

RESOLUTION NO. 11852

RESOLUTION OF THE PLANNING COMMISSION OF THE CITY OF SANTA ROSA ADOPTING A MITIGATED NEGATIVE DECLARATION FOR THE RESIDENCES AT TAYLOR MOUNTAIN AND TAYLOR MOUNTAIN ESTATES LOCATED AT 2880 FRANZ KAFKA AVENUE AND 2800 PETALUMA HILL ROAD - ASSESSOR'S PARCEL NUMBER(S) 044-460-001 THROUGH 044-460-071- FILE NUMBERS – PRJ17-006 AND PRJ17-010

WHEREAS, the Environmental Coordinator has conducted an initial study on the possible environmental consequences of the proposed Residences at Taylor Mountain and Taylor Mountain Estates project, which study was initially completed August 28, 2017; and

WHEREAS, the study, in its final form, did not identify any significant effects on the environment which would result from the proposed use permit provided certain mitigation measures therein identified and listed were adopted and implemented which are attached hereto and incorporated herein by Exhibit A; and

WHEREAS, the Environmental Coordinator, based on the Initial Study, determined that any potential environmental effects of the proposed Residences at Taylor Mountain and Taylor Mountain Estates project have been clearly mitigated by the identified mitigation measures to the point where no significant environmental effects would occur and the Environmental Coordinator, based upon this determination, prepared a Negative Declaration, subject to mitigating requirements, with respect to the environmental consequences of the subject project; and

WHEREAS, a notice of Mitigated Negative Declaration was thereafter duly posted August 29, 2017, through September 27, 2017, and an opportunity for comments from the public was given; and

WHEREAS, the Planning Commission of the City of Santa Rosa has reviewed and considered the environmental study, the findings and determinations of the Environmental Coordinator, the proposed Mitigated Negative Declaration dated August 28, 2017, attached hereto and incorporated herein as Exhibit A, the staff reports, oral and written, and the comments, statements, and other evidence presented by all persons, including members of the public, who appeared and addressed the Planning Commission at the public hearing held on September , and all comments and materials submitted prior thereto; and

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

BE IT FURTHER RESOLVED that the Planning Commission approves and adopts the mitigation measures set forth in the Mitigation Monitoring Program dated August 28, 2017, attached hereto, and directs staff, as therein identified, to implement and complete the program.

NOW, THEREFORE, BE IT RESOLVED that the Planning Commission of the City of Santa Rosa, based upon the findings and the records and files herein, and the findings above made, hereby determines that the proposed Residences at Taylor Mountain and Taylor Mountain Estates project will not have a significant effect upon the environment if the mitigation measures listed and identified in the Mitigated Negative Declaration are implemented prior to development of the subject property, and hereby approves and adopts the Mitigated Negative Declaration for the Residences at Taylor Mountain and Taylor Mountain Estates project.

REGULARLY PASSED AND ADOPTED by the Planning Commission of the City of Santa Rosa on this 28th day of September 2017, by the following vote:

AYES: (6) Chair Cisco, Vice Chair Edmondson, Board Member Duggan, Board Member Groninga, Board Member Rumble and Board Member Peterson

NOES: (0)

ABSTAIN: (0)

ABSENT: (1) Board Member Weeks

APPROVED: _____
CHAIR

ATTEST: _____
EXECUTIVE SECRETARY

Exhibit A – Residences at Taylor Mountain and Taylor Mountain Estates Mitigated Negative Declaration dated August 28, 2017



RESIDENCES AT TAYLOR MOUNTAIN AND TAYLOR MOUNTAIN ESTATES PROJECT

CITY PROJECT FILE#
RESIDENCES AT TAYLOR MOUNTAIN PRJ17-006
TAYLOR MOUNTAIN ESTATES PRJ17-010

INITIAL STUDY/MITIGATED NEGATIVE DECLARATION

LEAD AGENCY:

CITY OF SANTA ROSA
PLANNING AND ECONOMIC DEVELOPMENT DEPARTMENT
100 SANTA ROSA AVENUE, ROOM 3
SANTA ROSA, CA 95404

CONTACT: AMY NICHOLSON, CITY PLANNER

PREPARED BY:



METROPOLITAN PLANNING GROUP
499 HUMBOLDT STREET
SANTA ROSA, CA 95404

August 28, 2017

M-GROUP

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**RESIDENCES AT TAYLOR MOUNTAIN AND TAYLOR MOUNTAIN ESTATES
CEQA ENVIRONMENTAL CHECKLIST**

- 1. Project Title:** Residences at Taylor Mountain and Taylor Mountain Estates
- 2. Lead Agency Name & Address:** City of Santa Rosa
Planning and Economic Development Department
100 Santa Rosa Avenue, Room 3
Santa Rosa, CA 95404
- 3. Contact Person & Phone Number:** Amy Nicholson, City Planner
(707) 543-3258
Email: anicholson@srcity.org
- 4. Project Location:** 2800 Petaluma Hill Road & 1162 Kawana Springs Road
Santa Rosa, Sonoma County, CA 95404
Assessor's Parcel Numbers: 044-460-001 through 044-460-071
- 5. Project Sponsor's Name & Address:** Kawana Meadows Development Corporation
1010 Sir Francis Drake Blvd., Suite #104
Kentfield, CA 94904
(415) 924-9031
- 6. General Plan Designation:** Very Low Density Residential; Low Density Residential;
Medium-Low Density Residential; and Medium Density Residential.
- 7. Zoning:** Planned Development (PD) 96-001F (Kawana Meadows
Subdivision Planned Community District)
- 8. Description of Project:** The subject project consists of modifications to the approved Kawana Meadows recorded subdivision map, design review of condominium development, a density bonus application, and a hillside development application. Modifications to the recorded Kawana Meadows final subdivision map include reconfiguring 2 lots and the remainder parcel for a proposed new 7 single-family lot tentative subdivision map (Taylor Mountain Estates Subdivision) and a parcel map waiver for adjustments to the multi-family lots (1-5 and 70) to create 93 condominium units on 4 parcels (Residences at Taylor Mountain Parcel Map). The proposed project would result in a net increase of 5 single-family residential units and 23 multi-family units relative to the approved Kawana Meadows Project.
- 9. Surrounding Uses and Setting:** (North) Open space and Residential and Public/Institutional land uses; (East) Open Space (Taylor Mountain Regional Park); (South) Agriculture; (West) Open Space and Residential and Light Industry land uses.
- 10. Other Public Agencies Whose Approval is Required:** Sonoma County Water Agency.

RESIDENCES AT TAYLOR MOUNTAIN AND TAYLOR MOUNTAIN ESTATES

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RESIDENCES AT TAYLOR MOUNTAIN AND TAYLOR MOUNTAIN ESTATES

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1.0 INTRODUCTION

Purpose and Intent

This Initial Study/Mitigated Negative Declaration (IS/MND) for the Residences at Taylor Mountain and Taylor Mountain Estates Project (hereinafter referred to as the “project”) has been prepared by the City of Santa Rosa as lead agency in full accordance with the procedural and substantive requirements of the California Environmental Quality Act (CEQA) and the CEQA Guidelines.

This IS/MND is intended to inform City decision-makers, responsible agencies, interested parties and the general public of the proposed project and its potential environmental effects. This IS/MND is also intended to provide the CEQA-required environmental documents for all city, local and state approvals or permits that might be required to implement the proposed project.

CEQA Guidelines Section 15063(c) lists the following purposes of an Initial Study:

1. Provide the Lead Agency with information to use as the basis for deciding whether to prepare an Environmental Impact Report (EIR) or a Negative Declaration.
2. Enable an Applicant or Lead Agency to modify a project, mitigating adverse impacts before an EIR is prepared, thereby possibly enabling the project to qualify for a Negative Declaration.
3. Assist in the preparation of an EIR, if one is required.
4. Facilitate environmental assessment early in the design of a project.
5. Provide documentation of the factual basis for the finding in a Negative Declaration that a project will not have a significant effect on the environment.
6. Eliminate unnecessary EIRs.
7. Determine whether a previously prepared EIR could be used with the project.

The City of Santa Rosa, as the lead agency, has conducted an Initial Study to determine the level of environmental review necessary for the proposed project. Consistent with Section 15070(b) of the CEQA Guidelines, the Initial Study identified potentially significant effects, but:

1. Revisions in the Project plans or proposal made by or agreed to by the applicant before a proposed negative declaration and initial study are released for public review would avoid the effects or mitigate the effects to a point where clearly no significant effect would occur; and
2. There is no substantial evidence, in light of the whole record before the agency, that the Project as revised may have a significant effect on the environment.

Therefore, as the lead agency, the City of Santa Rosa has determined that a Mitigated Negative Declaration is the appropriate level of environmental review.

Project Overview

The proposed project site is located east of U.S. 101 within the southern portion of the City of Santa Rosa, Sonoma County, California (see **Figure 1: Regional Location**). The 41.5-acre project site is located at 2800 Petaluma Hill Road and 1162 Kawana Springs Road.

Although portions of the site have been previously graded (Section 2.0 Project History below), the project site is currently undeveloped and consists of non-native annual grassland, drainages, oak woodland, and riparian woodland. The site contains undulating topography, with hillside features ranging from 0% to over 25% slopes. The project site is bounded by open space, residential and public/institutional land uses to the north; open space (Taylor Mountain Regional Park) to the east; farmland to the south; and open space, residential and light industry land uses to the west (**Figure 2: Project Vicinity**).

As further described below under Project History, the project site contains the recorded Kawana Meadows Subdivision, which was approved by the City in 2005. The City subsequently issued a grading permit consistent with approved improvement plans for the Kawana Meadows Subdivision. The Recorded Final Subdivision for Kawana Meadows created 71 lots including 3 multi-family lots, 3 duplex lots, 64 single-family lots and one remainder lot (**Figure 3: Kawana Meadows Recorded Final Subdivision Map**).

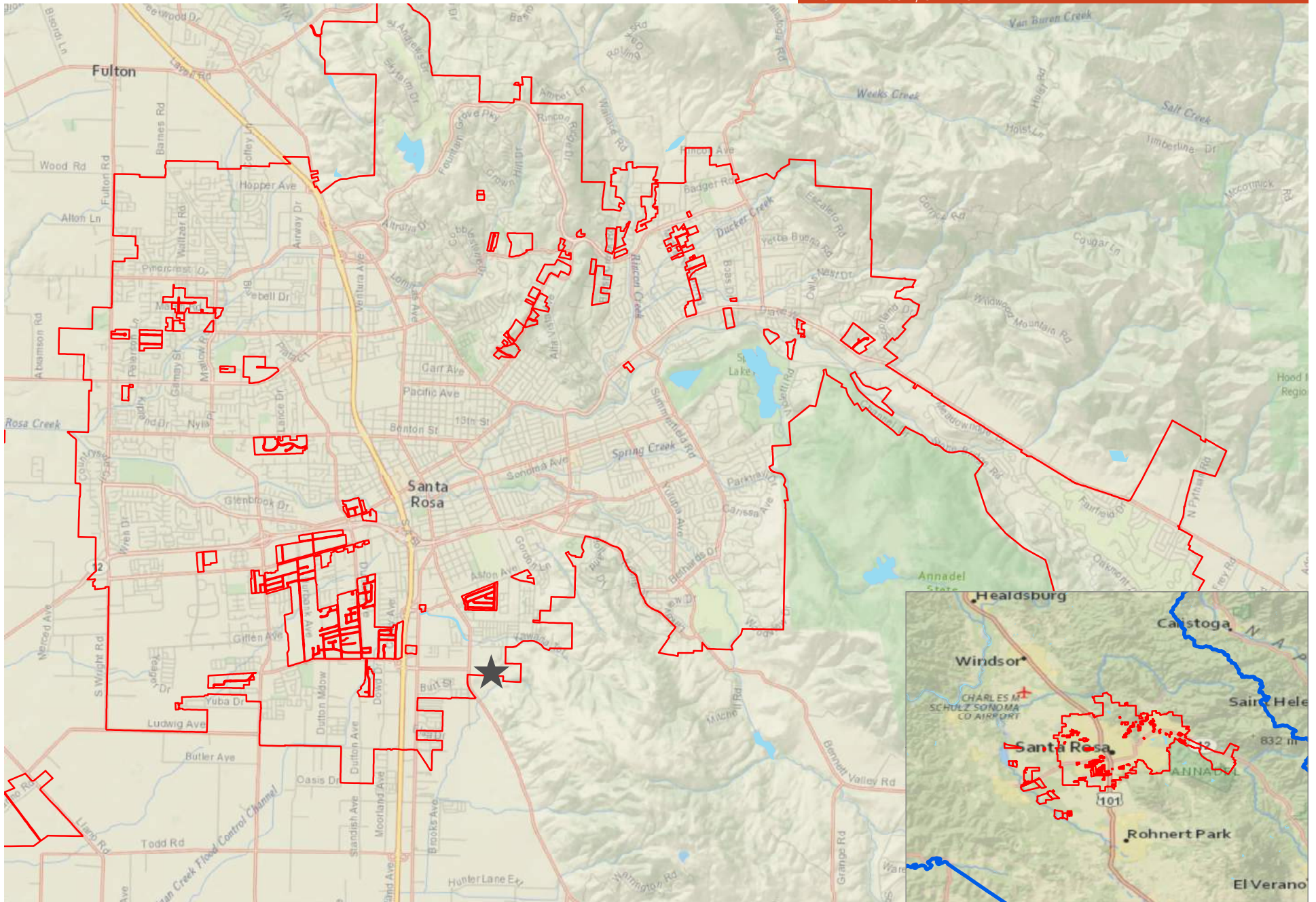
The subject project includes modification to the multi-family duplex lots, Lots 1-5 and 70 on the 2005 Kawana Meadows Final Map. The proposed modification would subdivide these multi-family lots into 4 parcels through a Parcel Map Waiver. The proposed Parcel Map Waiver would provide for a condominium subdivision creating Lots 1, 2A, 4A and 70 and 93 airspace condominiums. In addition, the applicant is requesting a Density Bonus for the multi-family component and proposes to provide 19 low-income units, therefore qualifying for a 33.5% density bonus under State Law, and allowing construction of up to 93 multi-family units. This component of the project is proposed as the Residences at Taylor Mountain Parcel Map (**Figure 4: Residences at Taylor Mountain Parcel Map**). The Residences at Taylor Mountain is subject to Design Review and a Hillside Development Permit.

The subject project also proposes to modify the recorded Kawana Meadows Final Map to remove lots 46, 47, and the remainder parcel. These lots would be removed from the recorded Kawana Meadows Subdivision and would become part of the proposed Taylor Mountain Estates Tentative Subdivision Map. As proposed the Taylor Mountain Estates Subdivision would contain 7 lots and would support up to 7 single-family homes. Lots 1-5 of the Taylor Mountain Estates subdivision would be accessed by the proposed Degas Court and range in size between 12,143 square feet to 31,245 square feet. Lots 6 and 7 would be accessed off of a proposed driveway extension from Meda Court and contain 19,856 square feet and 201,181 square feet, respectively (**Figure 5: Taylor Mountain Estates Tentative Subdivision Map**). Taylor Mountain Estates is also subject to a Hillside Development Permit.

Per the City of Santa Rosa General Plan 2035 Land Use Diagram (March 26, 2016), the project site is designated as Very Low Density Residential; Low Density Residential; Medium-Low Density Residential; and Medium Density Residential (**Figure 6: General Plan Land Use**). Surrounding land uses include Open Space, Residential, Public/Institutional, Agriculture, and Light Industry.

As shown in **Figure 7: Zoning Designation**, the zoning designation for the project site is Planned Development (PD) 96-001F (Kawana Meadows Subdivision Planned Community District). This Planned Development accommodates a variety of residential densities.

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RESIDENCES AT TAYLOR MOUNTAIN AND TAYLOR MOUNTAIN ESTATES: REGIONAL LOCATION

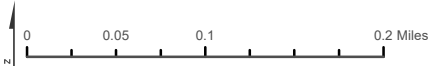
- ★ Project Location
- City of Santa Rosa
- Sonoma County





RESIDENCES AT TAYLOR MOUNTAIN AND TAYLOR MOUNTAIN ESTATES: PROJECT VICINITY

-  Project Site
-  City of Santa Rosa
-  Parcels





KAWANA MEADOWS RECORDED FINAL SUBDIVISION MAP



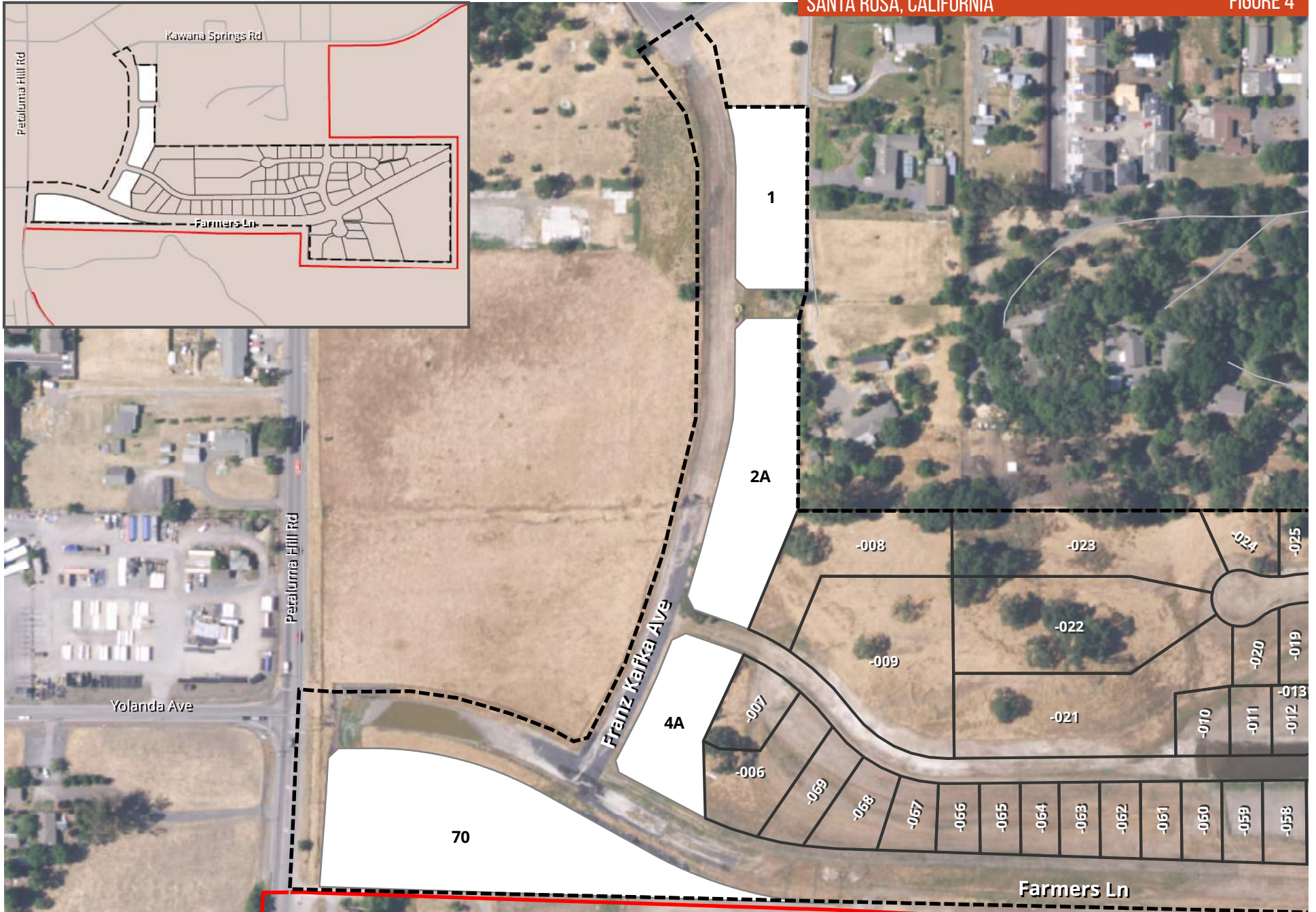
*All project APN's begin with 044-460

Project Vicinity

Parcels

City of Santa Rosa

Data source: Sonoma County GIS; Kawana Meadows Subdivision Unit 1 Book 680 of Maps at Pages 36-48
Service Layer Credits: Source: Esri, DigitalGlobe, GeoEye, Earthstar Geographics, CNES/Airbus DS, USDA, USGS, AEX, Getmapping, Aerogrid, IGN, IGP, swisstopo, and the GIS User Community



RESIDENCES AT TAYLOR MOUNTAIN: PARCEL MAP

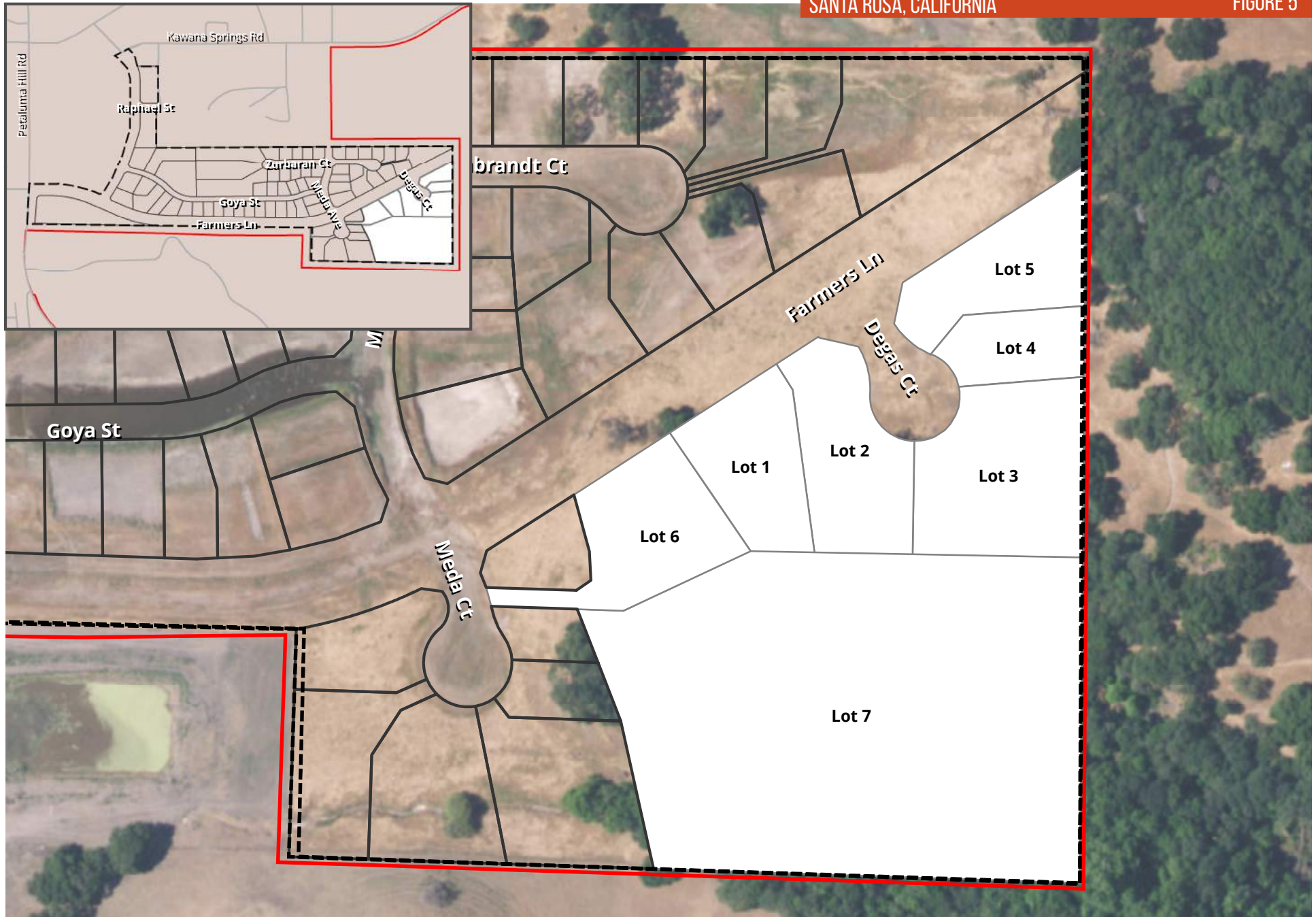


*All project APN's begin with 044-460

- Project Site
- Multi-Family Lots
- Parcels
- City of Santa Rosa


Data source: Sonoma County GIS

Service Layer Credits: Source: Esri, DigitalGlobe, GeoEye, Earthstar Geographics, CNES/Airbus DS, USDA, USGS, AEX, Getmapping, Aerogrid, IGN, IGP, swisstopo, and the GIS User Community Esri, HERE, MapmyIndia, © OpenStreetMap contributors, and the GIS user community

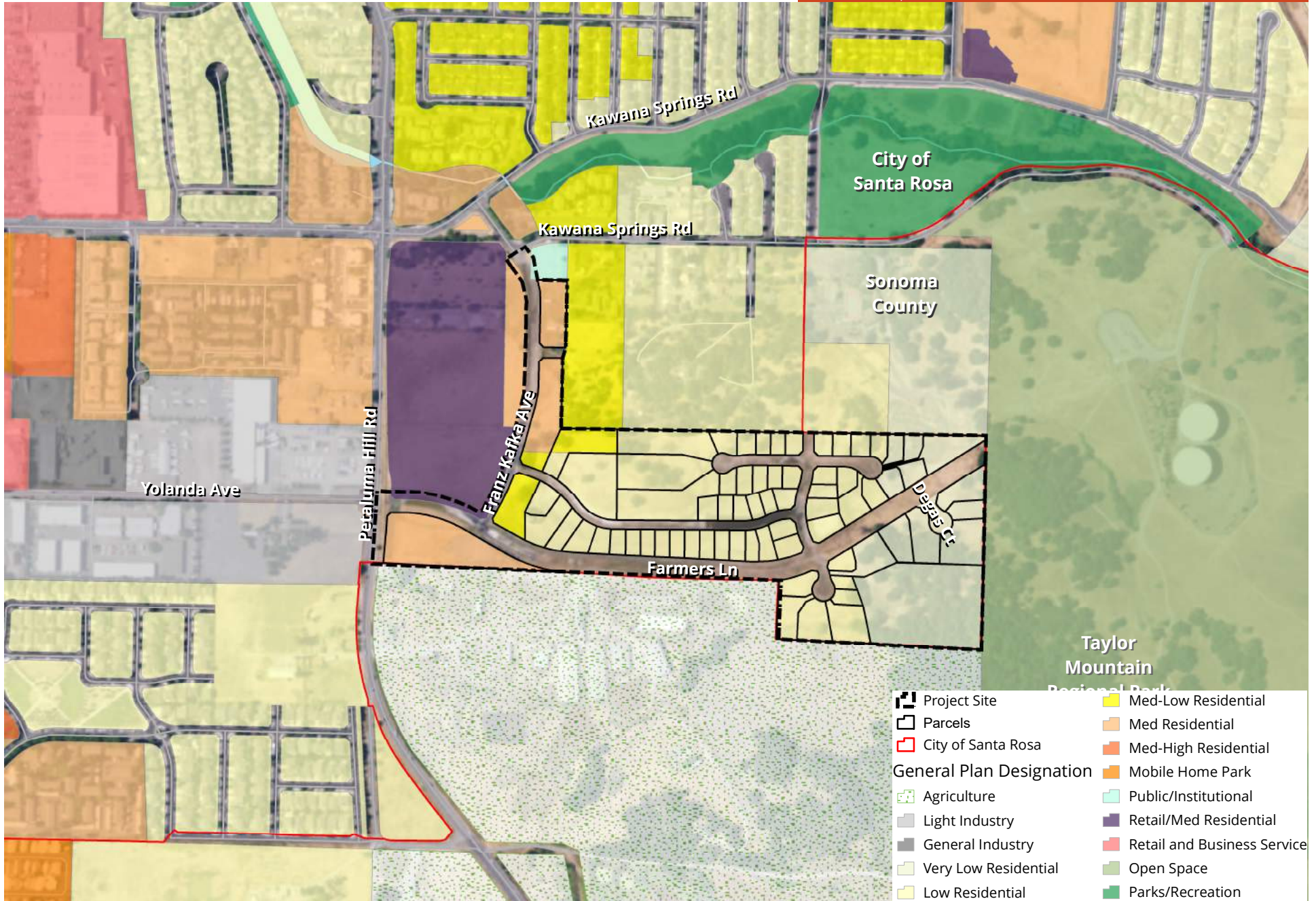


TAYLOR MOUNTAIN ESTATES: TENTATIVE SUBDIVISION MAP



-  Project Site
-  Tentative Map Lots
-  Parcels
-  City of Santa Rosa

Data source: Sonoma County GIS; BKF February 2017
 Service Layer Credits: Source: Esri, DigitalGlobe, GeoEye, Earthstar Geographics, CNES/Airbus DS, USDA, USGS, AEX, Getmapping, Aerogrid, IGN, IGP, swisstopo, and the GIS User Community

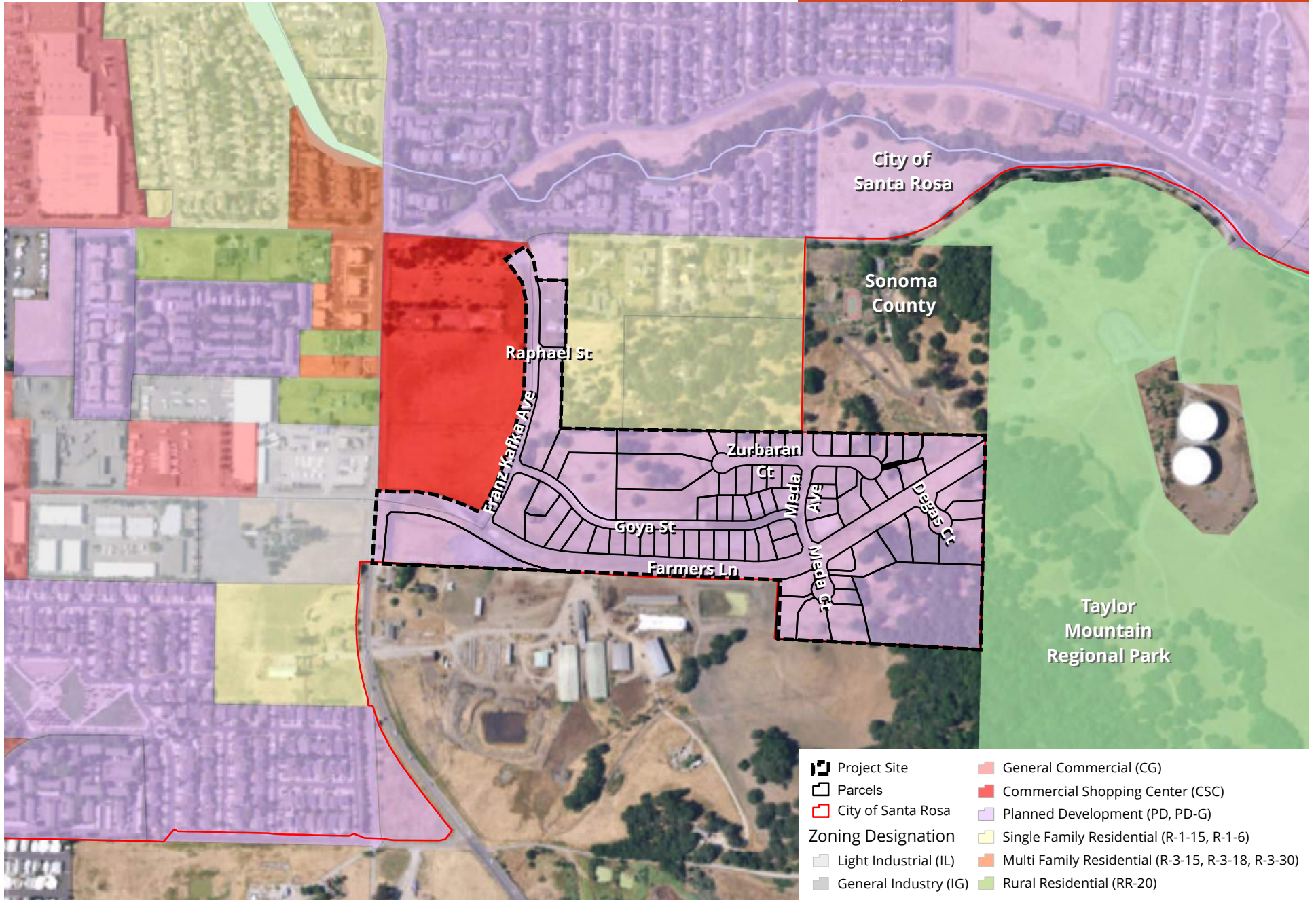


RESIDENCES AT TAYLOR MOUNTAIN AND TAYLOR MOUNTAIN ESTATES: GENERAL PLAN LAND USE



Data source: Sonoma County; City of Santa Rosa

Service Layer Credits: Source: Esri, DigitalGlobe, GeoEye, Earthstar Geographics, CNES/Airbus DS, USDA, USGS, AEX, Getmapping, Aerogrid, IGN, IGP, swisstopo, and the GIS User Community



RESIDENCES AT TAYLOR MOUNTAIN AND TAYLOR MOUNTAIN ESTATES: ZONING



Data source: Sonoma County; City of Santa Rosa
 Service Layer Credits: Source: Esri, DigitalGlobe, GeoEye, Earthstar Geographics, CNES/Airbus DS, USDA, USGS, AEX, Getmapping, Aerogrid, IGN, IGP, swisstopo, and the GIS User Community

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2.0 PROJECT HISTORY

Development on the subject property was initially programmed through approval of the Southeast Santa Rosa Area Plan in 1994 and in 2005 the Kawana Meadows Subdivision Project was approved as described below.

