



**SECOND ADDENDUM
to the
1999 INITIAL STUDY/MITIGATED NEGATIVE DECLARATION**

**OLD DOMINION INDUSTRIAL BUILDING
2960 and 2970 Dutton Avenue
Santa Rosa
Sonoma County
California**

**Assessor's Parcel No. 043-134-051
REVISED September 2019**

Lead Agency:

**City of Santa Rosa
Planning and Economic Development Department
100 Santa Rosa Avenue, Room 3 (P.O. Box 1678)
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SECTION 1.0 INTRODUCTION

A. DETERMINATION

This document is a Second Addendum to the 1999 Dutton Avenue Light Industrial Buildings Initial Study/Mitigated Negative Declaration (1999 IS/MND).

The history of environmental reviews for the project site is as follows:

- In 1999 an IS/MND, including the associated Mitigation and Monitoring Reporting Program (MMRP) was considered by the Design Review Board on November 4, 1999, and was adopted with the finding that, with implementation of all required mitigation measures, the 1999 Project's environmental impacts would be less-than-significant.
- In 2016 a project consisting of two industrial buildings totaling 127,348 square feet and associated improvements, smaller than the 1999 project, was proposed.
- In 2016 an Addendum for that project (including updates to the associated MMRP) was considered by the City of Santa Rosa City Council on March 29, 2016, and was adopted with the finding that, with implementation of all required mitigation measures, the 2016 Project's environmental impacts would be less-than-significant (2016 Addendum). The 2016 Project was approved (2016 Approved Project).
- In 2018 the current project, which is a much smaller project as compared to the 2016 Approved Project, was proposed. The 2018 proposed project is referred to herein as the 2018 Modified Project. The details of the 2018 Modified Project are discussed below in Section 2.0 Project Information.

B. CEQA FRAMEWORK FOR ADDENDUM

The City of Santa Rosa is the CEQA lead agency for the 2018 Modified Project. In 2019 revised CEQA Guidelines went into effect and this Addendum reviews the project in light of these revised Guidelines and includes updated analysis as required by the revised Guidelines. Since the 2018 Modified Project Application requires additional discretionary entitlements, it is subject to subsequent review standards under Public Resources Code Section 21166. Under the California Environmental Quality Act of 1970, Public Resources Code Sections 21000, et seq. and implementing State CEQA Guidelines, Title 14, Chapter 3 of the California Code of Regulations, as amended (collectively, "CEQA"), when a project that was studied and approved under an adopted Mitigated Negative Declaration (MND) is proposed to be modified, an Addendum to the MND may satisfy CEQA regulations. Both Public Resources Code Section 21166 and CEQA Guidelines Section 15162 provide that when an EIR has been certified or a negative declaration has been adopted for that project, no subsequent EIR shall be prepared for the project unless the lead agency determines, on the basis of substantial evidence in the light of the whole record, one or more of the following:

- Substantial changes are proposed in the project which will require major revisions to the previous MND due to the involvement of new significant environmental effects or a substantial increase in the severity of previously identified significant effects;
- Substantial changes occur with respect to the circumstances under which the project is undertaken which will require major revisions to the previous MND due to the involvement of new significant environmental effects or a substantial increase in the severity of previously identified significant effects; or
- New information of substantial importance, which was not known and could not have been known with the exercise of reasonable diligence at the time of MND adoption, shows any of the following:
 - i) The project will have one or more significant effects not discussed in the MND;

- ii) the project will result in impacts substantially more severe than those disclosed in the MND;
- iii) mitigation measures or alternatives previously found not to be feasible would in fact be feasible and would substantially reduce one or more significant effects of the project, but the project proponent declines to adopt the mitigation measure or alternative; or
- iv) mitigation measures or alternatives that are considerably different from those analyzed in the MND would substantially reduce one or more significant effects on the environment, but the project proponent declines to adopt the mitigation measure or alternative.

Per CEQA Guidelines Section 15164(a), the lead agency shall prepare an addendum to a previously certified EIR if some changes or additions are necessary but none of the conditions described in CEQA Guidelines Section 15162 calling for the preparation of a subsequent EIR have occurred. Furthermore, Section 15164(b) states that an addendum to an approved MND is appropriate when only minor technical changes or additions are made but none of the conditions described in Section 15162 calling for preparation of a subsequent EIR or negative declaration have occurred.

As discussed herein, none of the elements requiring the preparation of a subsequent EIR exists, and the City of Santa Rosa has determined that it is not necessary to prepare a subsequent EIR or MND. Rather, this Addendum has been determined to be the appropriate CEQA document.

This Addendum reflects the analysis of the City as the lead agency. Further, it demonstrates that the environmental analysis, impacts, and mitigation requirements identified in the 2016 Addendum, remain substantively unchanged by the changes described herein, and support the finding that the proposed project modifications reflected in the 2018 Modified Project do not raise any new issues that result in any new significant impacts which cannot be mitigated to a level of less than significant, and do not exceed the level of impacts identified in either the 2016 Addendum or the 1999 IS/MND. To support this decision, the following discussion describes the proposed project modifications and the environmental analysis.

Per CEQA Guidelines Section 15164(c), an addendum need not be circulated for public review, but can be included in or attached to the final EIR or adopted mitigated negative declaration. Per CEQA Guidelines Section 15164(d), the decision-making body shall consider an addendum with the final EIR or adopted mitigated negative declaration prior to making a decision on the project.

Accordingly, this Addendum will be considered by the decision-making bodies prior to making a decision on the 2018 Modified Project. This 2018 Addendum, along with the previous environmental analyses, is on file with and may be obtained from the City of Santa Rosa, Planning and Economic Development Department, Planning Division, 100 Santa Rosa Avenue, Room 3, Santa Rosa, California, 95404.

SECTION 2.0 PROJECT INFORMATION

A. BACKGROUND

The project site is an 8.5 acre parcel of light industrially zoned land surrounded by light industrial development including the Canine Companions for Independence Campus. The site is located at 2960 and 2970 Dutton Avenue in the City of Santa Rosa, Sonoma County, California, east of Dutton Avenue. The site is bordered on the east by the SMART train tracks and Dutton Avenue to the west.

The majority of the project site is relatively level with elevations ranging between 117 and 125 feet above mean sea level. A drainage swale, which supports a 0.04 acres seasonal wetland, is located in the southern portion of the project site. Both a railroad spur and a Sonoma County Water Agency (SCWA) water line right-of-ways are located on the southeastern corner of the site. The spur is no longer used as it is not connected to the main track.

B. SUMMARY OF THE 1999 and 2016 APPROVED PROJECTS/SITE HISTORY

The 1999 project consisted of the construction of two light industrial concrete buildings having an area of 69,836 square feet and 57,512 square feet, totaling 127,348 square feet. Designed to accommodate warehousing, bulk distribution, office, and research and development, these buildings were designed as “spec buildings” with no known tenants at the time.

Subsequent to the adoption of the Mitigated Negative Declaration and City Design Review approval, the potential for the presence of California Tiger Salamander (CTS) was identified. The two years of required studies were performed by Golden Bear Biostudies, and no CTS were identified. The report was submitted to the U.S. Fish and Wildlife Service (USFWS). The USFWS concurred with the findings of (1) no take and (2) no mitigation requirement (see Appendix B-5 of the 2016 Addendum).

Two wetlands delineations were performed for the site. The first delineation was created by consulting plant ecologist, Mr. Charles Patterson and the Preliminary Jurisdictional Determination (PJD) was verified by the United States Army Corps of Engineers (USACOE) in 2008 (Appendix B-6 of the 2016 Addendum). In 2013, Winfield and Associates, Inc. submitted a second request for a PJD¹. On July 8, 2014, the USACOE confirmed their jurisdiction over 0.04 acres of waters of the U.S./State. The areas subject to the USACOE/RWQCB Clean Water Act jurisdiction are limited to the remnant swale that supports small pockets of seasonal wetland in the southwestern portion of the project site (Appendix B-3 of the 2016 Addendum).

The 2016 Approved Project proposed two industrial buildings with a combined square footage of approximately 118,500 square feet and included an application for a General Plan Amendment to change the land use designation from General Industry to Light Industry. Those proposed industrial uses (such as wine storage and auxiliary office, or similar uses) were consistent with the uses that received approval from the Design Review Board in November 1999.

C. SUMMARY OF THE PROPOSED 2018 MODIFIED PROJECT

The 2018 Modified Project proposes one freight transfer terminal building with a square footage of approximately 17,695 square feet with 34 loading dock doors on the 8.95 acres. The currently proposed building is over 100,000 square feet smaller. The building is located at the front of the lot with public parking. The building frontage shields the loading docks. The yard will have 224,901 square feet of paved maneuvering and parking area for trailers. As compared to the 2016 Approved Project, the Modified Project overall site surface coverage (buildings and pavement) is comparable.

The area on the southwestern portion of the project site that supports a small (0.04 acre) wetland drainage that delivers water to a storm drain inlet will remain undeveloped, and thus the project will avoid impacts to waters of the U.S. and State. As part of this 2018 Modified Project, the wetland swale will be protected via the establishment of a wetland setback that averages 25 feet from the wetland edge on all sides, and shall be preserved in perpetuity via recordation of a permanent deed restriction approved by the City of Santa Rosa for the Project site (which shall follow the title of the property). Allowable and prohibited uses within the preserve area will detail the protections and preservation of the wetland area, consistent with the requirements of the Biological Opinion contained in Appendix B-1 of the 2016 Addendum.

¹The USACOE is responsible for issuing determinations of their control, or jurisdiction, over Waters of the US. A determination is referred to as a Preliminary Jurisdictional Determination. The USACOE can confirm the extent of its wetlands when all waters on a site are within USACOE jurisdiction. The USACOE cannot confirm a PJD if there are isolated waters that occur on a site. A PJD asserts that all waters on a project site have downstream hydrologic connectivity with navigable waters. A PJD has no expiration date; however, there is no formal process for an applicant to contest a PJD without upgrading the PJD to an Administrative Jurisdictional Determination (AJD). The AJD has an expiration date of not to exceed 5 years depending on where a site is located in the United States.

An easement currently exists for a railroad spur easement at the back of the property, off of the SMART tracks, and this area will be avoided.

Parking/Traffic

The Modified Project proposes a total of 50 vehicle spaces on-site, which exceeds the City's parking requirements of 1 space per 1000 square feet," requirement of 18 spaces. The 2016 Approved Project proposed 260 parking spaces. The Modified Project will also meet the bicycle parking requirements of the City of Santa Rosa of 1 space per 14,000 square feet of building square footage, or a minimum of 2 spaces. Overall parking for the Modified Project is estimated at 35 trips /day compared to the 2016 Approved Project's 826 trips/day.

Landscaping and Drainage

The entryway to the site and the entire perimeter will be landscaped. Proposed landscaping includes acacias, oaks, plums, myrtles, as well as numerous shrubs, perennials and groundcovers (See Figure 3).

New landscaped areas would incorporate low impact measures and as called for in the City of Santa Rosa's Standard Urban Storm Water Management Plan (SUSMP). The City's SUSMP prioritizes the use of Low Impact Development (LID), and the capture of small storm volume for infiltration on-site. The Project's Preliminary Storm Water Management Plan would incorporate bioretention beds, flow-through planters and inlet filters as the primary LID measures. All landscaping will incorporate native and/or drought tolerant plantings and will provide irrigation systems that meet the requirements set forth in the current Water Efficient Landscape Ordinance (WELO).

Green Technologies

The green technologies and design components to be integrated into the building/site development are summarized below.

- Energy Efficient Heating and Cooling
- Energy Efficient Floor Lighting
- Increased Insulation
- Lighting Controls
- Energy Efficient Lighting
- Low Flow Faucets
- Low Flow Plumbing Fixtures
- Metered Plumbing Fixtures
- Construction Waste Recycling
- Recycled Construction Materials
- Local Construction Materials

Climate Action Plan Compliance

The Project proposes to incorporate all of the following policy measures contained in the Santa Rosa Climate Action Plan. These include the following:

Policy 1.1.1 - Comply with CAL Green Tier 1 Standards: The project is designed to comply with State Energy requirements for Title 24, and CAL Green 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: Climate Action Plan (CAP) Goal 1 – 1.1.3 was adopted to coincide with California Energy Codes. Since the CAP adoption, the California Energy Commission (CEC) has determined that it is not possible to achieve “net zero” on a wholesale basis and “net zero” has been removed from the California Energy Codes. Appendix E of Santa Rosa’s Climate Action Plan states that, “To be in compliance with the CAP, all measures denoted with an asterisk are required in all new development projects unless otherwise specified. If a project cannot meet one or more of the mandatory requirements, substitutions may be made from other measures listed at the discretion of the Community Development Director.” CAP Goal 1 - 1.1 requires projects to comply with Tier 1 CALGreen requirements, as amended, for new non-residential and residential development. Tier 1 CALGreen does not include “net zero” Greenhouse Gas (GHG) assumptions for development. In addition, current California Green Building Code Standards apply to all projects and has been determined by the Director to be an acceptable substitution for CAP Goal 1 – 1.1.3. Therefore, strict compliance with CAP Goal 1 – 1.1.3 is not achievable and not required.

Policy 1.3.1 – Real time Energy Monitors: The project will include the latest generation of monitors to track energy use.

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: New trees and plantings associated with development are shown on the Landscape Plan will be installed to be in compliance with the Santa Rosa Zoning Code and Santa Rosa Design Review Landscape Standards for planting private and public trees, 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.

Policies 2.1.3 – Pre-plumb for solar thermal or PV systems: The project intends to pre-plumb and pre-wire for solar.

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 providing sidewalks.

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, dry cleaning services, or similar uses, and is not zoned for such uses.

Policy 3.2.2 - Improve non-vehicular network to promote walking, biking: The Project is designed with sidewalks to connect to transit.

Policy 3.2.3 - Support mixed use, higher density development near services: The Project is located in an area designated as Light Industry industrial uses, therefore this policy does not apply.

Policy 3.3.1 – Provide affordable housing near transit: The Project does not propose any housing, this policy does not apply.

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 parking layout and landscaping is designed to for industrial (truck transfer uses). Public pedestrian and bicycle are limited to the front of the property for safety reasons.

Policy 4.1.2 - Install bicycle parking consistent with regulations: In compliance with Santa Rosa's regulations, the project includes installation of bike parking for employees.

Policy 4.2.2 – Provide safe spaces to wait for bus arrival: This policy does not apply as there are no bus routes near the site (located ½ mile away).

Policy 4.3.2 – Provide parking for car sharing: Designated car share parking spaces are part of the overall transportation management plan.

Policy 4.3.4 – Work with large employers to provide rideshare programs: This policy does not apply to employers with less than 50 employees.

Policy 4.3.5 – Consider expanding employee programs promoting transit use: The project does not apply as the project is more than ½ mile from transit.

Policy 4.3.6 – Provide awards for employee use of alternative commute options: This policy does not apply as there are no large employers at the Project (the project will employee 25 people).

Policy 4.3.7 – Require new employers of 50+ provide subsidized transit passes: This policy does not apply to employers with fewer than 50 employees (the project will employee 25 people).

Policy 4.3.9 – Provide space for additional Park-and-Ride lots: The Project is an industrial project with no space for a park and ride lot.

Policy 4.5.1 – Install facilities for residents that promote telecommuting: The Project is an industrial project, this policy does not apply.

Policy 5.1.2 – Install electric vehicle charging equipment: The project shall install an electric charging unit.

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, and compliant with the City'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 best available technology for metering will be shown on final landscaping and irrigation plans.

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 the City. Compliance with Policies 7.1.1, 7.1.3 and 9.1.3 will substitute for this policy.

Policy 9.1.2 - Provide outdoor electrical outlets for charging lawn equipment: Outdoor outlets will be provided.

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 and compliant with the City'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 provide for that all equipment used at the site to 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, as appropriate..

Construction

Construction for the Modified Project would take approximately 6-8 months (depending upon weather), including minor on-site demolition, grading and building upgrades. Construction would be anticipated to be completed by summer of 2020. 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 standard Conditions of Approval.

Operation

The workforce for the proposed Project would consist, on average, of 25 employees. Normal business hours are proposed for 6:00 AM - 11:00 PM with the trucking component operating seven days per week.

Other Public Agencies Whose Approval is Required

The following discretionary approvals are required:

- Use Permit (City of Santa Rosa)
- Grading Permit (City of Santa Rosa)
- Building Permit (City of Santa Rosa)
- Section 401 Clean Water Act (NCRWCB)
- Easement (SCWA)

SECTION 3.0 ANALYSIS OF POTENTIAL ENVIRONMENTAL EFFECTS

The following discussion analyzes the likelihood of the 2018 Modified Project, as described in Section 2B, to result in new or substantially more significant effects, or the need for new mitigation measures as compared to those studied in the 2016 Addendum. This Addendum discusses the topic areas in the sequence as they are addressed in the 2016 Addendum. This section concludes that while some potentially new or substantially more significant effects than those identified in the 2016 Addendum could result from the 2018 Modified Project, mitigation measures are available to reduce these impacts to levels of less-than-significant. Mitigation Measures identified in the 2016 Addendum that remain applicable to the 2018 Modified Project are referenced in this Addendum. In all cases, the mitigation measures reflect measures that are equal to, or better than, the mitigation measures identified in the 2016 Addendum, and as a result, no new impacts are associated with the Modified Project.

3.1 AESTHETICS

A. Description and Impacts

The approximately 8.5-acre project site is an undeveloped parcel surrounded by light industrial uses. The site and its surroundings are zoned light industrial. The 2018 Modified project proposes development of an industrial building and a freight transfer operation with associated parking area and landscaping. A single, approximately 27 foot tall building (to the top of the parapet) is proposed. The 2018 Modified Project's buildings are 1 foot lower than the 2016 Approved Project's 28 foot tall buildings.

