burrowing owls (Athene cunicularia) are not reported to occur in the immediate vicinity of the Project and suitable burrow habitat for the owl is lacking at the Project site. The white-tailed kite (Elanus leucurus) could forage over the site, but suitable nesting sites are not present at the Project site.

Suitable habitat for the other special-status 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 the bat species. The American badger (Taxidea taxus) is reported to occur in the region but is unlikely to occur at the Project site due to nearby development and other human activity. American badger burrows have not been observed at the Project site.

California Tiger Salamander. There are a number of CTS observations within 1.3 miles of the Project site, including several known breeding sites. The nearest known CTS breeding site is located approximately 1,676 feet southwest of the Project site, and there are two other known breeding sites located within 3,200 feet west of the Project site. There is also a reported breeding site approximately 1,872 feet northeast of the Project site but this breeding site has reportedly been destroyed.

The Project site is designated in the Santa Rosa Plain Conservation Strategy as "Future Development" and in the Programmatic Biological Opinion (PBO)[2] as "May Adversely Affect Listed Plants and Would Likely Adversely Affect CTS." Protocol trapping surveys were conducted in 2003-04 and in 2004-05 and no CTS were found during these surveys, and Mr. Vincent Griego (USFWS) indicated that the Project "will not result in 'take' of the endangered Sonoma County Distinct Population Segment of the California tiger

[2] USFWS. 2007. Programmatic Biological Opinion for U.S. Army Corps of Engineers Permitted Projects that May Affect California Tiger Salamander and Three Endangered Plant Species on the Santa Rosa Plain, California (Corps File Number 223420N).

salamander (Ambystoma californiense)[3]."

Based on recent mitigation requirements that the USFWS has placed on the City of Santa Rosa for the widening of Stony Point Road in the vicinity of the Project site, the time that has passed since the protocol surveys were completed, and recent decisions by the USFWS on other projects with similar findings, it is likely that the USFWS will require mitigation for development of the site. Since the initial protocol surveys and the e-mail issued by the USFWS, CDFW has listed CTS as threatened pursuant to the California Endangered Species Act, and it no longer recognizes such "no effect" letters previously issued by the USFWS. Currently, both agencies follow the designations in the Conservation Strategy and the PBO and require mitigations accordingly. The Project site occurs within 2,200 feet of the several known CTS breeding sites. Under the Conservation Strategy and the PBO, the mitigation ratio for areas between 500 feet and 2,200 feet from a CTS breeding site is 2:1.

City of Santa Rosa Tree Ordinance. No trees are present on the Stony Village North Project site. Thus the City of Santa Rosa Tree Ordinance is not applicable.

Wetlands / Section 404 of the Clean Water Act
The Project would require the fill of all waters of the U.S. on the Project site (0.11 acres of wetlands). All impacts to waters of the U.S. will be less than 0.5 acres, the threshold for the USACOE to authorize use of a Nationwide Permit. Prior to impacting the wetlands on the Project site, it will be necessary to obtain authorization from the USACOE to use Nationwide Permit 29.

Water Quality / Porter-Cologne Water Quality Control Act
The RWQCB requires complete pre- and post-development Best Management Practices Plan (BMPs) for all portions of the Project site that are to be developed. A water quality treatment plan for the pre- and post-developed Project site must be prepared and implemented. Preconstruction requirements must be consistent with the requirements of the National Pollutant Discharge Elimination System (NPDES). That is, a Stormwater Pollution Prevention Plan (SWPPP) must be developed prior to the time that a site is graded. In addition, a post construction BMPs plan, or a Stormwater Management Plan (SWMP) must be developed and incorporated into any site development plan.

Impacts:

IV(a-d) **Less Than Significant With Mitigation Incorporated:**

Special-Status Plants: The Project could have a substantial adverse effect on special-status plant species, either through direct impact to the species or through modification of habitat. This impact would be less than significant with mitigation set forth below. While no special-status plants have been observed at the Project site during multiple plant surveys conducted at the site (C. Patterson 2013)[4], the Project site does support approximately 0.11 acres of seasonal wetland habitat that the USFWS and CDFW would consider to be suitable habitat for 3 federal- and state-endangered plant species, Burke's goldfields, Sonoma sunshine and Sebastopol meadowfoam. Sebastopol meadowfoam is known to occur in the vicinity of the Project site.

Wetlands: The Project will directly affect 0.11 acres of seasonal wetlands possibly subject to the jurisdiction of the USACOE, and subject to the jurisdiction of the NCRWQCB as waters of the State. This impact would be less than significant with mitigation set forth below.

[3] E-mail dated May 29, 2007, sent by Mr. Vincent Griego referenced in a letter report sent to Mr. Patrick Hendry (City Ventures, Inc.) prepared by Mr. Charles A. Patterson, dated August 25, 2013.

[4] Letter report sent to Mr. Patrick Hendry (City Ventures, Inc.) prepared by Mr. Charles A. Patterson, dated August 25, 2013.

CTS: The 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. This impact would be less than significant with mitigation set forth below.

Protected Birds: Construction of the Project could have a substantial direct and indirect effect on special-status or otherwise protected birds.

In addition to regulations protecting special-status bird species (federal and state Endangered Species Acts), most birds in the United States, including non-status species, are protected by the Migratory Bird Treaty Act of 1918. Under this legislation, it is unlawful to destroy active nests, eggs, and young. Furthermore, California Fish and Game Code Section 3503.5 makes it unlawful to take, possess or destroy birds in the Falconiformes (birds of prey, vultures, eagles, falcons) and Strigiformes (owls) families, which can include nest disturbance from construction and other activities.

The Project site provides suitable habitat for ground-nesting bird species, and 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 as set forth below.

IV(e) **No Impact.** The Project will not conflict with any local policies or ordinances protecting biological resources, such as a tree preservation policy or ordinance. The only applicable local ordinance is the Santa Rosa Tree Ordinance and there are no trees onsite.

IV(f) **Less Than Significant With Mitigation Incorporated.** The Project will not conflict with the provisions of an adopted Habitat Conservation Plan, Natural Community Conservation Plan, or other approved local, regional, or state habitat conservation plan as mitigation is provided for below which will ensure that the Project is consistent with such plans.

Recommended Mitigation Measures:

BIO-1. Special-Status Plants: The seasonal wetland habitat on site would be considered suitable, but not occupied, habitat for the endangered plant species. Mitigation for impacts to suitable habitat for the endangered plants shall be at 1.5:1 following the prescriptions in the PBO, that shall include 1:1 occupied or established (constructed) habitat (any combination) with success criteria met prior to groundbreaking at the Project site, and 0.5:1 established habitat with success criteria met prior to groundbreaking at the Project site. The mitigation could be accomplished by purchasing the requisite mitigation credits from a USFWS- and CDFW-approved mitigation or conservation bank, or by creating an agency-approved project-specific mitigation site.

Prior to grading permit issuance, or any ground disturbing activities, applicant shall provide evidence of meeting all mitigation requirements as required by the USACOE, the NCRWQCB, and the CDFW. Anticipated mitigation for impacts to 0.11 acres of seasonal wetland habitat shall be satisfied through the purchase of 0.11 acres of occupied or established habitat supporting Sebastopol meadowfoam, and 0.065 acres of established Sebastopol meadowfoam habitat at a USFWS and CDFW approved mitigation or conservation bank with available Sebastopol meadowfoam mitigation credits, or as deemed appropriate, by USFWS and CDFW.

BIO-2. Waters of the United States and/or State: Prior to grading permit issuance, or any ground disturbing activities, applicant shall provide evidence of meeting mitigation requirements as required by the USACOE and the NCRWQCB. Anticipated mitigation for impacts to wetlands

shall be satisfied through the purchase of the requisite amount of mitigation acreage as determined by the USACOE and the NCRWQCB. The mitigation ratio for impacts to jurisdictional wetlands shall be determined in consultation with the USACOE and the NCRWQCB, but shall be a minimum of a ratio of 1:1.

BIO-3. CTS: Prior to grading permit issuance, or any ground disturbing activities, applicant shall provide evidence of meeting mitigation requirements as required by the USACOE, USFWS, and CDFW. Several CTS breeding sites occur within 3,200 feet of the Project site. The Project site supports suitable upland habitat for CTS and is within 2,200 feet of one of the nearby breeding sites. The mitigation ratio for suitable CTS upland habitat is 2:1. The mitigation obligation shall be satisfied through the establishment of 10 mitigation acres (rounded) through a project-specific mitigation site according to the USFWS and CDFW protocol, through the purchase of 10 mitigation credits (acres), or as deemed appropriate by USFWS and CDFW.

BIO-4. Nesting Passerine Birds: A pre-construction survey for ground-nesting birds shall be performed within thirty (30) days prior to the start of construction. A qualified avian biologist shall conduct 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.

Pre-construction surveys will be conducted no more than thirty (30) days prior to the start of construction or ground disturbing activities if the activities occur during the nesting season (generally ranging from February 1 to August 15). Preconstruction 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 active nest sites within exclusion zones will be monitored 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.

Sources:

- City of Santa Rosa 2035 General Plan/Final EIR, 2009
- Ted Winfield & Associates, Biological Resource Assessment, Stony Point North Project, December 8, 2015
- United States Fish & Wildlife Service (USFWS) et. al. 2005b Final Santa Rosa Plain Conservation Strategy. Sacramento Office of the U.S. Fish and Wildlife Service, California Department of Fish and Game, U.S. Army Corps of Engineers, U.S. Environmental Protection Agency, North Coast Regional Water Quality Control Board, County of Sonoma, Cities of Cotati, Rohnert Park, and Santa Rosa, Laguna de Santa Rosa Foundation. December 1, 2005

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

A Cultural Resources Report evaluating the Project site was prepared by Tom Origer & Associates in May of 2014. Their report serves as the basis of this analysis and conclusions.

Discussion:

The Project site is located on an undeveloped site within the City of Santa Rosa within an area of planned development. The Project site comprises approximately 5 acres of relatively level land located approximately 2.5 miles southwest of downtown Santa Rosa, as shown on the Santa Rosa, California 7.5' USGS topographic maps. There are no known unique geological or paleontological features on the Project site that would indicate the presence of cultural resources. The Project site was subject of a full Cultural Resources Study in May of 2014 and no resources were identified.

Impacts:

V(a) **No Impact.** No historic properties were found within the study location.

V(b,c,d) **Less Than Significant Impact.** Contacts to Native American groups, archival research and a field survey did not reveal any prehistoric or historic-era cultural resources within the study area, and no resource-specific recommendations are warranted.

Potential impacts to cultural resources are considered less than significant as no resources were identified in archival research, during contacts or during the on-site field reconnaissance. Existing standard measures, imposed by the City of Santa Rosa and promulgated in Public Resource Code Section 5097.98 and Health and Safety Code Section 7050.5 pertaining to the discovery of human remains, will protect any subsurface features that might be discovered during construction.

Standard Measures:

- There is the possibility that buried archaeological materials could be found. If found, all soil disturbing work shall be halted at the location of any discovery until the archaeologist completes a significance evaluation of the find(s) pursuant to Section 106 of the National Historic Preservation Act (36 CFR 60.4). A qualified archaeologist shall be consulted in the event that possible archaeological site indicators are found.
- If human remains are encountered, excavation or disturbance of the location must be halted in the vicinity of the find, and the county coroner contacted. If the coroner determines the remains are Native American, the coroner will contact the Native American Heritage Commission. The Native American Heritage Commission will identify the person or persons believed to be most likely descended from the deceased Native American. The most likely descendent makes recommendations regarding the treatment of the remains with appropriate dignity.

Sources:

- Origer & Associates, Cultural Resources Report, May 2014
- City of Santa Rosa Southwest Area Project Subsequent EIR, 2006

	Potentially Significant Impact	Less-Than-Significant With Mitigation Incorporated	Less-Than-Significant Impact	No Impact
VI. GEOLOGY AND SOILS				
Would the project:				
a. Expose people or structures to potential substantial adverse effects, including the risk of loss, injury, or death involving:				
i) Rupture of a known earthquake fault, as delineated on the most recent Alquist-Priolo Earthquake Fault Zoning Map issued by the State Geologist for the area or based on other substantial evidence of a known fault? Refer to Division of Mines and Geology Special Publication 42.	☐	☐	X	☐
ii) Strong seismic ground shaking?	☐	X	☐	☐
iii) Seismic related ground failure, including liquefaction?	☐	X	☐	☐
iv) Landslides?	☐	☐	☐	X
b. Result in substantial soil erosion or the loss of topsoil?	☐	X	☐	☐
c. Be located on a geologic unit or soil that is	☐	X	☐	☐

	Potentially Significant Impact	Less-Than-Significant With Mitigation Incorporated	Less-Than-Significant Impact	No Impact
unstable, or that would become unstable as a result of the project, and potentially result in on, or off, site landslide, lateral spreading, subsidence, liquefaction or collapse?				
d. Be located on expansive soil, as defined in Table 18-1-B of the Uniform Building Code (1994), creating substantial risks to life or property?	☐	X	☐	☐
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?	☐	☐	☐	X

The Project has been the subject of a geotechnical investigation prepared in September, 2014 by TMakdissy Consulting. Their report is the basis for this analysis and the conclusions. The entire report is found in Appendix F. The investigation included three borings ranging from 16.5-26.5 feet in depth.