Previous Approvals

Project as Approved Under Southeast Santa Rosa Area Plan

The Final Environmental Impact Report (EIR) for the Southeast Santa Rosa Area Plan analyzed eleven individual projects, one of which was Project #10 for the Kawana Meadows Subdivision. As described in the EIR prepared for the Area Plan, the Kawana Meadows Subdivision Project is identified on a 48.6-acre site located on the east side of Petaluma Hill Road, roughly opposite the Yolanda Avenue/Petaluma Hill Road intersection, south of Kawana Springs Road.

As envisioned under the Southeast Area Plan the Kawana Meadows Subdivision Project included a Tentative Subdivision Map to accommodate 81 single-family residential units and 41 multi-family units, for a total of 122 dwelling units. The balance of the development involved 110,000 gross square feet of commercial space and reserved a lot adjacent to Kawana Springs Road for a future fire station. The parcel planned for the future fire station is located south of Kawana Springs Road and east of Franz Kafka Avenue, immediately north of the multi-family component of the Kawana Meadows Subdivision.

The site planned for commercial development is reflected on the General Plan Land Use map and is located at the southeast corner of Kawana Spring Road and Petaluma Hill Road adjacent to the recorded Kawana Meadows Subdivision. Neither the commercial site nor the fire station site is part of the current project being analyzed in this Mitigated Negative Declaration.

Project as Approved Under Final Recorded Map for the Kawana Meadows Subdivision

The Kawana Meadows Subdivision Unit 1 Final Map was approved by the City of Santa Rosa on August 16, 2005 and was recorded with the County Assessor on September 7, 2005. Parcel 1 consists of Lots 1-70 (APNs 044-460-001 through -0070) and Parcel 2 (APN 044-460-071) consists of the "Remainder Parcel," filed on September 7, 2005 (Book 680, Maps, Pages 36-48).

The Final Recorded Map subdivided the 41.5-acre project site into 3 duplex lots, 3 multi-family lots, and 64 single-family lots, with one remainder lot. In accordance with the City of Santa Rosa's land use designation, the approved Kawana Meadows Subdivision allows for up to 70 multi-family unit (on six multi-family lots)¹ and 64 single-family dwelling units on 64 single-family lots, for a total of 134 dwelling units.

The Kawana Meadows Improvement Plan was approved on May 9, 2005, and a grading permit was issued on September 21, 2015. The major street improvements identified in the Improvement Plan and depicted in

¹ The multi-family component is located within the Medium Low Density (8.0-13.0 units per acre) and Medium Density (8.0 -18.0 units per acre) Residential Land Use designations. Approximately 1.6 and 3.4 acres are located within the MLD and MD designations respectively. As such, this component would accommodate up to 70 units under the existing General Plan Land Use, and the approved Tentative Map resolution which considered Medium Low Density areas to contain duplex units exclusively.

the Recorded Map include Farmers Lane, which provides access to the site east of Petaluma Hill Road at the existing signalized intersection with Yolanda Avenue, Franz Kafka Avenue, which runs north south between Kawana Springs Road and Farmers Lane, Goya Street, which runs parallel to Farmer Lane, Meda Avenue which is perpendicular to Farmers Lane, and 3 Courts (Zurbaran, Rembrant and Meda Courts).

The site's frontage along Petaluma Hill Road remains generally as it is, with the exception of the segment between the southerly site boundary and the intersection of Petaluma Hill Road and Farmers Lane. For this stretch, Petaluma Hill Road will be widened to include a right turn lane for northbound traffic onto Farmers Lane. This improvement is as specified in the Area Plan EIR as part of the required traffic signal improvements. In accordance with the Kawana Meadows Improvement Plan the intersection of Petaluma Hill Road and Farmers Lane include a new northbound 12-foot right turn lane onto the future Farmers Lane, an additional 12-foot wide travel lane, and a 5-foot wide bike lane on the south side of the intersection. The north side of the intersection includes the addition of a 12-foot wide travel lane along the project frontage, and a bus turnout.

Internal streets within the subdivision were designed to respect site topography, encourage pedestrian activity, and provide for future street connections to nearby properties. Cul-de-sac bulbs utilize a 40-foot radius instead of 45 feet, a 30-foot street standard was approved for Goya Street, and intersections have been necked down where possible. Street right of way is also dedicated between lots 1 and 2 in order to provide a future street connection between Franz Kafka Avenue, the future community shopping center and the area to the east of the project site designated Medium-Low Residential.

Farmers Lane provides interim emergency vehicle access between Franz Kafka Avenue and Meda Avenue. This emergency vehicle access also serves as a maintenance roadway for the sewer, water and storm drain facilities, which will be installed as part of the subdivision improvements.

Grading Violations and Corrective Actions – Kawana Meadows Subdivision²

In October of 2015, the Kawana Development Corporation (Applicant) initiated grading onsite in accordance with grading permit No. ENGG15-010 issued by the City of Santa Rosa. On March 25, 2016 the California Regional Water Quality Control Board (RWQCB), North Coast Region (Regional Water Board) issued a Notice of Violation for storm water discharge violations associated with the construction activities (Order NO. 2009-0009). Subsequently, the Applicant submitted the required technical reports, satisfying all the requirements of the 13267 Order, and prepared and carried out an Interim Corrective Measures Plan to the RWQCB satisfaction. An after the fact Water Quality certificate was issued by the RWQCB³ and an after the fact Nationwide permit was issued by the U.S. Army Corps of Engineers⁴ for all grading activities conducted under the improvement plan for the Kawana Meadows Subdivision Unit 1 Project.

The Applicant has fulfilled all required permit provisions and has completed all necessary steps to comply with the RWQCB and Corps' corrective actions. This brief summary of grading violations and completion of corrective action is provided for information purposes. Compliance with certificates and permits issued by regulatory agencies is required for the Kawana Meadows project and is not subject to CEQA. Implementation of corrective action measures including ongoing monitoring, restoration of streams and enhancement ensure that there are no significant impacts to biological resources.

² Grading Violations and Corrective Actions-Kawana Meadows Subdivision, prepared by Monk & Associates, August 2017.

³ Clean Water Act WDID Numbers 1B16385WNSO and No. 149C374058

⁴ Section 404 permit (Corps File No. 2016-00044N and WDID No. 1 49C374058)

3.0 PROJECT DESCRIPTION

The proposed project consists of modifications to the recorded final subdivision map for Kawana Meadows, design review for the Residences at Taylor Mountain, and a hillside development permit for lots with slopes greater than 10%. Modifications to the Kawana Meadows Final Recorded Map include the proposed Residences at Taylor Mountain Parcel Map, which would change the previously approved multi-family component from apartments to condominiums through a waiver of Parcel Map and a Density Bonus, which would allow for 23 additional multi-family units. The project also proposes modifications to the three lots in the southeastern most portion of the approved Kawana Meadows Subdivision, to create a reconfigured 7-lot subdivision, the proposed Taylor Mountain Estates Tentative Subdivision.

The following summarizes the proposed project's components:

Kawana Meadows Subdivision Unit 1 Final Map: The approved subdivision allows for 70 multi-family and 69 single-family residential units. Under the proposed project the approved Kawana Meadows Subdivision would consist of 64 market rate detached single-family dwelling units on 64 lots as identified on the Recorded Final Map. Excepting recorded lot 35, which includes a 0.10-acre deed restriction in conformance with RWQCB Corrective Action Measures. Further, a 4.03 acre Creek Protection Zone will be established in the southeastern most portion of the site (lot 71/Remainder Lot), previously disturbed stream channel will be restored and enhanced with native planting, undisturbed stream channel will be preserved, and deed restriction easement established as directed through Corrective Action. Regardless of the proposed project these corrective action modifications are required to be implemented.

Additionally, Kawana Meadows Subdivision Lots 8-11, 19-21, 26, 35, 45-50 are subject to Hillside Development Standards and will be required to apply for a Hillside Development Permit at the time development is proposed.

Residences at Taylor Mountain Parcel Map: Under the proposed project, the multi-family component of the Kawana Meadows Subdivision would change from apartments to condominiums. This would involve merging recorded Lots 1-5 into lots 1, 2A and 4A. Lot 70 would remain as currently configured. The proposed Residences at Taylor Mountain would create 93 condominium units contained on four parcels. Through application of a Density Bonus the proposed Residences at Taylor Mountain Parcel Map would accommodate 23 additional units beyond the 70 units currently approved for the multi-family component as part of the Kawana Meadows Subdivision.

Additionally, under the proposed project, the Residences at Taylor Mountain is subject to Design Review and Parcel Lots 2A and 4A are subject to Hillside Development Standards.

Taylor Mountain Estates Tentative Subdivision Map: Under the proposed project, lots 46, 47 and the remainder lot located in the southeastern most portion of the Kawana Meadows Subdivision would be reconfigured to create a new 7-lot subdivision. This would introduce 5 new single-family homes beyond what was approved as part of the Kawana Meadows Subdivision Project. The Taylor Mountain Estates Subdivision is subject to Hillside Development Standards.

Change in Development Potential

Development potential under the proposed project would decrease as compared to development under the Southeast Santa Rosa Area Plan and increase marginally relative to the Final Map for the Kawana Meadows Subdivision (see **Table 1: Change in Development**). The table shows total development potential under the Southeast Santa Rosa Area Plan, approved development from the recorded Kawana Meadows Subdivision Unit 1 Final map, and total development for the proposed project.

As shown in **Table 1: Change in Development Potential**, the total number of dwelling units is projected to increase by 23 multi-family units and 5 single-family units for a total of 28 additional units under the project as currently proposed as compared to the project as approved under the Final Map for the Kawana Meadows Subdivision.

Table 1: Change in Development Potential

	Lots	Multi-Family Units	Single-Family Residential Units	Total Dwelling Units	Commercial Floor Area (square feet)
Project as Approved Under Southeast Santa Rosa Area Plan	89	41	81	122	110,000
Project as Currently Proposed	73	93	69	162	--
Difference from Southeast Area Plan and Project as Currently Proposed	-13	+52	-12	+47	-110,000
Project as Approved Under Final Map for Kawana Meadows Subdivision	71	70	64	134	0
Project as Currently Proposed	73	93	69	162	0
Difference from Final Map and Project as Currently Proposed		+23	+5	+28	--
Sources: Southeast Santa Rosa Area Plan Final EIR, Final Kawana Meadows Subdivision Map, Tentative Map for Taylor Mountain Estates, Parcel Map Waiver for Residences at Taylor Mountain.					

As shown in the Table above, the approved Kawana Meadows Subdivision allows for the development of 70 lots including 64 single-family units and 70 multi-family units. The proposed modifications would accommodate 93 multi-family units and 69 single-family units. Thus, for purposes of this analysis the proposed project analyzes the net change in development potential, which consists of 23 additional multi-family units and five (5) additional single-family units, for a total of 28 additional residential units relative to previous approvals.

Residences at Taylor Mountain (Multi-Family Component)

The multi-family component (as approved by the City for the Kawana Meadows Subdivision) would be changed from 70 apartments to 93 condominiums, and would involve reconfiguring the six recorded multi-family, lots 1-5 and 70 (as currently recorded) into 4 parcels. The proposed Residences at Taylor Mountain waiver of Parcel Map would create Lot 1, Lot 2A, Lot 4A and Lot 70 and 93 condominium airspace units. **Figure 4 – Residences at Taylor Mountain Parcel Map** provides the proposed configuration for the multi-family component. The multi-family dwelling units are subject to Design Review and development on lots 2A and 4A require Hillside Development Permits.

The Residences at Taylor Mountain includes a total of fifteen 3-unit and twelve 4-unit condominium buildings for a total of 27 buildings containing 93 condominium units (See **Table 2** below). The fifteen 3-unit buildings would contain 45 condominium units. The 3-unit buildings would be three stories in height with a maximum ridge height of 38 feet 8 inches (**Sheet 15016-HCH: Elevation for 3-Unit Building**). The twelve 4-unit buildings would contain 48 condominium units. The 4-unit buildings would be three stories in height with a maximum ridge height of 38 feet 8 inches (**Sheet 15016-HCH Elevation for 4-Unit Building**).

Table 2: Condominium Building Types and Units

	Acres	No 3-Unit Blds	No 4-Unit Blds	Total Units
Lot 1	0.78	0	4	16
Lot 2A	1.27	2	4	22
Lot 4A	0.72	4	0	12
Lot 70	2.31	9	4	43
Total	5.08	15	12	93

Parking for the condominium units would be provided in two-car carports located on the ground floor of each condominium building. Additional off street parking is accommodated in driveways, in front of the ground floor carports, providing two tandem parking spaces for each unit.

The project proposes a total of one covered parking space, per unit, and one uncovered parking space in tandem to each carport. The City of Santa Rosa Zoning Code requires 2 parking spaces for each two or more bedroom multi-family units for affordable housing projects. As such the Residences at Taylor Mountain is required to provide a total of 186 parking spaces. The project proposes more than two on-site parking spaces for each two-bedroom unit, through a mix of covered, driveway, and on-street parking. As proposed 93 covered and 120 uncovered spaces, for a total of 213 spaces parking spaces will be provided, which exceeds the minimum parking requirements by 27 spaces. In addition, several on-street spaces are available on Franz Kafka Avenue.

Density Bonus

The Applicant has applied for a Density Bonus for the Residences at Taylor Mountain condominiums lots. The maximum density allowed under the General Plan for the lots designated as Medium Density Residential is 18 units per acre. The maximum density allowed for the lots designated as Medium Low

Density Residential is 13 units per acre. Based on the current General Plan Land Use Designation, the approved Kawana Meadows Recorded Map would provide approximately 70 dwelling units.

As proposed, 19.3% of the condominium units will be available to low-income households (19 units), which provides for a 33.5% density bonus. As such, a total of 93 units would be permitted with the density bonus provided that 19 units are reserved for low income households for 55 years. The balance of the condominium units, 74 units would be available at market rate.

The condominium units on Lot 2A requires a five foot reduction to the setback from Goya Street and Franz Kafka and Lot 4A requires a five foot reduction to the setback from Franz Kafka. Under the Density Bonus Law the applicant is entitled to reasonable concession to accommodate development of affordable units and has opted for a development concession for reduced setbacks.

Architecture

The proposed condominium buildings would range in height from two to three stories and would exhibit a contemporary style with references to farmhouse/ ranch design. The buildings feature multiple wall plans and concentrate larger volumes towards the rear. Exterior walls would be clad in a combination of horizontal lap siding and vertical board and batten siding. Building elevations would be punctuated with a variety of windows, balconies, and doors, all of which articulate the individual living units and provide visual interest and texture to the various elevations. The facades would feature a range of elevations and include cut outs for balconies that reflect the open design of the carports on the ground floor. The design would blend in modern elements such as stainless steel cable railings at balconies, small corrugated metal shed roofs over upper story windows, as well as concrete detailing. Building roofs would be made of composition shingles. Building materials are combinations of batt and board siding, concrete and corrugated metal. The main volumes of the building would features irregular shed roofs with alternating orientations which would contrast with the two story cubic projections at the building facade which exhibit a horizontal orientation.

Landscaping and Lighting

Site improvements include landscaping comprised of trees, shrubs, grasses and groundcover to be located around the periphery of the development, within the parking area, and on all sides of the condominium buildings. Landscaping will be primarily drought-resistant in keeping with Santa Rosa's Water Efficient Landscape Ordinance (WELO) design requirements. A variety of trees will be incorporated into on-site landscaping including ornamental trees (Red Maple and pear) and oaks (Coast Live Oak, Red Oak, Cork Oak). As proposed, the planting palette is comprised primarily of low water use plants (99%) with a limited number of moderate water use plants (1%). **(Sheet L1.0: Key Map and Planting Legend).**

Bioretention areas containing porous engineered media will be incorporated into the site to capture the post development storm water runoff during light precipitation events and encourage infiltration in accordance with the Priority 1 objectives of the Low Impact Design (LID) Technical Design Manual. The Bioretention areas will be equipped with overflow drains to minimize inundation on paved surfaces during larger storm events.

Although lighting plans for the Residences at Taylor Mountain have not been provided, they will be required as a condition of final design review approval and must conform to Santa Rosa's lighting standards. It is

expected that lighting will include a variety of fixtures such as wall sconces, recessed step lights, exterior security lighting, and recessed wall lights.

Summary of Modifications to Residences at Taylor Mountain

As described herein, the subject site contains the recorded Kawana Meadows Subdivision, which was approved by the City of Santa Rosa in 2005 and authorized the construction and operation of a multi-family component. Based on the City's current land use designation the final map allows for the development of up to 70 units. As currently proposed, the Residences at Taylor Mountain would introduce 93 units or 23 additional units relative to what has previously been approved. The physical impacts would largely be the same as those anticipated under the previous approval since the condominium lots involve the same footprint as what was approved under the Kawana Meadows Subdivision. As such, for CEQA purposes this analysis considers the net difference between what has been approved and the proposed modification (e.g. 23 additional multi-family units). This analysis also considers the Residences at Taylor Mountain for design review and aesthetic quality under the City's Design Review standards as well as Hillside Development for proposed lots 2A and 4A.

Taylor Mountain Estates Tentative Subdivision Map

The proposed project would reconfigure recorded lots 46, 47, and the remainder lot (as identified on the recorded Final Map for the Kawana Meadows Subdivision) into a seven lot subdivision (see **Figure 5: Subdivision Map for Taylor Mountain Estates**). Relative to the recorded Final Map, five additional detached single-family dwelling units would be accommodated under the proposed subdivision.

The proposed Taylor Mountain Estates Subdivision is located at the southeastern most portion of the site on a hillside with slopes from 10% to over 25%, and is subject to the City's Hillside Development Standards. As such, the proposed Subdivision must secure a Hillside Development Permit pursuant to 20-32.020 B.

Landscaping and Lighting

Although landscaping and lighting plans for public improvement associated with the proposed Taylor Mountain Estates subdivision have not been provided, they will be required as a condition of approval and must conform with Santa Rosa's Water Efficient Landscape Ordinance (WELO) design and the City's Street Standard requirements. As such, it is presumed that site improvements would include landscaping along rights of way and private drives comprised of trees, shrubs, grasses and groundcover. Proposed vegetation would include a variety of plant species similar to that presented in the landscaping plan for the Residences at Taylor Mountain. It is expected that the plant pallet will utilize a similar composition of species to carry over continuity and sense of place between the condominiums and the detached single-family component. Similarly street lighting would be installed consisting of pole mounted lights and path lighting in accordance with the City's lighting standards.

Utilities and Infrastructure

New storm drainage infrastructure would be installed to accommodate the increase in impervious surfaces that would result from development. Onsite improvements would capture storm water runoff via new 8-15 inch diameter storm drains within the Taylor Mountain Estates Subdivision, convey the flows in a westerly direction towards storm drains within Farmers Lane (30-inch diameter), which then direct flows to an existing drainage on the west side Petaluma Hill Road, south of Yolanda Avenue.

Utilities would extend to the residential lots via existing and proposed utility easements. Wastewater would be accommodated via the installation of new sanitary sewer lines that would connect to new 8-inch sanitary sewer lines that would be constructed within Farmers Lane, Meda Court, Degas Court, and the new private driveways. The new sanitary sewer lines would convey flows through main lines located in Yolanda Avenue and Petaluma Hill Road to the wastewater plant for treatment.

Water would be accommodated via the installation of new water laterals that would connect to new 4-8-inch diameter water lines within Meda Court, Degas Court, and the new private driveways. The water lines would then connect to the new 12-inch water lines to be constructed within Farmers Lane.

A new private driveway would be constructed from Meda Court to the new dwelling units on Lots 6 and 7 (**Tentative Subdivision Map for Taylor Mountain Estates**). The private driveway is proposed to be 20 feet in width, wide enough to accommodate emergency vehicles and extends upslope with a 15% grade. Four to five foot retaining walls are proposed on the north side of the driveway where slopes are steepest. A four-foot wide earthen swale located along the south side of the driveway captures runoff and conveys flows to a bioretention facility near Meda Court. The proposed private driveway would contain a hammerhead turnout to enable emergency vehicle access. Construction of the private drive would result in the removal of 19 trees including nine heritage trees.

The balance of the Taylor Mountain Estates' residences would be accessed via the proposed Degas Court, which would be constructed from Farmers Lane onto the sloping hillside. Degas Court would range from 20-36 feet in width and not require the removal of any additional trees. A private driveway would be constructed from Degas Court to the new dwelling unit on Lot 1. The new private driveway would range from 16-20 feet in width and would contain a hammerhead turn-out to enable emergency vehicle turnaround.

In addition, the proposed Taylor Mountain Estates will be required to comply with the City's Low Impact Design (LID) Manual. As is demonstrated on the grading and site plans a series of bioretention areas containing porous engineered media are incorporated and designed to capture the post development storm water runoff and encourage infiltration.

Project Site Preparation and Construction

Site preparation, construction and operation of the 64 single-family residential units and 70 multi-family units was previously approved by the City as reflected on the recorded Kawana Meadows Subdivision Map. The subject project involves the net development of an additional 23 multi-family and 5 single-family residential units including associated infrastructure improvements.

Construction would occur over an approximately 18-month construction period. Construction equipment expected to be utilized during construction includes tractors, backhoes, haul trucks, graders, pavers and water trucks. All material and equipment would be staged on-site or, through issuance of an encroachment permit, at abutting right-of-ways.

Site preparation will consist of grubbing to remove vegetation and trees and fine site grading to achieve level pads for construction of residential units and split lot pads for lots subject to hillside development standards. Portions of the project site have been previously graded including internal roadways and a

majority of the multi-family lots. Site preparation and grading activities for the Residences at Taylor Mountain will be limited to fine site grading to achieve level grades for building pads and low elevation slope cut to accommodate retaining walls.

Grading activities will also occur where new infrastructure is proposed such as the two new private driveways and Degas Court, within the Taylor Mountain Estates components. In addition, the segment of Farmers Lane east of Meda Court is proposed to be improved with a 30-foot right of way including a 20-foot travel lane and 5-foot sidewalks on both sides. For the Taylor Mountain Estates Subdivision Approximately 13,000 cubic yards of cut soil will be removed from the project site and 500 cubic yards of soil will be re-used onsite in order to achieve the desired grades. The grading plan for the proposed Taylor Mountain Estates subdivision is provided on sheet 2 of 3.

Following completion of site preparation and grading activities, building pad foundations and buildings would be constructed. Utilities, storm drains and catch basins and other infrastructure would be installed, including new sidewalks, curbs and gutters, striping, landscaping, and lighting.

The site contains several clusters of trees, generally located on the sloping areas including the knoll in the central portion of the site and the southeastern most portion of the site at the base on Taylor Mountain, where the Taylor Mountain Estates subdivision is proposed. The Tree Preservation and Mitigation Report inventoried 44 trees, evaluated their condition, and identified impacts from the proposed project. Construction of the condominiums (Residences at Taylor Mountain) would involve the removal of nine (9) trees in order to accommodate development and the preservation of seven (7) trees. The nine trees proposed for removal include: six (6) Coast live oaks, one (1) Deodar Cedar, one (1) Plane Tree, and one (1) Black Walnut.

Construction of the single-family residences within the Taylor Mountain Estates Subdivision would involve the removal of nine (9) "heritage tree" (comprised of two Coast Live Oaks, three Black Oaks, and four Bay Laurels) as defined by the City of Santa Rosa's Tree Ordinance (2858), which is set forth in Chapter 17-24 of the City's Municipal Code. A Tree Removal Permit and replacement trees will be required in accordance with the City's Tree Ordinance. Of the 44 trees inventoried, a total of 19 trees would be removed and 25 trees would be preserved. Of the 19 trees that would be removed, nine are considered heritage trees. Other Trees located on the project site were not evaluated in the Tree Preservation and Mitigation Report as they are located outside of the area of disturbance and would also be preserved.

Lots Subject to Hillside Development Standards

The City's Hillside Development Standards are set forth in Chapter 20-32 of the Municipal Code, which was established in 2004. Development of sites with slopes greater than 10% require a Hillside Development Permit. The Kawana Meadows Subdivision Project was approved and the map recorded prior to the date that the Hillside Development Standards became effective. Due to the requested modifications to the recorded subdivision map, the project is subject the City's Hillside Development Standards and must secure a Hillside Development Permit pursuant to Municipal Code Section 20-32. The following lots are subject to Hillside Development Standards:

- Residences at Taylor Mountain (condominium) Lots 2A and 4A
- Taylor Mountain Estates (Proposed Tentative Subdivision Map) Lots 1-7
- Kawana Meadows Recorded Subdivision Map Lots 8-11, 19-21, 26, 35, and 45-50

Sustainability Measures

Sustainability measures include the implementation of California Green Building Code Standards and utilization of energy efficient building materials, appliances, lighting and mechanical systems, and water efficient plumbing systems. The project further includes provisions needed to meet the following mandatory requirements identified in the New Development Checklist of the Santa Rosa Climate Action Plan (CAP):

- 1.1.1 Comply with Cal Green Tier 1 Standards
- 1.3.1 Install real-time energy monitors to track energy use
- 1.4.2 Comply with the City's Tree Preservation Ordinance
- 1.4.3 Provide public and private trees
- 1.5 Install new sidewalks and paving with high solar reflectivity materials
- 4.1.2 Install bicycle parking consistent with regulation
- 6.1.3 Increase diversion of construction waste
- 7.1.1 Reduce potable water use for outdoor landscaping
- 7.1.3 Install City-issued water meters that track real time water use with data logging equipment if necessary
- 9.1.3 Install low water use landscapes
- 9.2.1 Minimize construction idling time to 5 minutes or less
- 9.2.2 Maintain construction equipment per manufacturer's specs
- 9.2.3 Limit GHG construction equipment emissions by using electrified equipment of alternative fuels

Tiering – Santa Rosa General Plan 2035 EIR

Because CEQA discourages “repetitive discussions of the same issues” (CEQA Guidelines §15152(b)) and allows limiting discussion of a later project that is consistent with a prior plan to impacts which were not examined as significant effects in a prior EIR or to significant effects which could be reduced by revisions in the later project (CEQA Guidelines §15152(d)), no additional benefit to the environment or public purpose would be served by preparing an EIR merely to restate the analysis and the significant and unavoidable effects found to remain after adoption of all General Plan policies/mitigation measures. All General Plan policies adopted as mitigation apply to the project analyzed herein.

Because CEQA discourages “repetitive discussions of the same issues,” this environmental document tiers off of the Santa Rosa General Plan 2035 (SCH No. 2008092114), which was certified on November 3, 2009, to examine site-specific impacts of the proposed project, as described below. A copy of the City of Santa Rosa's General Plan and EIR are available at the Planning and Economic Development Department, 100 Santa Rosa Avenue, Room 3, Santa Rosa, California 95404, during normal business hours and online at <https://ca-santarosa.civicplus.com/392/General-Plan>.

Consultation Under AB 52

In accordance with AB 52 (PRC Section 21084.2), lead agencies are required to consider Tribal Cultural Resources (TCR) including a site feature, place, cultural landscape, sacred place or object, of cultural value to the tribe and is listed on the California Register of Historic Resources (CRHR) or a local register, or the Lead agency, at its discretion, chooses to treat resources as such. AB 52 mandates that a lead agency initiate consultation with a tribe with traditional and/or cultural affiliations in the geographic area where a subject project is located if a project may cause a substantial adverse change in the significance of a tribal cultural resource. Should the tribe respond requesting formal consultation, the lead agency must work with the

tribe or representative thereof to determine the level of environmental review warranted, identify impacts, and recommend avoidance or mitigation measures to reduce any potential impacts.

In accordance with AB 52, notification of the proposed project was mailed to the following local tribes on March 8, 2017:

- Cloverdale Rancheria of Pomo Indians
- Federated Indians of Graton Rancheria (FIGR)
- Lytton Rancheria of California

The Lytton Rancheria responded with a request to consult under AB 52. As further described under Tribal Cultural Resources discussion, Lytton concurred with the recommendations set forth in the Cultural Report finding that avoidance measures and exclusionary fencing would adequately mitigate potential impacts.

Entitlements/Permits

The project would require the following discretionary approvals from the City of Santa Rosa:

- Design Review for the condominiums (Residences at Taylor Mountain)
- Density Bonus (Residences at Taylor Mountain)
- Parcel Map Waiver for Modifications to Kawana Meadows Multi-Family Lots
- Tentative Subdivision Map for the proposed Taylor Mountain Estates
- Hillside Development Permit

Approvals From Other Regulatory Agencies

The project does not require approvals from any state or federal regulatory agency.

4.0 RELEVANT CITY PLANNING DOCUMENTS AND ORDINANCES

This section includes a description of the most relevant codes, ordinances, and plans that are applicable to the proposed project. As described below, the Santa Rosa General Plan 2035 is the most applicable document for the proposed project; the Southeast Area Plan was superseded with the adoption of the General Plan 2035.

Southeast Santa Rosa Area Plan

The proposed project site was identified as one of the eleven development projects analyzed in the 1993 Southeast Santa Rosa Area Plan. It is identified as the Kawana Meadows Subdivision therein.

A Final EIR for the Southeast Santa Rosa Area Plan (SCH No. 92083054) was prepared by EIP Associates. The Final EIR consisted of two volumes, both dated October 1993: Final Environmental Impact Report (Revised Draft EIR) and Final Environmental Impact Report (Comments and Responses). The Final EIR was certified by the Santa Rosa City Council on June 21, 1994 (Resolution No. 21807).

The Southeast Area Plan encompasses 640 acres in the southeast portion of the City of Santa Rosa and Sonoma County, generally defined by State Highway 12 on the north and U.S. Highway 101 on the west. The Southeast Area Plan is bounded by Bennett Valley Road to the northeast, and Petaluma Hill Road and Moraga Drive on the west. The east and south margins of the Area Plan do not follow existing roadways.

The Plan includes the number of dwelling units projected for the Southeast area, the type and amount of commercial uses to be developed, the size and location of new parks, and various policies relating to the protection of hillsides, creeks and significant trees. The development projects identified in the Area Plan consisted of 1,345 new residential units, 125,000 square feet of new commercial space, 2.2 acres of developed parkland and 25 acres of open space.