The design of the 2018 Modified Project, similar to the 2016 Approved Project, is a contemporary industrial warehouse building. The proposed building will be over 100,000 square feet smaller, a total of 17,695 square feet, including 34 dock doors on 8.45 acres with a yard that includes paving for maneuvering and parking of trailers. The overall site coverage of both projects is comparable. The yard will have an estimated 8-10 truck trips per day and the terminal will operate 7 days a week. Total traffic for the 2018 Modified Project is 35 trips per day as compared to the 826 trips per day for the 2016 Approved Project.

The façade of the 2018 Modified project is more developed than the 2016 Approved Project (developed only to the conceptual design level of either tilt up concrete or steel). The proposed building contains horizontal reveals and vertical panel joints. The logo is cast into the panel with a canopy underneath to accentuate the entry. Behind the front façade of the building are the docks which are recessed behind the façade, blocking the view of the actual dock from the street. The 2018 Modified Project is a perpendicular to Dutton Avenue with more landscaping along the frontage than the 2016 Approved Project. The overhang provides an architectural treatment differentiating the docks from the office. The building compatible with adjacent industrial development in height, albeit smaller in massing. The streetscape, building and entrance (and public parking) are located as close to the public road as possible with several connections through the site for non-public pedestrian traffic.

Landscaping along the frontage and periphery of the property will consist of trees, shrubs and ground cover with consideration given to eventual size, form, susceptibility to disease and pests, durability, water consumption, solar orientation, and adaptability to soil and climate conditions in compliance with the City of Santa Rosa's Water Efficient Landscape Ordinance adopted in 2015 (WELO)). The plant palette includes acacias, oaks, plums, myrtles, as well as numerous shrubs, perennials and groundcovers (See Figure 3) to provide for seasonal accents and a variety of textures. The east portion of the property abuts the SMART tracks. A portion of the southeastern border includes a railroad spur easement.

Similar to the 2016 Approved Project, the 2018 Modified Project would not damage scenic resources, including rock outcroppings or historic buildings, nor would the project remove any trees. Further, as the project site is not located within a scenic highway nor located on a street that is designated as a Scenic Road in the Santa Rosa General Plan 2035. Because the property is located on relatively flat terrain and surrounded by industrial development, there will be a negligible impact to scenic vistas.

The City of Santa Rosa Design Guidelines for Industrial Districts requires that all outdoor lighting fixtures be limited to a maximum height of 16 feet in parking lots. In addition, 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. The 2016 Approved Project only developed conceptual plans with lighting to be developed at final design review. The 2018 Modified Project proposes 30-foot-tall truck terminal lighting and lighting mounted on the buildings at 25 feet above finished grade to allow for adequate lighting for internal truck traffic. The 2018 Modified Project is requesting a variance to allow for this increased lighting height. The increased lighting height is comparable to the lighting at the adjacent industrial complexes and will be shielded or recessed or avoid light bleed (or spill over) onto adjacent properties. To ensure compliance with City requirements and the City objectives to contain lighting on the site, the 2018 Modified Project will be required to demonstrate, at Final Design Review, that the project lighting does not spill over onto other properties.

With this requirement in place (as conditioned below through City code), this potential impact is not considered a significant new source of light and glare and will not adversely affect day or nighttime views in the area.

Additionally, the proposed development will be subject to other Municipal Code development and design standards, which are designed to lessen the potential degradation of the existing visual character or quality of the site and its surroundings. As a result, the 2018 Modified Project, similar to the 2016 Approved Project, would have no impacts on aesthetic resources.

B. Mitigation Measures

None required. No new significant environmental effects and no substantial increase in the severity of previously identified significant effects were found. Therefore, no additional or modified mitigation measures are required.

Standard Measures

- Design Review is required for the project. Final Design Review will be obtained prior to issuance of a building permit.
- A standard condition of approval regarding exterior lighting requirements will be placed on the project. Conformance review shall occur at the building permit stage.

Sources

- City of Santa Rosa 2035 General Plan, 2009, and Final EIR, 2009.
- City of Santa Rosa Zoning Code, 2006.
- City of Santa Rosa Design Guidelines, September 2005 (updated in 2010, 2011).
- City of Santa Rosa, Water Efficient Landscape Ordinance, Ordinance 4051, adopted October 27, 2015
- Project Plans – Sheets, October, 2018.

3.2 AGRICULTURE AND FOREST RESOURCES

A. Discussion and Impacts

The 2016 Addendum analyzed the potential impacts to agricultural and forestry resources that could occur as part of the Project and determined that the 2016 Approved Project would neither convert nor impact farmland to a non-agriculture use or result in the conversion of other farmland to non-agricultural uses, nor would the Project conflict with existing zoning for agricultural use or a Williamson Act contract. There are no active agricultural uses at the Project site or in the immediate vicinity, and therefore no new potential to convert surrounding farmland to non-agricultural uses exists.

The Project site is in an urban area, is not zoned for forest resources, and does not contain any forest resources. Therefore, no conflict with forest resources, no loss of forest land nor conversion of forest land to non-forest use would occur with the development.

Similarly, the 2018 Modified Project is completely within the boundary of the 2016 Approved Project, and circumstances related to agriculture and forest resources have not changed. As a result, the 2018 Modified Project, similar to the 2016 Approved Project, would have no impacts on agriculture and forest resources. The 2016 Addendum required no mitigation measures related to agriculture for the 2016 Approved Project and none are required for the proposed 2018 Modified Project.

B. Mitigation Measures

None required. No new significant environmental effects and no substantial increase in the severity of previously identified significant effects were found. Therefore, no additional or modified mitigation measures are required.

Sources

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

3.3 AIR QUALITY

A. Description and Impacts

The 2016 Addendum analyzed effects to air quality associated with implementation of the 2016 Approved Project and determined that the 2016 Approved Project would not conflict with or obstruct implementation of the applicable air quality plan, would not result in a cumulatively considerable net increase of any criteria pollutant for which the project region is non-attainment, would not expose sensitive receptors to substantial pollutant concentrations, and would not release objectionable emissions that could adversely affect a substantial number of people. These impacts were considered less-than-significant air quality impacts.

The 2016 Addendum determined that the 2016 Approved Project would not cause or contribute substantially to any existing or projected air quality violation. The 2018 Modified Project is more than 100,000 square feet smaller and would generate 791 fewer trips.

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.)

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. The 2018 Modified Project, at less than 20,000 square feet in size, falls below all of the BAAQMD significance thresholds for pollutant screening size for industrial uses (BAAQMD CEQA Guidelines, Page 3-2 through 3-4, May, 2010):

541 ksf (for NOX)
121 ksf (operational GHG)
259 ksf (for construction)

The 2016 Addendum determined that the 2016 Approved Project would not expose sensitive receptors to substantial pollutant concentrations or create objectionable odors. The 2018 Modified Project would be located within the boundaries of the 2016 Approved Project site and the 2018 Modified Project would consist of the same type of industrial operations as the 2016 Approved Project, however, it would be

significantly smaller. No new sensitive receptors have been located adjacent to the project site since 1999.

The 2016 Approved Project was determined to have potential impacts related to dust related construction activities and recommended dust construction management standards as mitigation.

As no new conditions exist with the 2018 Modified Project which will require new mitigation or change the findings of the 2016 Addendum (as the 2018 Modified Project is a smaller project than the 2016 Approved Project), no additional or new mitigation measures beyond those previously identified are required, see below. Mitigation measures AIR-1 would reduce any potential impacts to levels of less-than-significant.

B. Mitigation Measures

The following mitigation measures are brought forward from the 2016 Addendum and would reduce construction related pollutants to levels of less-than-significant.

AIR-1: Pollutants. Implement construction management standards during all on- and off-site construction activities.

- 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 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.
- Post a publicly visible sign with the telephone number and person to contact at the Lead Agency regarding dust complaints. This person shall respond and take corrective action within 48 hours. The Air District's phone number shall also be visible to ensure compliance with applicable regulations.

Implementation of the above mitigation measures, which represents Best Management Practices recommended by BAAQMD, will reduce the potential impact of construction period emissions to a level of less than significant. As a result, the 2018 Modified Project, similar to the 2016 Approved Project, would have no impacts on air quality resources.

Sources

- Bay Area Air Quality Management District. CEQA Guidelines, Page 3-2 through 3-4, May, 2010.
- W-Trans, Trip Generation Study, June 14, 2018.
- City of Santa Rosa 2035 General Plan/Final EIR, 2009.

- 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.

3.4 BIOLOGICAL RESOURCES

A. Description and Impacts

The 2016 Addendum analyzed the potential impacts to biological resources that could occur as a result of the 2016 Project. The 2018 Modified Project would be constructed using improved grading and building practices in order to avoid, preserve and maintain, in perpetuity, all the onsite wetlands.

All conditions related to biological resources on the site were described in the 2016 Addendum, and are briefly summarized:

CTS

No California tiger salamanders were captured during these surveys.

Wetlands

The areas subject to the USACOE/RWQCB Clean Water Act jurisdiction are limited to the remnant swale that supports small pockets of seasonal wetland in the southwestern portion of the project site (Appendix B-3 of the 2016 Addendum).

The 2018 Modified Project includes permanent preservation of the remnant drainage/swale and an area of adjacent upland on either side of this swale at an average setback of 25 feet. There will be no project-related impacts to regulated waters of the U.S. (or to isolated waters outside of the USACOE's jurisdiction). During project-related activities, sufficient Best Management Practices (BMPs) would be in place to ensure that there would be no impacts to the remnant drainage/swale. As such, no significant impacts pursuant to CEQA to waters of the U.S./State are expected from the 2018 Modified Project.

Special-Status Plants

State and federally listed plants were not observed during focused surveys on the Project site.

Special-Status Bats

There are no trees on the Project site which could serve as suitable roosting habitat for the pallid bat.

Nesting Raptors and Passerine Birds

No ground-nesting raptors (birds of prey) or nesting passerine birds have been identified on the Project site; however, no specific surveys for nesting raptors and passerines have been conducted. As such, in the absence of survey results, it must be concluded that impacts to both ground-nesting raptors and passerine birds from the proposed project would be potentially significant pursuant to CEQA. This impact could be mitigated to a level considered less-than-significant with the mitigation identified below.

B. Mitigation Measures

The following mitigation measures are brought forward from the from the 2016 Addendum.

Implementation of the following measures would preclude or reduce any impacts to biological resources to levels of less-than-significant.

BIO-1: Raptors and Passerine Birds. In order to avoid impacts to ground-nesting raptors and passerine birds, pre-construction nesting bird surveys shall be conducted prior to commencing with construction work if this work would begin between February 1st and August 31st. The nesting bird surveys shall include examination of the project site and a zone of influence around the entire project site. The zone of influence includes those areas off the project site where birds could be disturbed by earth-moving vibrations or noise. Accordingly, the nesting survey(s) must cover the project site and an area around the project site boundary. If project site disturbance associated with the project would commence between February 1st and August 31st, the nesting surveys should be completed 15 days prior to beginning work.

If nesting raptors or passerine birds are identified during the surveys, an adequate buffer would have to be established around the nesting site(s) until the nesting cycle ended. A 300-foot buffer around any raptor nest should be fenced with orange construction fencing. If the nest location is located off the project site, then the buffer should be demarcated per above where the buffer occurs on the project site. The size of the buffer may be altered if a qualified raptor biologist conducts behavioral observations and determines the nesting raptors are well-acclimated to disturbance. If this occurs, the raptor biologist shall prescribe a modified buffer that allows sufficient room to prevent undue disturbance/harassment to the nesting raptors. No construction or earth-moving activity shall occur within the established buffer until it is determined by a qualified raptor biologist that the young have fledged (that is, left the nest) and have attained sufficient flight skills to avoid project construction zones. This process typically occurs by July 15th. This date may be earlier or later, and would have to be determined by a qualified raptor biologist. If a qualified biologist is not hired to watch the nesting raptors then the buffers shall be maintained in place through the month of August and work within the buffer can commence September 1st.

If common (that is, not special-status) birds, for example, Western meadowlark, western scrub jay, or acorn woodpeckers are identified nesting on or adjacent to the project site, a non-disturbance buffer of 75 feet should be established, or as otherwise prescribed by a qualified ornithologist. The buffer should be demarcated via the installation of orange construction fencing. Disturbance within the buffer should be postponed until it is determined by a qualified ornithologist that the young have fledged and have attained sufficient flight skills to leave the area or that the nesting cycle has otherwise completed.

Typically, most passerine birds in the region of the project site are expected to complete nesting by August 1st. However, many species can complete nesting by the end of June or in early to mid-July. Regardless, nesting buffers should be maintained until August 31st unless a qualified ornithologist determines that young have fledged and are independent of their nests at an earlier date. If buffers are removed prior to August 31st, the qualified biologist conducting the nesting survey(s) should prepare a report that provides details about the nesting outcome and the removal of buffers. This report should be submitted to the City of Santa Rosa prior to the time that nest protection buffers are removed if the date is before August 31st.

With the implementation of these avoidance and minimization measures, the 2018 Modified Project, comparable to the 2016 Approved Project, will not result in impacts to raptors, passerine, or nesting birds. Any active nests will be avoided by appropriate buffers until nests become inactive. Since no active nests will be disturbed, the Project will comply with the federal and state regulations. As a result, the 2018 Modified Project, similar to the 2016 Approved Project, would have no impacts on biological resources.

Sources

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

3.5 CULTURAL RESOURCES/TRIBAL RESOURCES

A. Description and Impacts

The 2016 Addendum analyzed the potential impacts to cultural resources that could occur as a result of the 2016 Project. The 2016 Addendum determined that the 2016 Approved Project would have less-than-significant impacts on cultural resources after mitigation.

The project site is located on an undeveloped urban infill site and the surrounding area is fully developed adjacent to the east by the SMART tracks. There are no known unique geological or paleontological features, no creeks, natural features or characteristics on the project site that would indicate the presence of cultural resources based up on archival and field surveys of the site undertaken by Thomas Origer in 2016 (See Appendix C). The 2018 Modified Project would occur on a portion of the same site and thus, would not impact structures with historic potential as the existing conditions remain the same as described in the 2016 Addendum.

The site is not listed on the California Register of Historical Places or on any local register of historical resources. The City of Santa Rosa General Plan 2035 and adopted EIR does not identify any cultural or historical resources of significance on the Project site. Therefore, significant project impacts are unlikely. However, the potential to uncover cultural resources during construction is a possibility, therefore, Mitigation Measure CUL-1 is provided to ensure potential impacts to Tribal Resources remains less than significant.

No Native American groups responded with concerns as to the site's cultural significance in response to the Cultural Resources Study outreach. Absent any substantial evidence to support such a finding, the potential impacts to Tribal Cultural Resources is unlikely. However, given the potential to uncover human remains during construction, Mitigation Measure CUL-2 will ensure that should any remains be uncovered the impact is less than significant.

Similar to the 2016 Addendum which determined that there is a low potential for Native American sites, unique paleontological resources or human remains, in the project area; recognizing there is some possibility of encountering archaeological or paleontological resources or human remains during excavation, the mitigation measures identified in the 2016 Addendum are superceeded by the City's standard construction measures, included below, and apply to the 2018 Modified Project. These standard measures are better than the mitigation measures originally contained in the 1999 IS/MND, and generally require that if human remains or archeological/paleontological resources are encountered, excavation or disturbance of the location will be halted in the vicinity of the find, and the City and affected agencies contacted to ensure compliance with procedures set forth in CEQA Guidelines §15064.5. Consequently, the impacts related to cultural and tribal resources that could occur as a result of the 2018 Modified Project would be less-than-significant after implementation of these measures. As a result, the 2018 Modified Project, similar to the 2016 Approved Project, would have no impacts on cultural resources.

B. Mitigation Measures

None Required

Standard Measures

The City's standard construction related measures require that if any cultural resources, such as structural features, unusual amounts of bone or shell, artifacts, human remains, or architectural remains are encountered during any construction activities, the Contractor shall implement measures deemed necessary and feasible to avoid or minimize significant effects to the cultural resources including the following:

- Suspend work within 100 feet of the find; and,
- Immediately notify the City's Community Development Director and coordinate any necessary investigation of the site with a qualified archaeologist as needed to assess the resources (i.e., whether it is a "historical resource" or a "unique archaeological resource"); and,

- Provide management recommendations should potential impacts to the resources be found to be significant;
 - Possible management recommendations for historical or unique archaeological resources could include resource avoidance or data recovery excavations, where avoidance is infeasible in light of project design or layout, or is unnecessary to avoid significant effects
- In addition, the Contractor in consultation with the Preservation Director, State Historic Preservation Officer, and if applicable, Tribal representatives, may include preparation of reports for resources identified as potentially eligible for listing in the California Register of Historical Resources.

None of the responses received from the tribes indicated that they desire an archaeologist present during initial grading.