Discussion:

As described by TMakdissy Consulting, the Project site is relatively flat and does not contain evidence of any geologic activities such as faulting and landsliding, but is located in an area considered to be susceptible to strong ground motions as Santa Rosa is located within a seismically active area in California. The City is subject to geological hazards primarily related to earthquakes due to the presence of active faults. The development will require the application of City and California Building Code (CBC) construction standards to address all potential impacts related to possible area seismic activity, making impacts from geologic hazards less than significant. The CBC requires earthquake resistant design and construction which reduces earthquake damages and losses.

The site is currently vacant open grassy land (i.e. no trees or structures). Some shrinkage cracks were observed along the surface.

Groundwater was encountered in all three borings between 9-10 feet below existing grade. Fluctuations in the groundwater table can be expected with changes in seasonal rainfall, urbanization, and construction activities at or in the vicinity of the site.

Other hazards, as discussed below, are not considered significant at the site. A brief description of each geologic hazard and recommended mitigation measures are listed in the following sections.

Impacts:

VI(a) i) **Less Than Significant Impact.** Fault Surface Rupture: The Project site is not located within an Alquist-Priolo Earthquake Fault Zone. The closest active faults are the Hayward Rodgers Creek Fault located 6 km to the northeast and the San Andreas Fault 26.5 km southwest of the site. On August 24, 2014, a magnitude 6 earthquake occurred near American Canyon. According to the USGS, the Magnitude 6 "South Napa earthquake," of August 24, 2014 *"appears to have ruptured on or just west of mapped traces of the West Napa Fault, the most seismically active of*

the faults mapped between the longer Hayward Rodgers Creek fault on the west and the Concord-Green Valley Fault to the east." It is noted that the northern terminus of the West Napa Fault is located approximately 25 km due east of the site. As a result, the potential for fault surface rupture at the site is low.

ii) **Less Than Significant With Mitigation Incorporated.** Seismic Shaking: The site could experience moderate to strong ground shaking from future earthquakes originating on active faults in the San Francisco Bay Region.

The potential damaging effects of regional earthquake activity should be considered in the design of structures. The 2013 CBC utilizes the design procedures outlined in the 2010 ASCE 7-10 Standard. The seismic design parameters have been developed using the online U.S. Geological Survey, US Seismic Design Maps tool, version 3.1.0, last updated July 11, 2013 at the site, and are presented in Table VI-1.

TABLE VI-1
2013 CBC Seismic Design Criteria

Seismic Parameter	Coefficient	Value
Mapped MCE Spectral Acceleration at Short-Period 0.2 secs	S_S	1.702
Mapped MCE Spectral Acceleration at a Period of 1.0s	S_1	0.673
Site Class		D
Adjusted MCE, 5% Damped Spectral Response Acceleration at Short Period of 0.2s for Site Class D	S_{MS}	1.702
Adjusted MCE, 5% Damped Spectral Response Acceleration at Period of 1.0s for Site Class D	S_{M1}	1.009
Design 5% Damped Spectral Response Acceleration at Short Period of 0.2s for Occupancy Category I/II/III	S_{DS}	1.135
Design 5% Damped Spectral Response Acceleration at Period of 1.0s for Occupancy Category I/II/III	S_{D1}	0.673

The potential for strong seismic shaking at the Project site is high. Due to their close proximity and historical seismic activity, the San Andreas, Hayward/Rodgers Creek, and Maacama South faults present the highest historically documented and modelled potential for severe ground shaking. A significant adverse impact associated with strong seismic shaking is potential damage to structures and improvements. These potential impacts will be reduced to levels of less than significant with mitigation incorporated.

iii) **Less Than Significant Impact With Mitigation Incorporated.** Liquefaction Potential: Liquefaction occurs primarily in relatively loose, saturated, cohesion-less soils. Under earthquake stresses, these soils become "quick", lose their strength and become incapable of supporting the weight of the overlying soils or structures. The data used for evaluating liquefaction potential of the subsurface soils consisted of the penetration resistance, the soil gradation, the relative density of the materials, and the groundwater level.

There is a possibility that the 5 foot thick saturated sand layer encountered in boring B-1 at approximately 25 feet below existing grade will liquefy in a significant earthquake event, however the liquefaction-induced settlement is expected to be very low given the limited thickness and discontinuous nature of this layer. In addition, the thick, predominantly-clay cover overlying this potentially liquefiable sand layer will likely limit any surface manifestations of liquefaction to very minor differential settlement, if any. Compliance with the specifications of the Geotechnical Investigation will ensure these potential impacts are reduced to a level of less than significant.

iv) **No Impact.** The site is relatively flat and is, therefore, not susceptible to landsliding.

VI(b) **Less Than Significant Impact With Mitigation Incorporated .** Erosion: Sandy soils on moderate slopes or clayey soils on steep slopes are susceptible to erosion when exposed to concentrated surface water flow. The Project site is relatively flat; therefore the risk of significant erosion is low. The potential for erosion is increased when established vegetation is disturbed or removed. No significant fill placement or excavation is anticipated as part of the Project. The risk of substantial erosion is low and therefore considered a less than significant impact with mitigation incorporated.

VI(c) **Less Than Significant With Mitigation Incorporated.** Seismic Induced Ground Settlement: Seismic ground shaking can induce settlement of unsaturated, loose, granular soils. Settlement occurs as the loose soil particles rearrange into a denser configuration when subjected to seismic ground shaking. Varying degrees of settlement can occur throughout such a deposit and could result in differential settlement of structures founded on such deposits. No significant loose granular soil deposits above the groundwater table were observed during the site evaluation. The risk of seismically induced settlement is low and therefore considered a less than significant impact with mitigation incorporated.

Lateral Spreading, Lurching and Ground Cracking: Lurching and associated ground cracking can occur during strong ground shaking. The ground cracking generally occurs along the tops of slopes where stiff soils are underlain by soft deposits or along steep slopes or channel banks. Due to the relatively flat site, absence of nearby creek banks, and non-continuous liquefiable layers, lateral spreading/lurching and ground cracking are not considered significant hazards at the Project site.

Slope Instability: Weak soils and bedrock on moderate to steep slopes can move downslope due to gravity. Slope instability is often initiated or accelerated from soil saturation and groundwater pressure. Slope movement can vary from slow, shallow soil creep to large, sudden debris flows. Landslides can cause significant damage to structures and improvements, and sudden landslides can result in loss of life. The topography of the site is relatively flat. Therefore, the potential for landsliding at the Project site is very low.

Settlement/Subsidence: Significant settlement can occur when new loads are placed at sites due to consolidation of soft compressible clays (i.e. bay mud) or compression of loose soils. Soft compressible materials were not observed during the subsurface exploration that would have a significant potential for compression settlement and consolidation with an applied surface load. Therefore, the risk of settlement to the proposed structures at the Project site is low.

VI(d) **Less Than Significant With Mitigation Incorporated.** Expansive Soil: Expansive soil occurs when clay particles interact with water causing volume changes in the clay soil. The clay soil may swell when saturated and shrink when dried. This phenomenon generally decreases in magnitude with increasing confinement pressure at depth. These volume changes may damage lightly loaded foundations, flatwork, and pavement. Expansive soil also causes soil creep on sloping ground. Variable surface soils with a low to high expansion potential were observed during exploration. Therefore the potential for expansive soil damage is moderate. This impact is considered less than significant with mitigation incorporated.

VI(e) **No Impact.** The Project proposes to connect to the public sewer system. Therefore, no impacts related soil capability for wastewater disposal is anticipated.

Recommended Mitigation Measures:

GEO-1: Structures and foundations shall be designed to account for some post-earthquake differential settlement. Foundation design criteria are provided in the Geotechnical Investigation.

Compliance with the most current CBC Seismic Design Criteria will address issues related to seismic instability.

GEO-2: The Project Civil Engineer shall design the site drainage to collect surface water into storm drain systems and discharge water at appropriate locations. Re-establishing vegetation on disturbed areas will minimize erosion. Erosion control measures during and after construction shall conform to the most recent version of the Erosion and Sediment Control Field Manual prepared by the North Coast Regional Water Quality Control Board.

GEO-3: The grading requirements presented in the Geotechnical Investigation are an integral part of the grading specifications of the Geotechnical Investigation.

The 51 general specifications and the 31 grading specifications address grading, surface drainage, foundations, construction requirements for slabs, concrete work, soil corrosivity, retaining walls, sound wall footings, piers, pavement areas, utility trenches, and construction monitoring. These specifications shall be incorporated into the Project and reviewed and approved by the City's Building Division prior to issuance of a grading permit.

Grading activities during the rainy season on cohesive soils will be hampered by excessive moisture. Grading activities may be performed during the rainy season, however, achieving proper compaction may be difficult due to excessive moisture; and delays may occur. In addition, measures to control potential erosion may need to be provided. Grading performed during the dry months will minimize the occurrence of the above problems.

Sources:

- TMakdissy Consulting, Inc., Geotechnical Investigation, 2729 Stony Point Road, Santa Rosa California, September, 2014
- City of Santa Rosa 2035 General Plan/Final EIR, 2009

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

Discussion:

Unlike emissions of criteria and toxic air pollutants, which have local or regional impacts, emissions of greenhouse gases (GHGs) contribute to global warming or climate change. Principal GHGs contributing

to global warming are carbon dioxide (CO_2), methane (CH4), nitrous oxide (N2O), and fluorinated compounds. GHG emissions can be reduced to some degree by improved coordination of land use and transportation planning on the city, county, and sub regional levels, as well as by other measures to reduce automobile use. Energy conservation measures also can contribute to reductions in GHG emissions (BAAQMD 2011).

State of California

The State of California has set GHG reduction goals through the passage of Assembly Bill 32 (AB 32), the "Global Warming Solutions Act." AB 32 aims at reducing GHG emissions to 1990 levels by 2020. The Bay Area Air Quality Management District (BAAQMD) CEQA Air Quality Guidelines (Guidelines) have established GHG thresholds of significance in order to meet the goals of AB 32. The BAAQMD Guidelines contain the thresholds.

City of Santa Rosa

On December 4, 2001 the Santa Rosa City Council adopted a resolution to become a member of Cities for Climate Protection (CCP), a project of the International Council on Local Environmental Initiatives (now called ICLEI Local Governments for Sustainability). Since that time all eight Sonoma County municipalities and Sonoma County have become members. By becoming a member, local governments commit to completing five milestones: 1) conduct a GHG emissions analysis; 2) set a target for emissions reduction; 3) draft a local action plan for meeting the target; 4) implement the action plan; and 5) monitor and report on the progress. The City adopted a Climate Action Plan (City of Santa Rosa Climate Action Plan, June 5, 2012). A project that is in compliance with a Qualified GHG Reduction Strategy (such as the City of Santa Rosa's Climate Action Plan) would be considered as having a less than significant impact[6].

Operation & Construction Discussion:

The BAAQMD has established screening criteria to provide lead agencies with a conservative indication of whether a Project could result in significant GHG impacts during operations (i.e., occupancy). The operational screening criterion for GHG for single family residential uses is 56 units. This Project is below the screening criteria. If the screening criteria are not exceeded by a Project, then the lead agency would not need to perform a detailed GHG assessment of its project's GHG emissions, and the potential impact would be considered less than significant. Moreover, the following describes how the Project, which is at the midpoint of the density range considered in the City's 2035 General Plan and City's Climate Action Plan, will incorporate features that will further reduce GHG emissions to less than significant. .

Santa Rosa Climate Action Plan (CAP)

The Project has included as part of its project description compliance with the City's CAP measures to reduce the Project's contribution of GHG's. Compliance with these measures is discussed below. Additionally, by design, the Project proposes to include solar on each house and includes all CALGreen and other energy efficient features, which exceed the City's CAP objectives.

The following briefly describes how the Project complies with the CAP policies:

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

[6] On March 12, 2012 the BAAQMD sent a letter reviewing and recommending adoption of the City of Santa Rosa's Climate Action Plan (CAP). The CAP was adopted by the City in June of 2012.

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

Policy 1.3.1 – Real time Energy Monitors: The Project will include energy monitors to track energy use (i.e. use of nest thermostats).

Policy 1.4.2- Comply with the City's Tree Preservation Ordinance (Santa Rosa Code Section 17-24.020. No trees will be removed.

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

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

Policy 2.1.3 - Pre plumb for solar thermal or PV systems: The Project includes installation of complete solar system for all houses.

Policy 3.1.2 – Supports implementation of station plans and corridor plans: The Project is not within a Station Area Plan or within a Corridor Plan. The Project does support alternative modes of transit by sidewalks which encourage a walkable community and is located within walking distance of public transit.

Policy 3.2.1 – Provide on-site services such as ATMs or dry cleaning to site users: The Project has no on-site commercial facilities to house ATMs or dry cleaning services and is not zoned for such uses.

Policy 3.2.2 - Improve non-vehicular network to promote walking, biking**:** The Project is designed to promote walking and biking throughout the subdivision.

Policy 3.2.3 - Support mixed use, higher density development near services**:** The Project is a small lot subdivision with a diversity of housing styles (including second dwelling units) located near Bellevue Shopping Center.

Policy 3.3.1 – Provide affordable housing near transit: The Project provides alternative housing (second dwelling units) that is more affordable and the Project is located near public transit (bus stops).

Policy 3.5.1 – Unbundle parking from property cost: The property has only private parking and on-site street parking, therefore, the policy does not apply.

Policy 3.6.1 – Install calming features to improve ped/bike experience: The interior Project landscaping is designed to promote and improve both the pedestrian and bicycle experience.