The subject project site as well as immediately contiguous parcels were identified as project number 10 (Kawana Meadows) in the Southeast Santa Rosa Area Plan. The EIR conducted for the Area Plan analyzed developed a 48.6 acre-site with a subdivision that would support 81 single-family homes, 41 multi-family homes (for a total of 122 dwelling units), 110,000 square feet of commercial development and a fire station.

The Southeast Santa Rosa Area Plan Final EIR reviewed all environmental impacts and effects, identified potentially significant environmental impacts, and developed measures and policies to mitigate impacts. Nonetheless, significant and unavoidable impacts were determined to occur through the implementation of the Southeast Santa Rosa Area Plan. Therefore, the City Council adopted a Statement of Overriding Considerations on June 21, 1994 (Resolution No. 21808), which balances the merits of implementing the Southeast Santa Rosa Area Plan despite the potential environmental impacts. The impacts identified as significant and unavoidable in the Final EIR that are relevant to the subject site are:

1. Level of Service E (or worse) on US 101 from Wilfred Avenue to Highway 12
2. Alter setting from rural/semi-rural to urban
3. Removal of Oak Trees to accommodate Farmers Lane
4. Removal of an undetermined number of oak trees (probably about 25) due to construction of Project Number 10
5. Impacts on wildlife from construction of residential/commercial and infrastructure development

Farmers Lane Extension EIR

A Subsequent Draft EIR was prepared for the City of Santa Rosa Farmers Lane Extension Project (SCH No. 1987122222), a proposed three- and four-lane parkway, as diagrammed in the City of Santa Rosa 2035 General. On October 7, 2003, Farmers Lane Extension's final location was formally designated by the City of Santa Rosa, the SEIR was certified (Resolution No. 25784), and the Combined Alternative 2 was approved.

The impacts identified as significant and unavoidable in the SEIR for the Farmers Lane Extension are:

1. Fragmentation of habitat that would interfere with the movement of wildlife including species such as the California tiger salamander
2. Loss of sensitive species from vehicle collision while attempting to cross the road

City of Santa Rosa General Plan 2035

The Santa Rosa General Plan 2035 addresses issues related to physical development, growth management, transportation services, public facilities, community design, energy efficiency, greenhouse gas reduction strategies, and conservation of resources in the Planning Area. The Santa Rosa General Plan 2035 was adopted by City Council on November 3, 2009 (Resolution No. 27509).

The Santa Rosa General Plan 2035 serves the following purposes:

- Outlines a vision of long-range physical and economic development that reflects the aspirations of the community, and provides specific implementing policies that will allow this vision to be accomplished;
- Establishes a basis for judging whether specific development proposals and public projects are in harmony with said vision;
- Allows city departments, other public agencies, and private developers to design projects that will enhance the character of the community, preserve and enhance critical environmental resources, and minimize hazards; and
- Provides the basis for establishing and setting priorities for detailed plans and implementing programs such as the Zoning Code, specific and area plans, and the Capital Improvement Program.

The Santa Rosa General Plan incorporates significant policy direction from other plans. Policy references from the following plans are included in the General Plan:

- Bicycle and Pedestrian Master Plan
- Citywide Creek Master Plan
- Downtown Station Area Specific Plan
- North Santa Rosa Station Area Specific Plan
- Economic Sustainability Strategy
- Northern Downtown Pedestrian Linkages Study
- Recreation and Parks Business and Strategic Plan

- Sebastopol Road Urban Vision and Corridor Plan
- Southeast Area Plan
- Southwest Area Plan
- Climate Action Plan

The Southeast and Southwest Area Plans were superseded with the adoption of the Santa Rosa General Plan. The remainder of above-noted plans are in full effect and are referenced for additional goals, policies, and information.

City of Santa Rosa General Plan EIR

The Draft EIR for the Santa Rosa General Plan 2035 (SCH No. 2008092114) was prepared in March 2009. The Draft EIR, together with the Response to Comments Document dated June 2009, constitute the Final EIR for the Santa Rosa General Plan 2035. The Final EIR was certified by the Santa Rosa City Council on November 3, 2009 (Resolution No. 27509).

The General Plan EIR reviewed all environmental impacts and effects, identified potentially significant environmental impacts, and developed measures and policies to mitigate impacts. Nonetheless, significant and unavoidable impacts were determined to occur through the implementation of the General Plan. Therefore, the City adopted a statement of overriding considerations, which balances the merits of implementing the General Plan despite the potential environmental impacts. The impacts identified as significant and unavoidable in the Santa Rosa General Plan 2035 Final EIR are:

1. Increased traffic volumes, delay and a decrease in LOS on area intersections during peak hours
2. Contribute to an unacceptable level of service on Highway 101
3. Increase population and VMT at a rate greater than that assumed in regional air quality planning and conflict with implementation of the Bay Area Ozone Strategy
4. Conflict with implementation of state or local goals for reducing greenhouse gas emissions
5. Inconsistency with the 2005 Bay Area Ozone Strategy

City of Santa Rosa Hillside Development Standards

The City's Hillside Development Standards are set forth in Chapter 20-32 of the Municipal Code, which was established in 2004 (Ordinance Number 3677). Development on or subdivision of sites with slopes greater than 10% require a Hillside Development Permit in accordance with Section 20-32.060 of the City's Municipal Code. The Kawana Meadows Subdivision Project was approved and the subdivision map recorded prior to the date that the Hillside Development Standards became effective. Due to the requested modifications to the recorded subdivision map, portions of the project site are subject the City's Hillside Development Standards and must secure a Hillside Development Permit. Hillside Development Standards conserve significant natural features and promote hillside development that are sensitive to the existing terrain, preserve views of ridgelines and significant natural landforms, and minimize visual and environmental impacts.

Santa Rosa Climate Action Plan

On December 4, 2001 the Santa Rosa City Council adopted a resolution to become a member of Cities for Climate Protection (CCP), a project of the International Council on Local Environmental Initiatives (ICLEI). On

August 2, 2005, the Santa Rosa City Council adopted Council Resolution Number 26341, which established a municipal greenhouse gas reduction target of 20% from 2000 levels by 2010 and facilitates the community-wide greenhouse gas reduction target of 25% from 1990 levels by 2015.

In October 2008, the Sonoma County Community Climate Action Plan (CAP) was released, which formalized countywide greenhouse gas (GHG) reduction goals. In 2009, the Regional Climate Protection Authority (RCPA) was created to improve coordination on climate change issues and establish a clearinghouse for countywide efforts to reduce GHG emissions. Also in 2009, the City adopted a revised General Plan that includes a number of policies directed at greenhouse gas emissions reduction.

On June 5, 2012, the City of Santa Rosa adopted a Climate Action Plan, which meets the programmatic threshold for a Qualified GHG Reduction Strategy, established by the Bay Area Air Quality Management District (BAAQMD) guidelines. On August 6, 2013, the City of Santa Rosa adopted a Municipal Climate Action Plan. The Project is subject to the Santa Rosa Climate Action Plan.

5.0 ENVIRONMENTAL FACTORS POTENTIALLY AFFECTED

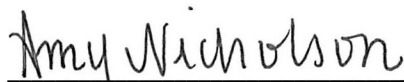
The environmental factors checked below would be potentially affected by this project, involving at least one impact that is a "Potentially Significant Impact Unless Mitigation is Incorporated" as indicated by the checklist on the following pages.

- | | | |
|--|---|---|
| <input checked="" type="checkbox"/> Aesthetics | <input type="checkbox"/> Agricultural & Forestry | <input checked="" type="checkbox"/> Air Quality |
| <input checked="" type="checkbox"/> Biological Resources | <input checked="" type="checkbox"/> Cultural Resources | <input checked="" type="checkbox"/> Geology /Soils |
| <input type="checkbox"/> Greenhouse Gas Emissions | <input checked="" type="checkbox"/> Hazards & Hazardous Materials | <input checked="" type="checkbox"/> Hydrology / Water Quality |
| <input type="checkbox"/> Land Use / Planning | <input type="checkbox"/> Mineral Resources | <input checked="" type="checkbox"/> Noise |
| <input type="checkbox"/> Population / Housing | <input type="checkbox"/> Public Services | <input type="checkbox"/> Recreation |
| <input checked="" type="checkbox"/> Transportation / Traffic | <input checked="" type="checkbox"/> Tribal Cultural Resources | <input type="checkbox"/> Utilities |
| <input type="checkbox"/> Mandatory Finding of Significance | | |

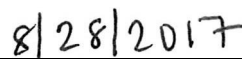
6.0 DETERMINATION

On the basis of this initial evaluation:

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



Signature: Amy Nicholson, City Planner



Date

7.0 EVALUATION OF ENVIRONMENTAL IMPACTS

The following discussion addresses the potential level of impact relating to each environmental category consistent with the CEQA Guidelines Appendix G Checklist.

7.1. AESTHETICS

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

Sources: Santa Rosa General Plan 2035 and EIR; Residences at Taylor Mountain Site Plans; Taylor Mountain Estates Site Plans; Visual Simulations and Preliminary Landscaping Plan; California Scenic Highway Mapping System, http://www.dot.ca.gov/hq/LandArch/16_livability/scenic_highways/index.htm, Accessed April 14, 2017; and Tree Preservation and Mitigation Report prepared by Horticultural Associates, July 6, 2017.

Existing Aesthetics Setting: The 41.5-acre project site has approval for the development of 70 multi-family units, 64 single-family homes and associated infrastructure and amenities. A portion of the project site has been graded to accommodate the approved public improvement plan. The balance of the site contains undulating topography, with hillside features ranging from 0% to over 25% slopes, non-native annual grassland, oak woodland, and riparian woodland. The project site is located within the City's Urban Growth Boundary (UGB) and the Kawana Meadows Subdivision Planned Community District (PD 96-001F).

Petaluma Hill Road (from Colgan Avenue to the UGB) and Highway 101 are designated as Scenic Roads in the Santa Rosa General Plan 2035. Highway 101 from the northern to the southern city limits is a City designated Scenic Roadway with critical viewpoints from the roadway. The proposed project site is adjacent to Petaluma Hill Road and over 0.5 mile from Highway 101. General Plan policies require effort be put toward the identification, preservation and enhancement of scenic roads throughout the City.

Aesthetic and visual resources within, and viewed from, the project site are partially limited due to the site's undulating topography. Views from the project site are primarily of residential land uses to the north; open space (Taylor Mountain Regional Park) to the east; farmland to the south; and residential and light industry land uses to the west.

The Residences at Taylor Mountain, is subject to Design Review in order to ensure that the architectural style, massing, color and materials, and other proposed design elements of the new development are compatible with the existing character of the site vicinity. A standard condition of approval for the project will address exterior lighting to ensure that it is appropriately designed to minimize spillover onto adjacent properties and to shield light sources from view.

General Plan policy OSC-B-2 requires that alteration to slopes greater than 10 percent be minimized to the greatest extent practicable and OSC-B-5 requires a Hillside Development Permit for all new development on slopes greater than 10 percent. As the project site contains slopes that exceed 10 percent, the project is subject to the City's Hillside Development Standards and requires a Hillside Development Permit pursuant to Chapter 20-32 of the Zoning Code. The Hillside Development Standards are intended to conserve significant natural features and result in hillside development design that are sensitive to the existing terrain, views and significant natural landforms, thereby avoiding visual and environmental impacts.

Chapter 17-24 of the Santa Rosa City Code provides regulation to protect certain trees while recognizing an individual property owner's rights to utilize land. The proposed project is subject to 17-24.050 Permit Category II-Tree Alternation, Removal or Relocation on Property Proposed for Development. In accordance with General Plan Policy UD-I-1, all existing trees onsite located in areas proposed for grading and construction were inventoried as part of the site specific Tree Preservation and Mitigation Report.⁵ The Tree Preservation and Mitigation Report identifies those trees that will be protected and those that will be removed.

A total of 44 trees were inventoried and evaluated on the project site as presented in the Tree Preservation and Mitigation Report (**Appendix A**). Native tree species on the project site include Coast live oak (*Quercus agrifolia*), Valley oak (*Quercus lobata*), Black oak (*Quercus kelloggii*), and Bay Laurel (*Umbellularia californica*). Ornamental trees on the project site include Black Walnut, Plane Tree, Weeping Willow, and Deodar Cedar. Of the 44 trees inventoried and evaluated, 19 will be removed and 25 trees will be preserved under the proposed project. The 19 trees proposed for removal include nine (9) heritage trees (two Coast Live Oaks, three Black Oaks, and four Bay Laurels). Other trees located on the project site that were not evaluated in the Tree Preservation and Mitigation Report would not be affected by the proposed project.

Aesthetics Impact Discussion:

7.1(a,c) (Effect a Scenic Resource or Vista, Degrade Visual Character) Less Than Significant with Mitigation: The project site has a recorded subdivision map, which allows for the development of 70 multi-family units and 64 single-family units. The proposed project, as 23 additional multi-family units and 5 additional single-family units, would not substantially alter views from Petaluma Hill Road relative to what has already been approved onsite (Kawana Meadows Recorded Subdivision Map).

⁵ The Arborist Report does not include a survey of every recorded lot of the Kawana Meadows subdivision. The lots surveyed included the Residences at Taylor Mountain and Taylor Mountain Estates. At the time that individual home construction is proposed on lots within the Kawana Meadows Subdivision, compliance with Chapter 17-24 (Tree Ordinance) of the City Code shall be demonstrated prior to Planning approval of a building permit.

The proposed project also includes design review of the multi-family component: Residences at Taylor Mountain and consideration under the City's Hillside Development Standards (Chapter 20-32 of the Municipal Code) for elements on slopes greater than 10%.

The Santa Rosa General Plan 2035 EIR identifies vistas of Sonoma Mountains and foothills as significant visual resources with notable viewpoints visible throughout the City of Santa Rosa. General Plan policies require the identification, preservation and enhancement of scenic roads throughout the City. The General Plan calls out several policies to preserve and enhance the scenic character and aesthetic value of surrounding views from designated Scenic Roads. Other visual resources present in the project area include views to and from Taylor Mountain Regional Park) and of the Sonoma Mountains to the east.

Scenic Roads

Scenic Roads in the vicinity of the project site include Petaluma Hill Road, Highway 101, and Highway 12. Highway 12 is located over 1 mile to the north of the project site and Highway 101 is located over 0.5 mile west of the project site. Surrounding views as seen from Highways 12 and 101 will not be affected as a result of the proposed project because of the project site's distance from these highways.

Petaluma Hill Road, which is adjacent to the project site, is designated as a Scenic Road. The General Plan EIR recognizes that much of the future development would be sited near or along scenic roadways and concluded that with implementation of Policies UD-C and UD-C-1 potential impacts to Santa Rosa's scenic resources would be reduced to less than significant levels. Policy UD-C-1 calls for enhancing the appearance of the city's major entries through special design criteria and streetscape improvements. The General Plan includes an Urban Design Element, which addresses the visual quality and character of the built environment of Santa Rosa. It outlines urban design policies for city entries and corridors, such as the Petaluma Hill Road corridor.

The proposed project introduces landscaping along Petaluma Hill Road that will partially screen the condominium buildings. In particular condominium Lot 70 will be readily viewable from Petaluma Hill Boulevard. As designed, buildings that abut Petaluma Hill Boulevard are set back 20 feet, screened with trees and landscaping and incorporate four-sided architecture that is reflective of a contemporary interpretation of farmhouse/ranch style homes.

Condominium lots (1, 2A and 4A) are set back approximately 700 feet from Petaluma Hill Road, on the east side of Franz Kafka Avenue and will be screened by proposed landscaping. The project requires the development of retaining walls on Lots 2A and 4A, which may be partially visible from various angles to travelers along Petaluma Hill Road. Other retaining walls will be installed throughout the project site, and could be visible from Petaluma Hill Road. The proposed retaining walls could potentially alter the visual quality of the project site by introducing a contrasting hardscape surface. To soften views of the project site from Petaluma Hill Road and other view corridors, any retaining wall that is visually prominent shall be designed to include stepped tiers, naturalized facades, and varied landscaping heights, which will provide some visual relief from as set forth in **Mitigation Measure AES-1**. With implementation of AES-1 potential impacts due to visibility of the site from Petaluma Hill Boulevard will be reduced to less than significant levels.

Furthermore, as proposed, approximately 12 trees would be planted along Petaluma Hill Road, approximately 24 trees would be planted along Farmers Lane, approximately 17 trees would be planted

along the southern boundary of Lot 70, and approximately 61 trees would be planted along Franz Kafka Avenue.

Although views of the hillsides east of Petaluma Hill Road will be somewhat interrupted by the proposed residential development, the project would not adversely impact views of ridgelines or substantially alter hillsides that are readily visible from this locally identified scenic roadway. Therefore, with mitigation and adherence to the City's Hillside Development Standards and Design Guidelines, the proposed project will have less than significant impacts due to degradation of views from Petaluma Hill Boulevard.

Scenic Resources

The project site has scenic value including two prominent topographical features (a knoll in center portion of the site and the foothills at the base of Taylor Mountain) and a number of well-established native trees. The proposed project will not substantially alter scenic resources relative to what has already been approved through the Kawana Meadows Recorded Subdivision Map. The approved Kawana Meadows Subdivision and the proposed project will introduce development that is visible from Petaluma Hill Road and from Taylor Mountain Regional Park.

The project is subject to the City's Hillside Development standards, which is intended to preserve and enhance Santa Rosa scenic character, conserve open space and significant natural features, and respect natural features through design that is sensitive to existing terrain, views and significant natural features.

Natural Landforms and Features

The natural landforms and features onsite are those areas that exceed a 10% slope including the knoll in the center portion of the site and the sloping terrain of the foothills at the base of Taylor Mountain in the southeastern portion of the site.

The City's Hillside Development standards apply to areas onsite that exceed a 10% slope including several individual lots already approved under the Recorded Kawana Meadows Final map, Parcels 2A and 4A of the proposed Residences at Taylor Mountain Parcel Map and to the proposed Taylor Mountain Estates subdivision.

Although the knoll in the center portion of the site has been partially graded as part of the improvement plans associated with the approved Kawana Meadows Final map, the top of the knoll is retained and the approved lots, location of roads and conceptual building footprints comply with the site planning and development standards set forth in the City's Municipal Code Section 20-32.050. The multi-family component is nestled at the base of the western most limit of the knoll, at a location that minimizes visibility, is the most geologically stable, and at the lowest elevation. A majority of the recorded single-family lots approved through the Kawana Meadows Final map are clustered at the southern base of the knoll and east of the knoll on slopes that are less than 10%. Although, there are several single-family lots that are located in the eastern portion of the knoll on slopes that range from 10% to 20%, these are largely protected from views offsite by the knoll itself and there are no slopes that exceed 20%.

The project has been designed in a manner that aims to retain the knoll as a natural landform and comply with hillside development standards by following terrain contours, utilizing shared driveways, and minimizing visibility. Therefore, impacts to the knoll as a natural landform is considered to be less than significant and will be further minimized through the City's uniformly applied development standard: a Hillside Development Permit (20-32.060).

The other significant natural landform is the sloping terrain of the foothills in the southeastern most portion of the site that exceeds a 10% slope. The Kawana Meadows Recorded map created lots east of Meda Court on slopes up to and exceeding 25%. This area contains the previously approved lots east of Meda Court (45-50 and the Remainder Lot) and includes reconfiguration of lots 46, 47 and the remainder lot as part of the proposed Taylor Mountain Estates subdivision. Like the recorded lots east of Meda Court, the proposed Taylor Mountain Estates subdivision is located at the base of the foothills on slopes that exceed 25%. The proposed subdivision has been reviewed under the City's Hillside subdivision standards (Municipal Code Section 20-32.040), which specifies that the average slope of each lot shall not exceed 25% and that significant permanent private open space may be excluded from the average slope calculation. Excluding private open space on lots 1-7 of the proposed Taylor Mountain Estates yields an average slope of 24% across the proposed development area.

As proposed, development of Lot 7 would require an approximately 720-foot driveway extending east from Meda Court on terrain with a slope ranging between 8% and 15%. The driveway achieves the minimum standards of 20-32.040 in that it is located and designed to follow natural terrain contours to the maximum extent feasible, minimize grading (relative to other potential driveway alignments) and minimize visibility by largely retaining the existing tree cover. However, 9 heritage trees would need to be removed to accommodate the proposed driveway. Replanting at the City's required ratio in accordance with **Mitigation Measure AES-3** would reestablish canopy cover. Additionally, drainage is accommodated and directed in a controlled manner to a proposed roadside earthen swale and bioretention area.

Although the proposed Taylor Mountain Estates Subdivision would result in hillside development on a natural landform at the foothills, it would be subject to the City's Hillside development standards, a uniformly applied development standard. Additionally, two of the proposed lots (46 and 47) were previously approved as part of the Kawana Meadows project. The location of the proposed subdivision is over 2,000 feet from Petaluma Hill Boulevard and will be obscured from view by development of the single-family homes associated with the Kawana Meadows recorded map and the condominiums of the Residences at Taylor Mountain. As such, the proposed Taylor Mountain Estates subdivision will not be readily viewable from major public viewpoints within the City including Highway 12, 101 and other important vantage points.

However, the proposed Taylor Mountain Estates Subdivision is located adjacent to the Taylor Mountain Regional Park and development would be periodically visible from the Todd Creek Trail. Proposed lots 3, 4, 5 and 7 share a property line with Taylor Mountain Regional Park. At the nearest point, Todd Creek Trail is located within 100 feet of the property line. Although compliance with the City's Hillside Development standards will ensure that siting of buildings on proposed lots minimizes visual prominence, due to proximity of Taylor Mountain Regional Park an enhanced landscaping buffer in accordance with **Mitigation Measure AES-2** shall be implemented in order to further reduce visibility of the proposed subdivision from Taylor Mountain Regional Park. Mitigation Measure AES-2 requires that a Buffer Enhancement Plan be developed and implemented to increase the tree cover and canopy and reduce visibility of the proposed subdivision at the shared property line. The design and location of any privacy fence along the property line and enhanced planting of native oak trees shall be established at the perimeter and in particular at lot 3 and 4 through coordination with Sonoma County Regional Parks, and/or on the Taylor Mountain Regional Park property east of lot 3 and 4 where there are gaps in tree canopy.

Furthermore, in order to soften the appearance of the proposed Taylor Mountain Estates Subdivision **Mitigation Measure AES-3** shall be implemented which requires buildings and structure to be adequately

screened, appropriately sized, and incorporate color tones and materials that are reflective of the surrounding natural landscape.

In addition, **Mitigation Measures AES-4** and **AES-5** shall be implemented to avoid and offset potential impacts associated with tree cover at the foothill of the natural landform in the easternmost portion of the site and call for the replacement of trees to be removed at ratios established in the municipal code 17-24.050(C) and protection of trees during construction, respectively.

Furthermore, although detailed development plans for each proposed lot have not yet been provided, based on the steep terrain, Lots 1-7 and the proposed Degas Court will require retaining walls to accommodate homes and infrastructure on slopes up to and exceeding 25%. In order to minimize the visual prominence of retaining walls, **Mitigation Measure AES-1** shall be implemented, which requires tiered walls to break up the massing and accommodate landscaping to soften the hardscape, and naturalized facades that blend into the surrounding hillside. With implementation of mitigation measures AES-1 through AES-4, as well as the required compliance with the City's Hillside Development Standards and Design Guidelines, potential impacts due to scenic resources will be reduced to less than significant levels.

Mature Trees

The presence of clusters of mature trees and canopy cover onsite contribute to the scenic quality of the site. As proposed, of the 44 trees inventoried and evaluated, the project would result in the removal of 19 trees onsite and would retain 25 trees in addition to those not included in the inventory. As such, a majority of the established native trees on the project site will be protected, including the cluster of trees within the southeastern portion of the project site. However, due to the driveway necessary to access Lot 7, nine (9) heritage trees would be removed.

The City of Santa Rosa has designated valley and blue oak species with diameters of 6-inches or greater, and live, black, Oregon or White, canyon, and interior live oaks with diameters of 18-inches and greater, as "heritage trees." Of the trees to be removed, nine (9) qualify as "heritage trees" based on the species type and trunk diameter. The removal of nine (9) heritage trees has the potential to result in a potentially significant impact if not mitigated. In order to offset potential impacts associated with tree removal, the project shall implement **Mitigation Measure AES-4**, which requires the planting of mitigation trees of the same genus and species as the removed trees, to offset the removal of existing heritage trees onsite. With implementation of AES-4 as set forth below, potential impacts related to the removal of protected trees will be reduced to less than significant levels.

The City of Santa Rosa has defined "protected trees" as any tree, including a heritage tree, designated to be preserved on an approved development plan or as a condition of approval of a tentative map, a tentative parcel map, or other development approval issued by the City. Of the trees that will be protected and preserved onsite, 20 qualify as "heritage trees" based on the species type and trunk diameter. In order to ensure that the trees to remain onsite are protected during construction, **Mitigation Measure AES-5**, which requires establishment of a "protected perimeter", shall be implemented. With implementation of AES-5, potential impacts related to the protection of protected trees will be reduced to less than significant levels.

Landscaping

The project's Preliminary Landscaping Plan (Sheets L1.0 through L1.7 of the Residences at Taylor Mountain Design Review packet) provides an overview of the proposed landscaping concept and plant pallet. Landscaping will be distributed throughout the site to provide for additional shading and create natural

buffer areas at the site margins. A variety of trees will be incorporated into onsite landscaping including ornamental trees (Red Maple and pear) and oaks (Coast Live Oak, Red Oak, and Cork Oak).

Additionally, street trees along public roads will be planted by the applicant, in accordance with City Standards and Specifications for Planting Parkway Trees for the length of Farmers Lane. The selection of trees along public roads is from the City's approved master plant list and has been inspected by the Parks Division.

Summary of Scenic Resources

The proposed project would comply with all General Plan 2035 goals and policies related to visual quality. In particular, Policy UD-A-1 seeks to maintain view corridors to natural ridgelines and landmarks, such as Taylor Mountain. The project does not result in development that substantially interferes with or alters ridgeline views. Policy UD-A-9 prohibits development on hillsides and ridgelines where structures would interrupt the skyline. The project does not introduce development on hillsides or ridgelines that would interrupt the skyline. Policy UD-H-6 seeks to minimize vegetation removal in hillside areas, and preserve large trees that partially screen development or help blend new development into views.

The project's arborist report identifies 19 trees that would be removed in order to accommodate new development. Nine (9) of the trees to be removed are identified as heritage trees and require replacement planting in order to mitigate impacts. Implementation of mitigation measures AES-2 through AES-5 provides tree preservation and protection, replacement planting for trees to be removed, an enhanced tree buffer and screening of the Taylor Mountain Estates Subdivision at the project's shared property line with Taylor Mountain Regional Park, and reduces impacts to less than significant levels.

The project site plan and design minimizes visual prominence, limits alteration of topography and drainage patterns, and largely protects slopes greater than 25%. Under the proposed Taylor Mountain Estates Subdivision, significant portions of 25% slopes would be protected as private open space. However, due to the steep topography, residential unit construction on proposed Lots 1-7 may involve some amount of development on areas that exceed 25%. The average slope of the proposed development footprint for the Taylor Mountain Estates subdivision is 24%.

Based on the slope analysis (Sheet 4 of the Tentative Map) homes could be sited on slopes that are less than 25% with minimal intrusion into areas greater than 25% slopes and through the Hillside Development Permit process will be required to minimize development on areas greater than 25%. In accordance with Zoning Code Section 20-32.020 minor alterations to slopes greater than 25% may be acceptable when areas are determined to be visually insignificant and/or hidden from view.

The new private driveway that would provide access to proposed Lot 7 is largely located on slopes that are less than 25%. However, an approximately 100-foot segment of the driveway would be located on slopes that exceed 25%. In accordance with Zoning Code Section 20-32.020(a) driveway construction on slopes greater than 25% may be approved if the visual impacts would be insignificant. Given the substantial tree cover and topography the proposed Lot 7 driveway would be partially obscured and not readily visible from major view corridors within the City. In addition, as part of the Corrective Action measures 4.03 acres of Lot 7 are deed restricted and provide for an enhanced buffer at the southeast most portion of the site adjacent to Taylor Mountain.

The project utilizes the existing topography of the site and native trees to provide for a natural barrier that

screens the site from public views within the City. However, the Taylor Mountain Estates Subdivision will be viewable from the Todd Creek Trail at the adjacent Taylor Mountain Regional Park. Mitigation Measure AES-2 provides an enhanced buffer and screening for the Taylor Mountain Estates lots that are adjacent to Taylor Mountain Regional Park. Mitigation Measure AES-3 provides for enhanced screening and softening of building and structure to blend in with the natural landscape. In addition the Hillside Development Permit process will include focused consideration of appropriate scale, massing, color and screening to further minimize views from the nearby Taylor Mountain Regional Park. Therefore, potential impacts will be reduced to less than significant levels.

Due to the preservation of prominent topographical features and native vegetation, that would be realized through compliance with uniformly applied development standards set forth in the City's Hillside Development Standards and implementation of mitigation measures AES-1 through AES-5, the project would result in less than significant impacts to the city's identified scenic vistas, valued viewsheds, and visual character of the site.

7.1(b) (Scenic Resources from a State Scenic Highway) No Impact: Highway 101 is not a state designated scenic highway within the City of Santa Rosa, nor is it considered eligible to be officially designated. Highway 12 is considered eligible to be officially designated. However, both highways are over 0.5 mile from the project site. As such, development of the project site will not damage scenic resources including, but not limited to, trees, rock outcroppings, and historic buildings viewable from a designated (or eligible) State scenic highway. Therefore, no impacts are expected.

7.1(d) (Light and Glare) Less Than Significant Impact: The project site is bounded by existing development including residential and light industry land uses, as well as Petaluma Hill Road, Yolanda Avenue and Kawana Springs Road, all of which are current sources of light. Exterior lights installed in conjunction with the proposed project will result in an increase of artificial light onsite relative to existing conditions. However, the proposed project is required to conform to Santa Rosa's Zoning Ordinance §20-30.080 Outdoor Lighting, which specifies lighting standards for all new exterior lighting, such as the provision that lighting in multi-family housing areas not exceed a height of 14 feet.

There are currently no lights of any sort on the project site. With the proposed project, new sources of light and glare will be introduced including outdoor lights on buildings, in the parking area and landscape areas. Street lamps/pole mounted lights will also be introduced along new roadways. With the development of this property as a residential use with internal roadways, automobile headlights will be introduced to the project site and could intrude onto adjacent parcels if not properly screened. Based on the design of the project, however, new turning movements for vehicles and their headlights are not expected to significantly affect nearby residents. New landscaping and screening trees to be planted along the perimeter of the project site, will further buffer light emanating from vehicles.

Additionally, a standard condition of approval will require that a lighting plan be prepared by the applicant and approved by the City prior to issuance of grading or building permits. Lighting specifications will be reviewed to achieve compliance with City standards. In accordance with City requirements, the Lighting Plan review process will ensure that all fixtures are downcast and outfitted with reflectors as needed to direct lights toward the site and prevent glare and intrusion onto adjacent properties. Therefore, the project's potential to result in impacts that would adversely affect day or nighttime views in the area, due to new sources of light and glare, would be less than significant.