The following actions are promulgated in Public Resources Code 5097.98 and Health and Human Safety Code 7050.5, and pertain to the discovery of human remains:

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

- City of Santa Rosa 2035 General Plan/Final EIR, 2009.
- Tom Origer and Associates, Cultural Resources Study, 2016

3.5 ENERGY

A. Description and Impacts

The 2018 Modified Project is an industrial project proposed on industrially designated and zoned land. There will be increases in both short- and long-term energy demands consistent with an industrial project. Short-term energy demand would result from construction activities occurring as a result of construction. Short term demand would include energy needed to power worker and vendor vehicle trips as well as construction equipment. Long-term energy demand would result from operation of the project, which would include activities such as lighting, heating, and cooling of structures. Although implementation of the 2018 Modified Project would result in an increase in energy usage compared to current conditions due to the new structures on the project site, the increase in energy use would not be wasteful or inefficient because of measures incorporated into project design, including energy-efficient building design meeting CALGreen requirements. While no solar power is proposed as part of this project, the project is designed to be solar-ready

The 2018 Modified Project would be required to comply with Title 24, Part 6 of the California Code of Regulations, Building Energy Efficiency Standards. Additionally, the proposed project is not located in an identified area designated for renewable energy productions nor would the project interfere with the installation of any renewable energy systems. Therefore, the 2018 Modified Project would not conflict with or obstruct with applicable State and local plans for promoting use of renewable energy and energy efficiency and have not significant impact on energy resources.

B. Mitigation Measures

None required. No new significant environmental effects and no substantial increase in the severity of impacts were found. Therefore, no measures are required.

Sources

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

3.6 GEOLOGY AND SOILS

A. Description and Impacts

The City of Santa Rosa is subject to geological hazards related primarily to seismic events (earthshaking) due to presence of active faults. However, the project site is of relatively flat terrain and is not located within the Alquist-Priolo Special Study Zone, as depicted in the General Plan 2035 (Figure 12-3). In addition, the site is outside of the area of violent grounding shaking in the event of an earthquake on the Rogers Creek Fault. There are no known unique geological or paleontological features on the site.

As described in the 2016 Addendum, the site was analyzed for geologic, seismic, and soil conditions in connection with the 1999 Project. The 1999 geologic investigation covered the areas of potential impact, including damage due to seismic ground shaking, substantial soil erosion or loss of topsoil, seismic-related ground failure (liquefaction), lurching, and expansive soils and provided measures to reduce these impacts to levels of less than significant. These measures have been updated and included as standard City measures applied to construction projects. The 2018 Modified Project would occur within the same study area evaluated in the 2016 Addendum and would be subject to similar geological, seismic and soil conditions. There are no existing or proposed septic systems on the site, therefore, there are no impacts associated with septic systems.

Similar to the 2016 Approved Project, the 2018 Modified Project would be constructed in compliance with applicable construction codes and requirements intended to mitigate any adverse impacts resulting from any potential ground shaking, ground failure, liquefaction, and expansive soils. Proposed improvements to the Project's project site would be designed in strict adherence to current standards for earthquake resistant construction, including the latest California Building Code (CBC), for seismic safety. Conformance with the CBC would reduce the effects of ground shaking and mitigate potential adverse seismic impacts to less than a significant level.

The 2018 Modified Project would comply with the most current CBC requirements and any recommendations of an updated geologic/soils report (originally prepared for the 1999 Project) submitted with the building permit, ensuring all potential impacts are less-than-significant. As a result, the 2018 Modified Project, similar to the 2016 Approved Project would not cause, directly or indirectly, impacts on geologic resources.

B. Mitigation Measures

None required. No new significant environmental effects and no substantial increase in the severity of previously identified significant effects were found. Therefore, no additional or modified mitigation measures are required.

Standard Measures

Prior to issuance of a grading permit an erosion control plan along with grading and drainage plans shall be submitted to the Building Division of the City's Department of Planning and Economic Development. All earthwork, grading, trenching, backfilling, and compaction operations shall be conducted in accordance with the City of Santa Rosa's Grading and Erosion Control Ordinance, Chapter 19-64 of the Santa Rosa Municipal Code. These plans shall detail erosion control measures such as site watering,

sediment capture, equipment staging and laydown pad, and other erosion control measures to be implemented during construction activity on the project site.

The project shall be conditioned to comply with the recommendations indicated in the updated geotechnical soils investigation prepared for the project and submitted with the building permit.

Proposed improvements to the Project's project site would be designed in strict adherence to current standards for earthquake resistant construction, including the California Building Code (CBC) for seismic safety.

Sources

- City of Santa Rosa 2035 General Plan, 2009 and Final EIR, 2009.
- Tom Origer and Associates, Cultural Resources Study, 2016

3.7 GREENHOUSE GAS EMISSIONS

A. Description and Impacts

Principal GHGs contributing to global warming are carbon dioxide (CO₂), methane (CH₄), nitrous oxide (N₂O), and fluorinated compounds. 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. GHG emissions can be reduced to some degree by improved coordination of land use and transportation planning at the city, county, and subregional levels, as well as by other measures to reduce automobile use. Energy conservation measures also can contribute to reductions in GHG emissions (BAAQMD 2011). In response to increases in GHG's, California adopted AB32 and recommended local governments reduce emissions by 2020. The Bay Area Air Quality Management District recommended local governments prepare Climate Action Plans (CAPs). The City of Santa Rosa prepared and adopted a CAP in June of 2012. The City of Santa Rosa's CAP is considered a qualified greenhouse gas reduction strategy. Projects that are in compliance with the City's General Plan and CAP are considered compliant with respect to cumulative contributions to GHGs for CEQA purposes. The Project is proposing to implement the City's CAP, as noted in the Project Description.

The Bay Area Air Quality Management District (BAAQMD), has established screening criteria to provide lead agencies with a conservative indication of whether a proposed project could result in significant GHG impacts during operations (i.e., occupancy). The operational screening criterion for GHG for a light industrial property are 121,000 square feet. If the screening criteria are not exceeded by a project (and they were not exceeded by either the 118,500 square foot 2016 Approved Project) nor are they exceeded by the much smaller 17,695 square foot 2018 Modified 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. Furthermore, the 2018 Modified Project's potential to generate GHGs is even less impactful (and result in less than significant impacts) than that of the 2016 Approved Project as the 2018 Modified Project would result in construction of a significantly smaller industrial project than the 2016 Approved Project.

Standard City measures reflecting best available technologies to improve air quality, including specific air quality measures detailed Mitigation Measure AIR-1, are discussed in Section 3.3, Air Quality.

As a result, the 2018 Modified Project, similar to the 2016 Approved Project would not cause, directly or indirectly, impacts on air quality.

B. Mitigation Measures

None required. No new significant environmental effects and no substantial increase in the severity of previously identified significant effects were found. Therefore, no additional or modified mitigation measures are required.

Standard Measures

The following measures, included as part of the Project Description, would lessen the GHG emissions:

- The eventual build-out of the site will incorporate design elements and other measures to reduce GHG emissions, as required by the City's Green Building Ordinance.
- The 2018 Modified Project shall incorporate all of the CAP measures identified in the Project Description.

Sources

- City of Santa Rosa 2035 General Plan/Final EIR, 2009.
- BAAQMD CEQA Air Quality Guidelines, 2010.
- City of Santa Rosa Climate Action Plan, 2012.

3.8 HAZARDS AND HAZARDOUS MATERIALS

A. Description and Impacts

The 2016 Addendum analyzed the potential impacts to hazards and hazardous materials that could occur as a result of the Project. The 2016 Addendum determined that the 2016 Project would have negligible impacts on hazards and hazardous materials after mitigation. The site is neither in an area near an airport or within an area subject to a wildland fire.

Caltrans and the 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, ensuring that project construction activities that include the limited use of hazardous materials such as fuels, lubricants, paints and solvents and the transport of limited hazardous materials to and from the Project site have less than significant impact. Contractors are required to comply with existing and future hazardous materials laws and regulations covering the transport, use and disposal of hazardous materials, ensuring the impacts associated with the potential to create a significant hazard would be considered less-than-significant. Light industrial operations may store small amounts of hazardous material components. However, 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.

As discussed in the 2016 Addendum, one hazardous materials case was recorded downgradient² at the old United Grocers property, just south of the Project site. That site was declared as clean in 2002.

The 2016 Addendum identified no new impacts with respect to hazards and hazardous materials. Consequently, the impacts related to hazards and hazardous materials that could occur as a result of the 2018 Modified Project would have no impact, or a less-than-significant impact, consistent with the analysis for the 2016 Approved Project. All potential impacts related to such hazards, either during construction or operation, will be the same or less than those assessed for the Project. Furthermore, the City's standard Conditions of Approval, which incorporate the City's Best Management Practices and are improved over the 1999 IS/MND mitigation measures, will ensure no impacts related to hazards or hazardous

² Gradient generally refers to the direction of ground water flow. The former hazardous materials leak is downgradient from the site.

waste will occur. As a result, the 2018 Modified Project, similar to the 2016 Approved Project would not cause, directly or indirectly, impacts related to hazardous resources.

B. Mitigation Measures

None required.

Standard Measures

If contamination is found during excavation, all work shall cease until a work plan is approved by the City Fire Department.

Chemicals shall be stored in enclosed and secure buildings.

Sources

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

3.9 HYDROLOGY AND WATER QUALITY

A. Description and Impacts

The 2016 Addendum analyzed effects to hydrology and water quality associated with implementation of the 2016 Project and determined that the 2016 Project would have a negligible effect on hydrology and water quality and identified one mitigation measure.

The 2016 Addendum concluded that regional controls established by the State Water Quality Control Board, now under the auspices of the City of Santa Rosa through their General Permit with the Regional Water Quality Control Board (RWQCB), would reduce the construction impacts of the 2016 Project to less-than-significant levels by requiring a permit, now updated to require the preparation of an Erosion Control Plan and a Storm Water Pollution Prevention Manual. The 2018 Modified Project will also be required to adhere to the latest controls established by the RWQCB. The General Permit requires projects of certain sizes to prepare and implement a Storm Water Management Plan. The SWMP identifies appropriate storm water pollution prevention measures or low impact development (LID) measures to eliminate or reduce pollutants in storm water discharges from the construction site both during construction and after construction is complete, resulting in a less than significant impact.

Compliance with the LID measures will result in a project that has improved filtration, decreased runoff and improved water quality over that of the Project. Like the 2016 Approved Project, the 2018 Modified Project would not require the use or extraction of on site groundwater nor would it substantially alter drainage patterns. Similar to the 2016 Approved Project, the 2018 Modified Project would not alter the course of a stream or river or add impervious surfaces that would substantially increase erosion, siltation or surface runoff, exceed the capacity of local drainages within the Project's general area. The site is not located in a flood zone, a dam failure inundation area. No bodies of water large enough to cause a tsunami or a seiche are located in close proximity to the site and therefore no pollutants would be released as a result of such an occurrence.

The Project is consistent with the City's General Plan as 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.

The 2016 Addendum's mitigations have been updated and reflect updated measures which are now included standard City Conditions of Approval. These measures incorporate the City's Best Management Practices, will be required and will ensure no impacts related hydrological resources will occur.

The 2018 Modified Project, similar to the 2016 Approved Project would not cause, directly or indirectly, impacts on hydrologic resources.

B. Mitigation Measures

None required.

Standard Measures

The 2018 Modified Project, comparable to the 2016 Approved Project shall require that the Developer's engineer shall comply with all requirements of the City Standard Storm Water Mitigation Plan Guidelines using Low Impact Development (LID) Best Management Practices (BMPs). Final Plans shall address the storm water 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 adopted by the Santa Rosa City Council. 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

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

3.10 LAND USE

A. Description and Impacts

The 2018 Modified Project, similar to the 2016 Approved Project, is an infill project and would continue the industrial development along Dutton Avenue. The project site is an undeveloped site that is surrounded by other light industrial development. Therefore, the development of industrial uses would not physically divide an established community.

The site has a land use designation of Light Industry and is zoned Light Industrial. The proposed uses are consistent the industrial land use designation and zoning.

The 2018 Modified Project site is comparable to the 2016 Approved Project and therefore the 2018 Modified Project, similar to the 2016 Approved Project would not cause a conflict with any plan, policy or regulation related to land use adopted to avoid or mitigate an environmental impact.

B. Mitigation Measures

None required. No new significant environmental effects and no substantial increase in the severity of previously identified significant effects were found. Therefore, no additional or modified mitigation measures are required.

Sources

- City of Santa Rosa 2035 General Plan, 2009, and Final EIR, 2009.
- City of Santa Rosa Zoning Code, 2006.

3.11 MINERAL RESOURCES

A. Description and Impacts

The 2016 Addendum evaluated the Project's site and concluded that there would be no impacts to mineral resources and required no mitigation measures related to mineral resources for the 2016 Project.

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.

The site of the 2018 Modified Project is the same as the 2016 Approved Project's site, and circumstances related to mineral resources under which the project would be undertaken have not changed. As a result, the 2018 Modified Project, similar to the 2016 Project, would have no impacts on mineral resources.

B. Mitigation Measures

None required. No new significant environmental effects and no substantial increase in the severity of previously identified significant effects were found. Therefore, no additional or modified mitigation measures are required.

Sources

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

3.12 NOISE

A. Description and Impacts

The 2016 Addendum evaluated the Project's site and analyzed the potential noise impacts of the project and determined that the 2016 Project could contribute to noise levels and affect the surrounding area. Other noise related impacts were found to be less-than-significant, or having no noise impacts related to any of the CEQA Checklist thresholds.

The Project site is located west of US Highway 101 in Santa Rosa, California. Dutton Avenue forms the site's western boundary, beyond which are industrial land uses. Industrial land uses are located north, south and east of the project site and the SMART rail is located east of the site. The nearest adjacent residences to the Project site are located over 500 feet west or north of the site, separated with intervening industrial uses. The existing noise levels in the surrounding areas are primarily due to local industrial traffic and the intermittent railroad operations.

The City of Santa Rosa's 2035 General Plan establishes current noise and land use compatibility standards to evaluate a project's compatibility with the noise environment. Industrial type land uses are considered "normally acceptable" in noise environments of less than 75 dBA Ldn. The City's ambient base noise levels for industrially zoned uses (which surround the project site) are 70 dBA. The City's Municipal Code does not define the noise metric used to determine this sound level (as described more fully in Appendix 1), therefore the noise descriptor, Leq, is used in this letter report for the purposes of determining noise with respect to these limits. Either an Ldn of greater than 75 dBA or an average noise level (Leq) of greater than 75 dBA at the property line of the adjacent industrial properties serves as the City's threshold. The 2018 Modified project would not exceed either threshold.

The predominant operational noise sources associated with the 2018 Modified Project, comparable to the 2016 Approved Project would include truck deliveries and loading dock activities, however far fewer than the 2016 Approved Project (791 fewer trips per day). Rooftop mechanical equipment would be comparable, or less than that proposed for the 2016 Approved Project.

Normal business hours would be 6:00 AM to 11:00 PM Monday through Saturday, or hours as allowed by City Code. The trucking operation would operate 7 days per week. The City of Santa Rosa does not have quantitative noise limits for construction activities. However, standard City conditions of approval limit the hours of construction to 7:00 AM to 7:00 PM, Monday through Friday and 8:00 AM to 6:00 PM on Saturdays. No construction is permitted on Sundays and holidays. Any activity not in compliance with any provision of the City's Noise Ordinance will require a special condition permit.

The 2018 Modified Project is expected to utilize the same traditional methods of construction and ordinary types of equipment to construct the project as the 2016 Approved Project. Although temporary ground vibrations are associated with the grading and building phases of the project, it is anticipated that the vibrations would be comparable, or less, than that of the 2016 Approved Project and have a comparable, less-than-significant impact.

B. Mitigation Measures

The 2018 Modified Project is subject to similar mitigations related to construction noise as set forth in the 2016 Addendum, which are brought forward. Any impacts related to noise that could occur as a result of the 2018 Modified Project would be less-than-significant after implementation of the mitigation measures:

NOI-1: Construction Noise: The construction phase noise at the site can be mitigated 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. It is recommended that all internal combustion engines used at the Project site 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 can also be mitigated by the following:

- Construction or demolition work shall be scheduled for the hours of 7:00 a.m. to 7:00 p.m., Monday through Friday and 8:00 a.m. to 6:00 p.m. on Saturday, or as allowed by City Code.
- 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 can also 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, as it is less costly and quieter than either dozers or loaders.
- Use a motor grader rather than a bulldozer for final grading when feasible.
- Power saws shall be shielded or enclosed where practical 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 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 shall determine the cause of the noise complaint (e.g., bad muffler, etc.) and shall require that reasonable measures be implemented to correct the problem.

The implementation of the reasonable and feasible controls outlined above would reduce construction noise levels emanating from the site and minimize disruption and annoyance. With the implementation of

these controls, and considering that construction is considered a temporary impact, the impact would be reduced to a less-than-significant level.

Sources

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

3.13 POPULATION AND HOUSING

A. Description and Impacts

The 2016 Addendum evaluated and concluded that there would be no impacts related to inducement of population growth and there would be no impact to the displacement of housing and people (as the site was, and continues to be, vacant). No new construction of replacement housing would be required.

A project would be considered growth-inducing if it were to provide new housing, new employment, or expand existing infrastructure. The 2018 Modified Project would not provide new housing nor expand infrastructure. However, the Project would provide employment. The workforce for the proposed 2018 Modified Project would consist of 25 full-time equivalent employees, 20 less than the 2016 Approved Project. It is anticipated that the new jobs would not result in an in-migration of employees who will need to find housing within the Santa Rosa area.

The 2016 Addendum required no mitigation measures related to population and housing for the Project. The 2018 Modified Project would develop a smaller project than the 2016 Approved Project and is consistent with the City of Santa Rosa 2035 General Plan. As a result, the 2018 Modified Project, similar to the 2016 Approved Project, would have less-than-significant impacts on population and housing.

B. Mitigation Measures

None required. No new significant environmental effects and no substantial increase in the severity of previously identified significant effects were found. Therefore, no additional or modified mitigation measures are required.

Sources

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

3.14 PUBLIC SERVICES

A. Description and Impacts

The 2016 Addendum analyzed effects to public services associated with the 2016 Approved Project and determined that the 2016 Approved Project would have less-than-significant impacts on public services, and no mitigation measures were required.

