

Environmental Impact Report Overview

Presentation includes summary of:

- What the Draft EIR covered
- Overview of impacts
- Changes analyzed in the Final EIR

Draft EIR Overview

- Draft EIR circulated for public review in 2021
- Evaluated original proposed project and Alternative 2
- Public hearing comments from three members of the public and six Planning Commissioners
- 28 written letters received (25 from public & 3 from agencies)

Overview of Impacts

- Topics requiring mitigation
 - Wildfire
 - Noise
 - Bicycle Safety
 - Biological Resources
 - Erosion Prevention
 - Paleontological Resources
 - Cultural Resources
 - Tribal Cultural Resources

Significant Unavoidable Impacts

- Originally Proposed Project
 - Three significant and unavoidable impacts with mitigation
- Alternative 2 – Currently Proposed Project
 - No significant and unavoidable impacts with mitigation
 - Identified as Environmentally Superior Alternative

What's Changed in the Final EIR

- Refined version of Alternative 2 is now proposed
- Off-site transit improvements along Highway 12
- Changes to Los Alamos Road frontage from a PG&E project

Off-Site Transit Improvements (Hwy 12)



- City added off-site transit improvements after the Draft EIR
- Westbound bus stop relocated before Los Alamos Road
- Sidewalk extended to improve ADA access
- Improvements reviewed in the Final EIR
- No change to impact conclusions

PG&E Utility Work on Los Alamos Road



- Utility work completed after Draft EIR
- New vault, driveway, and gas/utility lines
- Located within City right-of-way
- Not part of project
- Reviewed in Final EIR
- No change to environmental impact conclusions

What the Final EIR Includes



AGENCY &
PUBLIC INPUT



RESPONSES TO
COMMENTS



PROJECT
UPDATES &
REFINEMENTS

- Copies of written comment letters
- Public & Planning Commission hearing summaries
- Responses to all public and agency comments
- 8 Master Responses
- Evaluation of revised project design
- Evaluation of off-site and right-of-way changes