Policy 4.1.1 – Implement the Bicycle & Pedestrian Master Plan: The Project includes construction of bike lanes and sidewalks along its frontage thereby supporting the City's Bicycle & Pedestrian Master Plan.

Policy 4.1.2 – Install bicycle parking consistent with regulations: There are no regulations that require formalized bicycle parking in single family residential areas, however, the Project provides garages that will be available to house bicycles.

Policy 4.1.3 – Provide bicycle safety training to residents and employees: The Project will sell individual homes.

Policy 4.2.2 – Provide safe spaces to wait for bus arrival: There are bus stops within 1 mile of the site with sidewalks to serve waiting patrons.

Policy 4.3.2 – Provide parking for car sharing operations: As a single family residential development, the owners will have car sharing opportunities to which they can walk to within their neighborhood.

Policy 4.3.4 – Work with large employers to provide rideshare programs: This policy does not apply to single family residential subdivisions as there are no large employers at the Project.

Policy 4.3.5 – Consider expanding employee programs promoting transit use: This policy does not apply to single family residential subdivisions as there are no large employers at the Project.

Policy 4.3.6 – Provide awards for employee use of alternative commute options: This policy does not apply to single family residential subdivisions as there are no large employers at the Project.

Policy 4.3.7 – Require new employers of 50+ provide subsidized transit passes: This policy does not apply to single family residential subdivisions as there are no large employers at the Project.

Policy 4.3.9 – Provide space for additional Park-and-Ride lots: The Project is a walkable single family residential subdivision. All of the units are within walking distance from each other and to public transit.

Policy 4.5.1 – Install facilities for residents that promote telecommuting: All houses will have internet access available.

Policy 5.1.2 – Install electric vehicle charging equipment: All units will have electric charging equipment in the garages that can be used to charge vehicles.

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

Policy 6.1.4 – Increase diversion of construction waste: The contractor will divert all possible construction waste and prepare a Construction Waste Management Plan for recycling and disposal of construction wastes.

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

Policy 7.1.3 – Install Real time water meters: A dedicated or common water meter is proposed to supply water to the irrigation system. Irrigation system design and real time metering will be shown on final landscaping and irrigation plans. The City provides the water meters. The City of Santa Rosa has data logging equipment that can collect real time data from City-issued water meters.

Policy 7.3.2 – Install dual plumbing in areas of future recycled water: Dual plumbing is not proposed as there is no current plan by the City to extend recycled water to this portion of Stony Point Road. Compliance with Policies 7.1.1, 7.1.3 and 9.1.3 will substitute for this policy.

Policy 8.1.3 – Establish community gardens and urban farms: The Project is a single family residential development. Each home site has a back yard area that can be used for a garden.

Policy 9.1.2 – Provide outdoor outlets for charging lawn equipment: The Project will have outdoor outlets to allow for accessible charging locations.

Policy 9.1.3 – Install low water use landscapes: Low water use native plants will be used to landscape the site. Plant materials and locations are shown on the Project landscape plans. The Project will be compliant with the City of Santa Rosa's Water Efficient Landscape Ordinance.

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

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

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

General Plan Consistency

The Project's consistency with General Plan energy conservation and design policies is discussed below.

Land Use and Livability

LUL-A Foster a compact rather than a scattered development pattern in order to reduce travel, energy, land, and materials consumption while promoting greenhouse gas emission reductions citywide.

LUL-E Promote livable neighborhoods by requiring compliance with green building programs to ensure that new construction meets high standards of energy efficiency and sustainable material use. Ensure that everyday shopping, park and recreation facilities, and schools are within easy walking distance of most residents.

LUL-E-2 As part of planning and development review activities, ensure that projects, subdivisions, and neighborhoods are designed to foster livability.

Utilize the City's Design Guidelines as a reference when evaluating the following neighborhood components:

- Streets. Street design, traffic calming, and landscaping can make great contributions to the creation of successful neighborhoods. Neighborhood streets should be quiet, safe, and accommodate pedestrians and bicyclists.
- Connections. Neighborhoods should be well connected to local shops and services, public plazas and gathering places, park lands, downtown, schools, and recreation by adequate and safe streets, bike lanes, public pathways, trails, general infrastructure (e.g., sidewalks and crosswalks), and transit.
- Neighborhood Character. Each neighborhood should maintain a distinct identity, such as the historic preservation districts featuring Victorian cottages and California bungalows.
- Diversity and Choice. Neighborhoods should provide choices for residents with different values. Different housing types and locations within the city accommodate a diverse range of needs.

H-G-2 Require, as allowed by CALGreen Tier One standards, energy efficiency through site planning and building design by assisting residential developers in identifying energy conservation and

efficiency measures appropriate to the Santa Rosa area. Utilize the following possible techniques:

- Use of site daylight;
- Solar orientation;
- Cool roofs and pavement;
- Window design and insulation;
- Solar water heaters;
- Solar heating of swimming pools;
- Use of sustainable practices and materials;
- Use of building materials which use fewer resources (water, electricity);
- Energy and water use reductions;
- Use of trees for summertime shading; and
- Bicycle and pedestrian connections.

H-G-3 Promote energy efficiency in the provision and use of water in all residential developments.

H-G-5 Continue to require the use of fuel efficient heating and cooling equipment and other appliances, in accordance with the city's green building program.

T-J Provide attractive and safe streets for pedestrians and bicyclists.

UD-A-12 Promote green building design and low impact development projects.

The Project is located within an area of the City that is planned for residential growth and has easily available commercial services and access to public transit. The Project is a medium-density development that supports the above noted land use and livability policies through its location and design. The Project includes traffic calming measures, sidewalks, and crosswalks to access nearby commercial areas. The Project maintains a neighborhood identity with its home designs (see Section I. Aesthetics for description of the Project's characteristics).

The Project includes green technologies and design components for energy efficiency and water conservation, such as solar energy management systems, energy efficient heating, cooling, and lighting, efficient roofs, water efficient toilets, sensored faucets and plumbing fixtures, low water use landscapes and water meters.

The Project supports the City's design policies through integration of green technologies and design components, such as energy management systems, energy efficient heating, cooling, and lighting, low volatile organic compound construction materials, and use of recycled content construction materials. The Project integrates with existing neighborhoods, nearby schools and is located across from a neighborhood commercial area.

OSC-J-1 Review all new construction projects and require dust abatement actions as contained in the CEQA Handbook of the Bay Area Air Quality Management District.

OSC-K-1 Promote the use of site planning, solar orientation, cool roofs, and landscaping to decrease summer cooling and winter heating needs. Encourage the use of recycled content construction materials.

OSC-K-2 Identify opportunities for decreasing energy use through installation of energy efficient lighting, reduced thermostat settings, and elimination of unnecessary lighting in public facilities.

Hundreds of new trees and other landscaping would be planted, as shown on the Project's Landscape Plan (see Figure 3). Dust abatement measures are discussed and mitigated in the Air Quality Section under mitigation AIR-1.

General Plan Policies OSC-K-1, and -K-2 address the goal of reducing energy use and using recycled content construction materials. The Project would comply with these policies as it would include integration of green technologies and design components, including energy efficiency systems, lighting, diversion of demolition waste, and use of recycled content construction materials.

GM-A-1 Contain urban development in the Santa Rosa area within the City's Urban Growth Boundary.

The Project would comply with the above growth management policy as it would be located within the City's Urban Growth Boundary.

Impacts:

VII(a) **Less than Significant Impact:** BAAQMD has established preliminary screening criteria. The screening criteria provide a conservative indication of whether a proposed project would result in significant generation of GHG. If a project falls below these screening criteria, it can be concluded that the project will result in less than significant impact from GHG emissions.

Construction activities are considered temporary. Construction activities that would result in Project-related GHG emissions include exhaust emissions. BAAQMD has not adopted a threshold for construction-related GHG emissions, but it does suggest determining whether construction GHG emissions would impede meeting AB 32 GHG reduction goals. Project emissions during construction would not result in a considerable contribution to the cumulative GHG impact, given that that the Project is below the construction screening criteria of 114 dwelling units. The Project will be consistent with the basic construction mitigation measures identified by BAAQMD and included as mitigation measure AIR-1. The Project will also be consistent with the five criteria listed in BAAQMD's construction-related air pollutant and precursor criteria in that it will not include any demolition, simultaneous construction phases, involve simultaneous construction of more than one land use type, extensive site preparation for grading, cut/fill or earth movement, or involve extensive on- or off-haul of dirt.

The Project falls below the operation screening thresholds of 56 units. The Project complies with the City's CAP by including numerous features that all solar homes reduce energy, implement CALGreen Tier 1 Standards, decrease solar reflectivity, and support the use of public transit and alternative forms of transportation as detailed in the Project Description and Section III Air Quality. Due to the size of the project and its GHG reducing design features, the Project will have a less than significant impact on GHGs.

VII(b) **Less than Significant Impact.** In June 2012, the City adopted the CAP. The Project complies with the CAP and is evaluated in the above discussion.

Sources:

- City of Santa Rosa 2035 General Plan/Final EIR, 2009
- BAAQMD CEQA Air Quality Guidelines, 2010
- City of Santa Rosa Climate Action Plan, Adopted June 5, 2012
- City of Santa Rosa, Water Efficient Landscape Ordinance #4051, Adopted October 27, 2015

	Potentially Significant Impact	Less-Than-Significant With Mitigation Incorporated	Less-Than-Significant Impact	No Impact
VIII. HAZARDS AND HAZARDOUS MATERIALS				
Would the project:				
a. Create a significant hazard to the public or the environment through the routine transport, use, or disposal of hazardous materials?	☐	☐	X	☐
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?	☐	☐	X	☐
c. Emit hazardous emissions or handle hazardous or acutely hazardous materials, substances, or waste within one-quarter mile of an existing or proposed school?	☐	☐	X	☐
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?	☐	☐	X	☐
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?	☐	☐	☐	X
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?	☐	☐	☐	X
g. Impair implementation of or physically interfere with an adopted emergency response plan or emergency evacuation plan?	☐	☐	☐	X
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?	☐	☐	☐	X

Discussion:

The site has been the subject of a Draft Phase I and Phase II Environmental Assessment (ESA) prepared in November of 2013 by Stantec (Appendix G).

Stantec's interpretation of available historical aerial photographs indicated that the site was historically used for orchards and light agricultural purposes prior to 1953. Orchards have completely disappeared from the site. Based on this historical agricultural use on the Site in the form of farming or cultivation, it was concluded that there was a potential for residual organochlorine pesticides and herbicides to be present at the site. Stantec had identified this agricultural use as a recognized environmental conditions (RECs) to the site, and performed a limited subsurface investigation to sample soil to determine whether residual pesticides are present.

The recommended Draft Phase II ESA included the collection of soil samples from four (4) locations across the site from a depth of approximately one (1) foot below ground surface (bgs). This scope of work was sufficient to evaluate the historical agricultural use of the site. Stantec collected the recommended soil samples on October 1, 2013. Each of the collected soil samples were analyzed for organochlorine pesticides, lead, and arsenic.

Findings:

- No organochlorine pesticides were detected at any of the sampling locations.
- Lead and arsenic were detected in each of soil samples analyzed. The concentrations of lead ranged between 9.8 mg/kg to 80 mg/kg. Arsenic was also detected within expected background concentrations ranging from below laboratory reporting limits to a peak level of 4.5 mg/kg.
- Lead was reported below the California hazardous waste levels allowing un-restricted use of this site .
- The detected concentrations of arsenic at the Site within the range of naturally-occurring background levels less than or equal to 4.5 mg/kg . Regulatory agencies have not required action where arsenic exists at background levels, even when detected above the Environmental Screening Levels (ESLs) and California Human Health Screening Levels (CHHSLs). As a result, Stantec recommends no further assessment, or any remedial action, with respect to arsenic in soil at the site.
- In the past the adjacent nursery is listed on several sites, however, cleanup has occurred and the case is closed according to the regulatory agency files. Of the four nearby sites none were determined to represent an environmental concern to the site.
- During the site visit, no apparent hazardous materials, hazardous waste, monitoring wells, above ground storage tanks, underground storage tanks, sludge ponds, or hazardous conditions were noted. The general housekeeping conditions of the site were noted to be good.

Based on the analytical data collected during the Draft Phase II ESA, Stantec concluded that the historical agricultural use of the site does not represent any risk. Stantec recommends no further investigation regarding the environmental condition of the site.

Impacts:

VIII(a,b,c)

Less Than Significant Impact. According to Detail Map 3239788.25 in the ESA, no schools are located within ¼ mile of the Project. Elsie Allen High School is the closest school and is located 0.30 miles from the site. The Project is not a known source of hazardous materials. For this reason the potential for impact has been identified as less than significant.

Project construction activities would include the use minor amounts of hazardous materials such as fuels, lubricants, paints and solvents. Routine transport of hazardous materials to and from the Project site could result in an incremental increase in the potential for accidents. However, Caltrans and the California Highway Patrol (CHP) regulate the transportation of hazardous materials and wastes, including container types and packaging requirements, as well as licensing and training for truck operators, chemical handlers, and hazardous waste haulers. Because contractors would be required to comply with existing and future hazardous materials laws covering the transport licensing requirements, use and disposal of hazardous materials, the impacts associated with the potential to create a significant hazard would be less than significant. There would be no new stationary source of hazardous emissions or handling of acutely hazardous materials or waste, therefore, potential impacts would be less than significant.