As discussed above, the 2018 Modified Project would result in a smaller project than the 2016 Approved Project evaluated in the 2016 Addendum. The 2018 Modified Project's less than 20,00 square feet of industrial space will result in a minor increase in the demand for City public service. The City's 2035 General Plan anticipated this increased demand and the City has determined that industrially developed land will offset increased demands for public services through the payment of taxes and fees. For all other services including schools, parks, and other public facilities, standards measures will ensure that the project does not result in any substantial adverse physical impacts.

B. Mitigation Measures

None required. No new significant environmental effects and no substantial increase in the severity of previously identified significant effects were found. Therefore, no additional or modified mitigation measures are required.

Standard Measures

In accordance with California Government Code Section 65996, the developer shall pay a school impact fee, to the School District, to offset the increased demands on school facilities caused by the proposed project.

The Police and Fire Departments will review plans for the Project and impose conditions of approval and fees. Additional standard conditions of approval will apply, including provision of a fire flow analysis to ensure adequate water pressure and flow rates.

Sources

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

3.15 RECREATION

A. Description and Impacts

The 2016 Addendum analyzed the potential impacts on recreational facilities and determined the 2016 Approved Project would have minimal effects on existing neighborhood and regional parks primarily due to the industrial nature of the project. There will be no additional population which will require additional recreational demands over that analyzed in the 2016 Addendum.

Because the 2018 Modified Project results in a similar, albeit smaller, development to the 2016 Approved Project, the 2018 Modified Project can be considered as anticipated development within the City of Santa Rosa 2035 General Plan. As a result, the 2018 Modified Project, similar to the 2016 Approved Project, would have less-than-significant impacts on recreation.

B. Mitigation Measures

None required. No new significant environmental effects and no substantial increase in the severity of previously identified significant effects were found. Therefore, no additional or modified mitigation measures are required.

Sources

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

3.16 TRANSPORTATION AND TRAFFIC

A. Description and Impacts

The 2016 Addendum analyzed the potential impacts on transportation and traffic that could occur as a result of the 2016 Approved Project and determined that it would have negligible impacts on transportation and traffic related topics, after mitigation (brought forward from the 1999 IS/MND). The project has been anticipated for industrial uses in the City of Santa Rosa 2035 General Plan/Final EIR, prepared in 2009.

Traffic from the site will utilize both Dutton Avenue, which has low traffic volumes, and the Dutton Avenue/Bellevue Avenue intersection. Dutton/Bellevue currently operates at service levels of A or B during both peaks for the stop-controlled Dutton Avenue approach. Based upon calculations by W-Trans in 2016, the intersection was anticipated to continue to operate at LOS B, or better, with project traffic.

This is above the City's minimum standard of service level D. However, to reduce potential conflicts during peak hours, haul traffic is to be avoided during the peak hours (as noted in both the 1999 IS/MND and in the 2016 Addendum).

In 2018 W-Trans analyzed trip generation for the 2018 Modified Project. The anticipated trip generation for the proposed truck terminal was estimated using standard rates published by the Institute of Transportation Engineers (ITE) in Trip Generation Manual, 10th Edition for "Intermodal Truck Terminal" (LU #030). Because the ITE reference does not include a standard rate to estimate daily trips, and as daily trips are not used to determine project impacts, daily trips were not estimated. Based on application of this land use, the proposed project would be expected to result in 35 trips during the a.m. peak hour and 33 trips during the p.m. peak hour.

Trip Generation Summary									
Land Use	Units	AM Peak Hour				PM Peak Hour			
		Rate	Trips	In	Out	Rate	Trips	In	Out
Proposed									
Intermodal Truck Terminal	17.695 ksf	1.97	35	16	19	1.87	33	17	16
Total			35	16	19		33	17	16

Note: ksf = 1,000 square feet

Because the proposed project would be expected to generate fewer than 50 trips during either peak hour (and 791 fewer trips than the 2016 Approved Project) per the City's Standard Guidance for the Preparation of Traffic Impact Analysis, an operational analysis is not required. Based on the reduced number of peak hour trips (over approved) traffic generated by the proposed project, the 2018 Modified Project would have a less-than-significant impact on traffic operation.

The 2018 Modified Project is expected to result in fewer trips than the 2016 Approved Project and therefore will not change the overall results and conclusions of the 2016 Addendum. Circumstances related to transportation under which the 2018 Modified Project would be undertaken have not substantially changed since the 2016 Approved Project and the City's standard measures/conditions of approval related to the payment of fees, initiating off haul vehicles will remain the same and ensure no significant impacts related traffic and circulation will occur.

B. Mitigation Measures

None required. No new significant environmental effects and no substantial increase in the severity of previously identified significant effects were found. Therefore, the following standard measures imposed by the City will address all potential impacts to traffic. No new mitigation measures are required.

Standard Measures

The developer will pay Capital Facilities Fees to help fund area wide circulation improvements.

Trucks for on and off haul shall not operate during peak traffic periods, 7:00 a.m. to 9:00 a.m. and 4:00 p.m. to 6:00 p.m.

Sources

- City of Santa Rosa 2035 General Plan/Final EIR, 2009.
- W-Trans, Letter Report, January 20, 2016

3.17 UTILITIES AND SERVICE SYSTEMS

A. Description and Impacts

The 2016 Addendum analyzed effects to utilities associated with the Project. The 2016 Addendum determined that the 2016 Project would have negligible impacts on utilities after implementation of the mitigation measures identified in the 2016 Addendum.

The 2018 Modified Project, similar to the 2016 Approved Project, is an infill development within an industrial area. 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 onto the site. The extension of these utilities was assessed during the preparation of the Santa Rosa 2035 General Plan EIR, which assumed development of this site for industrial use. The Project will require small amounts of water, generate small amounts of sewage, solid waste and storm water. However, the Project will be responsible for extension of these utilities onto the site, any upgrades that may be needed, and payment of all fees. Therefore, the potential impact to utilities and services are considered to be less-than-significant.

The Project is designed in accordance with the City's Standard Urban Storm Water Mitigation Plan (SUSMP) Guidelines, which 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 2018 Modified Project include bio-retention beds throughout the property. The physical disturbance of these facilities during construction has been addressed in Section 3.9, Hydrology and Water Quality.

Although the 2018 Modified Project would require the construction of connections to off-site storm water drainage facilities and expansion of existing off-site facilities to connect to the site, no significant impacts would occur to the storm water facilities.

Circumstances related to utilities in this area of Santa Rosa have not changed significantly since preparation of the 2016 Addendum. As a result, the 2018 Modified Project, similar to the 2016 Approved Project, would have less-than-significant impacts on utilities and comply with state, local and federal waste management goals. No changes to the 2016 Addendum's mitigations are required. The City's standard Conditions of Approval, which incorporate the City's current standards, will be required and will ensure any potential impacts to any utilities and service systems will be less than significant.

B. Mitigation Measures

None required.

Standard Measures

The developer will pay Capital Facilities Fees to help fund area wide infrastructure improvements

Sources

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

3.19 WILDFIRE

A. Description and Impacts

The project is not within a State designated area of high fire hazard severity. The project site is in an urbanized area surrounded by mostly industrial uses as discussed in the City of Santa Rosa Sonoma County General Plan 2020. While wildfires have entered urban areas, the risk is not considered significant for the project site as it is far removed from areas of high wildfire risk.

Development would not impair implementation of, or physically interfere with the community's adopted emergency operations plan. The site is located in an industrialized area with direct access to multiple major roadways (Dutton and Corby Avenues, Highway 101). The project would not change existing circulation patterns and therefore would have no effect on emergency response routes. No new significant environmental effects and no substantial increase in the risk of wildfire is associated with this 2018 Modified Project, therefore, no mitigation measures are required.

B. Mitigation Measures

None required. .

Sources

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

3.18 MANDATORY FINDINGS OF SIGNIFICANCE

The 2016 Addendum addressed mandatory findings of significance associated with the 2016 Approved Project. The 2016 Approved Project was found to have no significant impacts after mitigation. The potential for impacts on subsurface cultural resources was identified. Mitigation measures were identified to reduce any potential impacts to cultural resources, if discovered. The protocols would ensure impacts to cultural resources are less-than-significant. The 2016 Addendum identified potentially cumulative impacts as less than significant. Potential impacts to utilities and construction traffic were identified as less-than-significant after implementation of mitigation measures that addressed potential cumulative impacts. No other potential substantial impacts were not identified and, therefore, were not found to combine with impacts from other projects.

The 2018 Modified Project would develop a smaller project, on a smaller footprint at the same site as the 2016 Approved Project, and would be subject to similar environmental conditions. No new resources would be subject to impacts and no substantial increase in effects would occur beyond and those evaluated in the 2016 Addendum. The 2016 Approved Project's mitigation measures related to air quality, biology, cultural resources, hazards and hazardous materials, hydrology, noise, transportation and traffic, and utilities have been included or updated to reflect current best management practices. The 2018 Modified Project includes a layout that avoids wetlands. Mitigations for nesting bird surveys will mitigate for other potential impacts to biological resources. Implementation of mitigation measures discussed in the 2016 Addendum are updated in this document and would ensure that impacts associated with the 2018 Modified Project would be less-than-significant.

For those environmental effects of the project not subject to specific mitigations (aesthetics, greenhouse gases, and public services), standard City measures or construction standards and practices will ensure no significant impacts will occur as a result of the 2018 Modified Project.

SECTION 4.0 REPORT AUTHORS AND CONSULTANTS

City

Adam Ross, City Planner, City of Santa Rosa, Planning and Economic Development Department

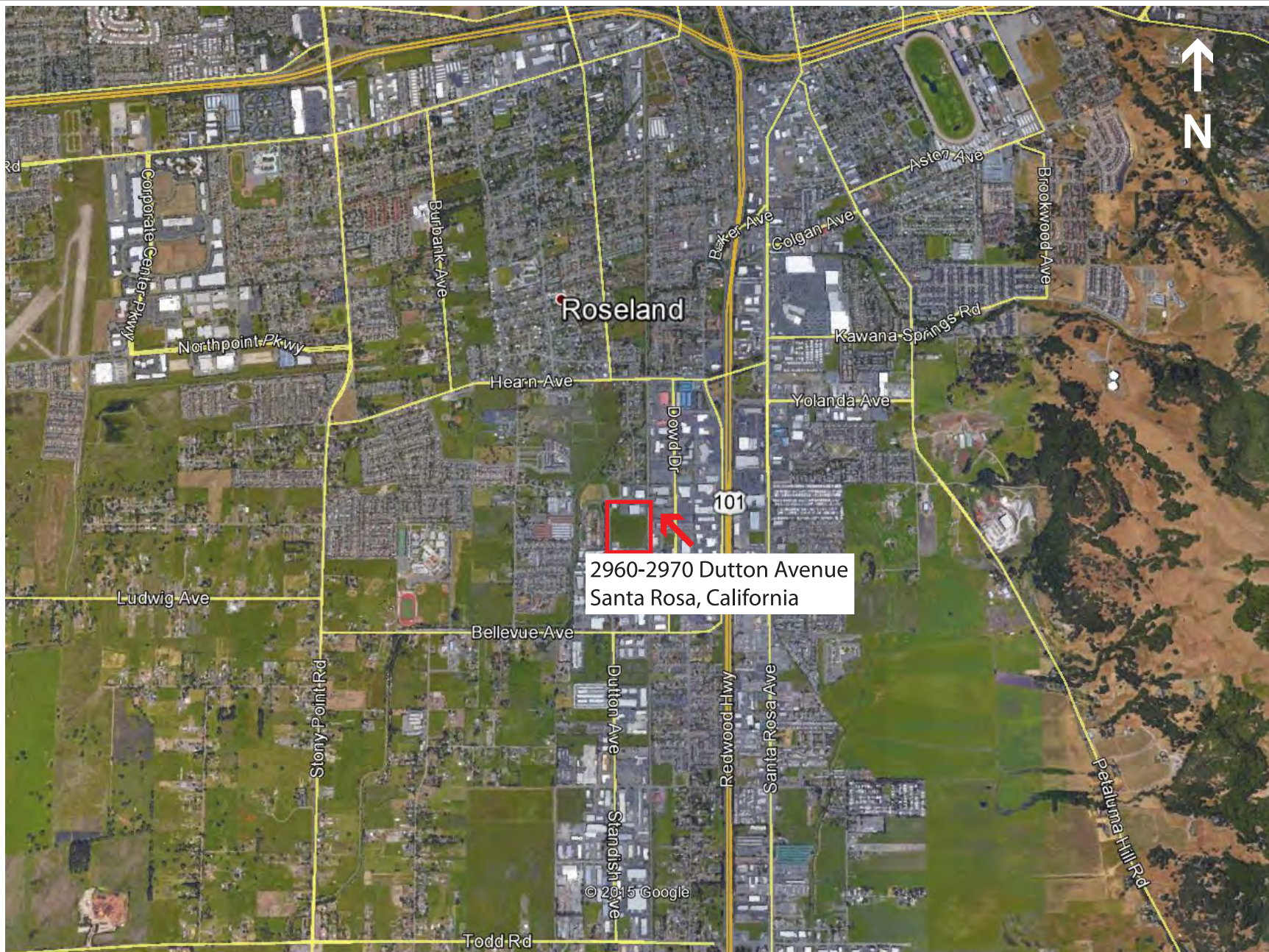
Applicant and Team

Old Dominion Freight Line

Chris Furstenau, Furst Construction

Gerald Reynolds, AE Urbia Architect & Engineers

Lonny Reed, Legend Engineering
Dennis Dalby, Civil Design Consultants, Inc.
Parker Smith, Landscape Architect
Sponamore Associates Environmental Planning, LLC
Fred Svinth, Illingworth and Rodkin, Inc.
Kevin Rangel, W-Trans