Mitigation Measures:

- AES-1:** Any visually prominent retaining walls shall be tiered, with sufficient width (minimum of 2 feet) at each tier to support landscaping. Landscaping shall be varied in height including a mix of ground cover, vines, trailing plants, shrubs and appropriately sized trees. Finishes on the retaining wall shall naturalize the façade through sculpting and staining to resemble natural materials. Coloring of the retaining wall shall mimic the surrounding hillside.
- AES-2:** A Buffer Enhancement Plan shall be developed and implemented for Lots 3, 4, 5 and 7 that back onto the Taylor Mountain Regional Park. Preservation of views of the valley floor as viewed from Todd Creek Trail shall be retained to the greatest extent feasible while balancing privacy needs of residences at the proposed Taylor Mountain Estates. Enhanced native plantings of oaks, bay laurels and other appropriate screening, shall be provided at the property line including onsite and offsite, as feasible, and through coordination with Sonoma County Regional Parks.
- AES-3:** In order to soften the appearance of the Taylor Mountain Estates Subdivision as viewed from Taylor Mountain Regional Park, all buildings and structures shall be adequately screened, appropriately sized and shall incorporate neutral color tones and materials that are reflective of the surrounding natural landscape.
- AES-4:** In accordance with the City of Santa Rosa Tree Ordinance, the applicant shall replace trees per Article 4, Section 17-24.050 Permit Category II-Tree Alteration, Removal, or Relocation on Property Proposed for Development or pursuant to City recommendations. Article 4, Section 17-24.050 Permit Category II-Tree Alteration, Removal, or Relocation on Property Proposed for Development, C (1) requires a minimum of two 15-gallon size trees to be replanted for every 6 inches of trunk diameter removed. The improvement plan shall also note that the replacement trees will become protected trees pursuant to 17.030. Final placement of replacement trees shall be indicated in the final landscape plans in accordance with Chapter 17.24 of the City's Code.
- AES-5:** In accordance with 17-24.050(D), a "Tree Protection Perimeter" shall be established at the dripline around each tree or cluster of trees to be preserved. The Perimeter shall be enclosed by temporary protective fencing prior to initiating grading activities and shall remain for the duration of construction. No ground disturbance including the placement of utilities or sub drains shall occur within the Tree Protection Perimeter. Tree preservation notes shall be included on all plans.

7.2. AGRICULTURAL AND FORESTRY RESOURCES

Would the project:	Potentially Significant Impact	Less Than Significant with Mitigation Incorporated	Less Than Significant Impact	No Impact
a) Convert Prime Farmland, Unique Farmland, or Farmland of Statewide Importance (Farmland), as shown on the maps prepared pursuant to the Farmland Mapping and Monitoring Program of the California Resources Agency, to non-agricultural use?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
b) Conflict with existing zoning for agricultural use, or a Williamson Act contract?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
c) Conflict with existing zoning for, or cause rezoning of, forest land (as defined in Public Resources Code section 12220(g)), timberland (as defined by Public Resources Code section 4526), or timberland zoned Timberland Production (as defined by Government Code section 51104(g))?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>
d) Result in the loss of forest land or conversion of forest land to non-forest use?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>
e) Involve other changes in the existing environment which, due to their location or nature, could result in conversion of Farmland, to non-agricultural use or conversion of forest land to non-forest use?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>

Sources: Santa Rosa General Plan 2035 and EIR; California Department of Conservation Farmland Mapping and Monitoring Program; and USDA Forest Service, Pacific Southwest Region, Remote Sensing Lab, Publication Date: April 4, 2014, <https://www.fs.usda.gov/detail/r5/landmanagement/resourcemanagement/?cid=stelprdb5347192>, accessed August 25, 2017.

Agricultural and Forestry Resources Setting: There are approximately 15,981 acres of agricultural lands within the Santa Rosa Planning Area that are largely concentrated along the western edge of the City outside of the UGB. This acreage is further broken down into 9,657 acres of Farmland of Local Importance, 3,121 acres of Prime Farmland, and 3,203 acres of Farmland of Statewide Importance.

According to the California Department of Conservation's Farmland Mapping and Monitoring Program (FMMP), the project site is designated as Farmland of Local Importance and Grazing Land. Lands surrounding the project site are designated as Urban and Built-Up Land, Farmland of Local Importance, Grazing Land, and Other Land. The Farmland designation does not reflect general plan or zoning designations, city limit lines, changing economic or market conditions, or other factors which may be taken into consideration when land use policies are determined.

Per the City of Santa Rosa General Plan 2035 Land Use map (March 26, 2016), the project site is designated as Very Low Density Residential; Low Density Residential; Medium-Low Density Residential; and Medium Density Residential, (see **Figure 6: General Plan Land Use Map**). Surrounding land uses include Open Space, Residential, Public/Institutional, Agriculture, and Light Industry.

As shown in **Figure 7: Existing Zoning Designation**, the current zoning designation for the project site is PD 96-001F (Kawana Meadows Subdivision Planned Community District).

Forest Lands

Under Public Resources Code section 12220(g), "Forest land" is land that can support 10-percent native tree cover of any species, including hardwoods, under natural conditions, and that allows for management of one or more forest resources, including timber, aesthetics, fish and wildlife, biodiversity, water quality, recreation, and other public benefits.

As stated in Public Resources Code section 4526, "Timberland" means land, other than land owned by the federal government and land designated by the board as experimental forest land, which is available for, and capable of, growing a crop of trees of a commercial species used to produce lumber and other forest products, including Christmas trees. Commercial species shall be determined by the board on a district basis.

Under Government Code section 51104(g), "Timberland production zone" or "TPZ" means an area which has been zoned pursuant to Section 51112 or 51113 and is devoted to and used for growing and harvesting timber, or for growing and harvesting timber and compatible uses, as defined in subdivision (h). With respect to the general plans of cities and counties, "timberland preserve zone" means "timberland production zone."

According to the U.S. Department of Agriculture (USDA) Forest Service, the project site contains two stands of trees that are considered forest land: the grouping of trees within Lots 9 and 21-23; and the grouping of trees within the southeastern portion of the project site.⁶ The project site does not contain any stands of trees that would be considered "timberland" or "timberland production zone."

Agricultural and Forestry Resources Impact Discussion:

7.2 (a-b) (Farmland Conversion, Williamson Act,) No Impact: The project site does not include any active agricultural or forested land. The proposed project will not convert or impact any existing Farmland of Local Importance, Prime Farmland, or Farmland of Statewide Importance. The project will not interfere with any Williamson Act contracts or any existing zoning for agricultural uses.

⁶ USDA Forest Service, Pacific Southwest Region, Remote Sensing Lab, Publication Date: April 4, 2014, <https://www.fs.usda.gov/detail/r5/landmanagement/resourcemanagement/?cid=stelprdb5347192>, accessed August 25, 2017.

A portion of the project site, in the western most portion, is identified as farmland of local importance. However, this area is fully contained within the previously approved Kawana Meadows Recorded map, which subdivided the area in order to accommodate multi-family and single-family development. Therefore, the project will have no impacts associated with the loss or conversion of agricultural lands.

7.2 (c-e) (Forest Land, Timberland Other Conversions of Farmland or Forest Land) Less Than Significant Impact: The project site is located within the City's UGB and adjacent to unincorporated Sonoma County land. The project site is surrounded by land designated as Open Space, Residential, Public/Institutional, Farmland, and Light Industry.

According to the California Department of Conservation's Farmland Mapping and Monitoring Program (FMMP), Farmland of Local Importance is located south of the project site. The farmland adjacent to, and south of the project site, is under a Williamson Act contract, designated as Mixed Enrollment Agricultural Land. Under this designation, the enrolled lands contain a combination of Prime, Non-Prime, Open Space Easement, or other contracted or enrolled lands not yet delineated by the county. No other lands surrounding the project site are under a Williamson Act contract

Based on data from the California Department of Conservation's FMMP,⁷ overall farmland in Sonoma County increased by 1,223 acres from 2008 to 2014. (There were 160,217 acres in 2008 and 161,440 acres in 2014). Farmland of Local Importance increased by 895 acres from 2008 to 2014. (There were 80,045 acres in 2008 and 80,940 acres in 2014.)

While the proposed project will not convert or impact any existing farmland, the development of the site, including extension of utilities and roadways, could provide an impetus for the conversion of farmland in the vicinity of the project area to non-agricultural uses.

The County of Sonoma General Plan 2020 contains goals, objectives, and policies to ensure the stability and productivity of the County's agricultural lands and industries. For example, Objective AR-2.1 is to limit the intrusion of urban development into agricultural areas and Objective AR-2.3 is to limit the extension of urban services such as sewer beyond the Urban Service Boundaries.

While adjacent farmland could potentially be converted to non-agricultural uses, any future projects would require review under CEQA including an evaluation of potential agricultural impacts and mitigation to offset impacts, as warranted. Therefore, impacts from conversion of other farmlands as result of the subject project are considered less than significant.

Based on data from the United States Department of Agriculture, the project site contains two stands of trees that are identified as forest land. These include trees on the knoll and the cluster of tree in the southeast portion of the site where the Taylor Mountain Estates subdivision is proposed. As described in detail under the Aesthetic discussion above, the project will result in the removal of 19 trees onsite including 9 heritage trees in order to accommodate development of the proposed Taylor Mountain Estates Lot 7. However, compliance with the City Tree Preservation Ordinance is required and mitigation set forth above ensure that replacement trees are planted and an enhanced tree buffer established. As such, the project will not result substantial impact to forest resource since canopy cover will be reestablished. Therefore, impacts

⁷ California Department of Conservation, Division of Land Resource Protection, Sonoma County 2008-2012 and 2012-2014 Land Use Conversion Tables.

from loss of forest land or conversion as result of the subject project are considered to be less than significant.

Mitigation Measures: None required.

7.3. AIR QUALITY

Where available, the significance criteria established by the applicable air quality management or air pollution control district may be relied upon to make the following determinations.

Would the project:

	Potentially Significant Impact	Less Than Significant with Mitigation Incorporated	Less Than Significant Impact	No Impact
a) Conflict with or obstruct implementation of the applicable air quality plan?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>
b) Violate any air quality standard or contribute substantially to an existing or projected air quality violation?	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
c) Result in a cumulatively considerable net increase of any criteria pollutant for which the project region is in non-attainment under an applicable federal or state ambient air quality standard (including releasing emissions which exceed quantitative thresholds for ozone precursors)?	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
d) Exposure of sensitive receptors to substantial pollutant concentrations?	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
e) Create objectionable odors affecting a substantial number of people?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>

Sources: Santa Rosa General Plan 2035 and EIR; BAAQMD 2017 Bay Area Clean Air Plan; and BAAQMD CEQA Guidelines May 2017.

Air Quality Setting: The City of Santa Rosa is located within the San Francisco Bay Area Air Basin (SFBAAB) and therefore subject to the ambient air quality standards (AAQS) established by the Bay Area Air Quality Management District (BAAQMD), and those adopted by the California Air Resources Board (CARB), and the U.S. Environmental Protection Agency (EPA). Air quality within the SFBAAB is subject to natural, geographical, and meteorological conditions as well as human activities including construction and development, operation of vehicles, and industry and manufacturing.

The BAAQMD is responsible for planning, implementing, and enforcing air quality standards within the SFBAAB, including the City of Santa Rosa. The BAAQMD operates monitoring stations throughout the District and records pollutant concentration levels for carbon monoxide (CO), Nitrogen Dioxide (NO₂), Ozone (O₃),

and Particulate Matter (PM_{2.5}). The BAAQMD Compliance and Enforcement Division routinely conducts inspections and audits of potential polluting sites to ensure compliance with applicable federal, State, and BAAQMD regulations.

The SFBAAB is designated as non-attainment for both the one-hour and eight-hour state and national ozone standards; 0.09 parts per million (ppm) and 0.070 ppm, respectively. The Basin is also in non-attainment for the PM₁₀ and PM_{2.5} state standards, which require an annual arithmetic mean (AAM) of less than 20 µg/m³ for PM₁₀ and less than 12 µg/m³ for PM_{2.5}. In addition, the SFBAAB is designated as non-attainment for the national 24-hour PM_{2.5} standard. All other national ambient air quality standards within the SFBAAB are in attainment.⁸

Air quality emissions of carbon monoxide (CO), ozone precursors (ROG and NOx) and particulate matter (PM₁₀ and PM_{2.5}) from construction and operation are evaluated pursuant to the BAAQMD CEQA Air Quality Guidelines established in May 2010⁹ and most recently updated in May 2017. The most recent version of the BAAQMD CEQA Guidelines includes revisions made to address the Supreme Court's opinion (California Building Industry Association v. Bay Area Air Quality Management District, December 2015).¹⁰ The May 2017 Guidelines update does not address outdated references, links, analytical methodologies or other technical information that may be in the Guidelines or Thresholds Justification Report.

The BAAQMD is currently working to update any outdated information in the Guidelines, and anticipates release of an updated document in early 2018.¹¹ Based upon its own judgment and analysis, the City of Santa Rosa recognizes that BAAQMD thresholds represent the best available scientific data and has elected to rely on BAAQMD Guidelines dated May 2017 in determining screening levels and significance.

Average daily construction and operational emission thresholds in pounds per day (lb/day) include the following: 54 lb/day for ROG, 54 lb/day for NO_x, 82 lb/day for PM₁₀ (exhaust) and 54 lb/day for PM_{2.5} (exhaust). Projects with air quality emissions at or below these established threshold levels are considered to have a less than significant impact to air quality. There is no carbon monoxide (CO) emissions threshold applicable to construction emissions. For carbon monoxide (CO), the operational significance threshold is 9.0 particles per million (ppm) (8-hour average) and 20.0 ppm (1-hour average).

The BAAQMD has established preliminary screening criteria for both construction and operational phases of a project to provide lead agencies with a conservative indication of whether a proposed project could result in significant air quality impacts. If a proposed project falls below all of the screening criteria thresholds, then the lead agency need not perform a detailed air quality assessment of the project's air pollutant emissions and a less-than-significant impact would occur.

The City of Santa Rosa's General Plan sets forth policies and programs to maintain and enhance air quality.

⁸ 2017 Bay Area Clean Air Plan, prepared by the Bay Area Air Quality Management District, April 2017.

⁹ Adopted by Board of Directors of the BAAQMD in June 2010 (Resolution No. 2010-6).

¹⁰ In March 2012, the Alameda County Superior Court ordered BAAQMD to set aside use of the significance thresholds within the BAAQMD 2010 CEQA Guidelines and cease dissemination until they complete an assessment of the environmental effects of the thresholds in accordance with CEQA. The Court found that the thresholds, themselves, constitute a "project" for which environmental review is required. In August 2013, the First District Court of Appeal reversed the Alameda County Superior Court's decision. The Court held that adoption of the thresholds was not a "project" subject to CEQA because environmental changes that might result from their adoption were too speculative to be considered "reasonably foreseeable" under CEQA. In December 2015, the California Supreme Court reversed the Court of Appeal's decision and remanded the matter back to the appellate court to reconsider the case in light of the Supreme Court's opinion.

¹¹ Alison Kirk, BAAQMD, Email Correspondence, June 6, 2017.

OSC-J-1 is particularly applicable, stating that all new construction projects shall be reviewed and require dust abatement actions as contained in the CEQA Handbook of the BAAQMD. No new or increased impacts beyond what is already identified in the 2035 General Plan EIR are expected to occur as a result of the proposed project.

Air Quality Impact Discussion:

7.3(a) (Conflict With Applicable Air Quality Plan) Less Than Significant Impact: The BAAQMD adopted the 2017 Bay Area Clean Air Plan (CAP) on April 19, 2017 to comply with state air quality planning requirements set forth in the California Health & Safety Code. The 2017 CAP includes a wide range of control measures designed to decrease emissions of the air pollutants that are most harmful to Bay Area residents, such as particulate matter (PM), ozone (O₃), and toxic air contaminants (TACs); to reduce emissions of methane and other “super-greenhouse gases (GHGs)” that are potent climate pollutants in the near-term; and to decrease emissions of carbon dioxide by reducing fossil fuel combustion.

The proposed control strategy for the 2017 CAP consists of 85 distinct measures targeting a variety of local, regional and global pollutants. The control measures have been developed for stationary sources, transportation, energy, buildings, agriculture, natural and working lands, waste management, water, and super-GHG pollutants. Implementation of some of the control measures could involve retrofitting, replacing, or installing new air pollution control equipment, changes in product formulations, or construction of infrastructure that have the potential to create air quality impacts.

The BAAQMD CEQA Guidelines set forth criteria for determining consistency with the CAP. In general a project is considered consistent if a) the project supports the primary goals of the CAP, b) includes control measures and c) does not interfere with implementation of the CAP measures.

The proposed project would have a less than significant impact related to a potential conflict with the Clean Air planning efforts since, a) the project supports the goals of the CAP in that it limits urban sprawl by proposing development within existing urban limits; b) includes control measures to protect air quality during construction and at operation; and c) the project would generate air quality emissions below the BAAQMD criteria pollutant thresholds (see Section 7.3 (b-c) below). Therefore, the project will have less than significant impacts due to a conflict with the regional air quality plan.

7.3(b-c) (Violate Air Quality Emission Standards) Less Than Significant with Mitigation: Air quality emissions associated with the proposed project would result from short-term construction activities and ongoing operation. BAAQMD Guidelines include “screening criteria” that provide a conservative estimate above which a project would be considered to have a potentially significant impact to air quality. Projects that are below the screening criteria threshold are reasonably expected to result in less than significant impacts to air quality since pollutant generation would be minimal.

The screening level thresholds for single-family and multi-family dwellings are shown in **Table 3** below. The proposed project is a modification to a recorded subdivision map that created lots to accommodate 70 multi-family units and 64 single-family units. The proposed project, as modified, would result in a net increase of 23 additional multi-family units and 5 single-family units.

Table 3: BAAQMD SCREENING CRITERIA FOR RESIDENTIAL DWELLINGS

Land Use Type	Operational	Construction
Single-family	325 du (NOX)	114 du (ROG)
Mid-Rise Apartments	494 du (NOX)	240 du (ROG)

Source: Table 3-1, pg. 3-2 Bay Area Air Quality Management District 2010 CEQA Guidelines, May 2010.

As such, the proposed project is well below the screening thresholds for criteria pollutants from construction and operation and impacts would be less than significant. A qualitative discussion of air quality emissions is presented below.

Construction Activities

Construction includes grubbing and the removal of vegetation, grasses, and trees, as well as grading and the construction of the multi-family and single-family residences and associated infrastructure. During construction activities the project would generate temporary air pollutant emissions associated with site preparation, ground disturbance, the operation of heavy-duty construction equipment, workers traveling to and from the site, and the delivery of materials. These activities would create temporary emissions of fugitive dust from site grading, and the release of toxic air contaminants, particulate matter, and ozone precursors (ROG and NOx) from combustion of fuel and the operation of heavy-duty construction equipment.

However, given that the subject project consists of an increase of 28 dwelling units and is well below the screening threshold established by BAAQMD, the project will result in a less than significant impact relative to construction-related emissions. The BAAQMD CEQA Air Quality Guidelines consider contributions of fugitive dust to be less-than-significant if best management practices (BMPs) are implemented. As such, **Mitigation Measure AQ-1**, which provides for a variety of dust control measures during construction activities including watering the project site, covering haul loads, limiting idling time, and temporarily halting construction when winds are greater than 15 miles per hour, is set forth below. With the implementation of Mitigation Measure AQ-1 (BAAQMD-recommended best management practices), construction activities will have less than significant impacts to air quality.

Operation

The Residences at Taylor Mountain and Taylor Mountain Estates project will result in both stationary and mobile sources of emissions at operation. Although there are no new stationary “point sources” created (large emitters such as manufacturing plants), the project will result in area source emissions from use of natural gas, consumer products such as solvents, cleaners, and paints, and landscaping maintenance equipment. A majority of the operational emissions will result from the operation of vehicles by residents as well as visitors traveling to and from the project site.

Operation of the project, a net increase of 28 residential units, is not expected to result in substantial air quality emissions. Lighting, electricity, water and wastewater energy related demands are expected to be minimal. Additionally, adherence to CALGreen ensures that all new buildings achieves the standard energy efficiency requirements under the latest building code (2016).

Table 3 above shows that the operational project level screening size for single-family residences is 325 dwelling units and 494 dwelling units for multi-family. The project proposes a net increase of 28 dwelling units, which is well below the established screening size. As such, it can be conservatively determined the project would result in a less than significant impact due to operational emissions. Therefore, criteria pollutants generated during operation will be well below BAAQMD thresholds and impacts to air quality as a result of the project will be less than significant.

7.3(d) (Exposure sensitive receptors to Pollutant Concentrations) Less Than Significant with Mitigation: The project site is located in close proximity to existing sensitive receptors including existing surrounding residential uses to the north, south, and east of the project site, as well as Taylor Mountain Regional Park, Harvest Park, Kawana Elementary School, and Sonoma Academy. It is expected that construction will occur in stages where portion of the site are developed and occupied while subsequent residences are undergoing construction. Residential areas and schools are considered sensitive receptors because people are often at home/school for extended periods of time. Similarly, recreational land uses are moderately sensitive to air pollution due to vigorous exercise associated with recreation placing a high demand on the human respiratory system.

During construction, onsite activities will result in the emission of exhaust from vehicles and heavy duty equipment as well as the generation of fugitive dust from grading and ground disturbing activities. The project is not expected to result in significant construction-related emissions that could expose sensitive receptors to substantial pollutant concentrations. Nonetheless, implementation of AQ-1 will further reduce fugitive dust and exhaust through the application of best management practices during construction.

Construction activity could occur in areas adjacent to existing or future residences and in close proximity to Taylor Mountain Regional Park. Given the close proximity of sensitive receptors to construction activities and that proposed activities include grading and site preparation on steep slopes that involve soil cut, export and off-hauling, emission levels may be occasionally be elevated. As such, Mitigation Measure AQ-2, as set forth below shall be implemented, which requires enhanced construction mitigation measures recommended by the BAAQMD.

Implementation of AQ-1 and AQ-2 would be implemented during construction. Therefore, the project's potential impacts, to nearby sensitive receptors, generated by construction activities would be reduced to less than significant levels.

At operation, the proposed residential development will not generate air quality emissions that affect sensitive receptors in the vicinity of the project site. As a residential land use, air quality emissions generated by the proposed project would be minimal and similar in scale to the surrounding existing uses. Therefore, impacts due to excessive pollutant concentration would be less than significant.

7.3(e) (Objectionable Odors) Less Than Significant Impact: There may occasionally be localized odors during site development associated with construction equipment, paving and the application of architectural coatings. Any odors generated during construction would be temporary and not likely to be noticeable beyond the immediate construction zone. As a residential development, operation of the project will not create objectionable odors affecting a substantial number of people. Therefore, the project will have less than significant impacts to air quality due to objectionable odors.

Mitigation Measures:

AQ-1: The Applicant and contractor(s) shall implement basic air quality construction measures recommended by the BAAQMD, including the following:

1. All exposed surfaces (e.g., parking areas, staging areas, soil piles, graded areas, and unpaved access roads) shall be watered two times per day.
2. All haul trucks transporting soil, sand, or other loose material off-site shall be covered.
3. 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.
4. All vehicle speeds on unpaved roads shall be limited to 15 mph.
5. All roadways, driveways, and sidewalks to be paved shall be completed as soon as possible. Building pads shall be laid immediately after grading unless seeding or soil binders are used.
6. 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.
7. All construction equipment shall be maintained and properly tuned in accordance with manufacturer's specifications. All equipment shall be checked by a certified mechanic.
8. 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.

AQ-2: The Applicant and contractor(s) shall implement additional construction mitigation measures recommended by the BAAQMD, when activities occur within 100 feet of nearby sensitive receptors, including the following:

1. The simultaneous occurrence of excavation, grading, and ground-disturbing construction activities on the same area at any one time shall be limited. Activities shall be phased to reduce the amount of disturbed surfaces at any one time.
2. Minimize the idling time of diesel powered construction equipment to two minutes.
3. All construction equipment, diesel trucks, and generators be equipped with Best Available Control Technology for emission reductions of NOx and PM.
4. Require all contractors use equipment that meets CARB's most recent certification standard for off-road heavy duty diesel engines.

7.4. BIOLOGICAL RESOURCES

Would the project:	Potentially Significant Impact	Less Than Significant with Mitigation Incorporated	Less Than Significant Impact	No Impact
a) Have a substantial adverse effect, either directly or through habitat modifications, on any species identified as a candidate, sensitive, or special status species in local or regional plans, policies, or regulations, or by the California Department of Fish and Wildlife (formerly Fish and Game) or U.S. Fish and Wildlife Service?	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
b) Have a substantial adverse effect on any riparian habitat or other sensitive natural community identified in local or regional plans, policies, regulations or by the California Department of Fish and Wildlife (formerly Fish and Game) or U.S. Fish and Wildlife Service?	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
c) Have a substantial adverse effect on federally protected wetlands as defined by Section 404 of the Clean Water Act (including, but not limited to, marsh, vernal pool, coastal, etc.) through direct removal, filling, hydrological interruption, or other means?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>
d) Interfere substantially with the movement of any native resident or migratory fish or wildlife species or with established native resident or migratory wildlife corridors, or impede the use of native wildlife nursery sites?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>
e) Conflict with any local policies or ordinances protecting biological resources, such as a tree preservation policy or ordinance?	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
f) Conflict with the provisions of an adopted Habitat Conservation Plan, Natural Community Conservation Plan, or other approved local, regional, or state habitat conservation plan?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>

Sources: Santa Rosa General Plan 2035 and EIR; General Plan Figure 7-2: Biological Resources Map; General Plan EIR Figure 4.F-1: Special-Status Species and Sensitive Habitats Map; General Plan EIR Figure 4.F-3: Special-Status Animal Species Map; Santa Rosa Plain Conservation Strategy prepared by U.S. Fish and Wildlife Service, December 2005; Recovery Plan for the Santa Rosa Plain prepared by U.S. Fish and Wildlife Service, May 2016; Biological Resources Analysis Taylor Mountain Estates and Grading and Corrective Action prepared by Monk & Associates, August 17, 2017; and Tree Preservation and Mitigation Report prepared by Horticultural Associates, August 9, 2017.

Biological Resources Setting: Biological resources are protected by statute including the Federal Endangered Species Act (FESA), the California Endangered Species Act (CESA), and the Clean Water Act (CWA). The Migratory Bird Treaty Act (MBTA) affords protection to migratory bird species including birds of prey. These regulations provide the legal protection for identified plant and animal species of concern and their habitat. In addition, regional efforts, including the Santa Rosa Plain Conservation Strategy Plan, have taken the first steps towards establishing a regional biological framework to protect the endangered California Tiger Salamander and rare plant species associated with wetland environments. The Santa Rosa Plain Recovery Plan was released by the United States Fish and Wildlife Service in June 2016 and provides a framework for the recovery of listed species.

The City of Santa Rosa and Planning Area contains stream, creeks and associated tributaries, vernal pools, grasslands, hillsides and woodlands, all of which serve as important habitats for a variety of plant and animal species.

The project site is not located in an area identified as potentially containing sensitive species, nor is the site located in an area identified as potentially containing high quality vernal pool habitat, pursuant to Figure 7-2 of the General Plan. General Plan EIR Figure 4.F-3 shows that the project site and vicinity do not have the potential to support special-status animal species. The closest waterways to the project site include Colgan Creek, located approximately 225 feet to the north. Onsite, an unnamed drainage channel conveys flows north of the knoll through the multi-family component and Todd Creek provides drainage along the southern property line.

Grading Violations and Corrective Actions – Kawana Meadows Subdivision

As described above under the project history, the site was subject to grading violations and underwent corrective action measures. The site is now in compliance with after-the-fact permits and certificates issued by the regulatory agencies and is subject to ongoing monitoring and reporting to carry out corrective action measures. Corrective action measures are required to be implemented and are not subject to CEQA review. The following analysis focuses on the proposed Taylor Mountain Estates Subdivision, as the development footprint on the balance of the site was previously captured through past environmental review associated with the Kawana Meadows approval and corrective action.

Taylor Mountain Estates Biological Resources Analysis

Monk & Associates prepared a Biological Resources Analysis for the proposed Taylor Mountain Estates Subdivision. The analysis provides a description of existing biological resources in the project area and identifies potentially significant impacts that could occur to sensitive biological resources from the construction and operation of the proposed subdivision. The project site is located on sloping terrain that exceeds 25% slopes and is dominated by native oaks (*Quercus agrifolia*, *Q. lobata* and *Q. kelloggii*) with an understory of non-native annual grassland. On the south side of the project site is Todd Creek, which flows parallel along the site boundary from its headwater location in Taylor Mountain Regional Park. The following discussion is informed by the Biological Resources Analysis, which is contained in full in **Appendix B**.

Biological Resources Impact Discussion:

7.4(a-b) (Adverse Effects to Sensitive Species and Habitats) Less Than Significant with Mitigation:

As described in the Biological Resources Analysis (prepared by Monk & Associates), there is no sensitive habitat, or special-status plant species on site. There are no vernal pool habitats, creeks, streams or riparian

areas that are located within the development footprint of the proposed Taylor Mountain Estates subdivision and a majority of the balance of the site has been previously graded. Todd Creek, located at the southern property line is protected through a recorded deed-restricted easement in accordance with corrective action measures. This deed-restricted easement precludes any development on 4.03 acres proximate to Todd Creek.

The Project site's vegetation communities consist of oak woodland, riparian woodland, and non-native annual grassland. A majority of the site is occupied by non-native annual grassland. The oak woodland community is characterized by moderate to dense overstory of native oak trees on the sloping terrain at the base of Taylor Mountain. The riparian woodland is associated with the ephemeral Todd Creek drainage, and has been permanently protected as part of the Kawana Meadows Subdivision project through a recorded deed-restricted easement.

Special Status Plant Species

Although no special-status plants have been mapped on or adjacent the project site, according to the CNPS Inventory and CDFW's CNDDDB, a total of 19 special-status plant species are known to occur in the region of the project site. General Plan EIR Figure 4.F-1 notes that Saline Clover may be present in the vicinity of the project site, north of Colgan Creek. Saline Clover requires habitat that contains marshes, swamps, and vernal pools. As none of these habitat types exist onsite, this plant species is not expected to be present. Additionally, Monk & Associates conducted special status plant species surveys in the spring of 2016 and 2017 with negative results. In addition, the project site is located outside of the Santa Rosa Plain Rare Plant Core and Management Areas identified in the USFWS' 2016 Recovery Plan for the Santa Rosa Plain. There are no seasonal wetlands on the project site, and the protected vernal pool habitats of the Santa Rosa Plain do not occur in oak woodland habitats. Therefore, the project would not adversely affect federal and state listed plants, or to other plants that have special status species designations and impacts to special status plant species will be less than significant.

Special Status Wildlife Species

Although no special-status wildlife species have ever been mapped on or adjacent to the project site, a total of four (4) special-status animal species are known to occur in the region. Because of the sensitivity of the special-status wildlife species known to occur in the area, the Biological Resources Analysis specifically evaluates the white-tailed kite (*Elanus caeruleus*), California tiger salamander (*Ambystoma californiense*), the California red-legged frog (*Rana draytonii*) and the western pond turtle (*Actinemys marmorata marmorata*). The site specific Biological Resources Analysis concludes that other than potential foraging habitat for the white-tailed kite, none of these special status wildlife species would be affected by the proposed project. There is no suitable habitat onsite that would support the California red-legged frog, western pond turtle or California Tiger Salamander. Therefore, potential impacts to these species would be less than significant as a result of the proposed project.

Due to the site location adjacent to open space and agricultural lands, there is a potential that the project site is occasionally used for foraging by protected bird species such as the white-tailed kite, as well as falcons, hawks and other bird species that are protected under the Migratory Bird Treaty Act (MBTA). Trees present on the project site may provide perching and potential nesting opportunities to bird species including migratory birds that are protected under the MBTA. In order to avoid potential impacts to protected raptors, **Mitigation Measure BIO-1** requires that construction activities be limited to outside of the bird nesting season, or that nesting bird surveys be conducted for activities occurring between February 1st and August 31st.

In addition, the project site and vicinity has the potential to support nesting passerine bird species such as mourning dove, western scrub jay, and house finch. These common nesting passerine bird and their active nests are protected by the CDFW and under the MBTA. In order to ensure that the proposed project does not impact nesting passerines, **Mitigation Measure BIO-2** shall be implemented, which requires that construction activities occur outside the bird nesting season, or that nesting bird surveys be conducted between March 1st and September 1st.

Adherence to the California Department of Fish and Game Code Section 3503 and the Migratory Bird Treaty Act (MBTA) as required pursuant to Mitigation Measures BIO-1 and BIO-2 will assure that potential impacts to migratory bird species are reduced to levels below significance.