VIII(d) **Less than Significant Impact.** A search of the data resources that provide information did not identify any known active hazardous waste facilities existing on or adjacent to the Project site (Stantec, 2013). The Project is not located on a site listed on the Cortese list pursuant to Section 65962.5.

VIII(e,f,g,h)

No Impact. The Project site is located over 6 miles from an airport or airstrip, therefore, there is no potential significant impact associated with an airport or airstrip.

The Project has provided emergency access onto and around the site. The site development will not interfere with any adopted emergency response or evacuation plan.

The Project site is located on urban land in zones designated as “Non-Fire Hazard” by the California Department of Forestry and Fire Protection (CAL FIRE 2008). Therefore, no wildland fire related impact would occur.

Sources:

- City of Santa Rosa 2035 General Plan/Final EIR, 2009
- Stantec, Draft Phase I and II Environmental Site Assessments, Santa Rosa, California, October 14, 2013

	Potentially Significant Impact	Less-Than-Significant With Mitigation Incorporated	Less-Than-Significant Impact	No Impact
IX. HYDROLOGY AND WATER QUALITY				
Would the project:				
a. Violate any water quality standards or waste discharge requirements?	☐	☐	X	☐
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	☐	☐	X	☐

	Potentially Significant Impact	Less-Than-Significant With Mitigation Incorporated	Less-Than-Significant Impact	No Impact
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?	☐	☐	X	☐
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?	☐	☐	X	☐
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?	☐	☐	X	☐
f. Otherwise substantially degrade water quality?	☐	☐	X	☐
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?	☐	☐	☐	X
h. Place within a 100-year flood hazard area structures which would impede or redirect flood flows?	☐	☐	☐	X
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?	☐	☐	☐	X
j. Inundation by seiche, tsunami, or mudflow?	☐	☐	☐	X

Discussion:

A Standard Urban Storm Water Mitigation Plan was prepared by Carlile-Macy for the Project in 2014 and revised in October of 2015.

The site's 4.95 acres of pastureland is relatively flat with a very slight west to southwest gradient.

Water Supply: To determine the water supply needs for the City of Santa Rosa's future development, the Utilities Department has calculated water demand and water supply projections. These projections are included in the City's 2005 Urban Water Management Plan and the Water Supply Assessment for the Santa Rosa General Plan 2035. To meet the current water supply needs, the City has an agreement for water supply with the Sonoma County Water Agency to receive up to 29,100 acre-feet per year of water. In addition, the City has two groundwater wells that can produce up to 2,300 acre-feet per year and the City is the owner and operator of the Sub regional System, which produces recycled water for irrigation. To meet the needs of the City's General Plan growth projections, additional water sources beyond what the City has currently developed could be needed as early as 2015. To augment currently developed supply, the City will use water conservation, recycled water, additional groundwater (wells), and possibly additional supply from the Sonoma County Water Agency. At this time, there is adequate reliable water supply during most hydrologic conditions for both current users and future users as dictated by the City's growth management regulations.

The City has had a long-standing commitment to water conservation, resulting in savings of over 3,900 acre-feet per year. In 1976-77, the City began its water conservation program and over the years has implemented many innovative water conservation incentives, such as the Go Low Flow program (replaced over 47,000 high flow toilets, showerheads and faucet aerators with ultra-low flow versions), washing machine rebate programs, landscape irrigation rebate programs, and other residential and commercial programs. Development fees fund the City's Water Conservation Program. In addition, new development is required to install ultra-low flush toilets and low flow showerheads and faucet aerators, as well as water efficient landscapes. The Project will also be required to be in compliance with the Water Efficient Landscapes Ordinance adopted by the City in October, 2015.

The Project will install plumbing fixtures and fittings that will include other water conserving measures in accordance with CALGreen Tier 1 requirements, as described in the Project Description.

Water Quality: Stormwater, or runoff generated from rain, that is not absorbed into the ground accumulates debris, chemicals and other polluting substances harmful to water quality. Polluted stormwater entering creeks is a concern because of its threat to public health and the plant and animal life that inhabit waterways. Additionally, rain runoff from developments may increase flow rates and durations that cause hydromodification in creeks contributing to loss of habitat and decreased aquatic biological diversity. In areas with known groundwater pollution, infiltration of stormwater may need to be avoided as it could contribute to the movement or dispersion of groundwater contamination.

This project triggers the requirements to implement permanent stormwater quality treatment and volume capture Best Management Practices (BMP) features and submit a Preliminary Standard Storm Water Management Plan (SUSMP) report by creating over 10,000 ft. of new impervious surface. There will be no new outfalls built as part of this project since the proposed runoff will be directed into an existing public storm drain system. The drainage plan and storm water plans prepared for the project show the site drains towards the west to a storm drain system on Yuba Drive.

The Project will implement permanent storm water BMP's designed in compliance with the current Storm Water LID Technical Design Manual to achieve volume capture and treatment requirements. Storm water runoff from the site will primarily be captured for infiltration. The Project's Preliminary Stormwater Management Plan incorporates many LID measures into the Project design including capture of surface runoff, detention and infiltration, permeable pavement and bioretention. These features include measures detailed in Appendix J, the Project's Preliminary SUSMP and summarized below.

- Pollution Prevention Measures: Lot roof drains and paved areas will be disconnected from the storm drain system. Over 140 new interceptor trees will be planted. The total tributary area used for treatment and volume capture calculations has been reduced by these measures.
- Types of BMPs: Storm water generated by the project will be treated by detention and infiltration basins installed per the BMP details, P2-06 Priority 2 Permeable Pavement and P2-02 Priority 2

Roadside Bioretention – Flush Design. Runoff will be collected by inlets throughout the lots and directed to curb drains which outfall into the gutter and are then directed to the Roadside Bioretention locations.

- Drainage Areas: To comply with preliminary SUSMP requirements, Carlile-Macy examined and designed BMPs for the largest storm water collection area for each specified BMP type, P2-06 Permeable Pavement, and P2-02 Roadside Bioretention – Flush Design. Carlile-Macy assumes that the smaller storm water collection areas are feasible based on examining the worst case areas.
- The Roadside Bioretention – Flush Design BMP was examined and designed for five typical drainage area types. The Permeable Pavement BMP was examined and designed for one typical drainage area. See the BMP Design Table for sizing of Roadside Bioretention and Permeable Pavement for each drainage area.
- Level of Treatment and Volume Capture: The project will achieve the requirement of 100% treatment and delta volume capture by use of the roadside bioretention basins and permeable pavement.
- The preliminary SUSMP design may be modified as necessary to reflect final grading and drainage design included in subdivision improvements submitted for review and approval to the City.

Impacts:

IX(a,e,f)

Less Than Significant Impact. The Project's Preliminary Standard SUSMP identifies permanent BMP's designed in accordance with the City of Santa Rosa and County of Sonoma LID Technical Design Manual to achieve volume capture and treatment requirements. Implementation of the BMPs will result in a less than significant impact.

IX(b) **Less Than Significant Impact**. As the Project is consistent with the City's General Plan, the Project's water demand has been addressed in the City's 2005 Urban Water Management Plan and Water Supply Assessment. The impacts are therefore considered less than significant after the implementation of the City's standard conservation measures are implemented.

IX(c,d) **Less Than Significant Impact.** The Project will alter on-site drainage by increasing the area of impervious surfaces. However, this increase in runoff will be offset by incorporating BMPs designed in accordance with the City of Santa Rosa and County of Sonoma LID Technical Design Manual to achieve volume capture and treatment requirements which will control and minimize the potential for erosion, siltation, and flooding. Therefore, impacts are considered less than significant with the implementation of the City's Standard Best Management Practices.

IX(g,h,i,j)

No Impact. The site is not located near a dam or levee, nor is it located within a flood plain or a mapped flood hazard area. Therefore, there is no impact related to flooding as a result of a levee or dam failure.

Seiche and tsunamis are short duration, earthquake-generated water waves in large enclosed bodies of water and the open ocean, respectively. The extent and severity of a seiche would be dependent upon ground motions and fault offset from nearby active faults. The site is not located near the Pacific Ocean or large bodies of water. Therefore, the risk of seiche or tsunami damage at the site is low to non-existent and the Project will have no impact.

Standard Measures:

- Developer's engineer shall comply with all requirements of the City Standard Storm Water Mitigation Plan Guidelines using LID BMPs. Final Plans shall address the stormwater quality and quantity along with a maintenance agreement or comparable document to assure continuous maintenance of the source and treatment.
- The Applicant shall submit landscape and irrigation plans in conformance with the Water Efficient Landscape Ordinance (WELO) adopted by the Santa Rosa City Council in October of 2015. Plans shall be submitted with the Building Permit application. Submit the following with the above mentioned plans: Maximum Applied Water Allowance and Hydrozone Table.

Sources:

- Carlile-Macy, Standard Urban Storm Water Mitigation Plan for the Stony Village North Project, December 30, 2014 (revised October 28, 2015)
- City of Santa Rosa 2035 General Plan/Final EIR, 2009
- Water Efficient Landscape Ordinance, Ordinance 4051, adopted October 27, 2015

	Potentially Significant Impact	Less-Than-Significant With Mitigation Incorporated	Less Than Significant Impact	No Impact
X. LAND USE & PLANNING				
Would the project?				
a. Physically divide an established community?	☐	☐	☐	X
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?	☐	☐	X	☐
c. Conflict with any applicable habitat conservation plan or natural community conservation plan?	☐	☐	X	☐

Discussion:

The Project site is located on the west side of Stony Point Road between Barndance Lane and Yuba Lane. The City limits parallel the southern perimeter of the Project site; parcels south of the Project site are located within the County. The surrounding neighborhood includes a single-family home subdivision to the north; Stony Point Road and single-family homes to the east; a nursery and single-family homes to the south; and vacant lands to the west. The Bellevue Neighborhood Shopping Center is across Stony Point Road to the southeast.

The Project site has been anticipated for development since the mid 1990's when it was included as part of the Southwest Area Plan adopted June 1, 1994. The site was included in the current City of Santa Rosa 2035 General Plan certified in 2009. The proposed land uses for the Project are consistent with the policies, objectives, and land uses in the current General Plan.

The Project site has a deed restriction regarding minimum and maximum development that was recorded when the subdivision to the north was developed. The restriction requires a minimum of 42 dwellings and a maximum of 129 dwellings (Appendix K). This restriction precedes the current General Plan designation, and is consistent with the current General Plan Medium Low Density range of 8-13 units/acre or 40-65 units for this site. The current R-3-18 zoning is inconsistent with the General Plan designation. The Project includes Rezoning to the R-1-6 (Single-family Residential) zoning district to be consistent with the General Plan land use designation.

The Proposed Project's 43 new homes include 5 individual plan types, including two traditional single family home plans and three alley-loaded home plans. In total, there are 23 traditional front loaded single family homes and 20 alley-loaded homes. The homes range in size from approximately 1,560 square feet to 2,100 square feet. The traditional single family homes are all located around the perimeter of the development area and feature three different elevations for each plan type. The alley-loaded homes are found at the interior of the site and feature two elevations per plan type. The proposed neighborhood is designed in compliance with Design Guideline Section 1.1(1) sections A and C, which suggests that new developments incorporate a variety of housing types and price ranges. In addition to the varying home sizes, 4 homes include secondary dwelling units that can be used as rental units or as an in-law unit. Providing for varying unit types within the neighborhood encourages inherent affordability which provides home ownership opportunities for future home buyers of varying income levels.

In order to achieve the diversity of plan types that are encouraged by the City's Guidelines, the Project includes waivers from the Small Lot Subdivision Standards for setbacks and private open space. Table LU-1 shows how the Project is consistent with the Section 20-42.140, the Small Lot Subdivision Ordinance, and the waivers that are requested per Section 20-42.140(F)(4) and (8), which authorizes variation of development standards as part of the Conditional Use Permit.

The requested adjustments to Municipal Code 20-42.140 are necessary to achieve the City of Santa Rosa Neighborhood and Single Family Design Guidelines. To implement these alternative design solutions, a waiver to the setback requirements will be required. Additionally, to help achieve the goal of unit and price diversity onsite, a waiver to the open space requirement is required in order that smaller homes and smaller lots are allowable.

The Project supports the City's design policies through integration of green technologies and design components, such as energy management systems, energy efficient heating, cooling, and lighting, solar on all homes, and the homes are pre-wired for electric car charging stations in the garages. The Project integrates the neighborhood with existing neighborhoods and the adjacent school.