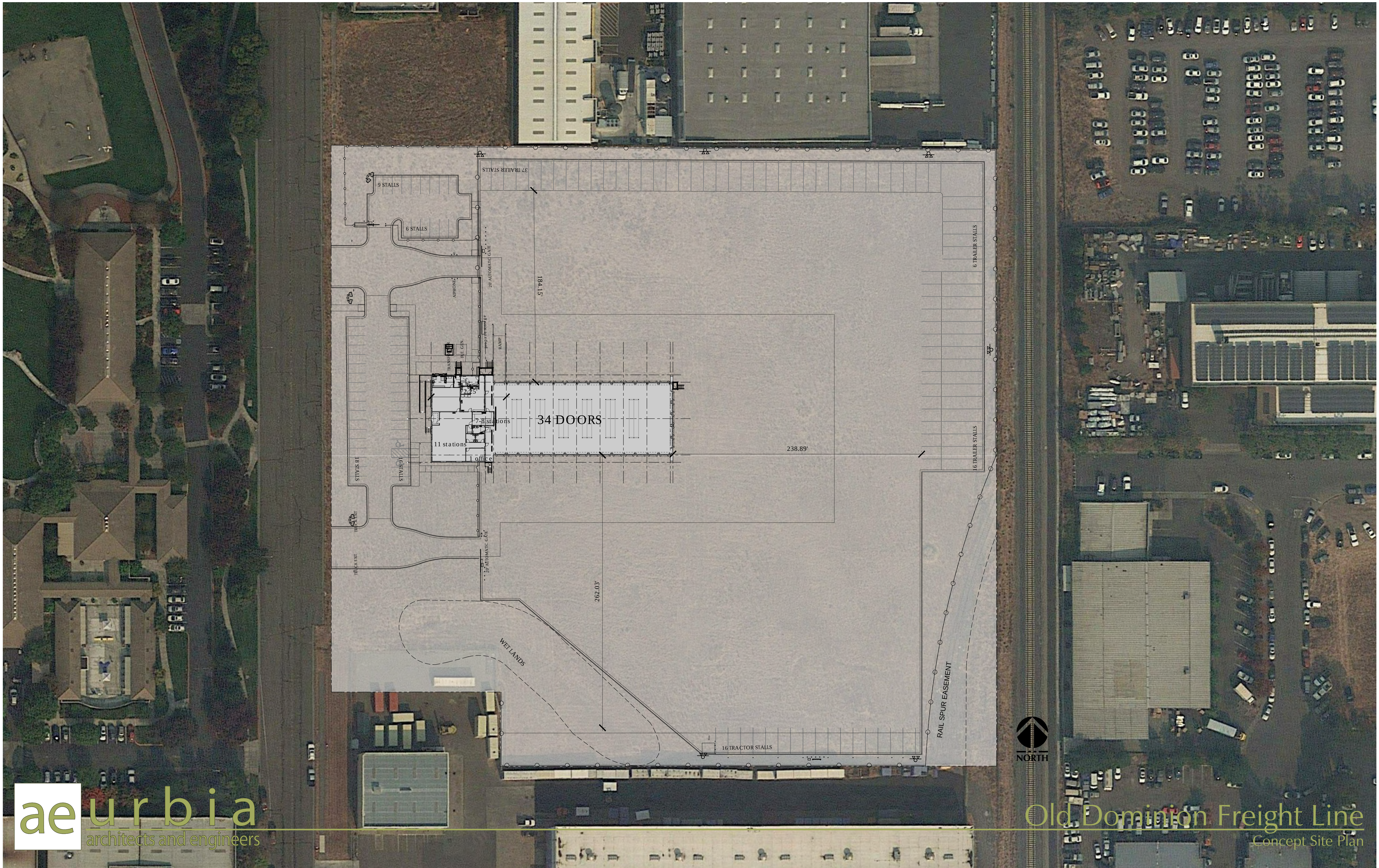


SPONAMORE ASSOCIATES

Vicinity Map

Figure 1

2960 - 2970 Dutton Avenue Buildings



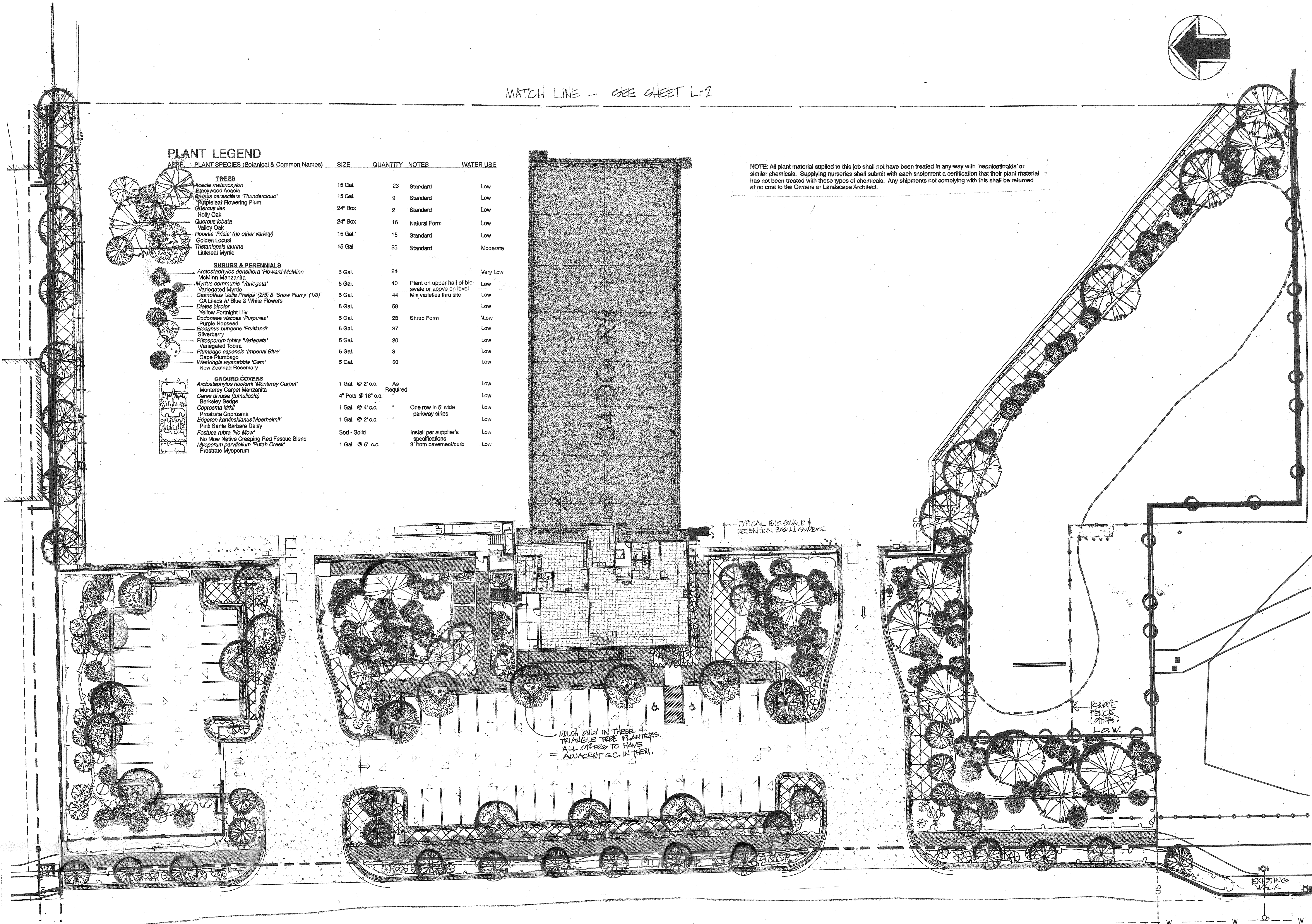


FIGURE 3

PREPARED FOR:

OLD DOMINION FREIGHT LINE

2960 & 2970 DUTTON AVE.
SANTA ROSA, CA

LANDSCAPE ARCHITECT

PARKER SMITH LANDSCAPE ARCHITECT

1945 PINER RD. #25,
SANTA ROSA, CA 95403
(707) 477-7802

SCALE: 1" = 20'

DRAWN BY: [Signature]

CHECKED BY: [Signature]

FILE No.: 1816

SHEET No.: 4

INITIAL DRAWING DATE: 6-18-19

DATE: []

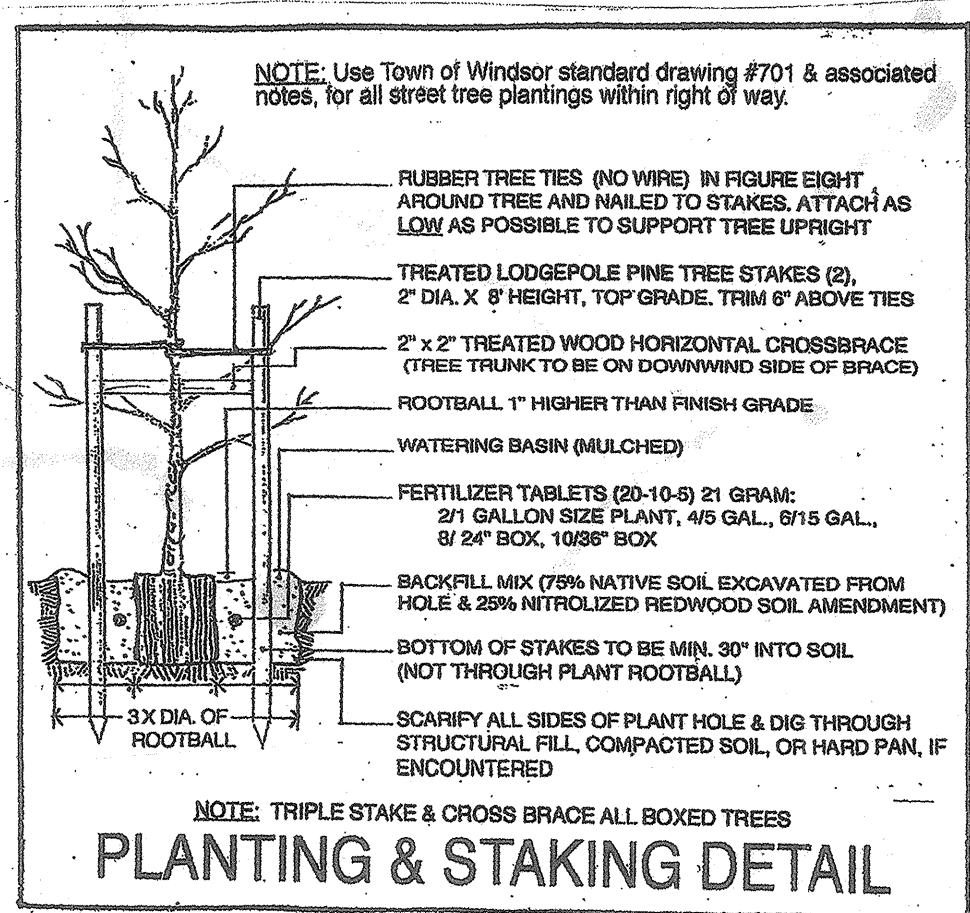
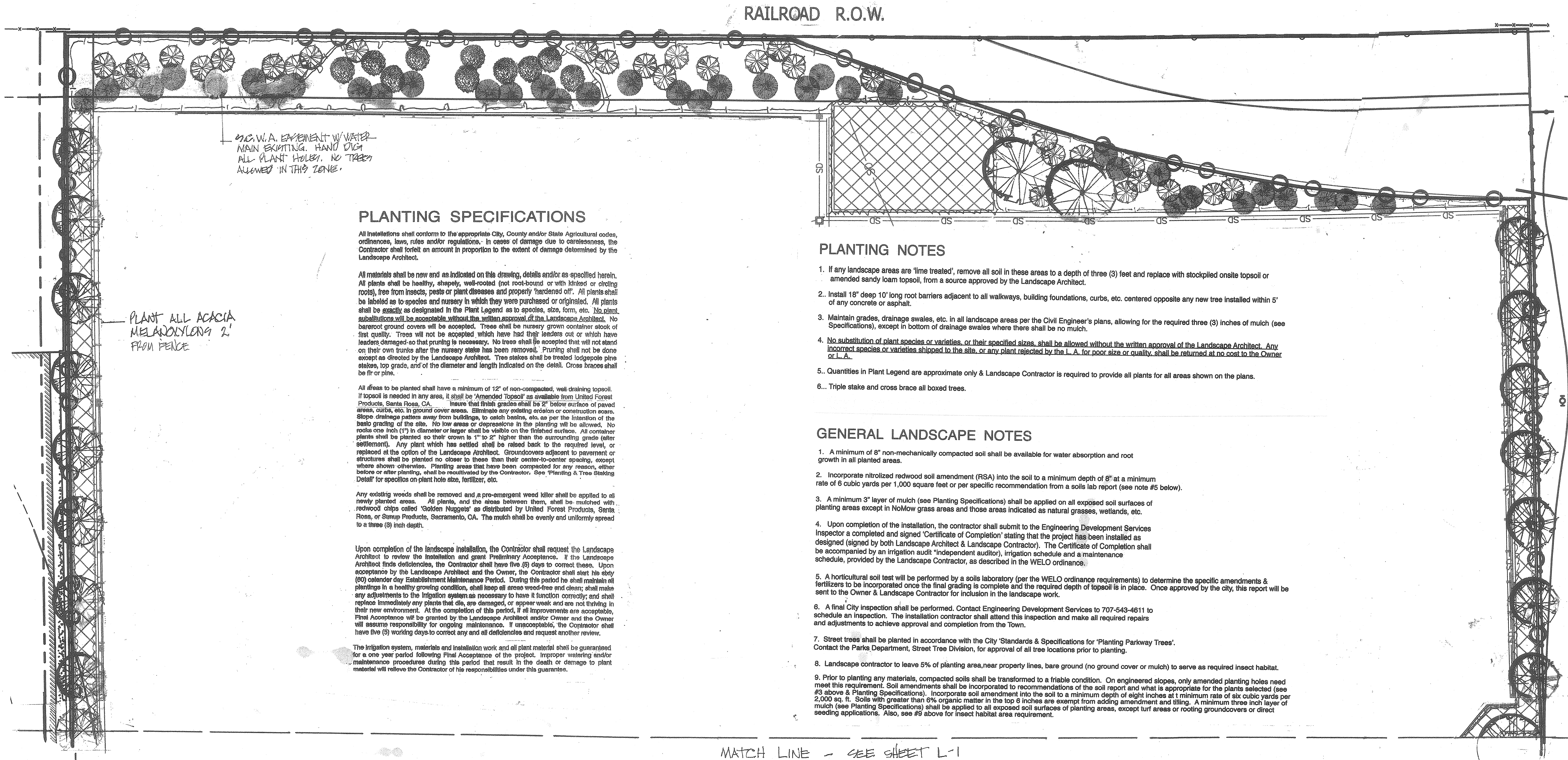
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BY: []

APPROVED: []

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1 inch = 20 feet



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BY:	APPROVED:
DATE:	DESCRIPTION:
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GRAPHIC SCALE (IN FEET)

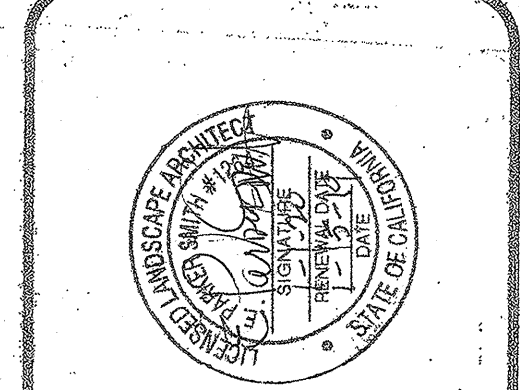
0 10 20 40

1 inch = 40'

OLD DOMINION TRUCKING

2960 & 2970 DUTTON AVE.
SANTA ROSA, CA

LANDSCAPE PLANTING PLAN



PARKER SMITH
LANDSCAPE ARCHITECT

1945 PINE RD. #25,
SANTA ROSA, CA 95403
(707) 477-7502

SCALE: 1" = 20'

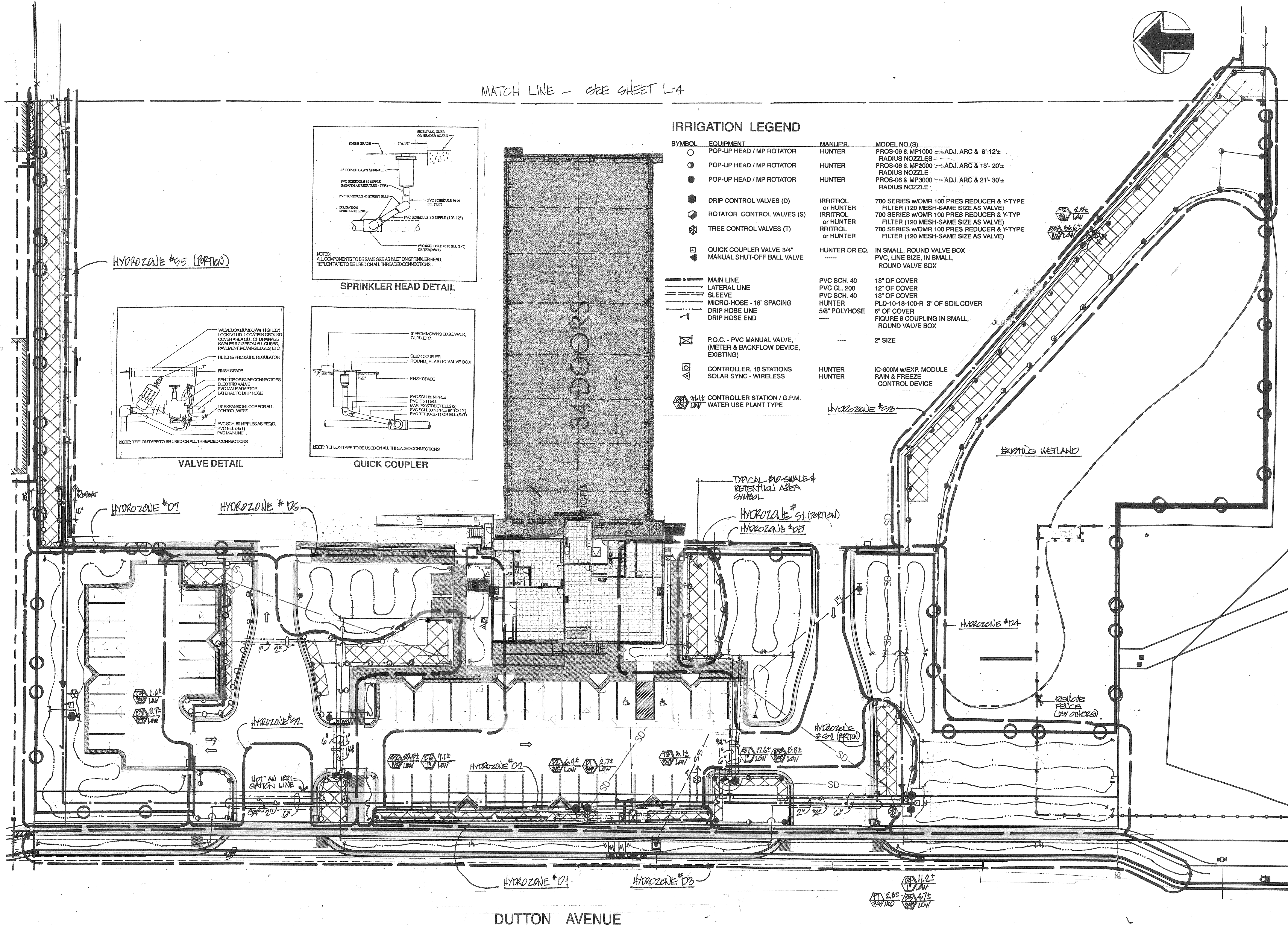
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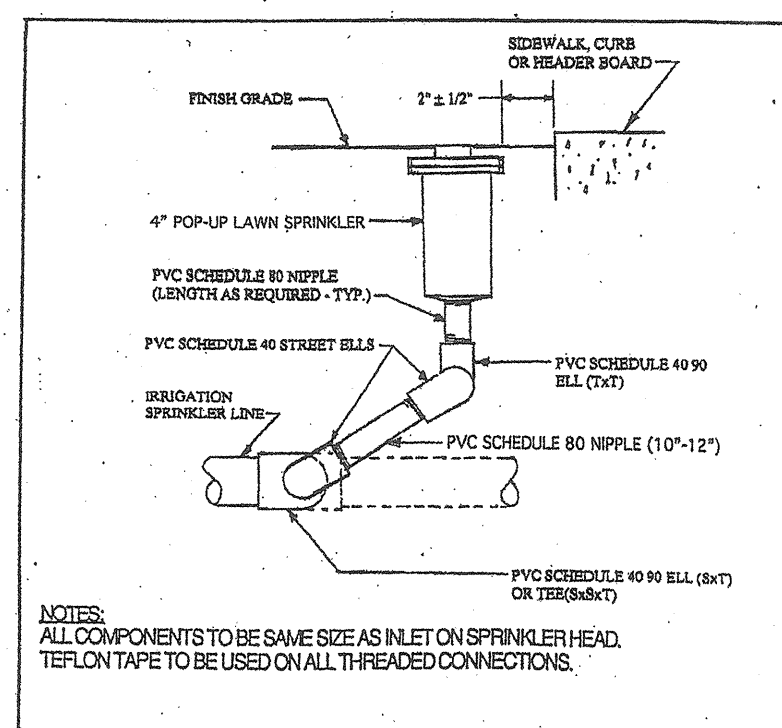
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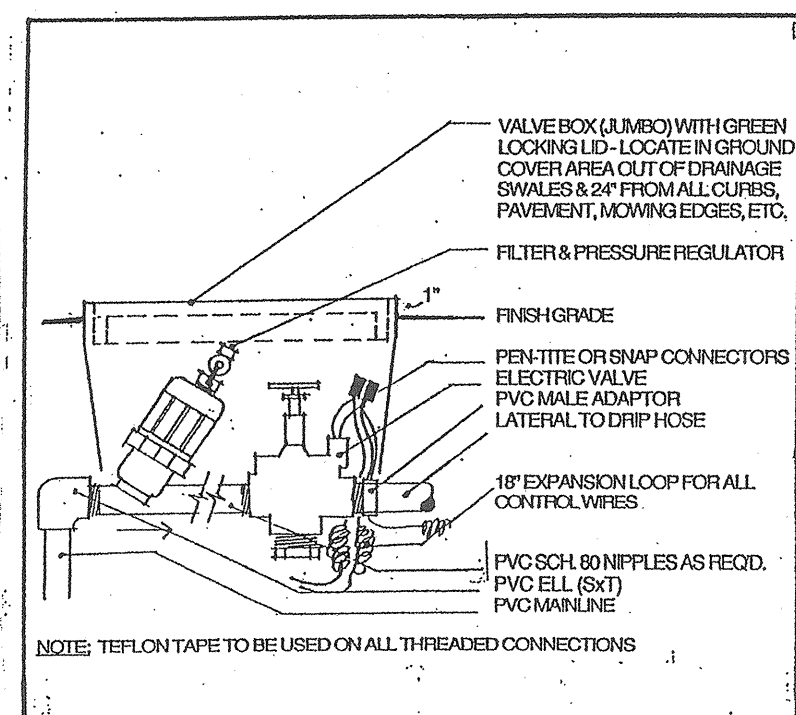
MATCH LINE - SEE SHEET L-4