Summary

The project site does not directly support any species identified as a candidate, sensitive, or special status species in local or regional plans, policies or regulations, or by the California Department of Fish and Wildlife or U.S. Fish and Wildlife Service. However, the project site may provide foraging opportunities for protected bird species and trees onsite or in the project vicinity may be used by migratory birds for perching or nesting. Mitigation measure BIO-1 and BIO-2 requires that tree removal and site disturbance occur outside of the bird nesting season for raptors and passerines, or that a pre-construction survey be conducted and, that if active nesting is discovered, construction activities be postponed until the nest is vacated. Therefore, with implementation of mitigation measures BIO-1 and BIO-2 potential impacts to species identified as a candidate, sensitive, or special status species will be reduced to levels that are less than significant.

7.4(c) (Adverse Effects to Jurisdictional Waters) Less Than Significant Impact: Other than Todd Creek located at the southern property line, the site does not contain any jurisdictional waters as identified in local or regional plans, policies, or regulations. As part of the Kawana Meadows Subdivision project, the Corps confirmed a wetland delineation map that shows the portion of Todd Creek on the project site as a jurisdictional feature. Specifically, 0.079 acres of other waters (550 linear feet) associated with Todd Creek located at southern limit of the Taylor Mountain Estates project site is identified as a jurisdictional feature by the Corps. As part of the Kawana Meadows Subdivision project and its associated mitigation, Todd creek was preserved in perpetuity via deed restriction as a “sensitive habitat.” No seasonal wetlands, including but not limited to, marsh, vernal pools or coastal wetlands, occur on the project site, and Todd Creek would not be impacted in any way by the proposed project. As such, the project will have less than significant impact to jurisdictional features.

7.4(d) (Adverse Effect to Wildlife Movement) Less Than Significant Impact: The Biological Resources Analysis does not identify any movement corridors (other than Todd Creek) or nurseries that would be affected by site development. Creeks (such as Todd Creek) and tributaries can serve as movement corridors especially when located proximate to open space. However, as described above, Todd Creek is protected through a recorded deed-restricted easement, which precludes development proximate to the Todd Creek riparian corridor.

There are no native, resident, or migratory fish species on or near the site, as no navigatable waterways are present onsite. Development of the proposed project will not substantially interfere with the movement of fish or other wildlife species including migrating species. Therefore, the project will have less than significant impacts to wildlife corridors and species movements.

7.4(e) (Conflict with Local Ordinances) Less Than Significant with Mitigation: The City of Santa Rosa has designated valley and blue oak species with diameters of 6-inches or greater, and live, black, Oregon or White, canyon, and interior live oaks with diameters of 18-inches and greater, as “heritage trees.” The project proposes the removal of nine “heritage trees” to accommodate new development (see Section 7.1 Aesthetics). As heritage trees are proposed to be removed, compliance with the City’s Tree Removal provisions (17.24.050) is required. To ensure consistency with the City’s Tree Ordinance, **Measure BIO-3** shall be implemented, which requires that the removal of the nine (9) heritage trees be offset through the planting of new trees on site of the same genus and species as the removed trees. With implementation of BIO-3, the project will be in compliance with the City’s tree ordinance, and potential impacts due to the removal of protected trees will be reduced to less than significant levels.

5.4(f) (Conflicts with Habitat Conservation Plans) No Impact: Sonoma County does not have any California Regional Conservation Plans, as identified in the California Department of Fish and Wildlife’s (CDFW) Natural Community Conservation Planning (NCCP) Map.¹² The Santa Rosa Plain Conservation Strategy Plan (SRPCSP) and the Recovery Plan were reviewed to assess the project’s potential to impact any protected plant or animal species. The SRPCSP mapping (Figure 3 dated 4.16.2007) shows that the project site is in an area where “presence of CTS is not likely and there are no listed plants in this area.” The project site is not located within a Sonoma County CTS Core or Management Area Boundary of the Santa Rosa Plain according to the Recovery Plan (Figure 13 dated 5.30.2015). The project does not conflict with any local policies or adopted conservation plans. Therefore, no impacts resulting from a conflict with an adopted conservation plan will occur from project implementation.

Mitigation Measures:

BIO-1: To prevent impacts to nesting birds covered by State and federal law (California Department of Fish and Game Code and the MBTA), the applicant shall avoid the removal of trees, shrubs, or weedy vegetation between February 1st and August 31st, during the bird nesting period. If no vegetation or tree removal is proposed during the nesting period, no surveys are required. If it is not feasible to avoid the nesting period, pre-construction nesting surveys shall be conducted 15 days prior to construction work, if this work would commence between February 1st and August 31st. The raptor nesting surveys shall include examination of all trees within 300 feet of the entire project site, not just trees slated for removal. A nest survey report shall be prepared upon completion of the survey and provided to the City of Santa Rosa with any recommendations required for establishment of protective buffers as necessary to protect nesting birds.

If nesting raptors are identified during the surveys, the dripline of the nest tree shall be fenced with orange construction fencing (provided the tree is on the project site), and a 300-foot radius around the nest tree staked with bright orange lath or other suitable staking. If the tree is located off site, then the buffer shall be demarcated 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

¹² California Regional Conservation Plans July 2017
<https://nrm.dfg.ca.gov/FileHandler.ashx?DocumentID=68626&inline>.

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.

BIO-2: A nesting survey shall be conducted on the project site and within a zone of influence around the project site. The zone of influence includes those areas off the project site where birds could be disturbed by earth-moving vibrations or noise. If project site disturbance would occur between March 1st and September 1st, the nesting surveys should be completed 15 days. If common birds 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 with painted orange lath or 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 June 1st. However, many species can complete nesting by the end of June or in early to mid-July, or even later. Regardless, nesting buffers should be maintained pursuant to CDFW policy until August 1st 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 1st, the qualified biologist conducting the nesting surveys 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 1st.

BIO-3: See Mitigation Measure AES-3.

7.5. CULTURAL RESOURCES

Would the project:	Potentially Significant Impact	Less Than Significant with Mitigation Incorporated	Less Than Significant Impact	No Impact
a) Cause a substantial adverse change in the significance of a historical resource as defined in § 15064.5?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
b) Cause a substantial adverse change in the significance of an archaeological resource pursuant to § 15064.5?	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
c) Directly or indirectly destroy a unique paleontological resource or site or unique geologic feature?	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
d) Disturb any human remains, including those interred outside of formal cemeteries?	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>

Sources: Santa Rosa General Plan 2035 Chapter 11: Historic Preservation; Santa Rosa General Plan 2035 EIR; CEQA Guidelines 15064.5; and Tom Origer & Associates, Cultural Resources Evaluation, August 24, 2016.

Cultural Resources Setting: The City of Santa Rosa retains a number of historic and cultural resources that contribute to its unique sense of place. Some of the earliest identified archaeological resources date to the Upper Middle Period (A.D. 430-1050) when what were formerly hunter-gatherer societies began transitioning to more sedentary lifestyles and establishing small permanent villages. At the time of European contact, the Southern Pomo Indians inhabited the region known today as the Santa Rosa Planning Area. The Pomo Indians were divided into small, relatively autonomous tribes with the nearest Pomo village being the Hukabetawi, located in southwest Santa Rosa. The Santa Rosa Planning Area contains 190 identified Native American resources concentrated in and around the Santa Rosa Creek and its tributaries, the alluvial plains, the hills around Annadel State Park, Laguna de Santa Rosa and the Windsor Area. Only 50% of the Santa Rosa Planning Area has been surveyed for pre-historic and archaeological resources; therefore, potential remains for the discovery of archaeological resources within the boundaries of the Planning Area.

Historic resources within the Santa Rosa Planning Area include 21 local historic landmarks and 8 historic districts with 14 buildings and 1 district listed on the National Register of Historic Places. In addition, 40 individual resources are potentially eligible for local landmark status and 7 neighborhoods have been identified as potential additional historic districts. Historic resources within Santa Rosa date from the 1830s to approximately 1964 and serve to chronicle the evolution from Euro-American settlement to present-day.

Tom Origer & Associates prepared a Cultural Resources Evaluation for the project site dated August 24, 2016. For which, on July 11, 2016, an archival search was completed at the Northwest Information Center (NWIC), Sonoma State University, Rohnert Park, California and at the offices of Tom Origer & Associates. The search showed that five previous studies had been completed, which included the discovery and investigation of site CA-SON-861.

On July 12, 2016, a site visit was conducted by Tom Origer & Associates to examine the presence and general condition of site CA-SON-861. After examination of the site, it was concluded that the resource is present and in good condition. On July 26, 2016, Tom Origer & Associates conducted another site visit to determine where the site lies in relation to the proposed subdivision. To confirm the site's location, small soil samples were obtained and screened with a 3-millimeter wire mesh to search for archaeological site indicators such as midden soil, obsidian flakes, and shellfish fragments.

Cultural Resources Impact Discussion:

7.5(a) (Historic Resources) No Impact: The project site is not located within a designated historic district and does not contain any historically significant above ground resources, nor does it constitute a historic site. The project site is currently undeveloped and void of any buildings or structures. Accordingly, in the absence of any historic resources within the project site boundaries or immediate vicinity, the proposed project would not directly or indirectly affect the significance of a historical resource. Therefore, the project would have no impacts due to a change in the significance of a historical resource.

7.5(b) (Archaeological Resources) Less Than Significant with Mitigation: The City of Santa Rosa exhibits a rich archeological history due to the presence of the Southern Pomo Indians during prehistoric times. Undisturbed lands within the Planning Area, particularly lands in the vicinity of Santa Rosa Creek and its tributaries, the alluvial plains, the hills around Annadel State Park, Laguna de Santa Rosa and the Windsor Area have a greater possibility of containing prehistoric archaeological resources. Prehistoric artifacts include humanly modified stone, shell bone, or other cultural material such as charcoal, ash and burned rock indicative of food procurement and processing.

Historic era artifacts also contribute to the archeological understanding of Santa Rosa's more recent past. The nearest historic era artifact is the historic Petaluma and Santa Rosa Railway (P&SR Railway), which offered an electric interurban freight and passenger rail service during the early 1900 and paralleled Sebastopol Road. The historic railway is located approximately 2 miles northwest of the project site.

Although currently vacant, a majority of the project site was graded in October of 2015. The project site is not located in an area associated with having an elevated potential of containing prehistoric archaeological resources, as it is not in close proximity to Santa Rosa Creek, its tributaries, or other areas with elevated cultural resources sensitivity as identified in the City of Santa Rosa General Plan 2035. Similarly, the site does not demonstrate an elevated potential for historic era resources.

However, the project site is located near Todd Creek and the foothills of Taylor Mountain. As such, the project site could contain undiscovered prehistoric archaeological resources.

The site specific Cultural Resources Evaluation confirmed the presence of site CA-SON-861, concluding that the resource is in good condition. Through project design, site CA-SON-861 will be avoided. To protect CA-

SON-861 during construction, the resource area will be fenced and protected as detailed in **Mitigation Measure CUL-1**.

Based on the presence of site CA-SON-861 and the project site's proximity to Colgan Creek and the foothills of Taylor Mountain, there is a potential that undiscovered resources may be encountered during site grading and excavation. As such, **Mitigation Measure CUL-2**, set forth below shall be implemented. CUL-2 stipulates that an archeological monitor be present onsite during initial ground disturbing activities and that in the event that cultural resources are unearthed construction work be halted until the resource can be evaluated. Implementation of CUL-2 ensures that a qualified monitor is present onsite to assess any resources encountered and that stop work provisions are in place in the event of discovery.

Accidental discovery could result in potentially significant impacts to cultural resources, if not properly mitigated. In order to mitigate potential impacts resulting from the discovery of archeological resources, **Mitigation Measure CUL-3** shall be implemented and will ensure that the necessary steps are taken to reduce potential impacts to buried cultural resources to less than significant levels. In the event that archeological resources are unearthed on the project site, CUL-3 requires that ground-disturbing activity immediately halt and that a qualified archeologist evaluate the artifact(s) and recommend further action.

Implementation of CUL-1 through CUL-3 will ensure that the potential to adversely impact the significance of archeological resources would be reduced to less than significant levels.

7.5(c) (Paleontological Resources) Less Than Significant with Mitigation: The Santa Rosa General Plan does not identify the presence of any paleontological or unique geological resources within the boundaries of the City's planning area. As a vacant site, with no known previous development there remains a potential, albeit low, for discovery of paleontological resources. Because the potential for inadvertent discovery of paleontological or unique geological resources exists, **Mitigation Measure CUL-4**, as set forth below, shall be implemented. CUL-4 ensures that proper procedures are followed in the event of discovery; thereby reducing potential impacts to levels below significance.

7.5(d) (Discovery of Human Remains) Less Than Significant: No evidence suggests that human remains have been interred within the boundaries of the project site. However, in the event that during ground disturbing activities, human remains are discovered to be present, all requirements of state law pursuant to the California Health and Safety Code Section (CA HSC) Section 7050.5 shall be duly complied with. This includes the immediate cessation of ground disturbing activities near or in any area potentially overlying adjacent human remains and contacting the Sonoma County Coroner. If it is determined by the Coroner that the discovered remains are of Native American descent the Native American Heritage Commission shall be contacted immediately. Santa Rosa General Plan Policy HP-A-5 ensures that any uncovered Native American human remains be treated with sensitivity and dignity and assures compliance with CA HSC Section 7050.5 and California Public Resources Code Section 5097.98. **Mitigation Measure CUL-5**, below, sets forth these requirements pursuant to the CA HSC Section 7050.5. Implementation of measure CUL-5 ensures that potential impacts associated with the accidental discovery of Native American remains are reduced to less than significant levels.

Mitigation Measures:

CUL-1: Prior to initial ground disturbance activities for Taylor Mountain Estates, near CA-SON-861, the resource site shall be fenced to prevent damage to the site during construction. A qualified

archaeologist who meets the Secretary of the Interior's Standards shall be present onsite to determine the exact location of the fence.

CUL-2: During initial ground disturbance activities, a qualified archeologist who meets the Secretary of the Interior's Standards shall be present onsite to monitor ground disturbance. The qualified professional archeologist familiar with the potential prehistoric and historic era artifacts that may be encountered shall be onsite to observe and monitor initial site disturbance.

CUL-3: If a potentially significant archeological resource is encountered, tribes shall be notified and all ground disturbing activities shall halt until the archeological monitor can assess the resource. The archaeologist shall be provided sufficient time to evaluate the resource and make treatment recommendations, which the applicant shall implement. Should a significant archeological resource be identified, the qualified archaeologist shall prepare a resource mitigation plan and monitoring program to be carried out during all construction activities.

CUL-4: In the event that paleontological resources, including individual fossils or assemblages of fossils, are encountered during construction activities all ground disturbing activities shall halt and a qualified paleontologist shall be procured to evaluate the discovery and make treatment recommendations, which the applicant shall implement.

CUL-5: In the event that human remains are uncovered during earthmoving activities, all construction excavation activities shall be suspended and the following measures shall be undertaken:

1. The Sonoma County Coroner shall be contacted to determine that no investigation of the circumstances, manner or cause of death is required and to make recommendations as to the treatment and disposition of the human remains.
2. If the coroner determines the remains to be Native American, the coroner shall contact the Native American Heritage Commission within 24 hours.
3. The applicant shall retain a City-approved qualified archaeologist to provide adequate inspection, recommendations and retrieval, if appropriate.
4. The Native American Heritage Commission shall identify the person or persons it believes to be the most likely descended from the deceased Native American, and shall contact such descendant in accordance with state law.
5. The applicant shall be responsible for ensuring that human remains and associated grave goods are reburied with appropriate dignity at a place and process suitable to the most likely descendent.

7.6. GEOLOGY AND SOILS

Would the project:	Potentially Significant Impact	Less Than Significant with Mitigation Incorporated	Less Than Significant Impact	No Impact
a) Expose people or structures to potential substantial adverse effects, including the risk of loss, injury, or death involving:				
i. Rupture of a known earthquake fault, as delineated on the most recent Alquist-Priolo Earthquake Fault Zoning Map issued by the State Geologist for the area or based on other substantial evidence of a known fault? Refer to Division of Mines and Geology Publication 42.	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>
ii. Strong Seismic ground shaking?	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
iii. Seismic-related ground failure, including liquefaction?	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
iv. Landslides?	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
b) Result in substantial soil erosion or the loss of topsoil?	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
c) Be located on a geologic unit or soil that is unstable, or that would become unstable as a result of the project, and potentially result in on or off-site landslide, lateral spreading, subsidence, liquefaction or collapse?	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
d) Be located on expansive soil, as defined in Table 18-1-B of the Uniform Building Code (1994), creating substantial risks to life or property?	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
e) Have soils incapable of adequately supporting the use of septic tanks or alternative waste water disposal systems where sewers are not available for the disposal of waste water?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>

Sources: Santa Rosa General Plan 2035 and EIR; General Plan Figure 12-3; Michelucci & Associates, Geotechnical Engineering Investigation, March 21, 2005; Michelucci & Associates, Geotechnical Engineering Investigation Addendum Report, April 14, 2005; PJC & Associates, Supplemental Geotechnical Engineering Report for Kawana Meadows Subdivision, March 8, 2016; BKF Engineers, Grading Plan for Residences at Taylor Mountain, August 2017.

Geology and Soils Setting: The City of Santa Rosa is located within the San Andreas Fault system, which is 44 miles wide and extends throughout much of the North Bay region. The project site is located in the southeastern most portion of Santa Rosa. The nearest active fault to the project site is the Rodgers Creek Fault Zone, located approximately four miles to the east. The project site is not located within the Alquist-Priolo Zone, as denoted in Figure 12-3 of the Santa Rosa General Plan 2035. However, the project site is located within the following geologic and seismic hazard areas: violent and/or very violent groundshaking during an earthquake on the Rodgers Creek Fault and relatively unstable rock on slopes greater than 15%.

The branches of the Rodgers Creek fault zone have not been historically active, but there is evidence of activity within the last 11,000 years, a relatively short time period in terms of geologic activity. The Rodgers Creek fault traverses the eastern portion of the City's UGB. Potential exists for geologic hazards in and around the UGB associated with ground shaking, including liquefaction, ground failure, and seismically-induced landslides.

A major seismic event on one of the active faults near the City of Santa Rosa could result in violent to moderate ground shaking. Strong ground shaking would be expected from earthquakes generated by nearby faults including the Rodgers Creek fault (traverses City's UGB), Maacama fault (15 miles north), San Andreas fault (14 miles southwest), and the West Napa fault (30 miles southeast). Other principal faults capable of producing ground shaking in Santa Rosa include the Hayward, San Gregorio-Hosgri Fault Zone, the Calaveras fault, and the Concord-Green Valley fault.

In light of the conditions found in Santa Rosa, a site-specific Geotechnical Engineering Investigation was prepared by Michelucci & Associates on March 21, 2005. A Geotechnical Engineering Investigation Addendum Report was also prepared by Michelucci & Associates on April 14, 2005. The following information was identified for the project site based on these investigations:

- The surface topography at the site is generally flat to moderately sloping. The site slopes down generally toward the west and south. The existing ground surface slope becomes more steep towards the eastern and northern portions of the site. A significant knoll is located in the north-central portion of the site.
- The natural surface soil in the low-lying areas of the site consists of soft to medium stiff, dark gray brown to red brown silty clay and clayey silt, typically having a thickness of roughly 4 to 6 feet. The natural topsoil generally has medium plasticity and medium expansion potential.
- The topsoil/colluvial soil is typically underlain at a depth of 4 to 6 feet in the low-lying areas by highly weathered tuff and andesite (Sonoma Volcanics). The topsoil layer is somewhat thinner (typically 1 to 3 feet) beneath the knoll in the north-central portion of the site, and beneath the slope at the eastern end of the site. Numerous outcroppings of andesite rock are visible at the ground surface at various locations across the site.
- It is anticipated that the groundwater level beneath the site varies seasonally, and that a shallow "perched" groundwater may occur during the rainy winter months and into the spring.

PJC & Associates, Inc. was present onsite and provided geotechnical engineering services during the mass rough grading of the Kawana Meadows improvement plan and prepared a Supplemental Geotechnical

Engineering report for the project dated March 8, 2016. The Report provides supplemental geotechnical criteria concerning foundation design and construction of the residential structures associated with the Kawana Meadows final recorded map including single-family residences and the proposed multi-family component, now called Residences at Taylor Mountain. PJC & Associates, Inc. identified the following primary geotechnical concerns in design and construction of the project:

- Weak native soils;
- Local areas of onsite highly expansive clayey soils;
- Local areas of hard bedrock conditions and rock fragments in the Sonoma Volcanics; and
- Differential cut/fill thicknesses on many of the lots.

PJC & Associates, Inc. reviewed the development plans for the project site, assessed the geotechnical feasibility and provided recommendations. The approved Kawana Meadows subdivision is located in an area of nearly level to moderately sloping terrain. Cut and fill of 6 to 10 feet were identified as a geotechnical consideration and PJC & Associates recommended that residences' foundations extend into firm bedrock to reduce the risk of distress from the settlement of the fill relative to the cut. Specifically, the Report recommends that building foundations should extend through new fills, weak surface soils, and highly expansive clayey soils and into firm underlying bedrock. PJC & Associates conclude that the structures would best be supported on drilled cast-in-place pier foundations, but that other foundation alternatives could also be considered.

As currently proposed, the Residences at Taylor Mountain and Taylor Mountain Estates project would avoid some of the potential impacts related to geology and soils through project design. The project site plan and grading limits alteration of topography and drainage patterns and largely protects slopes greater than 25%. The conceptual building footprints of the proposed Taylor Mountain Estates would effectively avoid slopes greater than 25%. Additionally, the proposed development minimizes grading of the most prominent slopes (greater than 25%) located along the southeastern portion of the property and the top of the knoll in the central portion of the property.

Geology and Soils Impact Discussion:

7.6(a.i) (Faults) Less Than Significant Impact: The project site is not located within an Alquist-Priolo Earthquake Fault Zone and no identified active faults traverse the site. The Rodgers Creek Fault zone is located approximately 0.75 mile northeast of the project site and the San Andreas Fault zone is located approximately 14 miles southwest of the project site. According to the geotechnical investigation, no faults considered active in the Holocene Epoch have been previously mapped at the site. Furthermore, no geomorphic evidence suggestive of recent surface rupture was discovered during the site visits. Based on these criteria, there is little probability of fault rupture occurring at the surface of the project site. Therefore, impacts associated with an Alquist-Priolo Earthquake fault zone are considered to be less than significant.

7.6(a. ii-v) (Ground-Shaking, Seismic-related ground failure/liquefaction, Landslide) Less Than Significant Impact: The City of Santa Rosa, including the project site, is located in close proximity to the Rodgers Creek fault. This fault has a maximum intensity of X on the Mercalli Intensity Shaking Severity scale, which is a measurement of earthquake intensity indicating moderate to significant structural damage. The San Andreas Fault has a maximum intensity of X as well.

The project site is located within areas susceptible to violent and/or very violent ground shaking during an earthquake on the Rodgers Creek fault, as delineated in Figure 12-3 of the Santa Rosa General Plan 2035.

Therefore, development of the project site has the potential to expose people or structures to potentially substantial adverse effects resulting from strong seismic ground shaking.

The vibrations resulting from a 7.0 magnitude earthquake would likely cause primary damage to buildings and infrastructure with secondary effects being ground failure in loose alluvium or poorly compacted fill. Both the primary and secondary effects pose a risk of loss of life or property. Due to the project's location within the seismically active Bay Area region, development of the project has the potential to expose people and structures to potentially substantial adverse effects resulting from strong seismic ground shaking.

For newly constructed buildings potential impacts associated with a strong seismic event can be effectively mitigated through the application of standards geotechnical practices and seismic structural design. Conformance with standards set forth in the Building Code of Regulations, Title 24, Part 2 (the California Building Code 3.7-20 Chapter 3: Setting, Impacts, and Mitigation Measures [CBC]) and the California Public Resources Code, Division 2, Chapter 7.8 (the Seismic Hazards Mapping Act) will ensure that potential impacts from seismic shaking are reduced to less than significant levels.

The project site is presumed to be subject to Site Class D requirements.¹³ Site Class D requirements include recommendations for foundation types, appropriate structural systems, and ground stabilization strategies. The adherence to Class D specifications will ensure that the proposed building and associated site improvements would not expose people or structures to potential substantial adverse effects, including the risk of loss, injury, or death as a result of seismic activity. Therefore, the project is considered to have less than significant impacts as a result of seismic activity.

Liquefaction is a condition associated with fine-grained, loosely-packed sands and gravels that behaves like a liquid when subjected to strong ground shaking. Liquefaction can lead to total and/or differential settlement and is largely dependent upon the intensity of ground shaking and response of soils. In order to protect the site from the adverse effects associated with liquefaction the project shall adhere to the specification set forth in the Geotechnical Investigations relating to removal or compaction of fill material, foundation design, and others. The standards set forth in said Investigations and incorporated by reference as specified in **Mitigation Measure GEO-1** below will ensure that design measures are incorporated to avoid potential damage caused by seismically induced liquefaction. With mitigation measure GEO-1 the potential impacts including the risk of loss, injury, or death involving seismic-related ground failure and liquefaction will be reduced to less than significant levels.

Landslides typically occur on slopes steeper than 15% and in areas underlain by geologic units that have demonstrated stability problems. The project site is located in the foothills of Taylor Mountain and exhibit slopes greater than 15% across the site. The project site is located outside of the Landslide Complex (areas of previous ground failure), as identified in Figure 12-3 of the Santa Rosa General Plan 2035. However, the southeastern portion of the property is identified as an area of relatively unstable rock on slopes greater than 15%. According to the geotechnical investigation, the project site appears to be stable with respect to deep-seated landsliding and no active slides were observed on the property. Therefore, the landslide potential on the project site is considered low.

¹³ Section 1613.5.2 "Site class definitions" in The International Building Code stipulates that when the soil properties are not known in sufficient detail to determine the site class, Site Class D shall be used unless the building official or geotechnical data determines that Site Class E or F soil is likely to be present at the site.

However, due to the extensive cut and hillside modification proposed, the project has the potential to result in instability of slopes if not properly constructed, which could result in potentially significant impacts. The Geotechnical Investigations set forth site specific design recommendation to achieve slope stability. In order to ensure that potential impacts due to slope instability and landslides are reduced to levels below significance the project shall adhere to GEO-1, which requires implementation of the recommendation set forth in the Geotechnical Investigations including proper compactions, setback, excavation, recompaction, wicking, draining, and other such measures provided therein. With implementation of GEO-1, the proposed project would not expose people or structures to substantial adverse effects, including the risk of loss, injury or death resulting from landslides. Therefore, the project would have less than significant impacts due to risks associated with landslides.

7.6(b) (Erosion) Less Than Significant with Mitigation: Construction of the project will require site preparation including grubbing (removal of vegetation) and grading to achieve a uniform distribution of soil across the project site. These ground disturbing activities have the potential to result in soil erosion or the loss of topsoil if not properly controlled.

Soil erosion will be controlled through best management practices (BMPs) and adherence to a Storm Water Pollution Prevention Plan (SWPPP) throughout site preparation and construction activities (see also Hydrology/Water Quality discussion below). Further, in order to ensure that potential impacts related to soil erosion are reduced to levels below significant, **Mitigation Measure GEO-2**, set forth below, requires the applicant to submit an erosion control plan that identifies measures to be implemented during construction and establishes controls for grading activity during the rainy season. GEO-2 further requires compliance with the City's Grading and Erosion Control Ordinance, City Code Chapter 19-64. Implementation of GEO-2 will avoid any potentially significant effects from erosion and loss of topsoil and will ensure that impacts are reduced to less than significant levels.

7.6(c) (Unstable Geologic Unit) Less Than Significant with Mitigation: The project site is located on sloping terrain with potentially unstable geological properties including soil creep, steep slopes, and settlement. The upper roughly one to four feet of the natural topsoil that mantles the site is soft and relatively weak, and may be subject to creep on slopes steeper than roughly 5 horizontal to 1 vertical (20% slope), and subject to settlement under the weight of new fills. Materials and construction techniques for site grading, foundations, building pads, and underground utilities will be done in accordance with recommendations set forth in the geotechnical investigations. For example, the existing weak topsoil will be over-excavated in areas to receive new fill. Residential foundations will be designed to resist possible soil creep forces, where remedial grading is not undertaken. Adherence to design recommendation set forth by the project geotechnical engineer as required by GEO-1 will ensure that proper soil treatment and slope stability techniques are conducted onsite to reduce potential instability concern to levels below significance.

7.6(d) (Expansive Soils) Less than Significant with Mitigation: Typically, soils that exhibit expansive characteristics are found within the upper five feet of the ground surface. Over a long-term exposure to wetting and drying cycles, expansive soils can experience volumetric changes. The adverse effects of expansive soils include damage to foundations of above-ground structures, paved roads and streets, and concrete slabs. Expansion and contraction of soils, depending on the season and the amount of surface water infiltration, could exert enough pressure on structures to result in cracking, settlement, and uplift. Expansive soils are generally confined in low-lying alluvial valley locations and on the Santa Rosa plain.

Preliminary soil testing has indicated a range in expansion index from 50 to 100, which correlates with medium to high expansion potential. In order to ensure that the presence of expansive soils does not result in significant impacts, Mitigation Measure GEO-1 shall be implemented, which requires implementation of the recommendations set forth in the Geotechnical Investigations. For example, if concrete slab-on-grade floors are to be used in living space areas, or if slab cracking cannot be tolerated, the subgrade beneath proposed floor slabs should be evaluated during construction to determine if expansive soil is present. Select fill can be placed beneath concrete floor slabs where expansive soil is exposed in the subgrade. Implementation of measure GEO-1 will reduce potential impacts from expansive soils to levels below significance.

7.6(e) (Septic Tanks) No Impact: The proposed project would connect to the existing sanitary sewer system that conveys effluent to the City's wastewater treatment facility. There are no onsite septic tanks or alternative wastewater treatment facilities proposed as part of the Project. Therefore, there would be no impacts due to the disposal of wastewater where sanitary sewers are not available.

Mitigation Measures:

GEO-1: All applicable recommendations in the Geotechnical Engineering Investigation and Addendum Report (Michelucci & Associates) and the Supplemental Geotechnical Engineering Report (PJC & Associates), prepared for the subject property, including, but not limited to grading, excavation, foundations systems, and compaction specification shall be incorporated. Final grading plan, construction plans, and building plans shall demonstrate that recommendations set forth in the geotechnical reports have been incorporated into the design of the project.

GEO-2: 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.

7.7. GREENHOUSE GAS EMISSIONS

Would the project:	Potentially Significant Impact	Less Than Significant with Mitigation Incorporated	Less Than Significant Impact	No Impact
a) Generate greenhouse gas emissions, either directly or indirectly, that may have a significant impact on the environment?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>
b) Conflict with an applicable plan, policy or regulation adopted for the purpose of reducing the emissions of greenhouse gases?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>

Sources: Santa Rosa General Plan 2035 and EIR; BAAQMD 2017 Bay Area Clean Air Plan; BAAQMD CEQA Guidelines dated May 2017; City of Santa Rosa Climate Action Plan (CAP), adopted June 5, 2012; Santa Rosa CAP and CAP Appendix E Checklist.

Greenhouse Gas Emissions Setting: Greenhouse gases (GHGs) are generated from natural geological and biological processes and through human activities including the combustion of fossil fuels and industrial and agricultural processes. GHGs include carbon dioxide (CO₂), nitrous oxide (N₂O), methane (CH₃), chlorofluorocarbons, hydrofluorocarbons and perfluorocarbons.

While GHGs are emitted locally they have global implications. GHGs trap heat in the atmosphere, which heats up the surface of the Earth. This concept is known as global warming and is contributing to climate change. Changing climatic conditions pose several potential adverse impacts including sea level rise, increased risk of wildfires, degraded ecological systems, deteriorated public health, and decreased water supplies.