Table LU-1: Residential Small Lot Subdivision Compliance Table

Standards	**Requirement per 20-42.140**	**Proposed Project**	**Waiver requested per section 20-42. 140(F)(4)(8)**
Maximum density	18 units/acre	8.6 units/acre	No
Lot area	2,000 to 6,000; projects larger than 3 acres shall provide variable lot sizes	Project is more than 3 acres, varied lot sizes provided. Perimeter lot areas are 3,300 to 6,000 square feet and the interior lot areas are 2,200 to 4,600 square feet. .	No

Front setbacks	10'; 6' for front porch element	Perimeter unit setbacks are a minimum of 16' to living space and 8' to porch; interior unit setbacks are a minimum 7' to living area and 6' to porch	Yes, for interior units
Side setbacks	4' to the first story; 8' to the second story	All units meet the 4' first story setback requirement; All units require a waiver for second story setback	Yes, for all units
Rear setbacks	15' except where garage is alley-loaded, which may be 3'-5'	Perimeter unit setbacks are 10' to 20'; Interior units are alley-loaded and have setbacks of 5' or greater.	Yes, for perimeter units only
Garage setbacks	19 feet from public sidewalk or 19 feet from property line whichever is greater; A garage placed in a rear yard with alley access shall be placed 3-5 feet from property line	Perimeter unit setbacks are 19' from the back of the public sidewalk; Interior unit setbacks are 5' for alley-loaded garages	No
Private open space	400 square feet with 15 foot minimum dimension	All perimeter units will have a minimum of 400 square feet with 15 foot minimum dimensions. The interior units require a waiver as they have 230-390 square foot minimum with less than 15 foot minimum dimensions.	Yes, for interior units only
Height limits	35 feet	Maximum of 27.5 feet	No
Site coverage	Maximum of 65% of the lot	Maximum of 54%	No
Two-story structures	Two-story structures are permitted provided that: a) floor area of the second story is no more than 50% of the all the roofed first floor; b) 25% of the homes in the Project are one-story; or c) all two story units have one story elements	All homes are two-story with one-story elements, in compliance with item c.	No
Second dwelling units	All small lot subdivisions may include second dwelling units	A second dwelling unit is provided on 20% of the alley-loaded homes.	No

Impacts:

X(a) **No Impact.** The site is located at the edge of City limits and is surrounded by similar residential uses, a neighborhood servicing shopping center and a nursery. It will not physically divide an established community and, therefore, will have no impact. The Project is in an area that is transitioning to more intensive residential uses as called for in the City's General Plan. This Project will contribute to that transition and, therefore, the Project would not physically divide an established community, therefore, no impact is anticipated.

X(b) **Less Than Significant Impact.** The Project will be consistent with the existing Medium Low Density Residential General Plan land use designation which was included in the scope of review of the City of Santa Rosa 2035 General Plan/Final EIR, 2009. It is also designed to comply with development standards of the R-1-6 (Single-family Residential) zoning district.

X(c) **Less Than Significant Impact.** The site is within the Santa Rosa Plains Conservation Strategy Area Plan. This plan and the Project's consistency with this plan are discussed in Section IV, Biological Resources. The Project will conform to the Conservation Plan, and therefore, no significant impact is anticipated.

Standard Measures:

- The Project shall be rezoned from R-3-18 to R-1-6 in order to be in compliance with the City's current General Plan designation of Medium Low Density Residential (8-13 units/acre).

Sources:

- City of Santa Rosa 2035 General Plan/Final EIR, 2009
- City of Santa Rosa Zoning Code, 2006
- City of Santa Rosa Southwest Area Plan, adopted June 1, 1994
- United States Fish & Wildlife Service, Final Santa Rosa Plains Conservation Strategy, 2005

	Potentially Significant Impact	Less-Than-Significant With Mitigation Incorporated	Less-Than-Significant Impact	No Impact
XI. MINERAL RESOURCES				
Would the project:				
a. Result in the loss of availability of a known mineral resource that would be of value to the region and the residents of the state?	☐	☐	☐	X
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?	☐	☐	☐	X

Discussion:

Impacts:

XI(a-b) **No Impact.** Neither the City of Santa Rosa's General Plan nor the Surface Mining and Reclamation Act (SMARA) of 1975 identifies specific areas of mineral resources in the North San Francisco Bay Region including Santa Rosa. The Project does not lie within one of the listed aggregate deposits in the SMARA report as shown on Santa Rosa Quadrangle.

Sources:

- City of Santa Rosa 2035 General Plan/Final EIR, 2009
- State of California, Surface Mining and Reclamation Act (SMARA) of 1975, updated in 1977

	Potentially Significant Impact	Less-Than-Significant With Mitigation Incorporated	Less-Than-Significant Impact	No Impact
XII. NOISE				
Would the project result in:				
a. Exposure of persons to or generation of noise levels in excess of standards established in the local general plan or noise ordinance, or applicable standards of other agencies?	☐	X	☐	☐
b. Exposure of persons to or generation of excessive ground borne vibration or ground borne noise levels?	☐	☐	X	☐
c. A substantial permanent increase in ambient noise levels in the project vicinity above levels existing without the project?	☐	☐	X	☐
d. A substantial temporary or periodic increase in ambient noise levels in the project vicinity above levels existing without the project?	☐	X	☐	☐
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?	☐	☐	☐	X
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?	☐	☐	☐	X

Discussion:

A noise assessment was prepared for the Project by Edward L. Pack Associates in June of 2014, and is found in Appendix E.

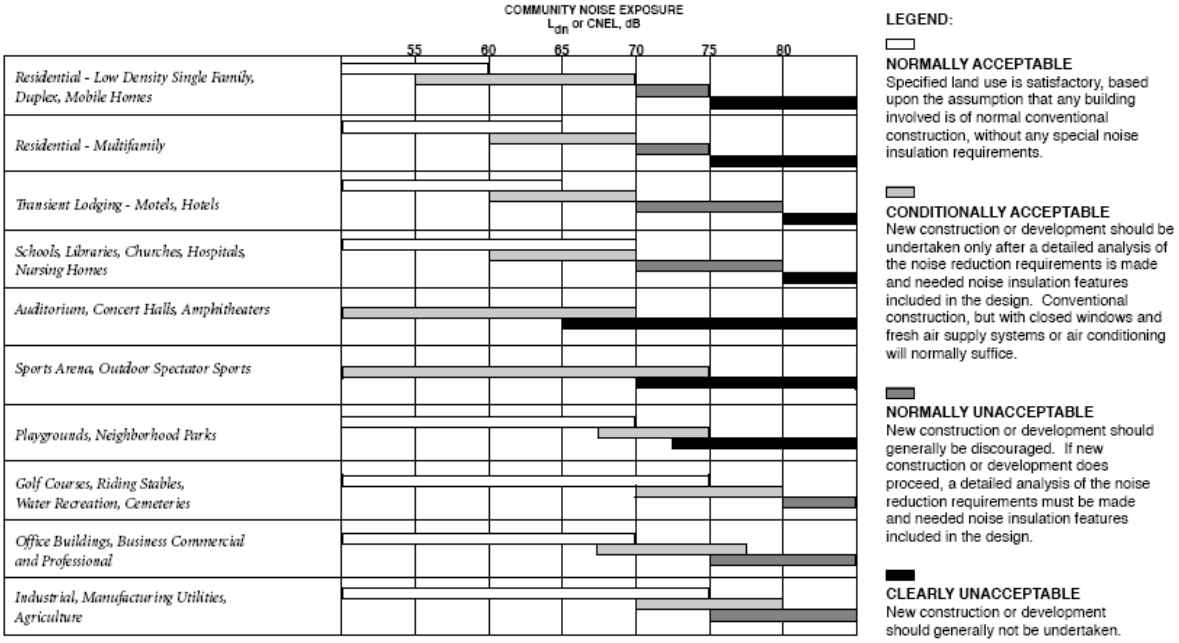
Regulatory Criteria

City of Santa Rosa General Plan

The Noise and Safety Element of the Santa Rosa 2020 General Plan contains Goals and Policies for Noise. These policies are intended to address a variety of development projects and noise sources. In general, the City considers a ≤60 dB DNL exterior noise level as normally acceptable for single-family residential development (see Table XII-1). Policy NS-B-14 is to discourage new projects that have the

potential to create ambient noise levels more than 5 dBA DNL above existing background, within 250 feet of sensitive receptors.

Table XII-1
Land Use Compatibility Standards, City of Santa Rosa General Plan



Existing Noise Environment

The Project site is located along Stony Point Road between Barndance Lane and Yuba Drive. The 5 acre site is currently a vacant field that is relatively flat. Surrounding land uses include the Momiji Nursery adjacent to the south, a vacant parcel adjacent to the west, single-family residential adjacent to the north and single-family residential across Stony Point Road to the east.

To determine the existing noise environment at the site, continuous recordings of the sound levels were made at a location on the Stony Point Road approximately 980 ft. from the subject Project site with no major intersections between it and the Project site. Measurements were made at 50 ft. from the centerline of Stony Point Road as shown on Figure 2 Site Plan.

The existing exterior noise exposure at the most impacted property line contiguous with Stony Point Road, (62 ft. from centerline) is 69 dB DNL. Under future conditions, the noise exposure is expected to increase to 72 dB DNL. Thus, the noise exposures will be up to 12 dB in excess of the 60 dB DNL limit of the City of Santa Rosa Noise Element standards[7].

The existing exterior noise exposure at the most impacted planned building setback (lots 21-24) closest to Stony Point Road (67 ft. from the centerline) is 68 dB DNL (see Figure 2 Site Plan). Under future traffic conditions, the noise exposure is expected to increase to 71 dB DNL.

[7] To account for human sensitivity to nighttime noise, the Day-Night Level (DNL), often notated as Ldn, noise descriptor was developed. The DNL divides the 24-hour day into the daytime period of 7:00 a.m. to 10:00 p.m. and the nighttime period of 10:00 p.m. to 7:00 a.m. The nighttime noise levels are penalized by 10 dB to account for the greater sensitivity to noise at night. The Community Noise Equivalent Level (CNEL) is another 24-hour average noise descriptor which includes 5 dB evening (7:00 p.m. - 10:00 p.m.) and 10 dB nighttime penalties. Note that the DNL and CNEL can only be calculated using A-weighted sound levels. Therefore, the "A" is dropped from the dBA nomenclature as it is considered a redundancy to notate dBA DNL/CNEL. The DNL and CNEL are typically numerically equivalent.

Impacts:

XII(a) **Less Than Significant With Mitigation Incorporated**. Further noise levels were calculated in the Noise Assessment prepared by Edward Pack & Associates in June of 2014.

Exterior Noise

The results of the calculations indicate that the noise exposure at the measurement location 50 ft. from the centerline of Stony Point Road was calculated to be 70 dB DNL. At the property line of the Project site contiguous with Stony Point Road, 62 ft. from the centerline, the existing noise exposure was calculated to be 69 dB DNL. Under future traffic conditions, the noise exposure is expected to increase to 72 dB DNL. Thus, the noise exposures will be up to 12 dB in excess of the 60 dB DNL limit of the City of Santa Rosa Noise Element standards.

At the minimum planned building setback, 67 ft. from the centerline, the existing noise exposure was calculated to be 68 dB DNL. Under future traffic conditions, the noise exposure is expected to increase to 71 dB DNL.

The results of these evaluations indicate the exterior noise exposures will exceed the limits of the standards. Mitigation measures are provided which will reduce the future exterior noise levels experienced by residents.

Interior Noise

The interior noise exposures in the most impacted living spaces closest to Stony Point Road will be up to 43 and 46 dB DNL under existing and future traffic conditions, respectively. Thus, the noise exposures will be up to 1 dB in excess of the 45 dB DNL limit of the City of Santa Rosa Noise Element standards unless mitigated. Noise mitigation measures for the interior living spaces are identified below.

XII(b) **Less Than Significant Impact.** No demolition or construction activities have the potential to generate ground vibration that is occasionally perceptible at the existing homes. Therefore this potential impact is considered less than significant.

XII(c) **Less Than Significant Impact.** The existing traffic volume on Stony Point Road is approximately 15,000 vehicles per day. The Project is expected to generate average daily traffic volumes of 436 vehicles. Therefore, the Project will add approximately 3% to the existing traffic volume. This increase will not appreciably add to the existing or future noise environments. The increases will be less than significant according to the Noise Assessment.

XII(d) **Less Than Significant With Mitigation Incorporated.** Short-term construction impacts may be created during construction of the development. Construction equipment generates noise levels in the range of 75 to 95 dBA at a 30 ft. distance from the source. Because of the close proximity of the site to the residences to the north, there is potential for construction noise to impact these receptors. Noise from construction equipment dissipates at the rate of 6 dB per doubling of the distance from the source to the receiver. At receptor locations immediately adjacent to the north, construction noise will be in the range of 88 to 108 dBA, which would result in noticeable to loud noise conditions. These high noise levels will occur for a short period of time during site work along the property line. The noise levels during the longer period of building construction will range from 76 to 96 dBA.

Since construction is carried out in several phases, each has its own mix of equipment and consequently, its own noise characteristics. Generally, the site preparation requires the use of heavy equipment such as bulldozers, loaders, scrapers, and diesel trucks. Upon completion of

the Project, the area's sound levels will reduce essentially to the predicted traffic noise exposures.

Over the course of a construction day, the noise exposure is expected to be up to 67 dB DNL at the residences to the north. Construction noise is predicted to be significant to nearby residences. The recommended mitigation measures described below will reduce impacts to levels of less than significant with mitigation incorporated.

XII(e,f) **No Impact.** The Project site is not located within an airport land use plan, or within two miles of a public airport or public use airport or private airstrip. Occasional aircraft overflights are intermittently audible at the site, but these infrequent events do not substantially contribute to hourly average or daily average noise levels at the site. The Project would not expose persons in the area to excessive aircraft noise, therefore no impact will occur.

Recommended Mitigation Measures:

As recommended in the Acoustical Analysis prepared by Edward Pack Associates in June of 2014. The following measures apply.