IRRIGATION LEGEND

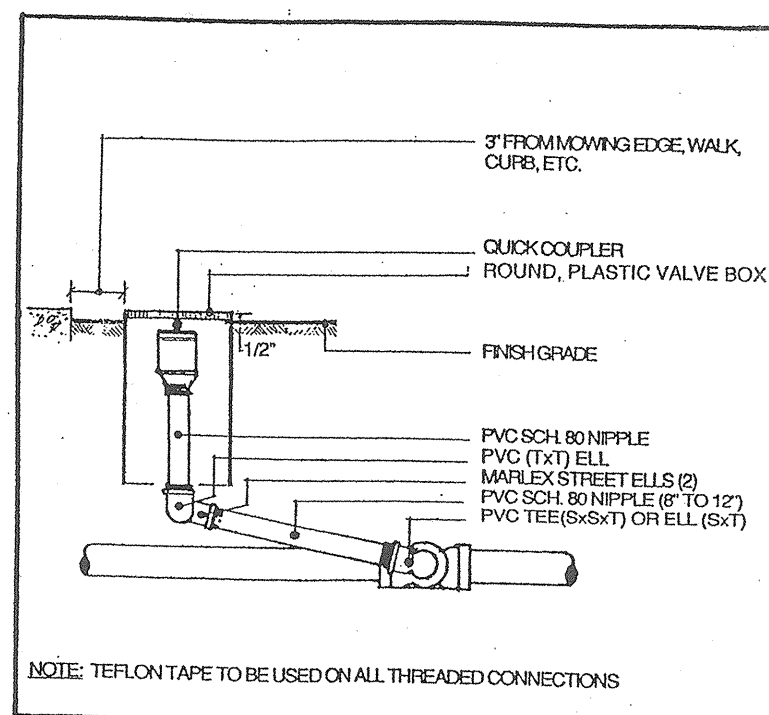
SYMBOL	EQUIPMENT	MANUF'R	MODEL NO.(S)
○	POP-UP HEAD / MP ROTATOR	HUNTER	PROS-06 & MP1000 ADJ. ARC & 8'-12'± RADIUS NOZZLES
●	POP-UP HEAD / MP ROTATOR	HUNTER	PROS-06 & MP2000 ADJ. ARC & 13'-20'± RADIUS NOZZLES
●	POP-UP HEAD / MP ROTATOR	HUNTER	PROS-06 & MP3000 ADJ. ARC & 21'-30'± RADIUS NOZZLES
●	DRIP CONTROL VALVES (D)	IRRITROL or HUNTER	700 SERIES w/OMR 100 PRES REDUCER & Y-TYPE FILTER (120 MESH-SAME SIZE AS VALVE)
●	ROTATOR CONTROL VALVES (S)	IRRITROL or HUNTER	700 SERIES w/OMR 100 PRES REDUCER & Y-TYPE FILTER (120 MESH-SAME SIZE AS VALVE)
●	TREE CONTROL VALVES (T)	IRRITROL or HUNTER	700 SERIES w/OMR 100 PRES REDUCER & Y-TYPE FILTER (120 MESH-SAME SIZE AS VALVE)
□	QUICK COUPLER VALVE 3/4"	HUNTER OR EQ.	IN SMALL, ROUND VALVE BOX PVC, LINE SIZE, IN SMALL, ROUND VALVE BOX
□	MANUAL SHUT-OFF BALL VALVE	---	---
---	MAIN LINE	PVC SCH. 40	18" OF COVER
---	LATERAL LINE	PVC CL. 200	12" OF COVER
---	SLEEVE	PVC SCH. 40	18" OF COVER
---	MICRO-HOSE - 18" SPACING	HUNTER	PLD-10-18-100-R 3" OF SOIL COVER
---	DRIP HOSE LINE	---	8" OF COVER
---	DRIP HOSE END	---	FIGURE 8 COUPLING IN SMALL, ROUND VALVE BOX
□	P.O.C. - PVC MANUAL VALVE, (METER & BACKFLOW DEVICE, EXISTING)	---	2" SIZE
□	CONTROLLER, 16 STATIONS SOLAR SYNC - WIRELESS	HUNTER HUNTER	IC-600M w/EXP. MODULE RAIN & FREEZE CONTROL DEVICE
□	CONTROLLER STATION / G.P.M. WATER USE PLANT TYPE	---	---



SPRINKLER HEAD DETAIL



VALVE DETAIL



QUICK COUPLER

INITIAL DRAWING DATE: 6-18-19

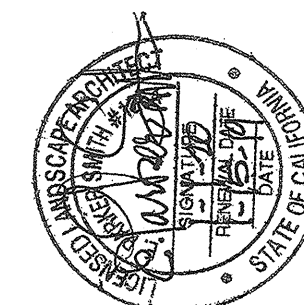
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GRAPHIC SCALE
1 inch = 40 feet

OLD DOMINION
FREIGHT LINE

2960 & 2970 DUTTON AVE.
SANTA ROSA, CA

LANDSCAPE
IRRIGATION PLAN



PARKER SMITH
LANDSCAPE ARCHITECT

1945 PINER RD. #25,
SANTA ROSA, CA 95403
(707) 477-7502

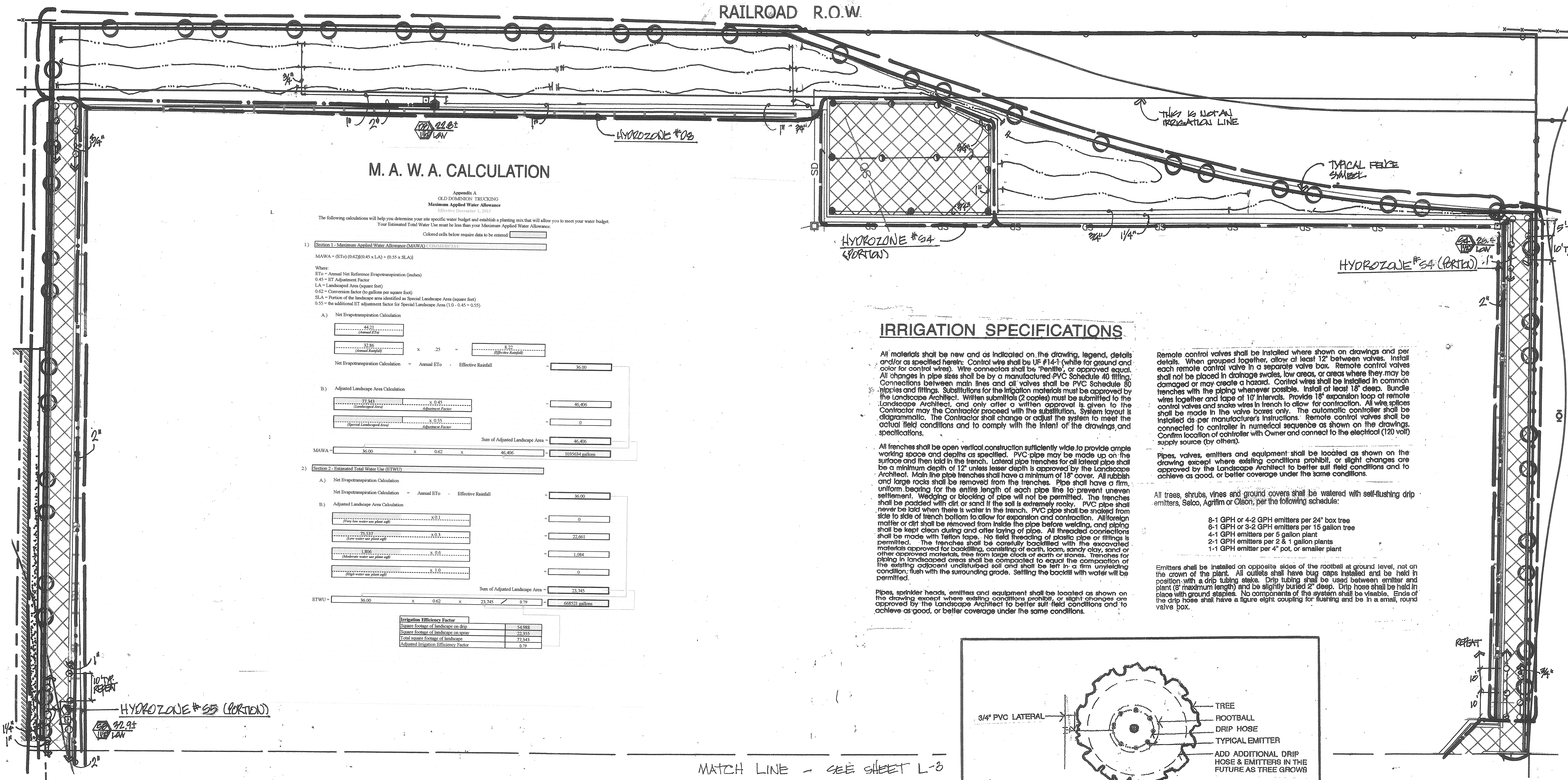
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SHEET NO. L-3 OF 4



M. A. W. A. CALCULATION

Appendix A
OLD DOMINION TRUCKING
Maximum Applied Water Allowance

The following calculations will help you determine your site specific water budget and establish a planting mix that will allow you to meet your water budget. Your Estimated Total Water Use must be less than your Maximum Applied Water Allowance.

Colored cells below require data to be entered:

1) Section 1 - Maximum Applied Water Allowance (MAWA) (CALCULATED)

MAWA = $(ET_0)(0.62)(0.45 \times LA) + (0.55 \times SLA)$

Where:
ET₀ = Annual Net Reference Evapotranspiration (inches)
0.45 = ET Adjustment Factor
LA = Landscaped Area (square feet)
0.62 = Conversion factor (to gallons per square foot)
SLA = Portion of the landscape area identified as Special Landscape Area (square feet)
0.55 = the additional ET adjustment factor for Special Landscape Area (1.0 - 0.45 = 0.55)

A) Net Evapotranspiration Calculation

Annual ET ₀	4.3
ET Adjustment Factor	0.45
Landscaped Area (sq. ft.)	21,360
Conversion Factor	0.62
Special Landscape Area (sq. ft.)	0
Additional ET Adjustment Factor	0.55
Net Evapotranspiration	8.22

Net Evapotranspiration Calculation = Annual ET₀ x Effective Rainfall = 36.00

B) Adjusted Landscape Area Calculation

Landscaped Area (sq. ft.)	21,360
ET Adjustment Factor	0.45
Adjusted Landscape Area	46,406
Special Landscape Area (sq. ft.)	0
Adjusted Landscape Area	46,406
Sum of Adjusted Landscape Area	46,406
MAWA	36.00 x 0.62 x 46,406 = 1,035,034 gallons

2) Section 2 - Estimated Total Water Use (ETWU)

A) Net Evapotranspiration Calculation

Annual ET ₀	4.3
ET Adjustment Factor	0.45
Landscaped Area (sq. ft.)	21,360
Conversion Factor	0.62
Special Landscape Area (sq. ft.)	0
Additional ET Adjustment Factor	0.55
Net Evapotranspiration	8.22

Net Evapotranspiration Calculation = Annual ET₀ x Effective Rainfall = 36.00

B) Adjusted Landscape Area Calculation

Landscaped Area (sq. ft.)	21,360
ET Adjustment Factor	0.45
Adjusted Landscape Area	46,406
Special Landscape Area (sq. ft.)	0
Adjusted Landscape Area	46,406
Sum of Adjusted Landscape Area	46,406
ETWU	36.00 x 0.62 x 46,406 = 1,035,034 gallons

Irrigation Efficiency Factor

Square footage of landscape on drip	54,988
Square footage of landscape on spray	23,355
Total square footage of landscape	77,343
Adjusted Irrigation Efficiency Factor	0.79

IRRIGATION SPECIFICATIONS

All materials shall be new and as indicated on the drawing, legend, details and/or as specified herein. Control wire shall be UF-814-1 (white for ground and color for control wires). Wire connectors shall be "Pentite", or approved equal. All changes in pipe sizes shall be by a manufactured PVC Schedule 40 fitting. Connections between main lines and all valves shall be PVC Schedule 80 nipples and fittings. Substitutions for the irrigation materials must be approved by the Landscape Architect. Written submittals (2 copies) must be submitted to the Landscape Architect, and only after a written approval is given to the Contractor may the Contractor proceed with the substitution. System layout is diagrammatic. The Contractor shall change or adjust the system to meet the actual field conditions and to comply with the intent of the drawings and specifications.

All trenches shall be open vertical construction sufficiently wide to provide ample working space and depths as specified. PVC pipe may be made up on the surface and then laid in the trench. Lateral pipe trenches for all lateral pipe shall be a minimum depth of 12" unless lesser depth is approved by the Landscape Architect. Main line pipe trenches shall have a minimum of 18" cover. All rubbish and large rocks shall be removed from the trenches. Pipe shall have a firm, uniform bearing for the entire length of each pipe line to prevent uneven settlement. Wedging or blocking of pipe will not be permitted. The trenches shall be packed with dirt or sand if the soil is extremely rocky. PVC pipe shall never be laid when there is water in the trench. PVC pipe shall be shielded from side to side of trench bottom to allow for expansion and contraction. All foreign matter or dirt shall be removed from inside the pipe before welding, and piping shall be kept clean during and after laying of pipe. All threaded connections shall be made with Teflon tape. No field threading of plastic pipe or fittings is permitted. The trenches shall be carefully backfilled with the excavated materials approved for backfilling, consisting of earth, loam, sandy clay, sand or other approved materials, free from large clods of earth or stones. Trenches for piping in landscaped areas shall be compacted to equal the compaction of the existing adjacent undisturbed soil and shall be left in a firm unyielding condition, flush with the surrounding grade. Sealing the backfill with water will be permitted.

Pipes, sprinkler heads, emitters and equipment shall be located as shown on the drawing except where existing conditions prohibit, or slight changes are approved by the Landscape Architect to better suit field conditions and to achieve as good, or better coverage under the same conditions.