To address GHGs at the State level, the California legislature passed the California Global Warming Solutions Act in 2006 (Assembly Bill 32), which requires that statewide GHG emissions be reduced to 1990 levels by 2020. Executive Order S-3-05 provides the California Environmental Protection Agency with the regulatory authority to coordinate the State’s effort to achieve GHG reduction targets. S-3-05 goes beyond AB 32 and calls for an 80 percent reduction below 1990 levels by 2050. Senate Bill 375 has also been adopted, which seeks to curb GHGs by reducing urban sprawl and vehicle miles traveled.

The City of Santa Rosa has adopted local regulations to address GHG emissions. On December 4, 2001 the Santa Rosa City Council adopted a resolution to become a member of Cities for Climate Protection (CCP), a project of the International Council on Local Environmental Initiatives (ICLEI). On August 2, 2005, the Santa Rosa City Council adopted Council Resolution Number 26341, which established a municipal greenhouse gas reduction target of 20% from 2000 levels by 2010 and facilitates the community-wide greenhouse gas reduction target of 25% from 1990 levels by 2015. In October 2008, the Sonoma County Community Climate Action Plan was released, which formalized countywide greenhouse gas reduction goals. On June 5, 2012, the City of Santa Rosa adopted its own Climate Action Plan, which meets the programmatic threshold for a Qualified GHG Reduction Strategy, established by the Bay Area Air Quality Management District (BAAQMD) guidelines. On August 6, 2013, the City of Santa Rosa adopted a Municipal Climate Action Plan.

The BAAQMD CEQA Air Quality Guidelines established in May 2010¹⁴ and most recently updated in May 2017, include thresholds of significance for greenhouse gas emissions. The most recent version of the BAAQMD CEQA Guidelines includes revisions made to address the Supreme Court's opinion (California Building Industry Association v. Bay Area Air Quality Management District, December 2015).¹⁵

The BAAQMD is currently working to update any outdated information in the Guidelines, and anticipates release of an updated document in early 2018.¹⁶ Based on the BAAQMD Guidelines, a project is considered to have a less-than-significant impact due to GHG emissions if it:

1. Complies with an adopted Qualified GHG Reduction Strategy;
2. Emits less than 1,100 metric tons (MT) CO₂e per year; or
3. Emits less than 4.6 MT CO₂e per service population per year (residents and employees).

The Santa Rosa Climate Action Plan (CAP) is considered a Qualified GHG Reduction Strategy because it contains a baseline inventory of greenhouse gas emissions from all sources, sets forth greenhouse gas emission reduction targets that are consistent with the goals of AB 32, and identifies enforceable GHG emission reduction strategies and performance measures. Accordingly, the proposed project is analyzed for consistency with the Santa Rosa CAP in order to assess level of significance for GHG emissions. **Appendix C** to this document contains the CAP Checklist for the proposed project.

Greenhouse Gas Emissions Impact Discussion:

7.7(a-b) (Significant GHG Emissions, Conflict with GHG Plan) Less Than Significant Impact: The proposed project will result in the generation and emission of GHGs during construction and operation. Construction will result in GHG emissions from heavy-duty construction equipment, worker trips, and material delivery and hauling. Construction GHG emissions are short-term and will cease once construction is complete.

The BAAQMD has not established thresholds of significance for GHG emissions resulting from construction activities. Rather, BAAQMD encourages the incorporation of best management practices to reduce GHG emissions during construction. As stated under the air quality topic above, mitigation measures AQ-1 and AQ-2 shall be implemented.

The BAAQMD recommends applying screening criteria based on development type before conducting a detailed estimation of whether a project would have a potential for exceeding the GHG emission thresholds (see **Table 4**). The screening criteria were derived using default assumptions as well as modeling for indirect emissions (e.g., electric generation, solid waste, and water use). Projects below the screening criteria are considered to emit GHG emissions below the threshold of significance.

¹⁴ Adopted by Board of Directors of the BAAQMD in June 2010 (Resolution No. 2010-6).

¹⁵ In March 2012, the Alameda County Superior Court ordered BAAQMD to set aside use of the significance thresholds within the BAAQMD 2010 CEQA Guidelines and cease dissemination until they complete an assessment of the environmental effects of the thresholds in accordance with CEQA. The Court found that the thresholds, themselves, constitute a "project" for which environmental review is required. In August 2013, the First District Court of Appeal reversed the Alameda County Superior Court's decision. The Court held that adoption of the thresholds was not a "project" subject to CEQA because environmental changes that might result from their adoption were too speculative to be considered "reasonably foreseeable" under CEQA. In December 2015, the California Supreme Court reversed the Court of Appeal's decision and remanded the matter back to the appellate court to reconsider the case in light of the Supreme Court's opinion.

¹⁶ Alison Kirk, BAAQMD, Email Correspondence, June 6, 2017.

Table 4: BAAQMD GREENHOUSE GAS SCREENING

Land Use Type	Project	BAAQMD Screening Level	Above Screening Level?
Net Single-family	5 units	56 units	No
Net Multi-family	23 units	87 units	No
Total Net	28 units	56 units	No

Source: Table 3-1, pg. 3-2 Bay Area Air Quality Management District 2010 CEQA Guidelines, May 2010.

Table 4 provides the screening levels for GHG's. The screening level for single-family residences is 56 units and 87 units for multi-family. The project consists of a net increase of 28 additional units beyond those previously approved. As such, the project is well below the screening level for GHG emissions and detailed GHG modeling is not required, as emissions would be below established thresholds. Therefore, the project will have less than significant impacts due to GHG contribution during construction and at operation.

The Residences at Taylor Mountain and Taylor Mountain Estates project will comply with all applicable mandatory requirements of Santa Rosa's CAP Appendix E New Development Checklist for construction and operation. Construction activities for the subject project will increase diversion of construction waste (6.1.3), ensure that construction equipment is maintained in proper working order pursuant to the manufacturers specifications (9.2.2), limit idling time to 5 minutes or less (9.2.1) and utilize electric equipment or alternative fuels (9.2.3).

Operational GHG emissions are ongoing for the life of the project and result from on-site lighting, heating, and cooling of the buildings and structures, the treatment and transport of water and wastewater, maintenance activities, and vehicle trips associated with residents and visitors to the site.

As proposed the project is consistent with the City's CAP in that it has incorporated the following mandatory items from the CAP New Development Checklist (CAP Appendix E):

1.1.1 Comply with Cal Green Tier 1 Standards: The project complies with Cal Green Tier 1 standards and will be conditioned accordingly through site development, building design and landscaping.

1.3.1 Install real-time energy monitors to track energy use: Sustainable design elements proposed for the project include the installation of an energy monitor to track on-site energy use.

1.4.2 Comply with the City's Tree Preservation Ordinance: To comply with the City's Tree Preservation Ordinance, replacement trees of the same genus and species as the removed trees will be planted. The ratio of removal to replacement will be as stipulated in the Santa Rosa Tree Ordinance. (City Code section 17-24.050 City's tree ordinance)

1.4.3 Provide public & private trees in compliance with the zoning code: The proposed project would provide new public and private trees. According to the Planting Plan, approximately 12 trees would be planted along Petaluma Hill Road, approximately 24 trees would be planted along Farmers Lane, approximately 17 trees would be planted along the southern boundary of Lot 70, and approximately 61

trees would be planted along Franz Kafka Avenue. As such, the preliminary landscaping plan demonstrates consistency with the requirements set forth for the provision of public and private trees for new development.

1.5 Install new sidewalks and paving with high solar reflectivity materials: New sidewalks and other paved surfaces would contain materials exhibiting high solar reflectivity. The existing unpaved portions of the project site are to be surfaced in accordance with the City's Construction Specification Standards for sidewalks, crosswalks and parking lots.

2.1.3 Pre-wire and pre-plumb for solar thermal or PV system: The proposed project will include pre-wiring and pre-plumbing for the future installation of solar thermal or PV systems.

3.2.2 Improve non-vehicular network to promote walking and biking: The project includes installation of sidewalks and bike lanes onsite that will provide connectivity internally and with the surrounding community.

3.3.1 Provide affordable housing near transit: The project includes 19 affordable units at a location proximate to Transit Rout #5 with scheduled bus stop times on Petaluma Hill Boulevard.

3.6.1 Install calming features to improve the pedestrian and bicycle experience: The project includes meandering sidewalks, bulb outs, medians, pavement marking and other features that provide traffic calming on new internal roadways.

4.1.2 Install bicycle parking consistent with regulation: Section 20-36.040 of the Santa Rosa municipal code sets forth the number of bicycle parking stalls required. For the proposed project, the municipal code requires one bicycle space for every 4 units if units do not have a private garage or private storage space for bike storage. As proposed, each of the 93 of the multi-family residential dwelling units will have a storage area located within each carport structure.

5.1.2 Install Electric Vehicle Charging Equipment: The project proposes to install electric vehicle charging stations within carports for the multi-family units and garages for the single-family residences.

6.1.3 Increase diversion of construction waste: The developer will prepare and implement a Construction Waste Management Plan outlining proposed efforts to minimize construction waste and maximize recycling prior to the commencement of project construction.

7.1.1 Reduce potable water use for outdoor landscaping: The planting of primarily low water use plants, with some moderate water use trees will limit the water demand generated by the proposed outdoor landscaping. There is no turf proposed as part of the project and all landscaping will be equipped with smart controllers for irrigation. Trees will be irrigated via separate dedicated bubbler circuits. The preliminary landscaping plan is consistent with the City of Santa Rosa Water Efficiency Landscape Ordinance.

7.1.3 Use water meters which track real time water use: The City Water of Santa Rosa currently does not provide meters that are capable of tracking real time water use; however, the City has data logging equipment that can provide that information. A project is underway that will upgrade a portion of the

water supply system to include this function. Depending on the timing of advance metering technology implementation, the applicant may be required to install an advanced meter.

9.1.2 Provide outdoor electrical outlets for charging lawn equipment: Exterior outlets will be provided for the multi-family component proximate to where the majority of landscaping is proposed.

9.1.3 Install low water use landscapes: As depicted on the Preliminary Landscaping Plan all plants species exhibit a Water Use Classification of Landscape Species (WUCOLS) of very low to moderate and will be irrigated with a permanent, automatic system. As proposed, the landscape plan meets the requirements of the City of Santa Rosa Water Efficient Landscape Ordinance.

9.2.1 Minimize construction equipment idling time to 5 minutes or less: Provisions in contractor agreements will require that construction equipment idling time be limited to 5 minutes or less during all stages of construction.

9.2.2 Maintain construction equipment per manufacturer’s specs: Provisions in contractor agreements will require that all construction equipment be maintained per specifications established by the manufacturer.

9.2.3 Limit GHG construction equipment emissions by using electrified equipment or alternative fuels: The use of electric equipment and/or equipment using alternative fuels shall be required in all contractor agreements and provisions therein.

Pursuant to the Appendix E checklist of the Santa Rosa CAP, the project is **not** subject to the following mandatory requirements:

1.1.3 After 2020, all new development will utilize zero net electricity: The project will be built and operational in advance of year 2020. Thus, this item is not applicable to the subject project.

4.3.5 Encourage new employers of 50+ to provide subsidized transit passes: The project does not include the introduction of any employees to the site, as it is a residential housing project. Thus, this item is not applicable.

5.2.1 Provide alternative fuels at new refueling stations: The project does not consist of new public refueling stations. Thus, this item is not applicable.

7.3.2 Meet on-site meter separation requirements in locations with current or future recycled water capabilities: The project site is not located proximate to current or future recycled water capabilities. Thus, this item is not applicable.

As proposed, the project is consistent with all the applicable local plans, policies and regulations and does not conflict with the provisions of AB 32, the applicable air quality plan, or any other State or regional plan, policy or regulation of an agency adopted for the purpose of reducing greenhouse gas emissions.

With the exceptions noted above, the project conforms to mandatory items identified in the Appendix E checklist and is in conformance with the City's Climate Action Plan. As proposed, construction activities and operation of the proposed project would be conducted in a manner that is consistent with the established

CAP. Based on the above, the project would not generate greenhouse gas emissions, either indirectly or indirectly, that would have a significant impact on the environment. Accordingly, potential impacts due to GHG emissions would be less than significant.

Mitigation Measures: None required.

7.8. HAZARDS/HAZARDOUS MATERIALS

Would the project:	Potentially Significant Impact	Less Than Significant with Mitigation Incorporated	Less Than Significant Impact	No Impact
a) Create a significant hazard to the public or the environment through the routine transport, use, or disposal of hazardous materials?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>
b) Create a significant hazard to the public or the environment through reasonably foreseeable upset and accident conditions involving the release of hazardous materials into the environment?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>
c) Emit hazardous emissions or handle hazardous or acutely hazardous materials, substances, or waste within one-quarter mile of an existing or proposed school?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
d) Be located on a site that is included on a list of hazardous materials sites compiled pursuant to Government Code Section 65962.5 and, as a result, would create a significant hazard to the public or the environment?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
e) For a project located within an airport land use plan or, where such a plan has not been adopted, within two miles of a public airport of public use airport, would the project result in a safety hazard for people residing or working in the project area?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
f) For a project within the vicinity of a private airstrip, would the project result in a safety hazard for people residing or working in the project area?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>

- g) Impair implementation of or physically interfere with an adopted emergency response plan or emergency evacuation plan?
- h) Expose people or structures to a significant risk of loss, injury or death involving wildland fires, including where wildlands are adjacent to urbanized areas or where residences are intermixed with wildlands?

Sources: Santa Rosa General Plan 2035 and EIR; General Plan Figure 6-2: School Facilities; Annex to 2010 Association of Bay Area Governments Local Hazard Mitigation Plan Taming Natural Disasters, adopted June 15, 2011; Santa Rosa Local Hazard Mitigation Plan, 2016; and EnviroStor and GeoTracker database search July 2017.

Hazards/Hazardous Materials Setting: Regulations governing the use, management, handling, transportation and disposal of hazardous waste and materials are administered by Federal, State and local governmental agencies. The California Department of Toxic Substances Control (DTSC) defines a hazardous material as: “a substance or combination of substances that, because of its quantity, concentration or physical, chemical, or infectious characteristics, may either: 1) cause, or significantly contribute to an increase in mortality or an increase in serious, irreversible, or incapacitating illness; or 2) pose a substantial present or potential hazard to human health or environment when improperly treated, stored, transported, disposed of, or otherwise managed.”

Pursuant to the Planning and Zoning Law, DTSC maintains a hazardous waste and substances site list, also known as the “Cortese List.” Hazardous waste management in the City of Santa Rosa is administered by the Sonoma County Waste Management Agency (SCWMA) through the Countywide Integrated Waste Management Plan. The Consolidated Unified Protection Agency (CUPA), under the auspices of the Santa Rosa Fire Department, manages the acquisition, maintenance and control of hazardous waste for all activities within the City of Santa Rosa.

In 2005 the Association of Bay Area Governments (ABAG) released “Taming Natural Disasters”, which acts as a multi-jurisdictional local hazard mitigation plan for the San Francisco Bay Area. The intent of the plan is to enhance disaster resilience throughout the region, pursuant to the Disaster Mitigation Act of 2000. The Plan was subsequently updated in 2010 and has since been approved by the Federal Emergency Management Agency (FEMA) and formally adopted by ABAG.

The City of Santa Rosa’s “Annex to 2010 Association of Bay Area Governments Local Hazard Mitigation Plan Taming Natural Disasters,” prepared June 15, 2011, complies with the Federal Disaster Mitigation Act of 2000 by demonstrating a commitment to increasing disaster resilience within the City’s jurisdiction. As required by the Disaster Mitigation Act, the City of Santa Rosa updates this Plan at least once every five years and is monitored on an on-going basis by the City’s Fire Department. The City Council adopted the latest Local Hazard Mitigation Plan on January 10, 2017 (Resolution No. 2017-004).

A search of the project site and vicinity using the DTSC EnviroStor database and the State Water Resources Control Board GeoTracker database was conducted on July 19, 2017 in order to identify any known spills or cleanup sites in close proximity to the project site. There were no hazardous materials spills, cleanup or

permitted users identified at the project site. The properties adjacent to the project site consist of residential, recreational, agricultural, and light industrial uses.

Through the database searches, six sites were identified in close proximity to the project site: 1) a Cleanup Program Site located at 800 Yolanda Avenue (approximately 490 feet west of the project site) which was closed in November of 2005 and cleanup was completed; 2) a Cleanup Program Site located at Petaluma Hill Road and Burt Avenue (approximately 680 feet south of the project site) which became inactive in March of 2009; 3) a Leaking Underground Storage Tank (LUST) Cleanup Site located at Yolanda Road (approximately 875 feet west of the project site) which was closed in August of 2001 and cleanup was completed; 4) a Cleanup Program Site located at Kawana Springs Road (approximately 940 feet west of the project site) which was closed in December of 2004 and cleanup was completed; 5) a LUST Cleanup Site located at 455 Yolanda Road (approximately 1,060 feet west of the project site) which was remediated in June of 2009; and 6) a Voluntary Cleanup Site at Yolanda and Petaluma Hill Roads (approximately 1,800 feet west of the project site) that required no further action as of September 1997 because no contaminants were found. There are no other listed sites on EnviroStor or GeoTracker in close proximity to the project site. Based on a review of the databases, and that the site is currently undeveloped, with no previous use and graded in October 2015, there is no indication that the site would contain hazardous substances or hazardous materials.

Hazards/Hazardous Materials Impact Discussion:

7.8(a-b) (Routine Transport, Upset and Accident Involving Release) Less than Significant: The proposed project will involve the construction of residential units. Site preparation and construction activities may result in the temporary presence of potentially hazardous materials including, but not limited to fuels and lubricants, paints, solvents, insulation, electrical wiring, and other construction related materials onsite.

The applicant is required to comply with all existing federal, state and local safety regulations governing the transportation, use, handling, storage and disposal of potentially hazardous materials. Prior to the commencement of site preparation, a Storm Water Pollution Prevention Plan (SWPPP) that includes Best Management Practices (BMPs) will be prepared and implemented during all construction activities (see also Hydrology/Water Quality discussion below). In the event that construction activities involve the on-site storage of potentially hazardous materials, a declaration form will be filed with the Fire Marshall's office and a hazardous materials storage permit will be obtained. Compliance with required regulations governing hazardous materials will ensure that potential hazards to the public or the environment through the routine transport, use, or disposal of hazardous materials will be less than significant.

7.8(c) (Emit or Handle Hazardous Materials Within ¼ Mile of School) No Impact: The project site is not located within a quarter mile of a school. The nearest schools are: Kawana Elementary School (approximately 0.3 mile north of the project site); Sonoma Academy (approximately 0.5 mile northeast of the project site); and Taylor Mountain Elementary School (approximately 0.8 mile southwest of the project site). There are no activities associated with the proposed residential project that would pose a threat to schools from the release or handling of hazardous materials. Thus, the project would not result in any increased risk of exposure to existing or planned schools as a result of development. Therefore, no impacts related to the emission or handling of hazardous, or acutely hazardous materials, within one-quarter mile of an existing or proposed school are expected.

7.8(d) (Existing Hazardous Material Sites) No Impact: The California Environmental Protection Agency (CAL-EPA) annually updates the California Hazardous Waste and Substances Site List (also known as the “Cortese List”). The Department of Toxic Substances Control (DTSC) compiles a record of sites to be included on the list, which is then submitted to the CAL-EPA).

A search of EnviroStor, performed on July 19, 2017, showed no active cleanup sites in the project vicinity, including the project site, listed as a Cortese site or known to contain hazardous materials. A search of the EnviroStor and GeoTracker databases identified six sites in close proximity to the project site (see Hazards/Hazardous Materials Setting above) due to leaking underground storage tanks, soil contamination, and lead and have been cleaned up and are closed cases, have become inactive, or required no further action; therefore, these sites do not represent environmental concerns.

As such, the Residences at Taylor Mountain and Taylor Mountain Estates project will not create a significant hazard to the public or the environment by virtue of it being located on an identified Cortese site or identified as a hazardous materials site. Additionally, the project site is not located on a site that is included on a list of hazardous materials sites, and therefore would not create a significant hazard to the public or the environment. No impact will occur as a result of development at the project site due to existing hazardous materials.

7.8(e,f) (Public Airport Land Use Plans, Private Airport Land Use Plans) No Impact: The project is not located within the boundaries of an airport land use plan nor is it located in direct proximity to a private airstrip. The nearest airport is the Sonoma County Airport located approximately 8 miles northwest of the project site. Therefore, no impacts associated with airport-related hazards will result from the proposed project.

7.8(g) (Impair Emergency Response Plan) No Impact: None of the proposed site improvements are expected to impair the implementation of, or physically interfere with an adopted emergency response plan or emergency evacuation plan. The project includes adequate onsite access to accommodate emergency vehicles, including adequate roadway width and turning radii.

California has developed an emergency response plan to coordinate emergency services by federal, state, and local government, including responding to hazardous materials incidents. The State Office of Emergency Services (OES) employs a Hazardous Materials Division, which enforces multiple programs that address hazardous materials. The City of Santa Rosa has adopted a Local Hazard Mitigation Plan. There are no aspects of the proposed project that will interfere with an adopted emergency or evacuation plan and no impacts are anticipated.

7.8(h) (Wildland Fire Hazards) Less Than Significant Impact: Wildland fires are of concern particularly in expansive areas of native vegetation of brush, woodland, grassland. The project site is located within the City's UGB, but at the edge of the urban area for the City of Santa Rosa. Surrounding land uses include Open Space, Residential, Public/Institutional, Agriculture, and Light Industry, with the entire eastern edge of the property adjacent to Taylor Mountain Regional Park. Pursuant to the 2008 CAL FIRE “Very High Fire Hazard Severity Zones” Map for Sonoma County, the project site is located outside of the “Very High Fire Hazard Severity Zone” and categorized as Non-VHFHZ.¹⁷

¹⁷ CALFIRE Very High Fire Hazard Severity Zones Map, Adopted November 2008, http://frap.fire.ca.gov/webdata/maps/sonoma/fhszl_map.49.pdf, accessed July 19, 2017.

The Santa Rosa Fire Department is responsible for protecting life, property, and the environment from fire. The Fire Department responds to calls including structure, wildland, and other fires. The city operates ten fire stations, including the Roseland contract station, which are strategically located throughout the community to provide timely response. According to the General Plan, two new fire stations would be constructed in the future, one of which would be located at the corner of Kawana Springs Road and Franz Kafka Avenue. In addition, the city has an agreement with the Rincon Valley Fire District, which integrates its station on Todd Road into the citywide response matrix. Therefore, impacts related to the exposure of people or structures to a significant risk of loss, injury or death involving wildland fires will be less than significant.

Mitigation Measures: None required.

7.9. HYDROLOGY AND WATER QUALITY

Would the project:	Potentially Significant Impact	Less Than Significant with Mitigation Incorporated	Less Than Significant Impact	No Impact
a) Violate any water quality standards or waste discharge requirements?	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
b) Substantially deplete groundwater supplies or interfere substantially with groundwater recharge such that there would be a net deficit in aquifer volume or a lowering of the local groundwater table level (e.g., the production rate of pre-existing nearby wells would drop to a level which would not support existing land uses or planned uses for which permits have been granted)?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>
c) Substantially alter the existing drainage pattern on the site or area, including through the alteration of the course of a stream or river, in a manner that would result in substantial erosion or siltation on- or off-site?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>
d) Substantially alter the existing drainage pattern on the site or area, including through the alteration of the course of a stream or substantially increase the rate or amount of surface runoff in a manner, which would result in flooding on- or off-site?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>
e) Create or contribute runoff water that would exceed the capacity of existing or planned stormwater drainage systems or provide substantial additional sources of polluted runoff?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>

- | | | | | |
|--|--------------------------|--------------------------|-------------------------------------|-------------------------------------|
| f) Otherwise substantially degrade water quality? | <input type="checkbox"/> | <input type="checkbox"/> | <input checked="" type="checkbox"/> | <input type="checkbox"/> |
| g) Place housing within a 100-year flood hazard area as mapped on a federal Flood Hazard Boundary or Flood Insurance Rate Map or other flood hazard delineation map? | <input type="checkbox"/> | <input type="checkbox"/> | <input type="checkbox"/> | <input checked="" type="checkbox"/> |
| h) Place within a 100-year flood hazard area structures that would impede or redirect flood flows? | <input type="checkbox"/> | <input type="checkbox"/> | <input type="checkbox"/> | <input checked="" type="checkbox"/> |
| i) Expose people or structures to a significant risk of loss, injury or death involving flooding, including flooding as a result of the failure of a levee or dam? | <input type="checkbox"/> | <input type="checkbox"/> | <input type="checkbox"/> | <input checked="" type="checkbox"/> |
| j) Inundation by seiche, tsunami, or mudflow? | <input type="checkbox"/> | <input type="checkbox"/> | <input type="checkbox"/> | <input checked="" type="checkbox"/> |

Sources: Santa Rosa General Plan 2035 and EIR; General Plan Figure 12-4: Flood Zones; Santa Rosa Citywide Creek Master Plan, August 2013; Santa Rosa Plain Groundwater Management Plan, 2014; Final Storm Water Mitigation Plan for Kawana Meadows Subdivision Unit 1 Public Improvements, prepared by BKF Engineers, August 2016; Preliminary Storm Water Mitigation Plan for Taylor Mountain Estates, prepared by BKF Engineers, February 2017; Preliminary Storm Water Mitigation Plan for Residences at Taylor Mountain Lot 70, prepared by BKF Engineers, February 2017; FEMA National Flood Hazard Layer (Panel 06097C0737F, effective October 16, 2012).

Hydrology and Water Quality Setting: The City of Santa Rosa is located within the Santa Rosa Creek watershed, which drains runoff from the Mayacamas Mountains to the east and discharges to Laguna de Santa Rosa. The primary drainage course is the Santa Rosa Creek and its tributaries. Mark West Creek drains the northern portion of the city; Naval Creek the westernmost portion, and Todd Creek the southernmost portion of the City's planning area. All of these tributaries drain through Laguna de Santa Rosa to the Russian River, which ultimately discharges to the Pacific Ocean.

The Sonoma County Water Agency (SCWA) manages flood control facilities throughout the County, including flood Zone 1A, within which the entire City of Santa Rosa is located. SCWA is responsible for structural repairs to culverts and spillways, grading and reshaping channels, and debris removal to maintain hydraulic capacity of all waterways within Zone 1A.

Surface water quality is regulated by the North Coast Regional Water Quality Control Board (RWQCB) via the Water Quality Control Plan for the North Coast (Basin Plan). The RWQCB is responsible for implementing Section 401 of the Clean Water Act through the issuance of a Clean Water Certification when development includes potential impacts to jurisdictional areas such as creeks, wetlands or other Waters of the State.

Historically, the project site contained an ephemeral drainage in the northeastern corner. Site grading altered this drainage course and the required corrective action measure provide for its reestablishment through a combination of enhanced open channel and culverts. The other surface drainage onsite is Todd Creek, which conveys flows within a defined channel at the southeastern most property line. The project site is subject to a deed restriction easement (on proposed Lot 7 of the Taylor Mountain Estates Subdivision) to protect the riparian corridor along Todd Creek, as well as enhance riparian planting along the lower portion of Todd Creek. Corrective action measures to restore and enhance previously altered surface drainages are

required for the previously approved Kawana Meadows Improvement Plan. The proposed project does not involve any modifications to surface drainages.

The project is subject to the National Pollution Discharge Elimination System (NPDES) Construction General Permit, 2009-0009-DWQ, which establishes requirements that are applicable to grading, grubbing, and other ground disturbance activities. Construction activities on more than one acre are subject to NPDES permitting requirements including the preparation of a Storm Water Pollution Prevention Plan (SWPPP). The SWPPP identifies storm water collection and discharge points, drainage patterns across the site, and best management practices that dischargers will use to protect storm water runoff.

Further, development projects in the City of Santa Rosa that create or replace 10,000 square feet or more of impervious area are subject to the City's Standard Urban Stormwater Mitigation Plan (SUSMP) requirements. The City of Santa Rosa requires compliance with the Low Impact Development (LID) Technical Design Manual. LID strategies include draining impervious surfaces to landscaped areas and the use of bioretention¹⁸ features to capture runoff and encourage infiltration onsite, thereby decentralizing stormwater treatment and integrating it into the overall site design.

Two Preliminary Storm Water Mitigation Plans (SWMP) and one Final SWMP have been prepared for the project site. The plans summarize the existing site conditions, provide capacity computation to ensure that best management practices (BMPs) are appropriately sized, present storm water runoff BMPs that are being incorporated into the project design, and identify maintenance and funding for the establishment and ongoing operation of BMPs. Storm water pollution prevention measures include street sweeping, stenciling storm water inlets to inform people that facilities drain to creeks, controlling storm water volume through LID techniques, and treating storm water through vegetated swales, bioretention systems, or mechanical treatment control such as subsurface vaults.

As set forth in the SWMP, bioretention areas containing porous engineered media will be incorporated into the site to capture the post development storm water runoff during light precipitation events and encourage infiltration in accordance with the Priority 1 objectives of the LID Technical Design Manual. The bioretention areas will be equipped with overflow drains to minimize inundation during larger storm events. Computations were prepared to size each bioretention area using the City's storm water calculator to assess the post development storm water runoff volume. In addition, several new trees will be planted within the project site, creating an opportunity to intercept precipitation falling on impervious surfaces beneath them.

The City of Santa Rosa collects Capital Facilities Fees as a means of ensuring that new development does not result in a deterioration of existing service levels including the storm drain system. The fees provide for the ongoing maintenance and expansion of the City's storm drain system. The project's contribution of these fees helps to ensure the ongoing maintenance and systematic expansion of facilities as planned for in the City's Capital Improvements Plan.

Hydrology and Water Quality Impact Discussion:

7.9(a) (Violations of Water Quality Standards) Less Than Significant With Mitigation: Construction of the proposed project will include excavation, grading, paving and other activities that would result in the introduction of impervious surfaces. Construction activities have the potential to result in runoff that

¹⁸ Bio-retention areas function as a soil and plant based filtration and infiltration feature that removes pollutants through natural physical, biological, and chemical treatment processes.

contains sediment and other pollutants that could degrade water quality if not properly controlled. Sources of potential pollution associated with construction include fuel, grease, oil and other fluids, concrete material, sediment, and litter. These pollutants have the potential to result in impacts due to chemical contamination from the release of construction equipment and materials that could pose a hazard to the environment or degrade water quality if not properly managed.

In order to ensure that proper controls and treatment are in place to prevent the runoff of storm water, the project shall adhere to NPDES requirements including the preparation and implementation of a SWPPP and compliance with the RWQCB Order No. R1-2009-0045, Waste Discharge Requirements. Erosion control requirements are stipulated in the NPDES Permit issued by the RWQCB. These requirements include the preparation and implementation of a SWPPP that contains BMPs. The purpose of the SWPPP is to identify potential sediment sources and other pollutants and prescribe BMPs to ensure that potential adverse erosion, siltation, and contamination impacts would not occur during construction activities.

Mitigation Measure HYDRO-1 below requires that the project implement a SWPPP with BMPs that include but are not limited to fiber roll protection at all drains, the use of gravel at access driveways during construction, designated washout areas, and the development and implementation of a hazardous materials spill prevention plan. These and other BMPs are designed to protect water quality from potential contaminants in stormwater runoff emanating from construction sites. With implementation of HYDRO-1, the project's potential to result in a violation of water quality standards during construction would be reduced to levels below significance.

It is anticipated that the groundwater level beneath the project site will vary seasonally, and that a shallow "perched" groundwater may occur during the rainy winter months and into the spring.¹⁹ As such, ground disturbance has the potential to encounter groundwater and may require dewatering during construction activities. The discharge of construction dewatering could result in increased sediment loads to the storm drain system, which could similarly impact water quality if not properly controlled. **Mitigation Measure HYDRO-2** below requires that the project comply with waste discharge requirement specified by the RWQCB including the reuse of dewaterers onsite, allowing settlement of sediment to occur prior to release, and other BMPs. With implementation of HYDRO-2 below the project's potential to result in a violation of water quality standards due to dewatering associated with construction would be reduced to levels below significance.