NOI-1: The construction phase noise at the site shall be minimized by using quiet or "new technology" equipment. The greatest potential for noise abatement of current equipment should be the quieting of exhaust noises by use of improved mufflers. All internal combustion engines used at the Project site shall be equipped with a type of muffler recommended by the vehicle manufacturer. In addition, all equipment shall be in good mechanical condition so as to minimize noise created by faulty or poorly maintained engine, drive-train and other components. Construction noise shall also be mitigated by the following:

- All diesel powered equipment should be located more than 200 ft. from any residence if the equipment is to operate for more than several hours per day.
- Dirt berming and stockpiling materials will be used to help reduce noise to sensitive receptor locations.
- Use scrapers as much as possible for earth removal, rather than the noisier loaders and hauling trucks.
- Use wheeled equipment rather than track equipment as much as possible.
- Use a backhoe for backfilling when feasible.
- Use a motor grader rather than a bulldozer for final grading.
- Power saws should be shielded or enclosed to decrease noise emissions.
- Nail guns should be used where possible as they are less noisy than manual hammering.
- Generators and compressors shall be enclosed and positioned as far from noise sensitive receptors as possible.
- Construct buildings or other significant structures at the site perimeter first to help shield existing sensitive receptors from noise generated on the site.
- The applicant shall designate a "disturbance coordinator" who would be responsible for responding to any complaints about construction noise. The disturbance coordinator will determine the cause of the noise complaint (e.g., bad muffler, etc.) and would require that reasonable measures be implemented to correct the problem.

As recommended in the Acoustical Analysis prepared by Edward Pack Associates in June of 2014. The following measures apply.

NOI-2: Exterior Noise Controls:

- Construct six 9 ft. high acoustically-effective barrier along the property line contiguous with Stony Point Road. To control flanking noise, the barrier shall continue along the north property line for a distance of 200 ft. at heights of 6 ft. to 8 ft. The height of the north property line barrier may reduce in height per the layout shown on Figure 2 of the Noise Study (Appendix E). The barrier shall turn at the south side of Lot 21 at the entrance to the Project[8].
- Construct a 6 ft. high acoustically-effective barrier 3 ft. behind the sidewalk along the southerly side of Lot 1 as shown on Figure 2 of the Noise Study (Appendix E). Note that Figure 2 of Appendix E assumes that the house on Lot 1 will face east.
- Construct 6 ft. high acoustically-effective fences between the homes on Lots 1 and 2 and between Lots 3 and 4.
- The barrier heights are in reference to the nearest building pad elevation.
- To achieve an acoustically-effective barrier it must be constructed air-tight, i.e., without cracks, gaps or other openings, and must provide for long term durability. Barriers can be constructed of masonry, wood, concrete, stucco, earth berm or a combination thereof and must have a minimum surface weight of 2.5 lbs./sq. ft. If wood fencing is used, homogeneous sheet materials are preferable to conventional wood fencing as the latter has a tendency to warp and form openings with age. However, high quality air-tight tongue-and-groove, board and batten or shiplap construction can be used. All connections with posts, pilasters or building shells must be sealed air-tight. No openings are permitted between the upper barrier components and the ground. Gates may be incorporated into the barriers, however, they must be of the same weight material as the main barrier and must seal tight when closed. The gap at the bottom of the gate shall be less than 1".

As recommended in the Acoustical Analysis prepared by Edward Pack Associates in June of 2014. The following measures apply.

NOI-3: To achieve compliance with the City of Santa Rosa interior standards, the following measures shall be required. In addition, general construction measures affecting the building shell are also required, as described in Appendix E.

- Install windows rated minimum Sound Transmission Class (STC) 31 at second floor living space windows of Lot 24 that are within 75 ft. of the centerline of Stony Point Road.
- All windows and glass doors must be of good quality and provide tight seals to prevent sound infiltration. To achieve an acoustically-effective window construction, sliding panels must form an air-tight seal when in the closed position. In addition, the window and door frames must be caulked to the wall opening around their entire perimeter with a non-hardening caulking compound or acoustical sealant.

The implementation of the above measures will reduce interior noise exposures to 45 dB CNEL or lower.

Sources:

- City of Santa Rosa 2035 General Plan/Final EIR, 2009
- Edward L. Pack Associates, Inc., Noise Assessment Study for the Planned Stony Village North Project, June, 2014

[8] Lot numbers updated to reflect latest plan.

	Potentially Significant Impact	Less-Than-Significant With Mitigation Incorporated	Less-Than-Significant Impact	No Impact
XIII. POPULATION AND HOUSING				
Would the project:				
a. Induce substantial population growth in an area, either directly (for example, by proposing new homes and businesses) or indirectly (for example, through extension of roads or other infrastructure)?	☐	☐	X	☐
b. Displace substantial numbers of existing housing, necessitating the construction of replacement housing elsewhere?	☐	☐	☐	X
c. Displace substantial numbers of people, necessitating the construction of replacement housing elsewhere?	☐	☐	☐	X

Discussion/Impacts:

XIII(a) **Less Than Significant Impact.** A project would be considered growth-inducing if it were to provide new housing, new employment, or expand existing infrastructure not planned for by a local plan. The Project would provide 43 new housing units and expand infrastructure. The Project is within the Medium Low Density Residential density range (8-13 units/acre) as called for in the City of Santa Rosa 2035 General Plan and infrastructure to serve this development was anticipated and analyzed in the General Plan. Therefore, since the Project is consistent with City plans, the potential for induced growth is not considered an impact.

XIII(b,c) **No Impact.** The Project would not displace existing housing or people and would not require construction of replacement housing elsewhere. No impact would occur.

Sources:

- City of Santa Rosa 2035 General Plan/Final EIR, 2009

	Potentially Significant Impact	Less-Than-Significant With Mitigation Incorporated	Less-Than-Significant Impact	No Impact
XIV. PUBLIC SERVICES				
Would the project result in substantial adverse physical impacts associated with the provision of new or physically altered governmental facilities, need for new or physically altered governmental facilities, the construction of which could cause significant environmental impacts, in order to maintain acceptable service ratios, response times or other performance objectives for any of the public services?				
a. Fire protection?	☐	X	☐	☐
b. Police protection?	☐	X	☐	☐
c. Schools?	☐	☐	X	☐
d. Parks?	☐	☐	X	☐
e. Other public facilities?	☐	☐	X	☐

Discussion/Impacts:

XIV(a,b)

Less than Significant With Mitigation Incorporated: Fire and police protection services would be provided by the City of Santa Rosa. The nearest fire stations (Fire Station #10 and #8) are located approximately 1.5 miles to the north on Corporate Center Parkway and Burbank Avenue, respectively.

The Project site is located within the Santa Rosa Police Beat 7 patrol area.

The Project's 43 new homes may result in a demand for the City's public safety services. Additional fire or police personnel or equipment could be necessary to adequately serve the Project. The City's 2035 General Plan anticipated this increased demand and the City has since identified mitigation: the requirement that all newly created parcels or multi-family residential development be mitigated through any of the following four options:

a. Annexation of all newly created parcels and multi-family residential development to an existing City Special Tax District;

b. Payment of a lump sum adequate to cover the increased public safety service costs associated with providing services to a proposed residential subdivision or multi-family residential development;

c. Provide private security, fire protection and emergency medical services to the residents of a proposed residential subdivision or multi-family residential development in perpetuity; or

d. Include other uses, consistent with the City of Santa Rosa 2035 General Plan and zoning regulations, within a proposed residential development that would generate revenue to off-set the costs of providing public safety services to the development, where appropriate.

XIV(c) **Less than Significant Impact:** The Project site is located within the Santa Rosa School District and Wright School District. The Project's 43 single family homes will likely generate 20± new students[9]. The students will likely be served by Robert L. Stevens Elementary School, Hilliard Comstock Middle School and Piner High School; the nearest campuses. The small number of new students will not result in a significant impact at these three schools. However, pursuant to Senate Bill 50, the Applicant would be required to pay school impact fees at the residential rate for new construction. These fees are established to offset potential impacts on school facilities. Payment of the fees mandated under Senate Bill 50 is prescribed by the statute, with payment of the fees deemed full and complete mitigation. This fee would be assessed when the Project's building permit is issued. Therefore, the Project would have a less than significant impact to area schools.

XIV(d,e)

Less than Significant Impact: The Project is residential and would result in the incremental need for additional park services. The nearest public parks are Pear Blossom and Bellevue Ranch, both 3 acre parks. Consistent with the City's General Plan, rather than provide for on-site recreational areas, the Project will provide a fair share contribution to park development fees. Therefore this impact is considered as less than significant. (See also Section XV, Recreation).

Recommended Mitigation Measures:

PS-1: As mitigation to public safety impacts, the Project shall be required to mitigate the impacts of an increased need for public safety services resulting from a proposed development to a less than significant level by implementation of one of the following mitigation measures:

e. Annexation of all newly created parcels and multi-family residential development to an existing City Special Tax District;

f. Payment of a lump sum adequate to cover the increased public safety service costs associated with providing services to a proposed residential subdivision or multi-family residential development;

g. Provide private security, fire protection and emergency medical services to the residents of a proposed residential subdivision or multi-family residential development in perpetuity; or

h. Include other uses, consistent with the City of Santa Rosa 2035 General Plan and zoning regulations, within a proposed residential development that would generate revenue to off-set the costs of providing public safety services to the development, where appropriate.

Standard Measures:

- Evidence showing payment of school impact fees, in accordance with Government Code Section 65996, from the applicable school district will be provided prior to City issuance of any building permits.
- Evidence showing payment of park development fees will be provided prior to the issuance of any building permits.
- Other standard conditions of approval will apply, including provision of a fire flow analysis to ensure adequate water pressure and flow rates.

[9] Average population per household (2010 Census data).

Sources:

- City of Santa Rosa 2035 General Plan/Final EIR, 2009
- Community Development Department's Standard Conditions of Approval dated March 1, 2004

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

Discussion/Impacts:

XV(a,b) **Less Than Significant impact:** The Project is a 43 unit residential project and would contribute to the need for overall park and recreational demand. The closest parks are Pear Blossom and Bellevue Ranch, both approximately 3 acre parks within 1 mile of the Project site.

The Project will be required to either provide park space or participate in the payment of park in-lieu fees. Development at the Project site has been anticipated for numerous years and infrastructure, including parks to serve this and other development in the southwestern quadrant of the City, was anticipated and analyzed in the General Plan 2035. The Project's payment of the City's park in-lieu fees would offset the Project's demand for increased recreational facilities.

Standard Measures:

- Evidence showing payment of park acquisition and/or park development fees will be provided prior to City issuance of any building permits.

Sources:

- City of Santa Rosa 2035 General Plan/Final EIR, 2009

	Potentially Significant Impact	Less-Than-Significant With Mitigation Incorporated	Less-Than-Significant Impact	No Impact
XVI. TRANSPORTATION/TRAFFIC				
Would the project:				
a. Conflict with an applicable plan, ordinance or policy establishing measures of effectiveness for the performance of the circulation system, taking into account all modes of transportation including mass transit and non-motorized travel and relevant components of the circulation system, including but not limited to intersections, streets, highways and freeways, pedestrian and bicycle paths, and mass transit?	☐	X	☐	☐
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?	☐	X	☐	☐
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?	☐	☐	☐	X
d. Substantially increase hazards due to a design feature (e.g., sharp curves or dangerous intersections) or incompatible uses (e.g., farm equipment)?	☐	X	☐	☐
e. Result in inadequate emergency access?	☐	X	☐	☐
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?	☐	X	☐	☐

Discussion:

The following impact analyses are based on a Traffic Impact Study conducted specific to this Project by Whitlock & Weinberger Transportation, Inc. (W-Trans). It is included with this Initial Study as Appendix B.

Existing Conditions

The Existing Conditions scenario provides an evaluation of current operation based on existing traffic

volumes during the p.m. peak period. This condition does not include project-generated traffic volumes. Volume data was collected for the City in March 2014 while local schools were in session.

Current Intersection Levels of Service (LOS)

Based on the traffic volumes collected in March 2014, the study intersections are currently operating acceptably at LOS C or better, with the exception of the minor approaches at the Stony Point Road/Barndance Lane intersection, which is operating at LOS D and E during peak hours, and Stony Point Road/Bellevue Ranch Road intersection, which is operating at LOS E during one peak hour. A summary of the intersection level of service calculations is contained in Table XVI-1, and copies of the Level of Service calculations are provided in Appendix B of this document.

The City of Santa Rosa has adopted LOS D or better as the standard along major corridors (such as Stony Point Road).

Table XVI-1
Existing Peak Hour Intersection Levels of Service

Study Intersection Approach	Existing Conditions			
	AM Peak		PM Peak	
	Delay	LOS	Delay	LOS
1. Stony Point Rd/Hearn Ave	24.9	C	24.3	C
2. Stony Point Rd/Barndance Ln	1.4	A	0.8	A
Eastbound Approach	*33.5*	*D*	***35.5***	***E***
3. Stony Point Rd/Bellevue Ranch Rd	4.3	A	2.0	A
Westbound Approach	***44.1***	***E***	*24.3*	*C*
4. Stony Point Rd/Bellevue Ave	13.4	B	12.2	B
5. Stony Point Rd/Todd Rd	20.7	C	21.5	C

Notes: Delay is measured in average seconds per vehicle; LOS = Level of Service; Results for minor approaches to two-way stop-controlled intersections are indicated in italics; **Bold** text = deficient operation

Stony Point Road Widening

The City of Santa Rosa is initiating a road improvement project to be completed on Stony Point Road from Sebastopol Road to Hearn Avenue. Based on the City's website, the Project is intended to ease traffic congestion and increase roadway safety by the addition of travel and turn lanes, new sidewalks, and bicycle lanes along this vital north-south corridor. As part of the plan, Stony Point Road will be widened to two lanes in each direction from Sebastopol Road through the intersection of Hearn Avenue. The roadway will transition back to one lane in each direction south of Barndance Lane.