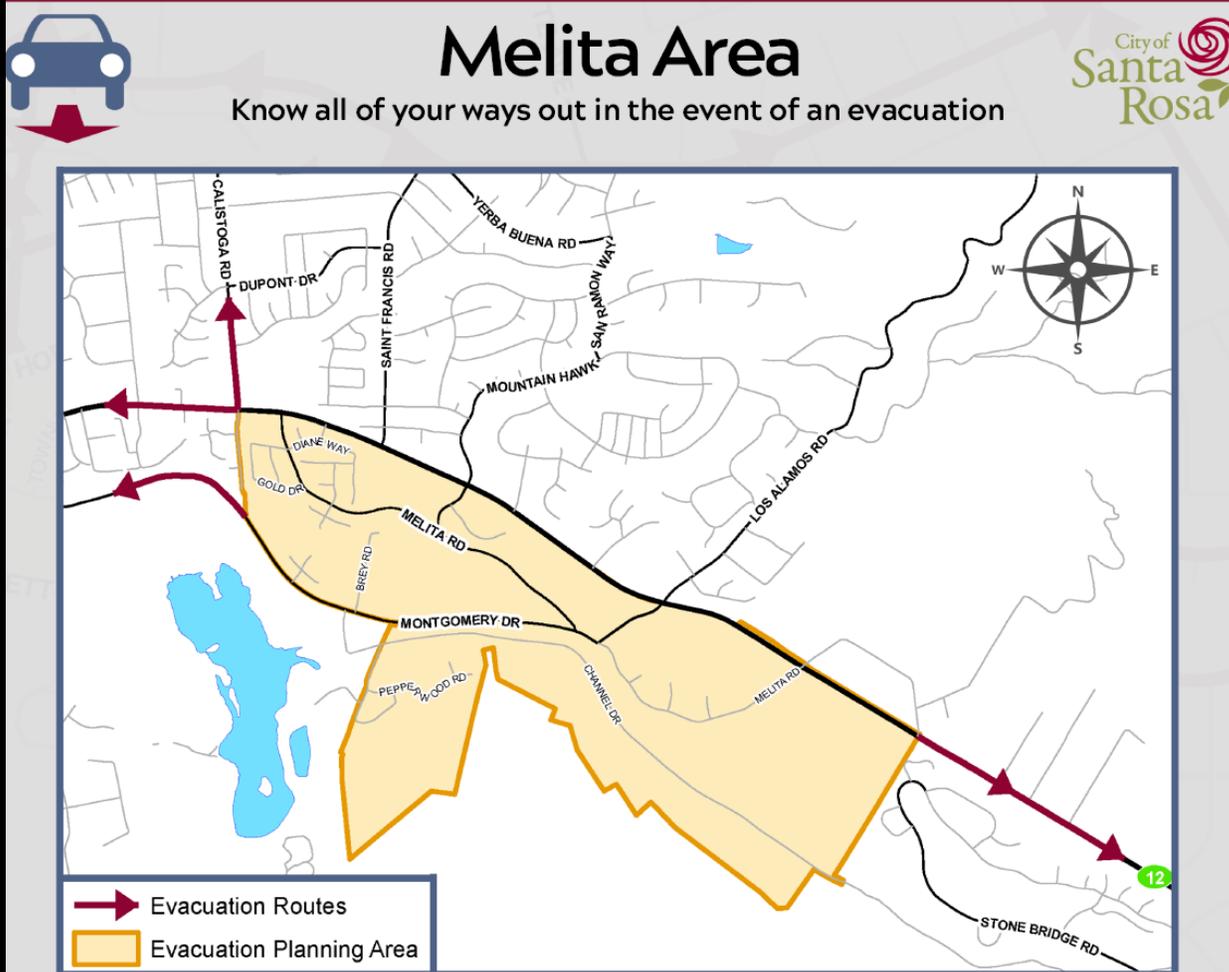
Why Recirculation Was Not Required

- Proposed project is a refinement of Alternative 2 evaluated in the EIR
- No new significant impacts identified
- No substantial increase in impact severity

EIR Process: Overall Summary

- Draft EIR evaluated the original project and Alternative 2
- Alternative 2 identified as environmentally superior
- Draft EIR circulated and comments received in 2021
- Project paused to evaluate and refine Alternative 2
- Refined version of Alternative 2 is now proposed
- Final EIR documents full CEQA record

Emergency Evacuations



• Site Evacuation Procedures

- Project to implement Spring Lake Village CCRC Evacuation Plan
- Montgomery Drive expected to be used as primary evacuation route

• Spring Lake Village Evacuation Plan

- Designated evacuation site at A Place to Play Park
- Messaging systems, alerts, building captains, training
- Chartered busses for evacuation of residents

Wildfire & Fire Hazard Designations

- City Wildland – Urban Interface Area Map
 - Established in 2009 and identifies 4 types of fire hazard zones
 - Project is not located within the boundary
- CALFIRE Mapping
 - Project site is in Local Responsibility Area
 - Project is located within designated Moderate fire hazard severity zone
 - Nearest LRA designated very high fire hazard zone is 1.1 mile away

Additional Wildfire Information

- Final EIR, Master Response D
 - discussion of emergency response and evacuation plans
 - discussion of slopes and prevailing winds
 - discussion of infrastructure
 - discussion of flood risks, landslide risks, and post-fire slope instability
- Mitigation Measure HAZ-6
 - Included in Draft EIR
 - Requires management of dry, combustible vegetation during construction

Traffic Analysis

- Vehicle Miles Traveled
 - OPR Technical Advisory Screening Threshold (110 trips per day)
 - Project Traffic (80 trips per day)
- Level of Service (for Informational Purposes)
 - Santa Rosa General Plan LOS Standard (LOS D or better)
 - Highway 12 / Los Alamos Road Intersection (LOS B)
 - Project Traffic (80 trips/day; 5 trips/AM Peak Hour; 6 trips/PM Peak Hour)
 - 0.1-second increase in average delay (intersection remains at LOS B)