At operation, stormwater runoff could degrade water quality via non-point contaminants such as oils, grease, and exhaust that settles onsite. Permanent stormwater BMPs have been designed in accordance with the City of Santa Rosa's Low Impact Development (LID) Technical Design Manual. As set forth in the SWMP, bioretention areas containing porous engineered media will be incorporated into the site to capture the post development storm water runoff during light precipitation events and encourage infiltration in harmony with the Priority 1 objectives of the LID Technical Design Manual. The bioretention areas will be equipped with overflow drains to minimize inundation during larger storm events. Computations were prepared to size each bioretention area using the City's storm water calculator to assess the post development storm water runoff volume. The project is consistent with LID requirements and incorporates BMPs that will adequately protect water quality at operation. As a residential land use, the project would not result in any other discharges, including wastewater discharges that would affect water quality. Therefore, the project would have less than significant impacts to water quality at operation.

¹⁹ Michelucci & Associates, Geotechnical Engineering Investigation, March 21, 2005.

7.9(b) (Groundwater Supply and Recharge) Less Than Significant Impact: The Residences at Taylor Mountain and Taylor Mountain Estates project will utilize potable water from the City's water system for all onsite water needs including indoor use and outdoor irrigation. Utilities, including water, will connect to the project site via existing and proposed roads (Petaluma Hill Road, Farmers Lane, Franz Kafka Avenue). The proposed project will increase water demand relative to the previously approved Kawana Meadows Subdivision by introducing 28 new residential dwelling units. However, the use of high efficient appliances and fixtures for interior water use and smart controller and irrigation for outdoor water demand will minimize the new water demand generated onsite. The project's water demand is consistent with the City's overall water demand that is anticipated by the Santa Rosa General Plan 2035 and Urban Water Management Plan. The project would not substantially increase water use or deplete groundwater supplies. Nor would the project interfere with groundwater recharge, as the project site is not located in an area identified for groundwater recharge activities and the natural recharge potential ranges from very low to low at the location of the proposed Taylor Mountain Estates subdivision. Therefore, the project will have a less than significant impact to groundwater supplies and recharge.

7.9(c-e) (Drainage Pattern, Runoff and Storm Drain Capacity) Less Than Significant Impact: Currently, precipitation on the project site flows in a southwesterly direction following the site's topographical contours. Improvements that will increase impervious surfaces include roadways, driveways, and building footprints. Although the development will result in an increase in impervious surfaces as compared with existing conditions of the site, the project has been designed in accordance with the City's Standard Urban Storm Water Mitigation Plan (SUSMP) guidelines that require the integration of Low Impact Design (LID) measures into site designs.

Proposed LID measures include bioretention areas containing porous engineered media that will be incorporated into the site to capture the post development storm water runoff during light precipitation events and encourage infiltration in harmony with the Priority 1 objectives of the LID Technical Design Manual. The bioretention areas will be equipped with overflow drains to minimize inundation during larger storm events. Computations were prepared to size each bioretention area using the City's storm water calculator to assess the post development storm water runoff volume. In addition, several new trees will be planted with the project site, creating an opportunity to intercept precipitation falling on impervious surfaces beneath them. The bioretention areas will provide for the filtration and removal of discharges from new impervious surfaces introduced by the project and are designed to increase percolation and to remove sediment from surface flows thereby preventing erosion and siltation.

New storm drainage infrastructure would also be installed to accommodate the increase in impervious surfaces that would result from development. The proposed LID measures and existing/proposed storm drain facilities onsite and in the project vicinity are expected to be sufficient to accommodate any increased surface flows generated by the project. As such, project construction will not substantially alter the existing drainage pattern on the site. The southwesterly flow of storm water runoff would be retained and continue to be conveyed to the existing regional storm drain facilities. Additionally, through implementation of the SWMP, the proposed project would not substantially increase the rate or amount of surface runoff in a manner that would result in flooding on- or off-site.

In conclusion, the project will not result in a drainage pattern that causes substantial erosion or siltation on- or off-site nor will it result in flooding on- or off-site. Impacts to the drainage pattern, storm drain system, runoff, and water quality degradation as a result of the proposed project would be less than significant.

7.9(f) (Otherwise Degrade Water Quality) Less Than Significant Impact: The proposed project would be served by the City's wastewater system. There are no septic systems or other alternative wastewater treatment facilities proposed as part of the project. All wastewater would be collected and conveyed to the City's wastewater treatment plant via existing infrastructure in the project vicinity and the installation of laterals and connections to the project site. There are no other aspects of the project that would affect water quality or contribute to a water quality violation. Based on the above, the proposed project would not substantially degrade water quality, and impacts would be less than significant.

7.9(g-j) (Flood Hazards, Levee Dam, Seiche, Tsunami, Mudflow) No Impact: The project site is not located within a 100-year flood hazard area, as shown on FEMA's National Flood Hazard Layer (panel 06097C0737F, effective October 16, 2012) and General Plan Figure 12-4: Flood Zones Map. The project site is located in Area of Minimal Flood Hazard Zone X. The project would have no impacts due to placing housing or structures within a 100-year flood hazard area. As no habitable structure would be placed within a flood hazard area there would be no impact due to significant risk, of loss, injury or death associated with the project. Similarly, the site is not located within an inundation area of a levee or dam, nor is the site expected to be impacted by inundation. Therefore, there would be no impact associated with these risks due to flooding or inundation from a levee or dam failure, or from a seiche, tsunami or mudflow.

Mitigation Measures:

HYDRO-1: In accordance with the National Pollution Discharge Elimination System regulation, the applicant shall prepare and implement a Storm Water Pollution Prevention Plan (SWPPP) prior to construction. The SWPPP shall address erosion and sediment controls, proper storage of fuels, identification of BMPs, and use and cleanup of hazardous materials. A Notice of Intent, fees, and other required documentation shall be filed with the Regional Water Quality Control Board. During construction a monitoring report shall be conducted weekly during dry conditions and three times a day during storms that produce more than 1/2" of precipitation.

HYDRO-2: Should construction dewatering be required, the applicant shall either reuse the water on-site for dust control, compaction, or irrigation, retain the water on-site in a grassy or porous area to allow infiltration/evaporation, or obtain a permit to discharge construction water to a sanitary sewer or storm drain. Discharges to the sanitary sewer system shall require a one-time discharge permit from the City of Santa Rosa Utilities Department. Measures may include characterizing the discharge and ensuring filtering methods and monitoring to verify that the discharge is compliant with the City's local wastewater discharge requirements. Discharges to a storm drain shall be conducted in a manner that complies with the Regional Water Quality Control Board Waste Discharge Requirements for Low Threat Discharges to Surface Waters in the North Coast Region. In the event that groundwater is discharged to the storm drain system, the Applicant shall submit permit registration documents and develop a Best Management Practices/Pollution Prevention Plan to characterize the discharge and to identify specific BMPs, such as sediment and flow controls sufficient to prevent erosion and flooding downstream.

7.10. LAND USE AND PLANNING

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

Sources: Santa Rosa General Plan 2035 and EIR; Santa Rosa Plain Conservation Strategy prepared by U.S. Fish and Wildlife Service, December 2005; and Recovery Plan for the Santa Rosa Plain prepared by U.S. Fish and Wildlife Service, May 2016.

Land Use and Planning Setting: The City of Santa Rosa encompasses 41.7 square miles, with an UGB covering approximately 45 square miles. The City exhibits a wide range of existing land uses, including residential, commercial, and industrial uses. The residential land uses in the City’s UGB accounts for the largest share of the overall acreage, occupying about half of the total acreage. Public and open space land uses account for approximately ¼ of the total acreage. The balance, approximately ¼ of the total acreage, consists of vacant land, commercial, office and industrial uses.

The project site is located within the plan area of the Southwest Area Plan, which was superseded by the adoption of the Santa Rosa General Plan 2035. Per the City of Santa Rosa General Plan 2035 Land Use map (March 26, 2016), the project site is designated as Very Low Density Residential; Low Density Residential; Medium-Low Density Residential; and Medium Density Residential (**Figure 6: General Plan Land Use Map**). Surrounding land uses include Open Space, Residential, Public/Institutional, Agriculture, and Light Industry.

As shown in **Figure 7: Existing Zoning Designation**, the current zoning designation for the project site is Planned Development (PD) 96-001F (Kawana Meadows Subdivision Planned Community District).

The applicant is requesting a Density Bonus for the multi-family component and proposes to provide 19 low-income units and would qualify for a 33.5% density bonus, which would allow for up to 93 condominium units. Relative to the approved Kawana Meadows Subdivision, the subject project would introduce 23 additional multi-family units and 5 single-family units. The project includes a concession under the Density Bonus Law for a reduced setback from Goya Street and Franz Kafka Avenue for Lots 2A and 4A.

Private open space would be established on a majority of the slopes that exceed 25% as part of the proposed Taylor Mountain Estates.

Land Use and Planning Impact Discussion:

7.10(a) (Divide An Established Community) No Impact: Division of an established community typically occurs when a new physical feature, in the form of an interstate or railroad, physically transects an area, thereby removing mobility and access within an established community. The division of an established community can also occur through the removal of an existing road or pathway, which would reduce or remove access between a community and outlying areas.

A majority of the project site was graded in 2015 to implement the Improvement Plan as part of the approved Kawana Meadows Recorded Final Map. Ungraded areas consist of non-native annual grassland, oak woodland, and riparian woodland. The project proposes the following modifications to the recorded subdivision map: reconfiguring recorded lots 46, 47 and the remainder parcel to for a proposed 7 single-family lots subdivision (Taylor Mountain Estates Subdivision), and changing the multi-family lots (1-5 and 70) through a Waiver of Parcel map to 4 parcels and 93 airspace condominiums (Residences at Taylor Mountain).

Project construction would not introduce or remove/relocate any roads or pathways that would divide an established community. There are no aspects of the project that would substantially reduce mobility, access or otherwise preclude continuity of the established neighborhood. Therefore, the project would have no impact due to the physical division of an established community.

7.10(b) (Land Use Plan, Policy, Regulation Conflict) Less Than Significant Impact: The proposed project is required to comply with the Santa Rosa General Plan 2035, Santa Rosa Zoning Ordinance, and the City of Santa Rosa Hillside Development Standards. The proposed project has been reviewed for consistency with these established regulations as described below.

The project is able to achieve several of the goals set forth in the Santa Rosa General Plan 2035. The project achieves Goal GM-A by focusing development within the City's UGB and thereby avoiding urban sprawl. Southeast Area Plan General Plan Policy LUL-V aims to establish a land use pattern and residential environment, which promotes efficient, harmonious relationships between different activities and reinforces the identity of the southeast area. The project is consistent with General Plan Policy LUL-V in that it proposes residential uses adjacent to a site designated as Retail/Medium Density Residential with plans for a Community Shopping Center.

The project fulfills General Plan Policy LUL-E-2, which calls for the fostering of livability within neighborhoods. The project introduces additional housing units and a variety of housing types to accommodate a diverse range of needs, including both single-family homes and condominiums.

Additionally, as a residential project, General Plan Policy LUL-F would be supported by maintaining a varied housing stock and providing development near the maximum density. As previously described, the applicant is requesting a Density Bonus for the multi-family component and proposes to provide 19 low income units and would therefore qualify for a 33.5% density bonus, which would allow for up to 93 multi-family units. The proposed density and provision of affordable housing is consistent with the City's Housing Element and assists the City in realizing its regional housing needs allocation.

The Residences at Taylor Mountain and Taylor Mountain Estates project carries out many of the policies set forth in the Urban Design chapter of the General Plan. The project site plan and design limits alteration of topography and largely protects slopes greater than 25%, thereby supporting Goals UD-A, UD-H, and UD-I. Pursuant to the slope analysis the Taylor Mountain Estates Lots have an average slope ranging from 21% to 25% and areas greater than 25% are identified as protected private open space or are contained within deed restricted areas.

The project achieves General Plan Policy UD-A-1 by maintaining view corridors to natural ridgelines and landmarks, such as Taylor Mountain. Policy UD-C-1 calls for enhancing the appearance of the city's major entries through special design criteria and streetscape improvements. The proposed project would provide landscaping to provide continuity and screen the new development from Petaluma Hill Road. Last, the project achieves Policy UD-G-2, by locating higher density residential uses adjacent to transit facilities, shopping, and employment centers.

The project supports General Plan Policy OSC-B-2, which requires that alteration to slopes greater than 10 percent be minimized to the extent practicable and OSC-B-5, which requires a Hillside Development Permit for all new development and land subdivision on slopes greater than 10 percent. As described in Section 7.1 Aesthetics, the project is generally consistent with Hillside Development Standards (Section 20-32.020 B).

Zoning Ordinance

The zoning designation of the project site is PD 96-001F, and therefore is not subject to the development standards of a particular zone in the Zoning Ordinance but rather must comply with development standards outlined in the Kawana Meadows Subdivision Planned Community District.

Conclusion

The proposed project is not expected to conflict with any applicable land use plan, policy, or regulation. The project achieves several goals, policies and programs of the General Plan by focusing development within the City's UGB and providing residential units adjacent to a site designated as Retail/Medium Density Residential with plans for a Community Shopping Center. Additionally, the project will introduce new residential dwelling units within the City of Santa Rosa, satisfying the need to accommodate growth according to the General Plan's Housing Element.

The proposed project is generally consistent with the General Plan 2035, zoning regulations, the City's Hillside Development Standards and other land use provisions established by the City of Santa Rosa. The project would not conflict with any applicable regulations or policies established by the City. Therefore, the project's impacts due to a conflict with City regulations are less than significant.

7.10(c) (Habitat Conservation Plan) No Impact: Sonoma County does not have any California Regional Conservation Plans, as identified in the California Department of Fish and Wildlife's (CDFW) Natural Community Conservation Planning (NCCP) Map.²⁰ The Santa Rosa Plain Conservation Strategy²¹ and the Recovery Plan for the Santa Rosa Plain²² were reviewed to assess the project's potential to impact any protected plant or animal species. Figure 3 of the Santa Rosa Plain Conservation Strategy shows that the project site is in an area where "presence of CTS is not likely and there are no listed plants in this area." Figure 13 of the Recovery Plan for the Santa Rosa Plain shows the project site is not located within a

²⁰ California Regional Conservation Plans July 2017 <https://nrm.dfg.ca.gov/FileHandler.ashx?DocumentID=68626&inline>.

²¹ Prepared by U.S. Fish and Wildlife Service, December 2005.

²² Prepared by U.S. Fish and Wildlife Service, May 2016.

“Sonoma County California Tiger Salamander Core” or “Management Area Boundary” on the Santa Rosa Plain. As such, the project is consistent with the Santa Rosa Plain Conservation Strategy and the Recovery Plan for the Santa Rosa Plain. Additionally, based on Monk & Associate’s Biological Resource Analysis (August 2017) the project site lacks suitable habitat for CTS and other special status species. Therefore, no impacts resulting from a conflict with an adopted conservation plan will occur from project implementation.

Mitigation Measures: None required.

7.11. MINERAL RESOURCES

Would the project:	Potentially Significant Impact	Less Than Significant with Mitigation Incorporated	Less Than Significant Impact	No Impact
a) Result in the loss of availability of a known mineral resource that would be of value to the region and the residents of the state?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
b) Result in the loss of availability of a locally-important mineral resource recovery site delineated on a local general plan, specific plan or other land use plan?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
Sources: Santa Rosa General Plan 2035 and EIR; Sonoma County Aggregate Resources Management Plan, as amended through December 7, 2010.				

Mineral Resources Impact Discussion:

7.11(a-b) (Mineral Resources or Resource Plans) No Impact: There are no known mineral resources within the project site boundaries, or on any land in close proximity. The project site has not been delineated as a locally important resource recovery site according the Santa Rosa General Plan 2035 and EIR. The project site has not been delineated as a quarry site or expansion area according to the Sonoma County Aggregate Resources Management Plan. The development of the project site with residential land uses will not result in the loss of availability of a known mineral resources, including those designated as “locally important.” Therefore, the proposed project will have no impact that results in the loss of availability of mineral resources.

Mitigation Measures: None required.

7.12. NOISE

Would the project result in:	Potentially Significant Impact	Less Than Significant with Mitigation Incorporated	Less Than Significant Impact	No Impact
a) Exposure of persons to or generation of noise levels in excess of standards established in the local general plan or noise ordinance, or applicable standards of other agencies?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>
b) Exposure of persons to or generation of excessive groundborne vibration or groundborne noise levels?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>
c) A substantial permanent increase in ambient noise levels in the project vicinity above levels existing without the project?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>
d) A substantial temporary or periodic increase in ambient noise levels in the project vicinity above levels existing without the project?	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
e) For a project located within an airport land use plan or, where such a plan has not been adopted, within two miles of a public airport or public use airport, would the project expose people residing or working in the project area to excessive noise levels?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
f) For a project within the vicinity of a private airstrip, would the project expose people residing or working in the project area to excessive noise levels?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
Sources: Santa Rosa General Plan 2035 and EIR; Santa Rosa Municipal Code: Chapter 17; and General Plan Figures 12-1: Land Use Compatibility Standard and Figure 12-2: Noise Contours.				

Noise Setting: Noise sources within Santa Rosa’s Urban Growth Boundary include vehicular traffic, aircraft, trains, industrial activities, and mechanical equipment, refrigeration units, and ventilation. Commercial and light industrial land uses are typically considered the least noise-sensitive, whereas residences, schools, hospitals, and hotels are considered to be the most noise-sensitive.

The Santa Rosa General Plan Land Use Compatibility Standards (Figure 12-1) indicates that noise levels for multi-family residential uses are considered normally acceptable in noise environments up to 65 dB CNEL/L_{dn}, conditionally acceptable between 60 and 70 dB CNEL/L_{dn}, normally unacceptable between 70 and 75 dB

CNEL/L_{dn}, and clearly unacceptable above 75 dB CNEL/L_{dn}. Noise levels for single family residential uses are considered normally acceptable in noise environments up to 60 dB CNEL/L_{dn}, conditionally acceptable up to 70 dB CNEL/L_{dn}, normally unacceptable between 70 and 75 dB CNEL/L_{dn}, and clearly unacceptable above 75 dB CNEL/L_{dn}.

The project site is bounded by open space, agricultural land, and established residential and light industry land uses. The subject project site is situated approximately 1 mile south of Highway 12, 0.5 mile east of Highway 101, 0.9 mile east of the Sonoma-Marin Area Rail Transit (SMART) corridor, and roughly 8 miles southeast of the Sonoma County Airport. The primary noise sources that contribute to the ambient noise environment onsite are vehicular traffic on Petaluma Hill Road, Highway 12, and Highway 101. The project site is located within the 60-65 dBA noise contours of Petaluma Hill Road and Farmers Lane, as indicated in General Plan Figure 12-2: Noise Contours.

The project site is located in close proximity to existing sensitive receptors including existing surrounding residential uses to the north, south, and east of the project site. In addition, some of the new residences onsite will become occupied while subsequent residences are constructed.

Noise Impact Discussion:

7.12(a) (Noise Standards) Less Than Significant Impact: The General Plan's Land Use Compatibility Standard for multi-family residential uses and single family residential uses, was used to assess potential impacts of the project due to a conflict in the established noise exposure levels.

Residences at Taylor Mountain (Multi-Family)

Pursuant to the General Plan, the City's Land Use Compatibility Standard for the multi-family units within the Residences at Taylor Mountain would be considered to be normally acceptable with a Community Noise Equivalent Level (CNEL) of up to 65 dB CNEL/L_{dn}, without any special noise insulation requirements. Pursuant to Figure 12-2 of the General Plan, the multi-family units would be located within the 60-65 dBA noise contour, which is within acceptable levels established by the General Plan for the proposed multi-family residential use. The City's Noise Ordinance identifies a conditionally acceptable exposure level up to 70 dB. Accordingly, the proposed project would be sited in a noise environment that is consistent with the acceptable noise levels for multi-family residential use under both the General Plan and the Noise Ordinance. Therefore, new residents on-site would not be exposed to noise levels in excess of established standards and potential impacts would be less than significant.

The surrounding land uses including open space, residential, agriculture, and light industry are not expected to generate exterior ambient noise levels exceeding 65 dBA at the project site. With present and reasonably foreseeable conditions, noise levels onsite would be within the normally acceptable range for multi-family units.

Taylor Mountain Estates (Single-Family)

Pursuant to the General Plan, the City's Land Use Compatibility Standard for the single-family residential units within the proposed Taylor Mountain Estates subdivision would be considered to be normally acceptable with a Community Noise Equivalent Level (CNEL) of up to 60 dB CNEL/L_{dn}, without any special noise insulation requirements. Pursuant to Figure 12-2 of the General Plan, the single-family residential units would be located within the 60 dBA noise contour, which is within acceptable levels established by the

General Plan for the proposed single-family residential use.²³ The City's Noise Ordinance identifies a conditionally acceptable exposure level up to 70 dB. Accordingly, the proposed project would be sited in a noise environment that is consistent with the acceptable noise levels for low density residential uses under both the General Plan and the Noise Ordinance. Therefore, new residents introduced on-site as part of the proposed Taylor Mountain Estates Subdivision would not be exposed to noise levels in excess of established standards and potential impacts would be less than significant.

The surrounding land uses including open space, residential, and agriculture are not expected to generate exterior ambient noise levels exceeding 60 dBA at the project site. With present and reasonably foreseeable conditions, noise levels onsite would be within the normally acceptable range.

7.12(b) (Groundborne Vibration and Noise) Less Than Significant Impact: New residents from the additional 28 dwelling units will not introduce a substantial new source of groundborne vibration or noise. However, project-related construction activities would involve the use of heavy equipment that will result in groundborne vibration. Operation of heavy construction equipment, particularly pile driving and other impact devices create seismic waves that radiate along the surface of the earth. These surface waves can be felt as ground vibration. Vibration from operation of this equipment can result in effects ranging from annoyance of people to damage of structures. Varying geology and distance will result in different vibration levels containing different frequencies and displacements. In all cases, vibration amplitudes will decrease with increasing distance.

Perceptible ground-borne vibration is generally limited to areas within a few hundred feet of construction activities. As seismic waves travel outward from a vibration source, they excite the particles of rock and soil through which they pass and cause them to oscillate. The rate or velocity (in inches per second) at which these particles move is the commonly accepted descriptor of the vibration amplitude, referred to as the peak particle velocity (PPV).

Although construction activities may result in temporarily perceptible groundborne vibration, the periods of perceptible vibration would be brief and limited to the immediate construction area. Therefore, the project is not expected to expose people or structures to excessive groundborne vibration and impacts would be less than significant.

7.12(c) (Increase Ambient Noise Levels) Less Than Significant Impact: The Residences at Taylor Mountain and Taylor Mountain Estates project will introduce an additional 28 dwelling units relative to the approved Final Map for the Kawana Meadows Subdivision. The new dwelling units would generate noise levels typical of multi-family and single-family residential land uses and would be subject to the City's noise exposure standards. The City of Santa Rosa's Noise Ordinance 17-16.120 establishes 5 dBA over the ambient base noise level as the threshold for determining whether the noise level resulting from a project would exceed what is "normally acceptable" for an affected land use, thereby constituting a significant impact.

At operation, the proposed project would contribute similar noise levels to those already present in the project vicinity and typical of an urban environment, including the periodic use of landscaping equipment, outdoor conversations, use of mechanical equipment, and vehicle doors, horns and engines. The above listed activities emit intermittent sources of low-level noise and are not expected to cause a perceptible

²³ While some of the Taylor Mountain Estates lots would be located within the 65 dBA noise contour for Farmers Lane, the proposed residential units would be set back at least 20 feet from Farmers Lane, which would place the residential units within the 60 dBA noise contour.

noise increase in the overall ambient noise environment. The introduction of 28 dwelling units will not generate a substantial number of traffic trips that would increase noise levels along Petaluma Hill Road or Farmers Lane in quantities that would alter the noise contours identified in the General Plan. Nonetheless, the proposed landscaping to be introduced onsite will serve as a natural noise buffer that will soften traffic noise emanating from Petaluma Hill Road and Farmers Lane. Therefore, the project would not result in a substantial permanent increase in ambient noise levels within the project vicinity above levels existing without the project. Therefore, the project would have a less than significant impact related to a permanent increase in ambient noise levels.

7.12(d) (Temporary or Periodic Noise Increase) Less Than Significant with Mitigation: Construction of the Residences at Taylor Mountain and Taylor Mountain Estates project and associated improvements including roadways, driveways, and landscaping will involve grubbing, site preparation, grading, installation of utilities, foundation work, and building construction. The project has the potential to generate occasionally intrusive noise levels from the use of heavy equipment during site preparation, foundation, and building construction. Construction activities associated with the project could temporarily increase noise levels, as heard from 50 feet away, to levels of up to 89 dBA associated with heavy-duty construction equipment. Portions of the project site are adjacent to sensitive receptors, including the single-family residential development to the north, south and east, as well as new residences that may be occupied onsite while construction is ongoing. As such, construction activities, albeit temporary, may result in potentially significant noise impacts.

Construction noises generated by project development may occasionally result in temporary, periodic increases in ambient noise levels in and around the project site and may occasionally reach intrusive levels. Excessive noise levels generated onsite would occur only during active construction activities and will end once the project is operational. In order to reduce potential impacts from temporary construction noise to levels below significance, **Mitigation Measure NOI-1** requires that construction activities be restricted to certain times of the day (7:00 am to 7:00 pm Monday through Friday, 9:00 am to 5:00 pm on Saturdays, and prohibited on Sundays and all federal, state, and local holidays), limit idling times, dictate that the staging of construction equipment be located as far as possible from sensitive receptors, and the designation of a Noise Disturbance Coordinator. With implementation of the mitigation measure set forth in NOI-1 below, the potential for excessive noise levels to be generated during construction activities will be reduced to less than significant levels.

7.12(e-f) (Airport Noise) No Impact: The project site is located approximately 8 miles southeast of the Charles M. Schulz Sonoma County Airport and is not located within the vicinity of a private airstrip. Figure 12-2 of the Santa Rosa General Plan (Noise Contours) indicates that the project site is outside of the noise contours generated by the Charles M. Schulz Sonoma County Airport. Based on the above, occupants of the Residences at Taylor Mountain and Taylor Mountain Estates would not be exposed to excessive noise levels generated as a result of being located within an airport land use plan area or within the vicinity of a private airstrip, and no impacts due to excessive noise exposure would occur.

Mitigation Measures:

NOI-1: Due to the proximity of sensitive receptors to the project site, all construction activities shall be required to comply with the following and be noted accordingly on construction plans:

1. Construction activities for all phases of construction, including servicing of construction equipment shall only be permitted during the hours of 7:00 a.m. and 7:00 p.m. Monday through Friday and between 9:00 a.m. and 5:00 p.m. on Saturdays. Construction is prohibited on Sundays and on all federal, state and local holidays. This provision shall apply to all construction activities onsite including active construction, equipment maintenance, material delivery and workers' arrival and departure schedules.
2. Construction equipment idling time shall be restricted to 5 minutes or less and shall be turned off when not in use, and all construction equipment powered by internal combustion engines shall be properly muffled and maintained in accordance with manufacture's specifications.
3. All stationary noise-generating construction equipment, such as air compressors, shall be located as far as practical from existing residences.
4. Noise Disturbance Coordinator: Developer shall designate a "noise disturbance coordinator" who will be responsible for responding to any local complaints about construction noise. This individual would most likely be the contractor or a contractor's representative. The noise disturbance coordinator would determine the cause of the noise complaint (e.g., starting too early, bad muffler, etc.) and explore and implement all feasible means to address the complaint. The name and telephone number for the disturbance coordinator shall be conspicuously posted at the construction site.

7.13. POPULATION AND HOUSING

Would the project:	Potentially Significant Impact	Less Than Significant with Mitigation Incorporated	Less Than Significant Impact	No Impact
a) Induce substantial growth in an area, either directly (for example, by proposing new homes and businesses) or indirectly (for example, through extension of roads or other infrastructure)?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>
b) Displace substantial numbers of existing housing, necessitating the construction of replacement housing elsewhere?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
c) Displace substantial numbers of people, necessitating the construction of replacement housing elsewhere?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>

Sources: Santa Rosa General Plan 2035 and EIR; and Housing Action Plan.

Population and Housing Setting: Santa Rosa is currently the largest city in Sonoma County, and is anticipated to maintain this status in the coming years. According to the U.S. Census Bureau, the City of Santa Rosa had an estimated population size of 167,834 people in 2010 and 174,972 people in 2015.²⁴ As of 2010, the City's housing stock contained an estimated 67,396 residential dwelling units. In 2010, approximately 52.7 percent of the existing housing units within Santa Rosa were owner-occupied; the remaining were used as rental units.

The Santa Rosa General Plan anticipates the population to reach 233,520 at General Plan build out in 2035, which translates to a growth rate of 0.95% per year. The General Plan EIR notes that the Association of Bay Area Governments projects that the population of Santa Rosa will grow to approximately 220,110 by the year 2035, with an anticipated population growth of 25% between 2005 and 2035 within its Sphere of Influence.

Population and Housing Impact Discussion:

7.13(a) (Substantial Growth) Less Than Significant Impact: The project site is located within the City's UGB. The Residences at Taylor Mountain and Taylor Mountain Estates project will not substantially induce population growth, as the project is estimated to introduce an additional 28 dwelling units as compared to the project as approved under the Final Map for the Kawana Meadows Subdivision. Assuming 2.64 persons per household,¹⁰ the projected population increase from the proposed project would be approximately 74 people. The projected population does not constitute a substantial increase and remains sufficiently below the General Plan 2035 population projections.

The project is expected to serve the housing needs of existing Santa Rosa residents and may attract new residents from outside of the City by providing more local housing options in a current state of restricted housing supply. The introduction of 28 dwelling units at the project site will add to the City's housing inventory and help to meet the Regional Housing Needs Allocation (RHNA) as identified in the City's Housing Element. Given the scope and scale of the proposed development, at an additional 28 units, the project is not expected to induce substantial population growth in the area. Therefore, population impacts from the proposed project would be considered less than significant.

The project site is substantially surrounded by existing industrial and residential development, as well as protected open space (Taylor Mountain Regional Park). As such, the project is not expected to promote further development beyond what is proposed. The extension of utilities and roadways will be limited to provide services to the subject property and will not extend services to areas where services were previously unavailable. Therefore, the project will have less than significant impacts related to growth inducement.

7.13(b-c) (Housing or Person Displacement) No Impact: At present the project site is undeveloped and does not contain any residences or dwelling units. Accordingly, implementation of the proposed project will not displace existing housing units or people, nor necessitate the construction of replacement housing elsewhere. Therefore, the project will have no impacts to population and housing with regards to displacing people or existing housing.

Mitigation Measures: None required.

²⁴ U.S. Census Bureau, City of Santa Rosa, <https://www.census.gov/quickfacts/table/PST045216/0670098,00>, Accessed May 15, 2017.

7.14. PUBLIC SERVICES

	Potentially Significant Impact	Less Than Significant with Mitigation Incorporated	Less Than Significant Impact	No Impact
Would the project result in substantial adverse physical impacts associated with the provision of new or physically altered governmental facilities, need for new or physically altered governmental facilities, the construction of which could cause significant environmental impacts, in order to maintain acceptable service ratios, response times or other performance objectives for any of the public services:				
a) Fire protection?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>
b) Police protection?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>
c) Schools?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>
d) Parks?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>
e) Other public facilities?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>

Sources: Santa Rosa General Plan 2035 and EIR; General Plan Figure 6-3: Fire Facilities Map; General Plan Figure 6-2: School Facilities Map; General Plan Figure 6-1: Parks and Recreation Map.

Public Services Setting: The City of Santa Rosa provides Police Protection and Fire Protection services within City boundaries. The Police Department provides neighborhood-oriented policing services, comprising eight patrol teams and roughly 251 employees. The Police Department is located at 965 Sonoma Avenue.