Therefore, for analysis purposes, the study intersection of Stony Point Road/Hearn Avenue was assumed to include the additional through lane in each direction to establish a baseline condition.

Existing plus Improvements Conditions

The Existing plus Improvements Conditions scenario reflects operation based on existing traffic volumes with the addition of lanes on Stony Point Road.

Intersection Levels of Service

With the improvements, the study intersections are operating acceptably at LOS C or better except for the minor approach at Stony Point Road/Bellevue Ranch Road, which would operate at LOS E during the morning peak hour. A summary of the intersection level of service calculations is contained in Table XVI-2, and copies of the Level of Service calculations are provided in Appendix C.

Table XVI-2
Existing plus Improvements Peak Hour Intersection Levels of Service

Study Intersection Approach	Existing plus Improvements Conditions			
	AM Peak		PM Peak	
	Delay	LOS	Delay	LOS
1. Stony Point Rd/Hearn Ave	21.7	C	19.7	C
2. Stony Point Rd/Barndance Ln	0.7	A	0.4	A
Eastbound Approach	*16.5*	*C*	*17.0*	*C*
3. Stony Point Rd/Bellevue Ranch Rd	4.3	A	2.0	A
Westbound Approach	***44.1***	***E***	*24.3*	*C*
4. Stony Point Rd/Bellevue Ave	13.4	B	12.2	B
5. Stony Point Rd/Todd Rd	20.7	C	21.5	C

Notes: Delay is measured in average seconds per vehicle; LOS = Level of Service; Results for minor approaches to two-way stop-controlled intersections are indicated in italics; **Bold** text = deficient operation

Future Conditions

Segment volumes for the horizon year of 2040 were obtained from the County of Sonoma's gravity demand model and translated to turning movement volumes at each of the study intersections using the "Furness" method. The Furness method is an iterative process that employs existing turning movement data, existing link volumes and future link volumes to project likely future turning movement volumes at intersections.

Under the anticipated Future volumes, and with the improvements described above, the study intersections are expected to operate acceptably except that Stony Point Road/Bellevue Ranch Road is expected to operate at LOS F overall during the a.m. peak period and on the minor approach during the evening peak period. These results are summarized in Table XVI-3 and copies of the Level of Service calculations are provided in Appendix C.

Table XVI-3
Future plus Improvements Peak Hour Intersection Levels of Service

Study Intersection Approach	Future Conditions			
	AM Peak		PM Peak	
	Delay	LOS	Delay	LOS
1. Stony Point Rd/Hearn Ave	24.3	C	41.6	D
2. Stony Point Rd/Barndance Ln	0.9	A	0.5	A
Eastbound Approach	*22.1*	*C*	*23.5*	*C*
3. Stony Point Rd/Bellevue Ranch Rd	**55.8**	**F**	33.9	D
Westbound Approach	**	***F***	**	***F***
4. Stony Point Rd/Bellevue Ave	11.5	B	16.8	B
5. Stony Point Rd/Todd Rd	28.3	C	26.4	C

Notes: Delay is measured in average seconds per vehicle; LOS = Level of Service; Results for minor approaches to two-way stop-controlled intersections are indicated in italics; ** = delay greater than 120 seconds; **Bold** text = deficient operation

Trip Generation

The anticipated trip generation for the Project was estimated using standard rates published by the Institute of Transportation Engineers (ITE) in *Trip Generation Manual,* 9th Edition, 2012 for "Single Family Detached Housing" (ITE LU #210) and "Apartment" (ITE LU #220) for the secondary dwellings. As indicated in Table XVI-4, the Project is expected to generate an average of 436 trips per day, including 34 trips during the a.m. peak hour and 45 during the p.m. peak hour.

Table XVI-4
Trip Generation Summary

		Daily		AM Peak Hour				PM Peak Hour			
Land Use	**Units**	**Rate**	**Trips**	**Rate**	**Trips**	**In**	**Out**	**Rate**	**Trips**	**In**	**Out**
Single Family Dwelling	43	9.52	409	0.75	32	8	24	1.0	43	27	16
Secondary Dwelling	4	6.65	27	0.51	2	0	2	0.62	2	2	0
Total		**436**			**34**	**8**	**26**		**45**	**29**	**16**

Trip Distribution

The pattern used to allocate new project trips to the street network was based on likely routes and major generators and attractors. The applied distribution assumptions and resulting trips are shown in Table XVI-5.

Table XVI-5
Trip Distribution Assumptions

Route	Percent	Daily Trips	AM Trips	PM Trips
Stony Point Rd (from/to the north)	30%	128	10	13
Stony Point Rd (from/to the south)	25%	107	9	11
Hearn Ave (from/to the east)	10%	43	3	5
Bellevue Ave (from/to the east)	10%	43	3	5
Todd Rd (from/to the west)	10%	43	3	5
Todd Rd (from/to the east)	15%	64	6	6
TOTAL	**100%**	**428**	**34**	**45**

Intersection Operation

Existing plus Improvements plus Project Conditions

Upon the addition of Project-related traffic to the Existing volumes, and with the improvements to Stony Point Road, the study intersections are expected to continue operating acceptably at LOS C or better except for both the new eastbound minor street approach and the existing westbound approach at Stony Point Road/Bellevue Ranch Road. Project added trips would substantially increase delay on the Bellevue Ranch Road approaches and result in unacceptable LOS F operation during the a.m. peak period, so a signal warrant analysis was conducted. These results as well as Existing "without project" operation are summarized in Table XVI-6.

Table XVI-6
Existing plus Improvements and Existing plus Improvements plus Project Peak Hour Intersection Levels of Service

Study Intersection Approach	Existing plus Improvements				Existing plus Improvements plus Project			
	AM Peak		PM Peak		AM Peak		PM Peak	
	Delay	LOS	Delay	LOS	Delay	LOS	Delay	LOS
1. Stony Point Rd/Hearn Ave	21.7	C	19.7	B	21.8	C	19.8	B
2. Stony Point Rd/Barndance Ln	0.7	A	0.4	A	0.7	A	0.4	A
Eastbound Approach	*16.5*	*C*	*17.0*	*C*	*16.6*	*C*	*17.2*	*C*
3. Stony Point Rd/Bellevue Ranch Rd	4.3	A	2.0	A	8.8	A	3.1	A
Eastbound Approach	-	-	-	-	**67.9**	**F**	35.5	E
Westbound Approach	***44.1***	***E***	*24.3*	*C*	***83.7***	***F***	*35.1*	*E*
4. Stony Point Rd/Bellevue Ave	13.4	B	12.2	B	13.4	B	12.4	B
5. Stony Point Rd/Todd Rd	20.7	C	21.5	C	20.8	C	21.8	C

Notes: Delay is measured in average seconds per vehicle; LOS = Level of Service; Results for minor approaches to two-way stop-controlled intersections are indicated in *italics*; **Bold** text = deficient operation

Qualitative Analysis of Stony Point Road/Yuba Drive

The intersection of Stony Point Road/Yuba Drive, which is located to the south of Bellevue Ranch Road, was evaluated on a qualitative basis. Currently, Stony Point Road/Yuba Drive is stop-controlled on the eastbound and westbound Yuba Drive approaches with northbound and southbound left-turn lanes and a northbound right-turn lane on Stony Point Road. Additional peak hour trips generated by the Stony Village North project would be northbound and southbound through-movements on Stony Point Road, resulting in an increase of less than 1.6 percent of current a.m. and 2.3 percent of p.m. peak hour volumes. Since the project would not be expected to generate volumes onto or off of Yuba Drive and the level of increase in through traffic would be very low, potential impacts of the project at this intersection would generally be addressed through the traffic impact fee.

Future plus Project Conditions

Upon the addition of Project-generated traffic to the anticipated Future volumes, and with planned improvements, the study intersections are expected to operate acceptably except for the Stony Point Road/Bellevue Ranch Road intersection. Project added trips would nearly double the delay on the Bellevue Ranch approaches and result in unacceptable LOS F operation overall during both peak periods, so a signal warrant analysis was conducted. The Future plus Project operating conditions are summarized in Table XVI-7, which also provides the Future without Project results for comparison, and copies of the calculations are provided in Appendix B.

Table XVI-7
Future plus Improvements and Future plus Improvements plus Project Peak Hour Intersection Levels of Service

Study Intersection Approach	Future				Future plus Project			
	AM Peak		PM Peak		AM Peak		PM Peak	
	Delay	LOS	Delay	LOS	Delay	LOS	Delay	LOS
1. Stony Point Rd/Hearn Ave	24.3	C	41.6	D	24.4	C	42.4	D
2. Stony Point Rd/Barndance Ln	0.9	A	0.5	A	0.9	A	0.5	A
Eastbound Approach	*22.1*	*C*	*23.5*	*C*	*22.1*	*C*	*23.8*	*C*
3. Stony Point Rd/Bellevue Ranch Rd	**55.8**	**F**	33.9	D	**96.7**	**F**	**68.1**	**F**
Eastbound Approach	***-***	***-***	***-***	***-***	***75.3***	***F***	**	***F***
Westbound Approach	**	***F***	**	***F***	**	***F***	**	***F***
4. Stony Point Rd/Bellevue Ave	11.5	B	16.8	B	11.5	B	17.0	B
5. Stony Point Rd/Todd Rd	28.3	C	26.4	C	28.5	C	26.6	C

Notes: Delay is measured in average seconds per vehicle; LOS = Level of Service; Results for minor approaches to two-way stop-controlled intersections are indicated in italics; ** = delay greater than 120 seconds; **Bold** text = deficient operation

Impacts:

XVI(a) **Less Than Significant With Mitigation Incorporated:** The City of Santa Rosa's adopted Level of Service (LOS) Standard is contained in Santa Rosa General Plan 2035. Standard TD-1 states that the City will try to maintain a level of service (LOS) D or better along all major corridors. Exceptions to meeting this standard are allowed where attainment would result in significant environmental degradation; where topography or environmental impacts make the improvement impossible; or where attainment would ensure loss of an area's unique character. The LOSs

used in these analyses are defined in the Transportation Research Board's 2000 Highway Capacity Manual and are summarized in the traffic report in Appendix B.

While a corridor level of service is applied by the City in its analysis of the entire City as part of the environmental documentation supporting the General Plan, this type of analysis only provides relevant data when performed on a much longer segment than the one included as the study area for the Project. Therefore, although the City's standard does not specify criteria for intersections, for the purposes of this study a minimum operation of LOS D for the overall operation of signalized intersections was applied. Applying LOS D for the operation of intersections is a more conservative approach to this analysis.

Signal Warrant Review

For the purposes of this study, Warrant 3, the Peak Hour volume warrant, which determines the need for traffic control based on the highest volume hour of the day, was used as an initial indication of traffic control needs at the Stony Point Road/Bellevue Ranch Road intersection. The warrant analysis uses turning movement counts for a peak hour. It was determined that under existing volumes, without the Project, the minimum volume criteria is met. The analysis for signal warrants is included in (Appendix D of) Appendix B.

A traffic signal is warranted at Stony Point Road/Bellevue Ranch Road under existing volumes. Project-added traffic results in substantially increased delays and increases the need for a traffic signal. Mitigation measures are provided below to reduce potential impacts.

XVI(b) **Less Than Significant With Mitigation Incorporated.** The Sonoma County Transportation Authority (SCTA) is designated as the Congestion Management Agency for Sonoma County. The four stated goals of the 2009 Transportation Plan are to maintain the system, relieve congestion, reduce emissions, and plan for safety and health. Based on the analysis provided above and in Section III, Air Quality, and after mitigation, the Project would comply with these goals. Therefore, the impact is considered less than significant with mitigation incorporated.

XVI(c) **No Impact.** The Project has no components that would result in a change in air traffic patterns as it is located more than 4 miles from an airport.

XVI(d) **Less Than Significant Impact with Mitigation Incorporated.**

Site Access

Access to the site would be via one new entrance on Stony Point Road, as the west leg of the Stony Point Road/Bellevue Ranch Road intersection. The new street would be stop-controlled on the eastbound approach.

Sight Distance

At intersections a substantially clear line of sight should be maintained between the driver of a vehicle waiting to cross or enter the street and the driver of a vehicle approaching on that street. Adequate time must be provided for the waiting vehicle to either cross, turn left or turn right without requiring the through traffic to radically alter their speed. Sight distance along Stony Point Road at the Project access was evaluated based on corner distance criteria contained in the Highway Design Manual published by Caltrans. The recommended sight distances for minor approaches are based on corner sight distance, with approach travel speeds used as the basis for determining the recommended sight distance. Based on a design speed of 45 mph, the posted speed limit of Stony Point Road in the vicinity of the Project, the minimum corner sight

distance needed is 495 feet. Based on a design speed of 25 mph for the internal streets, the minimum corner sight distance needed is 275 feet.

From a review of the proposed site plan as well as site observations, sight distance for vehicles exiting the Project site is expected to be adequate. In order to maintain adequate sight lines for vehicles leaving the site, landscaping should be maintained such that tree canopies are at least seven feet above the ground; other landscaping planted within areas needed for sight lines should be limited to low-lying vegetation no greater than three feet in height. In addition, signs and monuments planned along the Project's frontage should be placed in a manner that does not obstruct sight distance at the Project driveways. Recommended mitigation will result in impacts that are less than significant.