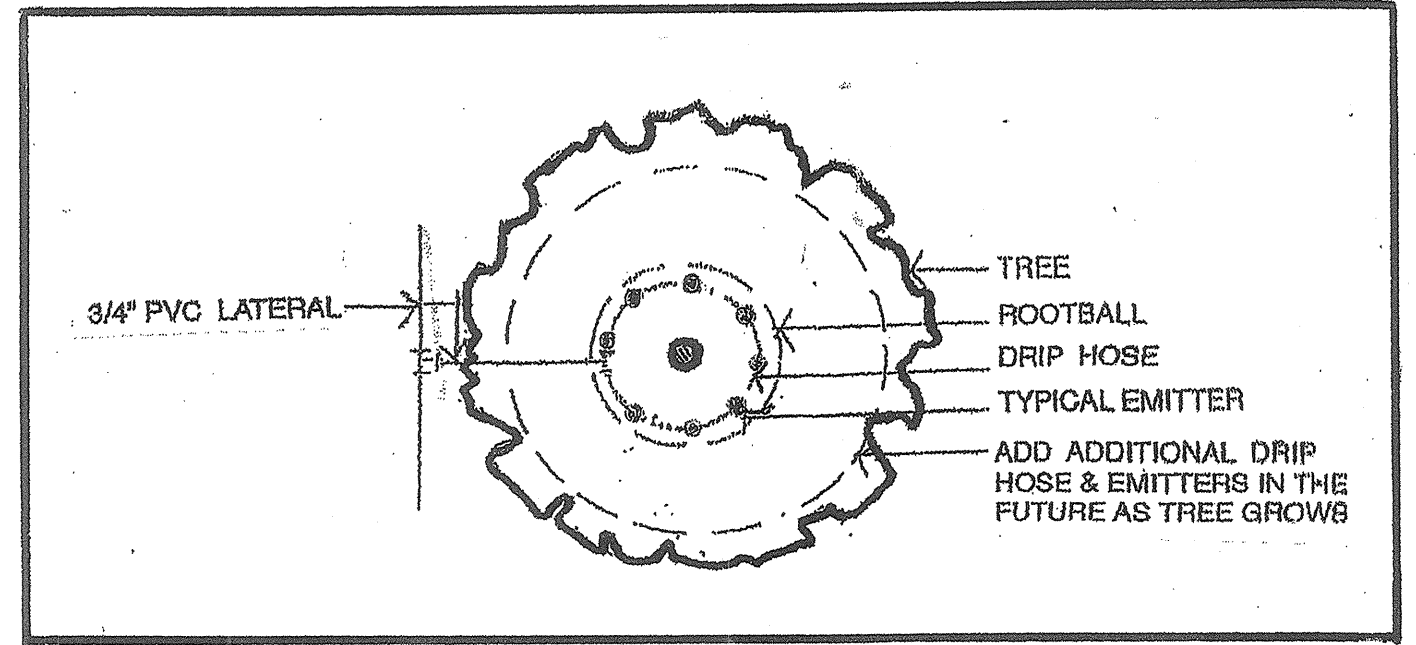
Remote control valves shall be installed where shown on drawings and per details. When grouped together, allow at least 12" between valves. Install each remote control valve in a separate valve box. Remote control valves shall not be placed in drainage swales, low areas, or areas where they may be damaged or may create a hazard. Control wires shall be installed in common trenches with the piping whenever possible. Install at least 18" deep. Bundle wires together and tape at 10' intervals. Provide 18" expansion loop of remote control valves and snake wires in trench to allow for contraction. All wire splices shall be made in the valve boxes only. The automatic controller shall be installed as per manufacturer's instructions. Remote control valves shall be connected to controller in numerical sequence as shown on the drawings. Confirm location of controller with Owner and connect to the electrical (120 volt) supply source (by others).

Pipes, valves, emitters and equipment shall be located as shown on the drawing except where existing conditions prohibit, or slight changes are approved by the Landscape Architect to better suit field conditions and to achieve as good, or better coverage under the same conditions.

All trees, shrubs, vines and ground covers shall be watered with self-flushing drip emitters, Selco, Agrifilm or Olson, per the following schedule:

- 8-1 GPH or 4-2 GPH emitters per 24" box tree
- 6-1 GPH or 3-2 GPH emitters per 15 gallon tree
- 4-1 GPH emitters per 5 gallon plant
- 2-1 GPH emitters per 2 & 1 gallon plants
- 1-1 GPH emitter per 4" pot, or smaller plant

Emitters shall be installed on opposite sides of the rootball at ground level, not on the crown of the plant. All outlets shall have bug caps installed and be held in position with a drip tubing stake. Drip tubing shall be used between emitter and plant (8" maximum length) and be slightly buried 2" deep. Drip hose shall be held in place with ground staples. No components of the system shall be visible. Ends of the drip hose shall have a figure eight coupling for flushing and be in a small, round valve box.



TYPICAL TREE EMITTER LOCATION DETAIL

SUMMARY HYDROZONE TABLE

HYDROZONE	AREA	% OF LANDSCAPE
LOW WATER USE (LW)	75,537 S.F.	98%
MODERATE WATER USE (MW)	1,806 S.F.	2%
HIGH WATER USE (HW)	0 S.F.	0%

TOTALS = 77,343 S.F. 100%

HYDROZONE TABLE FOR ALL VALVES

VALVE NO.	IRRIG. METHOD	PLANT TYPE	G.P.M.	AREA	% OF LANDSCAPE
T1	DRIP	MODERATE/TREE	2.3±	1,806 S.F.	2%
T2	DRIP	LOW/TREE	2.5±	7,654 S.F.	10%
T3	DRIP	LOW/TREE	3.1±	5,975 S.F.	8%
T4	DRIP	LOW/TREE	1.6±	4,064 S.F.	5%
D1	DRIP	LOW/SCREEN SHB	2.7±	280 S.F.	1%
D2	DRIP	LOW/SEDGE GC	6.4±	840 S.F.	1%
D3	DRIP	LOW/SHRUBS/GC	4.7±	2,530 S.F.	3%
D4	DRIP	LOW/SHRUBS/GC	11.2±	6,940 S.F.	9%
D5	DRIP	LOW/SHRUBS/GC	5.8±	3,340 S.F.	4%
D6	DRIP	LOW/SHRUBS/GC	7.1±	2,779 S.F.	3%
D7	DRIP	LOW/SHRUBS/GC	3.7±	5,180 S.F.	7%
D8	DRIP	LOW/SHRUBS/GC	22.8±	13,600 S.F.	18%
S1	SPRAY	LOW/GRASSES	17.6±	3,023 S.F.	4%
S2	SPRAY	LOW/GRASSES	22.5±	3,622 S.F.	5%
S3	SPRAY	LOW/GRASSES	36.6±	6,160 S.F.	8%
S4	SPRAY	LOW/GRASSES	28.4±	4,925 S.F.	6%
S5	SPRAY	LOW/GRASSES	32.9±	4,625 S.F.	6%

TOTAL = 77,343 S.F. 100%

IRRIGATION NOTES

- IRRIGATION SYSTEM IS DESIGNED TO OPERATE ON 80 TO 95 P.S.I. AT POINT OF CONNECTION (CONFIRM PRIOR TO BEGINNING WORK). MAXIMUM G.P.M. IS 37± PER CIRCUIT. ADJUST VALVES PRESSURE REGULATORS TO PROVIDE OPTIMUM OPERATING PRESSURE (40 psi) AT THE ROTATOR HEADS AND AT THE DRIP EMITTERS (25 psi), PER MANUFACTURER'S RECOMMENDATIONS.
- INSTALL WIRELESS SOLAR SYNC ON BLDG. FASCIA.
- SEE CIVIL ENGINEER'S PLANS FOR SPECIFIC LOCATIONS OF UNDERGROUND UTILITY, STORM DRAIN LINES, ETC. THAT OCCUR WITHIN LANDSCAPE AREAS & CONFIRM THE DEPTH OF THESE WITH GENERAL CONTRACTOR PRIOR TO TRENCHING. SEE PLANTING PLAN FOR APPROXIMATE LOCATIONS OF SOME OF THESE.
- PAINT CONTROLLER & ABOVE GRADE CONDUITS TO IT THE SAME COLOR AS BUILDING.
- PIPES SHOWN IN PAVED AREAS TO BE LOCATED IN ADJACENT LANDSCAPE AREAS IN JOINT TRENCHES.
- ALSO SEE 'GENERAL NOTES' ON SHEET L-2
- SLEEVES ARE SIZED FOR LINES SHOWN PLUS LATERALS TO IRRIGATE TREES ON THEIR SEPARATE VALVES.
- LATERALS & LINES TO TREES (ALL 3/4" SIZE) FROM TREE VALVES ARE NOT SHOWN BUT SHALL BE AS FOLLOWS:
 - T1 - ALL MODERATE WATER USE TREES (TRISTAN/OLIVE)
 - T2 - ALL LOW WATER USE TREES (VALLEY OAKS & ACACIAS) ALONG SOUTH & EAST PORTIONS OF PROPERTY
 - T3 - ALL LOW WATER USE ON BOTH SIDES (NORTH & SOUTH) OF BUILDING (VALLEY OAKS, PURPLE PLUMS, GOLDEN LOCUSTS & HOLLY OAKS)
 - T4 - ALL LOW WATER USE TREES ALONG NORTH PORTION OF PROPERTY (ACACIAS) BEHIND WALL
- THERE SHALL BE FORTY MYRTLE SHRUBS PLANTED ALONG THE PUBLIC SIDEWALK TO SCREEN THE AUTOS ON NORTH SIDE OF BIO-SWALE. PLANT NO CLOSER THAN 18" TO THE SIDEWALK AND TRAIN TO BE 3.5' NTO 4' TALL AND WIDE.

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BY: [Signature]
DESCRIPTION: [Blank]
DATE: [Blank]
No. [Blank]

GRAPHIC SCALE
1 inch = 40 feet
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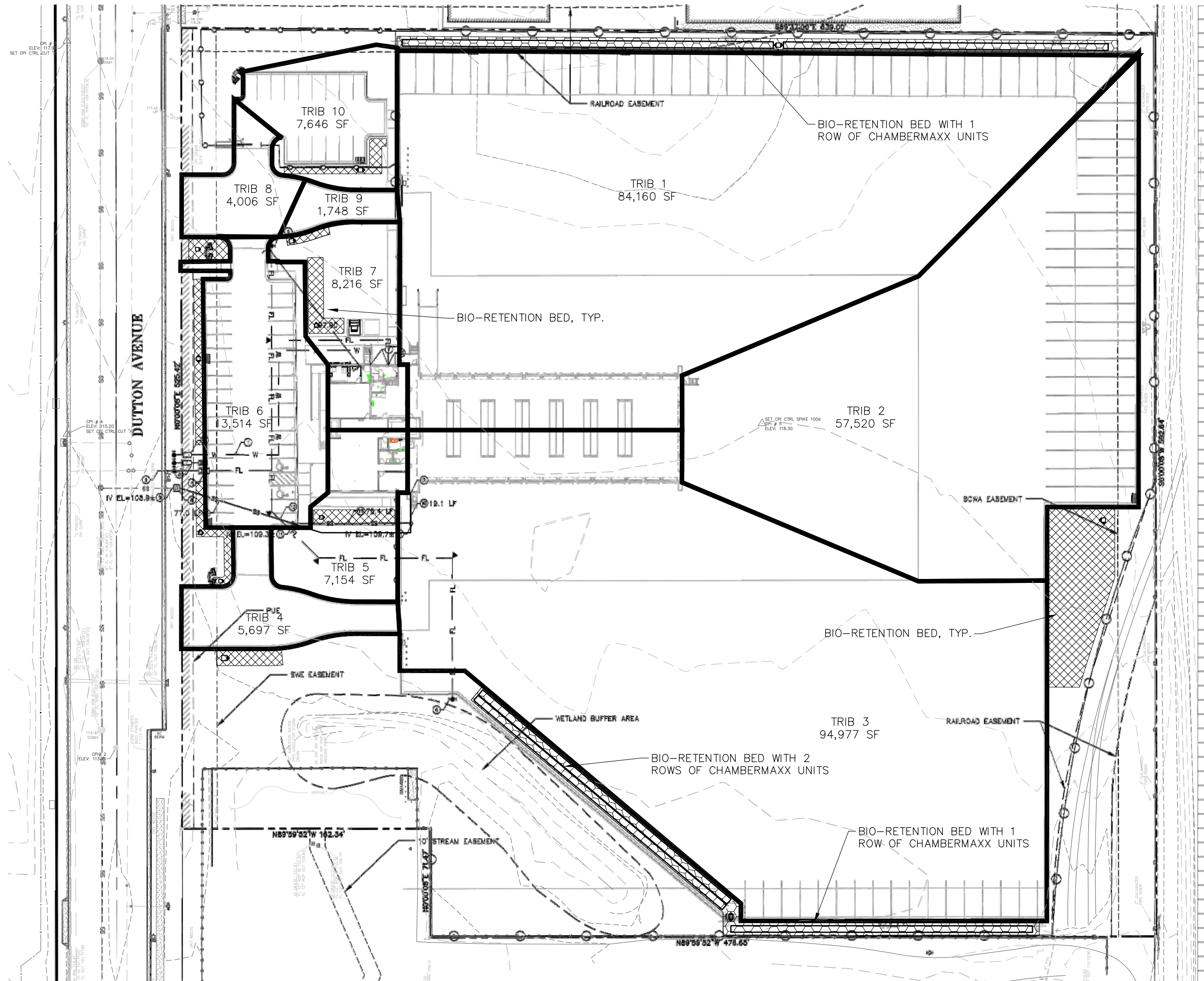
PREPARED FOR:
**OLD DOMINION
FREIGHT LINE**
2960 & 2970 DUTTON AVE.
SANTA ROSA, CA

**LANDSCAPE
IRRIGATION PLAN**

**PARKER SMITH
LANDSCAPE ARCHITECT**
1945 PINER RD. #25,
SANTA ROSA, CA 95403
(707) 477-7502

SCALE: 1" = 20'
DRAWN BY: [Signature]
CHECKED BY: [Signature]
FILE NO.: 1816
SHEET NO. OF

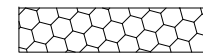
L-4 4



LEGEND



BIO-RETENTION BED



BIO-RETENTION BED WITH CHAMBERMAXX UNITS

TRIBUTARY BOUNDARY

TRIB #

TRIBUTARY DESIGNATION

FIGURE 4



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

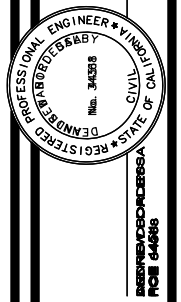
PRELIMINARY BIORETENTION LAYOUT
OLD DOMINION FREIGHT LINE
2960 DUTTON AVENUE
SANTA ROSA, CALIFORNIA
OCTOBER 2018

JOB NO.
18-116

SHEET NO.

1

OF 1 SHEETS



**TABLE 1: MITIGATION MONITORING AND REPORTING PROGRAM
Old Dominion Industrial Building Project**

Mitigation Measure	Implementation Procedure	Monitoring Responsibility	Monitoring/Reporting Action & Schedule	Non-Compliance Sanction/Activity	Monitoring Compliance Record (Name/Date)
3.1 AESTHETICS					
Standard Measures (2016): Design Review is required for the project. Final Design Review will be obtained prior to issuance of a building permit. A standard condition of approval regarding exterior lighting requirements will be placed on the project. Conformance review shall occur at the building permit stage.	Require as condition of approval	Planning & Economic Development - Planning Division	Prior to issuance of building permit.	Deny issuance of building permit until Final Design Review	
3.3 AIR QUALITY					
Mitigation Measures (2016): AIR-1: Pollutants. Implement construction management standards construction management standards during all on- and off-site construction activities. - 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 mph.	Require as condition of approval	Planning & Economic Development – Building Division Public Works – Engineering Development Services Division	During construction, Building and/or Public Works inspectors inspect the site for compliance with required construction control measures	Stop construction until compliance is ensured	

Mitigation Measure	Implementation Procedure	Monitoring Responsibility	Monitoring/Reporting Action & Schedule	Non-Compliance Sanction/Activity	Monitoring Compliance Record (Name/Date)
- 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. - Post a publicly visible sign with the telephone number and person to contact at the Lead Agency regarding dust complaints. This person shall respond and take corrective action within 48 hours. The Air District's phone number shall also be visible to ensure compliance with applicable regulations.					
3.4 BIOLOGICAL RESOURCES					
Mitigation Measures (2016): BIO-1: Raptors and Passerine Birds. In order to avoid impacts to ground-nesting raptors and passerine birds, preconstruction nesting bird surveys shall be conducted prior to commencing with construction work if this work would begin between February 1st and August 31st. The nesting bird surveys shall include examination of the project site and a zone of influence around the entire project site. The zone of influence includes those areas off the project site where birds could be disturbed by earth-moving vibrations or noise. Accordingly, the nesting survey(s) must cover the project site and an area around the project site	Require as condition of approval.	Applicant's Biologist's report submitted to Planning	Prior to issuance of building or grading permits, Planner to review required reports and ensure that recommendations are addressed in the project construction plans.	Deny issuance of a building permit until plans are corrected.	