XVI(e) **Less Than Significant With Mitigation Incorporated.** The Traffic Impact Study included in Appendix B indicates that the Project would result in increases in average delay at intersections surrounding the site, so emergency response times would generally be increased. There are no other changes contemplated as part of the Project that would affect emergency access. Therefore, with mitigation incorporated, the Project would have a less than significant impact on emergency access.

XVI(f) **Less Than Significant With Mitigation Incorporated.** Existing and planned transit, bicycle and pedestrian facilities in the study area are expected to provide appropriate access to the Project site.

Pedestrian Facilities

Given the proximity of Bellevue Ranch Shopping Center with coffee shops, quick eateries, and a convenience store, it is reasonable to assume that some residents will choose to walk from the Project site to this development. New sidewalks are proposed along the Project frontage on Stony Point Road, as part of the Project improvements. Existing pedestrian facilities along the Project frontage and crossings of Stony Point Road are inadequate.

The nearest marked crosswalk is about one-quarter mile away from the Project site at Hearn Avenue, which may seem inconvenient to Project residents who want to walk across the street to the shopping center or bus stop.

Bicycle Facilities

Existing bicycle facilities, including bike lanes on streets, together with shared use of minor streets provide adequate access for bicyclists. Class II bicycle facilities are available on segments of Stony Point Road and the road widening includes Class II bike lanes along Stony Point Road to provide continuous bike facilities near the Project site. Colgan Creek Trail has a Class I bike path approximately 0.7 miles from the Project site. This, the Project frontage improvements should provide adequate right-of-way for future bike lane improvements.

Transit

The nearest bus stops to the Project site are along Stony Point Road which is served by Santa Rosa City Bus Route 15. Transit facilities serving the Project are about one mile away and are within acceptable walking distance.

After mitigation the above impacts would be reduced to a level of less than significant.

Recommended Mitigation Measures:

TR-1: The traffic signal is warranted under existing conditions, but the Project adds a fourth leg as well as trips that increase the need for a traffic signal at Stony Point Road/Bellevue Ranch Road.

The Applicant shall design and construct a signal at Stony Point Road and Bellevue Ranch Road. The City may contribute cost equal to the difference between a City approved pedestrian hybrid signal and City approved traffic signal. City cost participation is subject upon approval by City Council.

If City participation is not approved, a hybrid pedestrian actuated crossing signal with cobra head street lights with pedestrian crossing signal heads and separate pole mounted pedestrian crossing heads is required for all crosswalk crossings on the Stony Point Road/Bellevue Ranch Road intersection. The signal poles shall be located at the intersection with poles and foundations designed to allow future installation of mast arms with Caltrans case 4 loading and signal pedestrian heads. The hybrid signal heads shall be mounted on a mast arm with heads at the center of the north south travel ways. Pedestrian heads shall be pole mounted on all four corners. The pedestrian actuated crossing signal design shall meet CAMUTCD requirements with advance warning signs and as approved by the City Engineer. Pedestrian push button activators and posts shall be provided on all corners of the intersection and individual directional pedestrian heads mounted for all pedestrian crossings.

If City participation is not approved by City Council a traffic signal design for the intersection of Stony Point Road and Bellevue Ranch Road shall be submitted with the first subdivision improvement plan review and shall include a cost estimate for review and approval by the City Public Works Traffic Department. The intersection design shall be for a 6 phase signal providing pedestrian crossings, protected left turn lanes, and bike lanes on Stony Point Road with standard single lane approaches on Bellevue Ranch Road. The signal standards and controller cabinet shall be located and installed per City Standard 240 for a 35 foot curb return radii. The Applicant is required to pay a fair cost and provide a design and cost estimate. Subject to approval by the City Engineer (to establish the base amount) for determining the 25% of the cost for installation reflecting the signal design as approved by the City Engineer, is to be paid concurrent with the recording of the Final Map.

TR-2: The traffic signal shall provide protected pedestrian crossings for a new crosswalk on the south leg of the intersection. In addition, a northbound left-turn lane shall be installed which would provide northbound left-turn access into the Project under traffic signal control.

TR-3: Landscaping within areas needed for sight lines shall be maintained such that foliage stays above 7’ and below 3’ from the ground. Signs or monuments to be installed along the Project frontage should be placed so that sight distance is not obstructed at the Project driveways.

Sources:

- City of Santa Rosa 2035 General Plan/Final EIR, 2009
- W-Trans, Traffic Impact Study for the Stony Village North Project, January 5, 2016

	Potentially Significant Impact	Less-Than-Significant With Mitigation Incorporated	Less-Than-Significant Impact	No Impact
XVII. UTILITIES AND SERVICE SYSTEMS				
Would the project:				
a. Exceed wastewater treatment requirements of the applicable Regional Water Quality Control Board?	☐	☐	X	☐
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?	☐	☐	X	☐
c. Require or result in the construction of new storm water drainage facilities or expansion of existing facilities, the construction of which could cause significant environmental effects?	☐	☐	X	☐
d. Have sufficient water supplies available to serve the project from existing entitlements and resources, or are new or expanded entitlements needed?	☐	☐	X	☐
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?	☐	☐	X	☐
f. Be served by a landfill with sufficient permitted capacity to accommodate the project's solid waste disposal needs?	☐	☐	X	☐
g. Comply with federal, state, and local statutes and regulations related to solid waste?	☐	☐	X	☐

Discussion/Impacts:

XVII(a-e) **Less than Significant**. The Project is located within the City of Santa Rosa's city limits. The proposed Stony Village North Residential Project is located within an area that is experiencing urbanization. Urbanization is planned for in the Santa Rosa 2035 General Plan and most utilities and services are available through local City services, Pacific Gas & Electric, and other providers. Utilities (sewer, water and storm drains) will need to be extended to the site.

The proposed sewer design includes a sewer main route to connect the subdivision to the 12-inch collection sewer in Stony Point Road, which connects to the existing 8-inch sewer in Yuba Drive, which connects to the built 12" collector built by the subdivision to the north. Capacity of these existing lines has been reviewed and determined to be adequate to accommodate the proposed subdivision.

The drainage system for the subdivision conveys all stormwater run-off to the public storm drain system. Plans have been drawn to ensure that tributary boundaries are maintained. The design routes storm drain to the north along Stony Point Road and will connect to the existing line in Barndance Lane, which flows to the west to the Yuba storm drain tributary. As drainage in this area trends west to southwest, off-site drainage will not be interrupted by The Project. The subdivision to the north is assumed to collect its on-site stormwater and convey to public storm drain system. With the storm drain and sewer connection to Covelline Street, no filling beyond City-allowed one foot is expected.

The Project would be designed in accordance with the City's SUSMP Guidelines, which aim to address the impact of development on storm water runoff volume using low impact development (LID) measures integrated into the overall site design. On-site LID measures proposed for the Project include vegetated swales, bioretention "rain gardens", and other forms of on-site retention and treatment. The physical disturbance of these facilities during construction has been addressed in Section IX, Hydrology and Water Quality and in Appendix J.

The Project will be responsible for extension of these utilities and payment of all fees. The Project will use some of the existing service capacity. Although the Project would require the construction of new connections to existing off-site storm water drainage facilities, no significant impacts would occur. Capacity exists and was planned for in the City of Santa Rosa 2035 General Plan, therefore, the potential impact to utilities and services are considered to be less than significant.

XVII(f,g)

Less than Significant. The City of Santa Rosa contracts with the North Bay Corporation to provide solid waste collection and recycling. The North Bay Corporation collects and transports commercial and solid waste to the Central Disposal Site Transfer Station at 500 Meacham Road north of Petaluma. Once at the transfer station, the solid waste is sorted and hauled to the following landfills: the Potrero Hills Landfill in Solano County (anticipated to be in operation until approximately 2030), the Redwood Sanitary Landfill in Marin County (anticipated to be in operation until approximately 2039), and the Keller Canyon Landfill in Contra Costa County (anticipated to be in operation until approximately 2030) (Santa Rosa 2009b).

During construction there would be a temporary increase in solid waste disposal needs associated with construction wastes. Construction wastes for the Project would include small amounts of solid waste from building construction, as well as excess pavement, concrete, and soil associated with excavation and site grading. Both construction waste and operational solid waste could be accommodated by landfills located in the region. The impact from construction waste and commercial solid waste would be less than significant.

Sources:

- City of Santa Rosa 2035 General Plan/Final EIR, 2009

	Potentially Significant Impact	Less-Than-Significant With Mitigation Incorporated	Less Than Significant Impact	No Impact
XVIII. MANDATORY FINDINGS OF SIGNIFICANCE				
Would the project?				
a. Does the project have the potential to degrade the quality of the environment, substantially reduce the habitat of a fish or wildlife species, cause a fish or wildlife population to drop below self-sustaining levels, threaten to eliminate a plant or animal community, reduce the number or restrict the range of a rare or endangered plant or animal or eliminate important examples of the major periods of California history or prehistory?	☐	X	☐	☐
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)?	☐	☐	X	☐
c. Does the project have environmental effects which will cause substantial adverse effects on human beings, either directly or indirectly?	☐	X	☐	☐

Discussion:

XVII(a) **Less Than Significant With Mitigation Incorporated:** All potential impacts to biological resources are less than significant or can be mitigated to levels of less than significant. Mitigation measures are identified in Section IV that will reduce the Project's impacts to less than significant levels. Cultural resources have been studied. There are no buildings on the site. Mitigation measures prescribed in Section V will ensure that any potential impacts to subsurface cultural resources related to construction are fully mitigated.

XVII(b) **Less Than Significant Impact:** 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 small residential developments and will all be mitigated through standard City construction standards and practices or, through mitigation measures contained in this Initial Study.

Traffic impacts are not anticipated to result in adverse cumulative conditions; the City has adopted circulation policies as part of its General Plan Transportation Element that regulate

traffic movement and require construction of project improvements to ensure traffic safety. 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. 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 such that they will not add to a cumulatively considerable impact.

XVII(c) **Less Than Significant With Mitigation Incorporated:** The Project does not present potentially significant impacts which may cause adverse impacts upon human beings, either directly or indirectly. The Project will be conditioned to make City standard improvements or provide mitigations with respect to noise impacts, roadways, storm drainage and other impacts. Building and improvement plans will be reviewed to ensure compliance with applicable building codes and standards.

SOURCES

- Bay Area Air Quality Management District. CEQA Guidelines, Page 3-2-3-4, May, 2010
- City of Santa Rosa Design Guidelines, September, 2005 (updated in 2010, 2011)
- City of Santa Rosa Zoning Code, 2006
- Project Plans October, 2015
- City of Santa Rosa 2035 General Plan/Final EIR, 2009
- City of Santa Rosa Climate Action Plan, adopted June 2012
- City of Santa Rosa, Southwest Area Plan, Resolution No. 27488, June 21, 1994
- City of Santa Rosa, Southwest Area Projects Final Subsequent EIR, 2006
- City of Santa Rosa, Water Efficient Landscape Ordinance, Ordinance 4051, adopted October 27, 2015
- Ted Winfield & Associates, Biological Resource Assessment, Stony Village North Project, December 8, 2015
- Carlile-Macy, Standard Urban Stormwater Mitigation Plan for the Stony Village North Project, December 30, 2014 (updated October 28, 2015)
- BAAQMD Bay Area 2001 Ozone Attainment Plan, 2001 available at: http://www.baaqmd.gov/~/media/Files/Planning%20and%20Research/Plans/2001%20Ozone%20Attainment%20Plan/oap_2001.ashx
- BAAQMD Bay Area 2000 Clean Air Plan available at: http://www.baaqmd.gov/~/media/Files/Planning%20and%20Research/Plans/2000%20Clean%20Air%20Plan/2000_cap.ashx
- Origer & Associates, Cultural Resources Report, May 2014 (confidential City document)
- TMakdissy Consulting, Inc., Geotechnical Investigation, 2729 Stony Point Road, Santa Rosa California, September, 2
- Stantec, Draft Phase I and II Environmental Site Assessments, Santa Rosa, California, October 14, 2013
- Edward L. Pack Associates, Inc., Noise Assessment Study for the Planned Stony Village North Project, June, 2014
- W-Trans, Traffic Impact Study for the Stony Village North Project, May 19, 2015, updated January, 2016
- Illingworth & Rodkin, Air Quality Calculations, July 3, 2014
- State of California, Surface Mining and Reclamation Act (SMARA) of 1975
- United States Fish & Wildlife Service (USFWS) et. Al., Final Santa Rosa Plain Conservation Strategy. Sacramento Office of the U.S. Fish and Wildlife Service, California Department of Fish and Game, U.S. Army Corps of Engineers, U.S. Environmental Protection Agency, North Coast Regional Water Quality Control Board, County of Sonoma, Cities of Cotati, Rohnert Park, and Santa Rosa, Laguna de Santa Rosa Foundation. December 1, 2005

PROJECT SPONSOR'S INCORPORATION OF MITIGATION MEASURES

As the project sponsor or the authorized agent of the project sponsor, I, _____, undersigned, have reviewed the Initial Study for the Stony Village North Project and have particularly reviewed all mitigation measures and monitoring programs identified herein. I accept the findings of the Initial Study and mitigation measures and hereby agree to modify the proposed project applications now on file with the City of Santa Rosa to include and incorporate all mitigation measures and monitoring programs set out in this Initial Study.

_____

Property Owner (authorized agent) Date

DETERMINATION FOR PROJECT

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

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

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

_____

Signature Date

Susie Murray Planner
Printed Name Title

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