Mitigation Measure	Implementation Procedure	Monitoring Responsibility	Monitoring/Reporting Action & Schedule	Non-Compliance Sanction/Activity	Monitoring Compliance Record (Name/Date)
boundary. If project site disturbance associated with the project would commence between February 1st and August 31st, the nesting surveys should be completed 15 days prior to beginning with the work. If nesting raptors or passerine birds are identified during the surveys, an adequate buffer would have to be established around the nesting site(s) until the nesting cycle ended. A 300-foot buffer around any raptor nest should be fenced with orange construction fencing. If the nest location is located off the project site, then the buffer should be demarcated per above where the buffer occurs on the project site. The size of the buffer may be altered if a qualified raptor biologist conducts behavioral observations and determines the nesting raptors are well-acclimated to disturbance. If this occurs, the raptor biologist shall prescribe a modified buffer that allows sufficient room to prevent undue disturbance/harassment to the nesting raptors. No construction or earth-moving activity shall occur within the established buffer until it is determined by a qualified raptor biologist that the young have fledged (that is, left the nest) and have attained sufficient flight skills to avoid project construction zones. This typically occurs by July 15th. This date may be earlier or later, and would have to be determined by a qualified raptor biologist. If a qualified biologist is not hired to watch the nesting raptors then the buffers shall be maintained in place through the month of August and work within the buffer can commence September 1st. If common (that is, not special-status) birds, for example, Western meadowlark, western scrub jay, or acorn woodpeckers are identified nesting on or adjacent to the project site, a non-disturbance buffer of 75 feet should be established or as otherwise prescribed by a qualified ornithologist. The buffer should be demarcated via the installation of orange construction fencing. Disturbance within the buffer should be postponed until it is determined by a qualified ornithologist that the young have fledged and have attained sufficient flight skills to leave the area or that the nesting cycle has					

Mitigation Measure	Implementation Procedure	Monitoring Responsibility	Monitoring/Reporting Action & Schedule	Non-Compliance Sanction/Activity	Monitoring Compliance Record (Name/Date)
otherwise completed. Typically, most passerine birds in the region of the project site are expected to complete nesting by August 1st. However, many species can complete nesting by the end of June or in early to mid-July. Regardless, nesting buffers should be maintained until August 31st unless a qualified ornithologist determines that young have fledged and are independent of their nests at an earlier date. If buffers are removed prior to August 31st, the qualified biologist conducting the nesting survey(s) should prepare a report that provides details about the nesting outcome and the removal of buffers. This report should be submitted to the City of Santa Rosa prior to the time that nest protection buffers are removed if the date is before August 31st.					
3.5. CULTURAL RESOURCES					
Standard Measures (updated): The City's standard construction related measures require that if any cultural resources, such as structural features, unusual amounts of bone or shell, artifacts, human remains, or architectural remains are encountered during any construction activities, the Contractor shall implement measures deemed necessary and feasible to avoid or minimize significant effects to the cultural resources including the following: • Suspend work within 100 feet of the find; and, • Immediately notify the City's Community Development Director and coordinate any necessary investigation of the site with a qualified archaeologist as needed to assess the resources (i.e., whether it is a "historical resource" or a "unique archaeological resource"); and, • Provide management recommendations should potential impacts to the resources be	Require as condition of approval.	Planning & Economic Development – Planning Division	Prior to issuance of building or grading permit, Planning to verify that notes are on the construction plans	Stop construction until project is ready to proceed	

Mitigation Measure	Implementation Procedure	Monitoring Responsibility	Monitoring/Reporting Action & Schedule	Non-Compliance Sanction/Activity	Monitoring Compliance Record (Name/Date)
found to be significant; - Possible management recommendations for historical or unique archaeological resources could include resource avoidance or data recovery excavations, where avoidance is infeasible in light of project design or layout, or is unnecessary to avoid significant effects - In addition, the Contractor in consultation with the Preservation Director, State Historic Preservation Officer, and if applicable, Tribal representatives, may include preparation of reports for resources identified as potentially eligible for listing in the California Register of Historical Resources. None of the responses received from the tribes indicated that they desire an archaeologist present during initial grading. The following actions are promulgated in Public Resources Code 5097.98 and Health and Human Safety Code 7050.5, and pertain to the discovery of human remains: 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.					
3.6 GEOLOGY AND SOILS					
Standard Measures (new):					

Mitigation Measure	Implementation Procedure	Monitoring Responsibility	Monitoring/Reporting Action & Schedule	Non-Compliance Sanction/Activity	Monitoring Compliance Record (Name/Date)
Prior to issuance of a grading permit an erosion control plan along with grading and drainage plans shall be submitted to the Building Division of the City's Department of Planning and Economic Development. All earthwork, grading, trenching, backfilling, and compaction operations shall be conducted in accordance with the City of Santa Rosa's Grading and Erosion Control Ordinance, Chapter 19-64 of the Santa Rosa Municipal Code. These plans shall detail erosion control measures such as site watering, sediment capture, equipment staging and laydown pad, and other erosion control measures to be implemented during construction activity on the project site. The project shall be conditioned to comply with the recommendations indicated in the updated geotechnical soils investigation prepared for the project and submitted with the building permit	Require as condition of approval.	Planning & Economic Development - Building	Building to verify project is in compliance with Geotechnical recommendations	Deny issuance of a grading permit until compliance has been verified	
3.7 GREENHOUSE GAS EMISSIONS					
Standard Measures (2016): The following elements of the proposal would lessen the GHG emissions: - The eventual build-out of the site will incorporate design elements and other measures to reduce GHG emissions, as required by the City's Green Building Ordinance and the SRCAP. - The project shall incorporate all of the CAP measures identified in the Project Description.	Require as condition of approval.	Planning & Economic Development – Planning Division	Prior to issuance of building or grading permit	Deny issuance of a building permit until compliance has been verified	
3.8 HAZARDS AND HAZARDOUS MATERIALS					
Standard Measures (2016): If contamination is found during excavation, all work shall cease until a work plan is approved by the City Fire Department.	Require as a condition of project approval	Planning & Economic Development-	Prior to issuance of building or grading permit, Planning to	Stop project until compliance is ensured	

Mitigation Measure	Implementation Procedure	Monitoring Responsibility	Monitoring/Reporting Action & Schedule	Non-Compliance Sanction/Activity	Monitoring Compliance Record (Name/Date)
Chemicals shall be stored in enclosed and secure buildings.	Require as a condition of project approval	Planning Division County Environmental Health Planning & Economic Development – Planning Division County Environmental Health	verify that notes are on the plans. During construction, Building inspectors inspect the site for compliance with required construction control measures. Prior to issuance of building or grading permit, Planning to verify that notes are on the plans. During construction, Building inspectors inspect the site for compliance with required construction control measures.	Stop project until compliance is ensured	
3.9 HYDROLOGY AND WATER QUALITY					
Standard Measures (new): Developer's engineer shall comply with all requirements of the City Standard Storm Water Mitigation Plan Guidelines using Low Impact Development (LID) Best Management Practices (BMPs). 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 adopted by the Santa Rosa City Council. Plans shall be submitted with the Building Permit application. Submit the following with the above mentioned plans: Maximum Applied Water Allowance and Hydrozone Table.	Require as condition of approval	Engineering Development Services	Prior to issuance of a building permit, Engineering Development Services shall ensure that the Final SUSMP and BMPs are in compliant with the City's and County's criteria	Deny building permit until plans are compliant	

Mitigation Measure	Implementation Procedure	Monitoring Responsibility	Monitoring/Reporting Action & Schedule	Non-Compliance Sanction/Activity	Monitoring Compliance Record (Name/Date)
3.12. NOISE					
Mitigation Measure (2016): NOI-1: Construction Noise: The construction phase noise at the site can be mitigated 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. It is recommended that all internal combustion engines used at the Project site 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 can also be mitigated by the following: • Construction or demolition work shall be scheduled for the hours of 7:00 a.m. to 7:00 p.m. Monday through Friday and 8:00 a.m. to 6:00 p.m. on Saturdays. • 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 can also 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, as it is less costly and quieter than either dozers or loaders. • Use a motor grader rather than a bulldozer for final grading when feasible. • Power saws shall be shielded or enclosed where	Require as condition of approval	Planning & Economic Development – Planning Division Planning & Economic Development - Building Public Works – Engineering Development Services	Planning and Building to verify compliance with these conditions prior to issuance of a grading permit	Stop construction until compliance is ensured	

Mitigation Measure	Implementation Procedure	Monitoring Responsibility	Monitoring/Reporting Action & Schedule	Non-Compliance Sanction/Activity	Monitoring Compliance Record (Name/Date)
practical 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 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 shall determine the cause of the noise complaint (e.g., bad muffler, etc.) and shall require that reasonable measures be implemented to correct the problem.					
3.14 PUBLIC SERVICES					
Standard Measures (2016): 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. The Police and Fire Departments will review plans for the Proposed Project and impose conditions of approval and fees. Other standard conditions of approval will apply, including provision of a fire flow analysis to ensure adequate water pressure and flow rates.	Require as condition of project approval	Planning & Economic Development- Planning Division Fire Police	Prior to issuance of a building permit, Planning shall ensure that compliance of conditions have been satisfied	Deny building permit until compliance is ensured	
3.16 TRANSPORTATION AND TRAFFIC					
Standard Measures (1999) The developer will pay Capital Facilities Fees to help fund area wide circulation improvements.	Require as condition of project approval	Engineering Development Services	Prior to issuance of building or grading permit, Planning to	Stop project until compliance is ensured	

Mitigation Measure	Implementation Procedure	Monitoring Responsibility	Monitoring/Reporting Action & Schedule	Non-Compliance Sanction/Activity	Monitoring Compliance Record (Name/Date)
Trucks for on and off haul shall not operate during peak traffic periods, 7:00 a.m. to 9:00 a.m. and 4:00 p.m. to 6:00 p.m.			ensure notes are on construction plans		
3.17 UTILITIES AND SERVICE SYSTEMS					
Standard Measures (1999) The developer will pay Capital Facilities Fees to help fund area wide infrastructure improvements.	Require as condition of project approval	Engineering Development Services	Prior to issuance of building or grading permit, Planning to ensure notes are on construction plans	Stop project until compliance is ensured	

ILLINGWORTH & RODKIN, INC.
Acoustics • Air Quality

429 East Cotati Avenue
 Cotati, California 94931

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 www.illingworthrodkin.com

Fax: 707-794-0405
 illro@illingworthrodkin.com

October 29, 2018

Ms. Nadine Sponamore
 Sponamore Associates
 Environmental Planning
 2128 Contra Costa Avenue
 Santa Rosa, California 95405

VIA E-Mail: **nadin@sonic.net**

SUBJECT: **Old Dominion Industrial Building**
 2960 & 2970 Dutton Avenue, Santa Rosa, CA
 Environmental Noise Effects

Dear Nadine:

Illingworth & Rodkin, Inc. (I&R) was retained to assess the environmental noise levels produced by the modification of the previously approved project for the site at 2960 & 2970 Dutton Avenue versus Noise Standards contained in the City of Santa Rosa general Plan and Municipal Code.

Project Description

The previously project which was approved in 2016 would have built two industrial buildings with a combined square footage of approximately 118,500 square feet on the site. The current project proposes one freight transfer terminal building with a square footage of approximately 17,695 square feet with 34 loading dock doors on the site and a paved 224,901 square foot yard for trailer maneuvering and parking.

Project Site and Location

The Project site is located west of US Highway 101 in Santa Rosa, California. Dutton Avenue forms the site's western boundary, beyond which are industrial land uses. Industrial land uses are located north, south and west of the project site with the SMART rail line and industrial uses beyond located east of the site. The nearest adjacent residences to the Project site are located over 500 feet north and west of the site with intervening industrial/commercial uses between these residences and the project site.

Regulatory Criteria

The City of Santa Rosa's 2035 General Plan establishes current noise and land use compatibility standards to evaluate a project's compatibility with the noise environment. *Policy NS-B-3 of the General Plan seeks to; "Prevent new stationary and transportation noise sources from creating a nuisance in existing developed areas"* and states that *"the Land Use Compatibility Standards specify normally acceptable levels for community noise in various land use areas"*. The Land Use Compatibility Standards in the General Plan indicate that industrial type land uses are considered "normally acceptable" in noise environments of less than 75 dBA L_{dn}.

The City of Santa Rosa Municipal Code, Ordinance No. 17-16.120 states that is “*It is unlawful for any person to operate any machinery, equipment, pump, fan, air-conditioning apparatus or similar mechanical device in any manner so as to create any noise which would cause the noise level at the property line of any property to exceed the ambient base noise level by more than five decibels.*” The City’s ambient base noise levels for industrially zoned uses (which surround the project site) is 70 dBA. Though the City’s Municipal Code does not define the noise metric used to determine this sound level, the Noise Ordinance defines ambient noise as follows:

“Ambient noise is the all-encompassing noise associated with a given environment usually a composite of sounds from many sources near and far. For the purpose of this chapter, ambient noise level is the level obtained when the noise level is averaged over a period of 15 minutes without inclusion of noise from isolated identifiable sources at the location and time of day near that at which a comparison is to be made.”

Therefore, the noise descriptor, L_{eq} , is used in this letter report for the purposes of determining noise with respect to these limits.

Based on the above discussion noise generated by the Project which produces either an L_{dn} of greater than 75 dBA or result in an average noise level (L_{eq}) of greater than 75 dBA at the property line of the adjacent industrial properties.

Existing and Project Noise Levels

The existing noise levels at the land uses in the project vicinity are primarily due to local industrial traffic and the intermittent railroad operations. Based measurements conducted for a residential project on Dutton Avenue south of Bellevue Avenue in 2017, and considering traffic volumes and conditions on Dutton Avenue to be similar north and south of Bellevue Avenue, we estimate the current L_{dn} level along Dutton Avenue to be 64 dBA at 100 feet from the roadway centerline. Considering typical distance attenuation relationships for traffic noise this would equate to a sound level of 70 dBA at 25 feet from the roadway centerline.

The predominant operational noise sources associated with the Project are expected to be additional trucks traveling on Dutton Avenue and on-site loading dock activities. Rooftop mechanical equipment is also expected at the project. These noise sources are discussed below:

Traffic to and from the site will utilize both Dutton Avenue and the Dutton Avenue/Bellevue Avenue intersection. Based upon a trip generation study completed by W-Trans in June of 2018 the project would result in 35 a.m. peak hour and 33 p.m. peak hour truck trips on this roadway. Considering this traffic volume, truck speeds of 35 mph on Dutton Avenue, and Reference Energy Mean Emissions Noise Levels (REMELS) for heavy trucks¹, the L_{dn} produced solely by project related truck traffic on Dutton Avenue at 25 feet from the roadway centerline would be 71 dBA. The addition of this project related noise level to an existing L_{dn} of 70 dBA, would result in an existing plus project noise level of 74 dBA L_{dn} at 25 feet from the roadway centerline. This level would not exceed the noise level which is “normally acceptable” for industrial land uses in the City of Santa Rosa and comply with the City’s General Plan noise limits for industrial uses.

¹ See Cal Trans Technical Advisory, Noise TAN 95-03 for more information

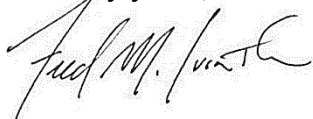
Trucks parking, maneuvering and traveling on site would generally be doing so at speeds of 15 mph or less. Considering this speed and REMELS for heavy trucks, onsite trucking operations would produce an L_{eq} of 74 dBA at 25 feet. Considering that most if not all on-site truck movements at this speed would occur at distances of greater than 25 feet from the project property line², we expect on-site truck operations to produce average noise level (L_{eq}) of less than 75 dBA at the property lines of the adjacent industrial properties, and comply with City of Santa Rosa Municipal Code limits for industrial uses.

Rooftop mechanical equipment is also expected at the project. Based on noise data from comparable facilities, exhaust fans, air handler and outdoor condensing units at the rooftop may produce constant noise levels of between 60 to 70 dBA L_{eq} at 50 feet. Considering that this project building will be over 150 feet from the closest industrial property line, noise produced by such rooftop equipment will result in noise level of well below 75 dBA L_{eq} at the property lines of the adjacent industrial properties and comply with City of Santa Rosa Municipal Code limits for industrial uses.

Conclusions

Based on the above discussions we find that environmental noise levels produced by the modification of the previously approved project for the site at 2960 & 2970 Dutton Avenue will comply with the Noise Standards contained in the City of Santa Rosa general Plan and Municipal Code.

Sincerely yours,



Fred M. Svinth, INCE, Assoc., AIA
Senior Consultant, Principal
Illingworth & Rodkin, Inc.

² Parking and other lower speed, and thus lower noise operations, may occur closer to the property lines.



June 14, 2018

Mr. Chris Furstenau
Furst Construction
708 West North Temple
Salt Lake City, UT 84116

Trip Generation Study for the 2960 and 2970 Dutton Avenue Project

Dear Mr. Furstenau;

W-Trans has completed a focused analysis that addresses the potential change in trip generation associated with the proposed change in land use for 2960 and 2970 Dutton Avenue in the City of Santa Rosa.

Project Description

The proposed freight transfer terminal would include a 17,695 square-foot building and 224,901 square feet of paving for maneuvering and parking of trailers. The project would occupy a currently vacant parcel zoned for Light Industrial land uses. As proposed, the project would include 34 dock doors at the rear side of the building and office space at the front, facing Dutton Avenue. The terminal would staff 25 employees and operate seven days a week.

Trip Generation

The anticipated trip generation for the proposed truck terminal was estimated using standard rates published by the Institute of Transportation Engineers (ITE) in *Trip Generation Manual*, 10th Edition for "Intermodal Truck Terminal" (LU #030). Because the ITE reference does not include a standard rate to estimate daily trips, and as daily trips are not used to determine project impacts, daily trips were not estimated. Based on application of this land use, the proposed project would be expected to result in 35 trips during the a.m. peak hour and 33 trips during the p.m. peak hour.

Table 1 – Trip Generation Summary

Land Use	Units	AM Peak Hour				PM Peak Hour			
		Rate	Trips	In	Out	Rate	Trips	In	Out
Proposed									
Intermodal Truck Terminal	17.695 ksf	1.97	35	16	19	1.87	33	17	16
Total			35	16	19		33	17	16

Note: ksf = 1,000 square feet

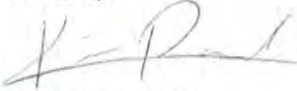
Because the proposed project would be expected to generate fewer than 50 trips during either peak hour, per the City's *Standard Guidance for the Preparation of Traffic Impact Analysis*, an operational analysis is not required.

Conclusions

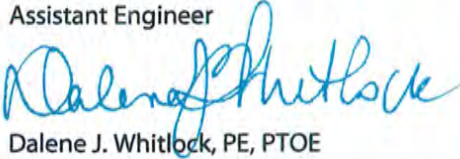
The proposed project is expected to generate an average of 35 trips during the morning peak hour and 33 trips during the evening peak hour. Based on the number of new peak hour trips expected to be generated by the proposed project, it is reasonable to conclude that the project would have a *less-than-significant* impact on traffic operation.

We hope this information is adequate to address the potential change in trip generation associated with the proposed land use modification. Please contact us if you have any further questions. Thank you for giving us the opportunity to provide these services.

Sincerely,



Kevin Rangel, EIT
Assistant Engineer



Dalene J. Whitlock, PE, PTOE
Principal

DJW/kr/SRO389.L1