The Fire Department has a staff of 146 employees serving a community population of over 181,000 residents.²⁵ There are ten fire stations strategically located around the city. The Fire Department responds to more than 25,000 calls for service per year specific to fire, emergency medical, rescue, and hazardous materials incidents. The department provides fire suppression, rescue, first response emergency medical services, operations-level hazardous materials response, fire prevention, and life-safety services. According to the General Plan, two new fire stations would be constructed in the future, one of which would be located at the corner of Kawana Springs Road and Franz Kafka Avenue. In addition, the city has an agreement with the Rincon Valley Fire District, which integrates its station on Todd Road into the citywide response matrix.

²⁵ City of Santa Rosa Fire Department Strategic Plan 2016-2021, <https://www.srcity.org/DocumentCenter/View/3152>, accessed July 20, 2017.

The City's public school system is made up of eight public school districts, 33 elementary schools, five middle schools, five comprehensive high schools, and one continuation high school, serving an estimated 16,698 students from kindergarten through 12th grade. According to the General Plan, four new elementary schools and two new middle schools are anticipated in order to accommodate buildout.

The City's Recreation and Parks Department operates, manages, and maintains a total of 12 community parks, 52 neighborhood parks, three special purpose parks, and three trail parks²⁶. The Sonoma County Regional Parks maintains a number of regional parks and trails in the vicinity of the project site, including: Taylor Mountain Regional Park, Spring Lake Regional Park, Colgan Creek Trail, and Hunter Creek Trail. Annadel State Park is also located in close proximity to the project site.

The City charges one-time impact fees on new private development in order to offset the cost of improving or expanding City facilities. Impact fees are used to fund the construction or expansion of needed capital improvements as the General Plan builds out. The City's impact fees include the Capitol Facilities Fee and School Impact Fees to finance required public facilities and service improvements.

As a residential project, the Residences at Taylor Mountain and Taylor Mountain Estates project is subject to all applicable City impact fees.

Public Services Impact Discussion:

7.14(a-e) (Fire & Police Protection, Schools, Parks, Other Public Facilities) Less than Significant Impact: The project site is located within the UGB, which is well served by existing public services. The Residences at Taylor Mountain and Taylor Mountain Estates project is estimated to introduce an additional 28 dwelling units as compared to the approved Final Map for the Kawana Meadows Subdivision. It is expected that with new residential units, a slight increase in the need for services from Fire and Police Departments, schools, and parks will occur. However, the increase would be a minimal change that would not trigger the need for an expansion of services, an increase in staffing, or otherwise affect required service ratios. Importantly, increasing demands on public services have been previously anticipated as part of the General Plan build out and are met with impact fees that provide funding for the incremental expansion of services.

General Plan policy PSF-E-1 sets a 5-minute travel time for emergency response within the city. The project is located within the response radii of three fire stations (General Plan Figure 6-3) located at 3100 Dutton Avenue, 21 West Barham Avenue, and 955 Sonoma Avenue. According to the General Plan, two new fire stations would be constructed in the future, one of which would be located at the corner of Kawana Springs Road and Franz Kafka Avenue. The project's addition of vehicle trips to the adjacent grid street network is not expected to cause a reduction in travel speeds that would result in significant delays for emergency vehicles. A 5-minute response time is expected to be achieved due to the redundancy of approach access, the ability of emergency response vehicles to override traffic controls with lights, sirens, and signal pre-emption, and to travel in opposing travel lanes in congested conditions. Therefore, impacts to police and fire protection services as a result of the new dwelling units would be less than significant.

The project is not expected to result in any substantial adverse physical impacts to schools or require the construction of new school facilities. The nearest public schools are Kawana Elementary School, Sonoma

²⁶ City of Santa Rosa Recreation and Parks, <https://srcity.org/1021/Find-a-Park>, accessed July 20, 2017.

Academy, and Taylor Mountain Elementary School. According to the General Plan, a future middle school site is identified south of Taylor Mountain Elementary School. Although the introduction of 28 additional residential units will likely introduce additional school children to the project site, the increased student enrollment would not exceed the existing capacity of the public schools within the City. Therefore, nearby schools will not experience significant impacts to school enrollment as a result of the project, and impacts would be considered less than significant.

The project will not generate a substantial increase in demands that warrant the expansion or construction of new public facilities such as parks. The project site is well served by existing parks and trails that provide recreational opportunities. While the 28 new residential units would create a slight increase in the use of surrounding parks, the existing park facilities will be sufficient to meet active and passive recreational demands of the new residents within the Residences at Taylor Mountain and Taylor Mountain Estates project. There are no other aspects of the project that would result in adverse impacts to existing parks or necessitate additional park development. Therefore, impacts to parks as a result of project implementation will be less than significant.

As a standard condition of project approval, the applicant shall pay all development impact fees applicable to residential development, including, but not limited to Capital Facilities Fees and School impact fees. These funds are expected to be sufficient to offset any cumulative increase in demands to fire and police protection services and ensure that impacts due to increased demand for public services generated by the proposed project are less than significant.

Mitigation Measures: None required.

7.15. RECREATION

Would the project:	Potentially Significant Impact	Less Than Significant with Mitigation Incorporated	Less Than Significant Impact	No Impact
a) Would the project increase the use of existing neighborhood and regional parks or other recreational facilities such that substantial physical deterioration of the facility would occur or be accelerated?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>
b) Does the project include recreational facilities or require the construction or expansion of recreational facilities which might have an adverse physical effect on the environment?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>

Sources: Santa Rosa General Plan 2035 and EIR; General Plan Figure 6-1: Parks and Recreation Map.

Recreation Setting: The City of Santa Rosa offers numerous recreational opportunities, including public plazas and gathering places and neighborhood, community, citywide and special purpose parks and facilities. The City has many established parks, particularly on the east side of the City, and new parks are being developed in order to meet the needs of the growing community. According to the Santa Rosa General Plan, the City has a total of approximately 531 acres of neighborhood and community parks, 170 acres of undeveloped parkland, and 14 community and/or recreational facilities (as of 2008). Additionally, the City of Santa Rosa is located in close proximity to regional parks operated by the County of Sonoma and State of California including Spring Lake (Sonoma County Regional Park), Taylor Mountain Regional Park and Open Space Preserve (Sonoma County Regional Park) and Annadel (State Park), which offer a variety of passive and active recreational opportunities.

The City's General Plan identifies a parkland ratio of 3.5 acre per 1,000 residents. Based on the 2035 buildout population of 233,520 and the proposed parks facilities that will occupy 864.15 acres, the city park facilities will achieve a ratio of 3.7 acres at General Plan build-out, thereby exceeding the parks ratio standard.

Recreation Impact Discussion:

7.15(a-b) (Deterioration of Parks, Additional Recreational Facilities) Less Than Significant Impact: The Residences at Taylor Mountain and Taylor Mountain Estates project is not expected to result in significant impacts to parks or recreational facilities. The southeastern area of the City is well served by existing parks and recreational facilities. While the 28 new residential units would create a slight increase in the use of surrounding parks and recreational facilities, the existing recreational facilities will be sufficient to meet active and passive recreational demands of the new residents within the Residences at Taylor Mountain and Taylor Mountain Estates project. The project as proposed does not include the construction of recreational facilities and does not include the construction or expansion of existing recreation facilities.

The project itself will not substantially increase the use of existing neighborhood and regional parks such that physical deterioration of the facilities occurs or are accelerated. Potential impacts to recreational facilities within the City of Santa Rosa as a result of new development have been identified and analyzed under the General Plan EIR. The General Plan EIR determined that build out within the City's Urban Growth Boundary (UGB) will have a less than significant impact on recreational facilities, and it does not recommend any mitigation measures for potential impacts to parks and recreation beyond those policies outlined in the Santa Rosa General Plan 2035. Because the project will not induce substantial population growth, and is within the population growth anticipated in the General Plan, there is little expectation that it would put further pressure on recreational amenities thereby requiring construction or expansion of such facilities. Therefore, impacts related to the increased use, deterioration, construction or expansion of recreational facilities are expected to be less than significant as a result of the proposed project.

Mitigation Measures: None required.

7.16. TRANSPORTATION AND CIRCULATION

Would the project:	Potentially Significant Impact	Less Than Significant with Mitigation Incorporated	Less Than Significant Impact	No Impact
a) Conflict with an applicable plan, ordinance or policy establishing measures of effectiveness for the performance of the circulation system, taking into account all modes of transportation including mass transit and non-motorized travel and relevant components of the circulation system, including but not limited to intersections, streets, highways and freeways, pedestrian and bicycle paths, and mass transit?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>
b) Conflict with an applicable congestion management program, including, but not limited to level of service standards and travel demand measures, or other standards established by the county congestion management agency for designated roads or highways?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>
c) Result in a change in air traffic patterns, including either an increase in traffic levels or a change in location that results in substantial safety risks?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
d) Substantially increase hazards due to a design feature (e.g., sharp curves or dangerous intersections) or incompatible uses (e.g., farm equipment)?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>
e) Result in inadequate emergency access?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>
f) Conflict with adopted policies, plans, or programs regarding public transit, bicycle, or pedestrian facilities, or otherwise decrease the performance or safety of such facilities?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>

Sources: Santa Rosa General Plan 2035 and EIR; General Plan Figure 5-2: Bicycle Corridors; Traffic Study for the Residences at Taylor Mountain and Taylor Mountain Estates, prepared by W-Trans, August 24, 2017; Santa Rosa Bicycle and Pedestrian Master Plan 2010, adopted February 15, 2011; and Farmers Lane Extension SEIR and MMRP, September 2003.

Transportation and Circulation Setting: The City of Santa Rosa General Plan 2035 establishes goal T-D for maintaining acceptable traffic flows and goal T-B for providing a safe and efficient, free flowing circulation system. The City generally considers a Level of Service (LOS) D or better to be acceptable (General Plan

Policy T-D-1). Projects that contribute traffic volumes that would degrade intersections to below LOS D or result in an added delay of four seconds or more to intersections already operating at LOS E or F would be considered to have a potentially significant impact to traffic and circulation.

A Traffic Study for the Residences at Taylor Mountain and Taylor Mountain Estates was prepared by W-Trans to identify the existing traffic conditions and assess the project's potential to impact the circulation system (see **Appendix D**). The Traffic Impact Study evaluates the five intersections identified below.

1. Petaluma Hill Road/Kawana Springs Road
2. Petaluma Hill Road/Yolanda Avenue-Farmers Lane Extension
3. Kawana Springs Road/Franz Kafka Avenue
4. Farmers Lane Extension/Franz Kafka Avenue
5. Farmers Lane Extension/Meda Avenue

Conditions during the weekday a.m. and p.m. peak periods were documented and study area roadways characterized. Petaluma Hill Road is a north-south two-lane undivided arterial roadway with a posted speed limit of 40 miles per hour (mph), and marks the southern entry to the City. Petaluma Hill Road abuts the western boundary of Lot 70 and through the planned Farmer's Lane intersection with Petaluma Hill Road, will provide access to the Residences at Taylor Mountain and Taylor Mountain Estates. The site's frontage along Petaluma Hill Road will remain generally as it is, with the exception of the segment between the southerly site boundary and the intersection of Petaluma Hill Road and Farmers Lane. For this stretch, Petaluma Hill Road will be widened to include a right turn lane for northbound traffic onto Farmers Lane. Additionally, as specified in the Kawana Meadows Improvement Plan, a 4-way signalized intersection will be installed at the current 3-way signalized intersection and will include pedestrian and Class III bicycle facilities. Farmers Lane is planned as an east-west two-way undivided roadway, providing access to the site from the existing signalized intersection of Petaluma Hill Road and Yolanda Avenue.

Kawana Springs Road is an east-west two-lane undivided collector roadway. The intersection of Kawana Springs Road and Petaluma Hill Road is a signalized four-legged intersection. The intersection of Kawana Springs and Franz Kafka Avenue, which provides access to the project site from the north, is stop sign controlled.

All internal roads and courts, other than the proposed Degas Court and private driveways associated with the proposed Taylor Mountain Estates Subdivision, were previously considered as part of the approved Kawana Meadows Improvement Plan. As previously described, the project site was graded in 2015 in order to implement the Improvement Plan for the approved Kawana Meadows project. The approved Improvement Plan consists of all internal roadways (excluding the Taylor Mountain Estates Subdivision) including the segment of Farmers Lane that transects the project site, extension of Franz Kafka Avenue from its current terminus off of Kawana Springs Road to its intersection with Farmers Lane, Goya Street and Meda Avenue, as well as 3 internal courts (Meda Court, Zubaran Court, and Rambrant Court).

For informational purposes and to understand the traffic volumes generated by operation of the approved Kawana Meadows Project (referred to in the Traffic Study as the entitled project), the analysis below presents traffic impacts associated with both the proposed project (23 additional multi-family units and 5 additional single-family units) and contributions from the entitled project (Kawana Meadows, which included 64 single family homes and 70 multi-family homes).

An "Entitled" traffic analysis scenario was created to reflect the trip generation associated with the previously approved Kawana Meadows Final Subdivision Map, as a basis for assessing the proposed project's potential impacts, which is analyzed in the "Entitled Plus Project" scenario.

Future traffic volumes were projected, using the Sonoma County Transportation Authority's travel demand model to assess future intersection LOS and in accordance with the City's General Plan include the completion of the Farmers Lane Extension between Petaluma Hill Road and Bennett Valley Road.

Alternative Travel Modes

On February 15, 2011, the City Council adopted the 2010 Bicycle and Pedestrian Master Plan Update. The Plan addresses facility needs over a 25-year horizon. As depicted on Figure 2-3C of the Plan, in the vicinity of the project site, Petaluma Hill Road and Kawana Springs Road are designated as existing Class III bike routes. Farmers Lane is designated as a proposed Class III bike route. In accordance with the Kawana Meadows Improvement Plan, the segment of Farmers Lane within the project site will be improved with Class III bicycle facilities and sidewalks on both sides of the roadway.

Santa Rosa is served by a variety of public transit systems providing for local, countywide, and regional needs, as well as special user groups. Local transit is provided by Santa Rosa CityBus; countywide inter-city transit service by Sonoma County Transit (SCT); and regional service by Golden Gate Transit (GGT).

Transportation and Circulation Impact Discussion:

7.16(a-b) (Conflicts with Plans, Policies, Ordinances, Congestion Management Plan) Less Than Significant Impact: The Traffic Study assessed the project site's contribution to the traffic circulation network including both the recorded Kawana Meadows project (referred to in the Traffic Study as the entitled project) and the proposed project (which consist of a net increase of 23 multi-family units and 5 single-family units).

The proposed project's trip generation was projected using the Institute of Transportation Engineers (ITE's) Trip Generation Manual Land Use Categories for Single Family Detached Dwellings and Apartments. The peak trip generation of the site is expected to occur during weekdays, when volumes are at their greatest with residents traveling to and from work, school, and other daily activities. As set forth in the Traffic Study, the project would generate 240 daily weekday trips, 18 weekday am peak hour trips (4 inbound and 14 outbound), and 23 weekday pm peak hour trips (15 inbound and 8 outbound). This relatively small addition of peak hour trips is well below the City threshold (over 50 new peak hour trips) and far below Caltrans threshold (over 100 new peak hour trips) to trigger the need for a full traffic impact study. Nonetheless, given the past entitlement and proposed modifications, the Traffic Study fully assesses potential impacts due to conflicts with plans, policies and ordinances.

Existing Plus Approved Plus Project Scenario

For informational purposes and to present the combined affect of the proposed project (net increase of 5 single-family homes and 23 multi-family units) in addition to the approved Kawana Meadows project (64 single family homes and 70 multi-family units), the analysis below provides a summary of the Existing and Existing Plus Entitled Plus Project Scenario. As shown in Table 5 below, the five study area intersections would continue to operate acceptably at LOS D or greater during the am and pm peak hour.

Relative to the existing condition the level of service would remain the same at all study area intersections with the exception of intersection #3 (Petaluma Hill Road/Yolanda Avenue-Farmers Lane Extension), which would degrade from LOS C to LOS D during the am and pm peak hour. The trip generation from the proposed project, in addition to the approved Kawana Meadows project would not result in increased delays along roadway segments or at intersections in a manner that would degrade level of service or otherwise affect the performance of the street system. As such, level of service impacts under the proposed project in addition to the approved but not yet constructed Kawana Meadows project would be less than significant.

Table 5: Existing and Existing plus Entitled plus Project Peak Hour Intersection Levels of Service

Study Intersection <i>Approach</i>	Existing Conditions				Existing plus Entitled plus Project			
	AM Peak		PM Peak		AM Peak		PM Peak	
	Delay	LOS	Delay	LOS	Delay	LOS	Delay	LOS
1. Petaluma Hill Rd/Kawana Springs Rd	23.6	C	24.7	C	24.0	C	25.4	C
2. Kawana Springs Rd/Franz Kafka Ave <i>Northbound (Franz Kafka Ave) Approach</i>	1.2	A	1.0	A	1.6	A	1.2	A
	<i>11.6</i>	<i>B</i>	<i>15.0</i>	<i>C</i>	<i>11.9</i>	<i>B</i>	<i>15.4</i>	<i>C</i>
3. Petaluma Hill Rd/Yolanda Ave-Farmers Ln Ext	22.5	C	30.6	C	49.9	D	44.1	D
4. Farmers Ln Ext/Franz Kafka Ave <i>Southbound (Franz Kafka Ave) Approach</i> <i>Northbound (Franz Kafka Ave) Approach</i>	-	-	-	-	4.8	A	3.4	A
	-	-	-	-	8.5	A	9.3	A
	-	-	-	-	9.0	A	8.4	A
5. Farmers Ln Ext/Meda Ave <i>Southbound (Meda Ave) Approach</i> <i>Northbound (Meda Ct) Approach</i>	-	-	-	-	6.8	A	5.5	A
	-	-	-	-	8.8	A	8.9	A
	-	-	-	-	8.4	A	8.4	A

Source: W-Trans Traffic Study, August 2017. Notes: Delay is measured in average seconds per vehicle; LOS = Level of Service; Results for minor approaches to two-way stop-controlled intersections are indicated in *italics*.

As described above, the combined affect of both the proposed modifications coupled with the approved Kawana Meadows project would result in less than significant impacts to levels of service at all study area intersections. As such, considering the proposed project alone, which is limited to 23 additional apartments and 5 additional single-family homes, impacts due to a conflict with applicable level of service standards and the congestion management plan would be less than significant.

Future Plus Approved Plus Project Scenario

Future conditions consider the segment volumes for horizon year 2040, which were obtained from the Sonoma County Transportation Authority's travel demand model, which considers buildout of the City of Santa Rosa's General Plan. Under future conditions Farmers Lane Extension would extend from Petaluma Hill Road to Bennett Valley Road. Through the project site, Farmers Lane would have two eastbound lanes and one westbound lane with a raised center median and left-turn lanes at Meda Avenue and Franz Kafka Avenue. At its intersection with Petaluma Hill Road, the four-legged intersection would have a left-turn lane, two through lanes and a right-turn lane in the north-south directions and in the east-west directions.

As shown in Table 6 below, the five study area intersections would continue to operate acceptably at LOS D or greater during the am and pm peak hour. Relative to the future condition without the proposed project, the level of service would remain the same at all study area intersections.

Under future conditions, the trip generation from the proposed project, in addition to the approved Kawana Meadows project would not result in increased delays along roadway segments or at intersections in a manner that would degrade level of service or otherwise affect the performance of the street system. As such, level of service impacts under future conditions with the proposed project and contributions from the approved Kawana Meadows project would be less than significant.

Table 6: Future and Future plus Project Peak Hour Levels of Service

Study Intersection <i>Approach</i>	Future Conditions				Future plus Project			
	AM Peak		PM Peak		AM Peak		PM Peak	
	Delay	LOS	Delay	LOS	Delay	LOS	Delay	LOS
1. Petaluma Hill Rd/Kawana Springs Rd	28.2	C	33.0	C	28.6	C	33.4	C
2. Kawana Springs Rd/Franz Kafka Ave	2.1	A	1.7	A	2.4	A	1.9	A
<i>Northbound (Franz Kafka Ave) Approach</i>	<i>22.5</i>	<i>C</i>	<i>29.1</i>	<i>D</i>	<i>23.5</i>	<i>C</i>	<i>30.2</i>	<i>D</i>
3. Petaluma Hill Rd/Yolanda Ave-Farmers Ln Ext	27.0	C	36.6	D	27.7	C	37.3	D
4. Farmers Ln Ext/Franz Kafka Ave	0.3	A	0.2	A	1.2	A	0.8	A
<i>Southbound (Franz Kafka Ave) Approach</i>	<i>12.2</i>	<i>B</i>	<i>13.7</i>	<i>B</i>	<i>12.8</i>	<i>B</i>	<i>14.3</i>	<i>B</i>
<i>Northbound (Franz Kafka Ave) Approach</i>	<i>-</i>	<i>-</i>	<i>-</i>	<i>-</i>	<i>15.6</i>	<i>C</i>	<i>25.9</i>	<i>D</i>
5. Farmers Ln Ext/Meda Ave	0.5	A	0.3	A	1.1	A	0.7	A
<i>Southbound (Meda Ave) Approach</i>	<i>12.1</i>	<i>B</i>	<i>13.5</i>	<i>B</i>	<i>12.9</i>	<i>B</i>	<i>14.9</i>	<i>B</i>
<i>Northbound (Meda Ct) Approach</i>	<i>-</i>	<i>-</i>	<i>-</i>	<i>-</i>	<i>14.7</i>	<i>B</i>	<i>22.9</i>	<i>C</i>

Source: W-Trans Traffic Study, August 2017. Notes: Delay is measured in average seconds per vehicle; LOS = Level of Service; Results for minor approaches to two-way stop-controlled intersections are indicated in *italics*.

As described above, the combined affect of both the proposed modifications coupled with the approved Kawana Meadows project would result in less than significant impacts to levels of service at all study area intersections under future conditions. As such, considering the proposed project alone, which is limited to 23 additional apartments and 5 additional single-family homes, impacts due to a conflict with applicable level of service standards and the congestion management plan under future conditions would also be less than significant.

7.16(c) (Air Traffic Patterns) No Impact: The project site is located approximately 8 miles southeast of the Sonoma County Airport, and is outside of the Airport Land Use Plan planning area. The project site is not located near a public or private airport. Therefore, the project will have no impact to air traffic patterns or result in conflicts due to traffic patterns.

7.16(d) (Design Feature Hazard) Less Than Significant Impact with Mitigation: The Traffic Study performed an evaluation of site access and circulation including a sight distance analysis at the Farmers Lane/Degas Court and Farmers Lane/Franz Kafka Avenue intersections. The proposed Taylor Mountain Estates Project would shift the location of Degas Court approximately 46 feet to the west relative to the court location identified in the City’s design plans for Farmer’s Lane Extension. As proposed, the intersection

of Degas Court and Farmers Lane would be stop signed controlled at the Degas Court approach and a westbound left turn pocket would be constructed on the Farmer's Lane Extension upon full buildout of Farmers Lane Extension.

The recommended sight distance at intersections of public streets is based on corner sight distances, using the approach travel speeds as the basis for determining the recommended sight distance. Using an assumed 45 mph approach speed for the future Farmers Lane Extension, the appropriate corner sight distance criteria would be 495 feet. The Farmers Lane Extension horizontal alignment is straight in the vicinity of Degas Court, with a fairly uniform grade of approximately six percent. The approximate sight distance to and from the west is 820 feet, while the approximate sight distance to and from the east is 770 feet. Since the sight distance is greater than the minimum 495 feet required, the proposed location of Degas Court meets the sight distance requirement and impacts due to a design feature hazard would be less than significant.

Similarly, the Traffic Study assessed sight distance at the Farmers Lane/Franz Kafka Avenue intersection, which at the south leg of the intersection would provide access to 43 multi family units. Using an assumed 35 mph approach speed for the future Farmers Lane Extension, at this location, the recommended minimum sight distance criteria would be 250 feet. The approximate sight distance from this driveway meets the 250-foot sight distance and is therefore considered to be adequate.

Nonetheless, the project will introduce landscaping, lighting, signage and other frontage and project improvements, which if not properly installed or maintained could potentially introduce a design hazard. As such, Mitigation Measure TRAF-1, which requires maintenance of landscaping and proper placement of monument signage shall be implemented.

As discussed above and presented in the Traffic Study, the intersections at Farmers Lane/Degas Court, Farmers Lane/Franz Kafka driveway, and Farmers Lane Extension/Meda Avenue are expected to provide adequate sight distances and with implementation of **Mitigation Measure TRAF-1** the potential introduction of any design hazards would be avoided. Therefore, the project's impacts due design features that would substantially increase hazards and impacts would be reduced to less than significant levels.

7.16(e) (Emergency Access) Less Than Significant Impact: Emergency vehicle access will be provided at the southwestern portion of the project site at Farmers Lane and at the northern portion of the project site off of Franz Kafka. Based on the Improvement Plans approved for the Kawana Meadows subdivision internal roadways are sufficient to accommodate and provide adequate circulation for emergency vehicles.

A new private driveway would be constructed from Meda Court to the new dwelling units on Lots 6 and 7. The private driveway is proposed with a 20-foot width, which is wide enough to accommodate emergency vehicles and would extend upslope at 15% grade to access the proposed Lot 7. The new private driveway would contain a hammerhead turnout to enable emergency vehicle access.

Degas Court would range from 20-36 feet in width, which would be wide enough to accommodate emergency vehicles. A new private driveway would be constructed from Degas Court to the new dwelling unit on Lot 1. The new private driveway would range from 16-20 feet in width and would contain a hammerhead turnout to enable emergency vehicle turnaround.

The proposed project will construct new streets that will provide access to the new residential units and improve connectivity within the surrounding area, maintaining access for emergency response providers. Traffic operation in the surrounding area is anticipated to function acceptably under both near-term and long-range conditions, presenting no adverse traffic-related impediments to emergency responders. New roadway improvements will be designed to street standards established by the City, and public safety officials will assess detailed emergency access requirements as part of the project entitlement process. Therefore, potential impacts from inadequate emergency access would be less than significant.

7.16(f) (Transit, Bicycle, Pedestrian Facilities) Less Than Significant Impact: Public transit, bicycle, and pedestrian facilities in the project vicinity will not be substantially impacted by the proposed development. The introduction of 28 new residential dwelling units would contribute minimal increased ridership to the public transit system. The Santa Rosa City Bus and Sonoma County Transit system currently have sufficient capacity and facilities to support any increased ridership generated by the proposed project. Thus, impacts to public transit would be less than significant.

As depicted in the 2010 Bicycle and Pedestrian Master Plan Update, in the vicinity of the project, Petaluma Hill Road and Kawana Springs Road are designated as existing Class III bike routes. Farmers Lane is designated as a proposed Class III bike route. The project does not interfere with existing or proposed bicycle facilities in the site vicinity and will not decrease the performance or safety of such facilities. As part of the planned improvements, a bike route would be provided on Meda Avenue and bike lanes would be installed on Farmer's Lane Extension. Therefore, impacts due to a conflict in existing or planned bicycle paths from project development would be less than significant.

The proposed Residences at Taylor Mountain includes private garages and storage spaces, which would be sufficient to accommodate bicycle parking in accordance with the City's Municipal Code 20-36.040. As such, adequate bicycle parking facilities will be provided onsite. Therefore, impacts due to inadequate bicycle facilities would be less than significant.

Mitigation Measures:

- TRAF-1. Adequate sight lines for vehicles leaving the site shall be preserved by ensuring that landscaping be maintained such that tree canopies are at least seven feet above the ground, other landscaping within the sight lines be limited to low-lying vegetation no greater than three feet in height, signs and monuments planned along the project's frontage and internally shall not be placed in a manner that obstructs sight distance at the project driveways.

7.17. TRIBAL CULTURAL RESOURCES

Would the project:	Potentially Significant Impact	Less Than Significant with Mitigation Incorporated	Less Than Significant Impact	No Impact
<p>a) Would the project cause a substantial adverse change in the significance of a tribal cultural resource, defined in Public Resources Code section 21074 as either a site, feature, place, cultural landscape that is geographically defined in terms of the size and scope of the landscape, sacred place, or object with cultural value to a California Native American tribe, and that is:</p>				
<p>i) Listed or eligible for listing in the California Register of Historical Resources, or in a local register of historical resources as defined in Public Resources Code section 5020.1(k), or</p>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
<p>ii) A resource determined by the lead agency, in its discretion and supported by substantial evidence, to be significant pursuant to criteria set forth in subdivision (c) of Public Resources Code Section 5024.1. In applying the criteria set forth in subdivision (c) of Public Resource Code Section 5024.1, the lead agency shall consider the significance of the resource to a California Native American tribe.</p>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>

Sources: Santa Rosa General Plan 2035 and EIR; Tom Origer & Associates, Cultural Resources Evaluation, August 24, 2016; and correspondence with Lytton Rancheria of California Tribe.

Tribal Cultural Resources Setting: Tom Origer & Associates prepared a Cultural Resources Evaluation for the project site dated August 24, 2016. On July 11, 2016, an archival search was completed at the Northwest Information Center (NWIC), Sonoma State University, Rohnert Park, California and at the offices of Tom Origer & Associates. The search showed that five previous studies had been completed, which included the discovery and investigation of site CA-SON-861.

A record search of the Native American Heritage Commission (NAHC) Sacred Lands File was completed for the area of potential project effect with negative results.²⁷ The NAHC provided a list of Native American tribes with traditional lands or cultural places located within the boundaries of Sonoma County to contact for further information. Three tribes are listed: Lytton Rancheria of California, Federated Indians of Graton Rancheria (FIGR), and Colverdale Rancheria of Pomo Indians. Representatives from each of these tribes was contacted via USPS on March 8, 2017.

²⁷ Sharaya Souza, Native American Heritage Commission, letter to M-Group, May 5, 2017.

On April 5, 2017, a response was received from Brenda Tomaras, Attorney representing the Lytton Rancheria of California, stating concurrence with the proposed mitigation of avoiding site CA-SON-861.

On June 6, 2017, a response was received from Buffy McQuillen, Tribal Heritage Preservation Officer representing the FIGR. The letter stated that the FIGR reviewed the project and concluded that the project may impact Tribal Cultural Resources. Due to the location of the project's area of potential effect and the proximity to a site, the tribe identified a possibility for an inadvertent discovery of cultural resources, both prehistoric and historic. The FIGR requested that a FIGR Tribal Heritage Preservation Officer be contacted if cultural resources are encountered during any ground disturbing activities.

Tribal Cultural Resources Impact Discussion:

7.17(a.i-ii) (Listed or Eligible for Listing, Significant Resource) Less than Significant Impact with Mitigation: As stated above, a search of the Sacred Land file did not indicate the presence of a Native American Sacred Site within or in the immediate vicinity of the project. However, the site specific Cultural Resources Evaluation confirmed the presence of resource CA-SON-861, concluding that the resource remains in good condition. Through project design, site CA-SON-861 will be avoided and protected in place. To protect CA-SON-861 during construction and at operation, the resource will be fenced as detailed above in **Mitigation Measure CUL-1**.

Based on the presence of site CA-SON-861, the project site's proximity to the foothills of Taylor Mountain, and the letter from FIGR, there is a potential that undiscovered tribal cultural resources may be encountered during site grading and excavation. As such, **Mitigation Measure TRI-1**, set forth below shall be implemented. TRI-1 stipulates that a Tribal representative be present onsite during initial ground disturbing activities and that in the event that tribal cultural resources are unearthed construction work be halted until the resource can be evaluated. Implementation of TRI-1 ensures that a qualified archeologist present onsite to monitor ground disturbing activities associated with the proposed Taylor Mountain Estates to assess any resources encountered and that stop work provisions are in place in the event of discovery.

Accidental discovery could result in potentially significant impact to tribal cultural resources, if not properly mitigated. In order to mitigate potential impacts resulting from the inadvertent discovery of tribal cultural resources, **Mitigation Measure TRI-2** shall be implemented and will ensure that the necessary steps are taken to reduce potential impacts to buried tribal cultural resources to less than significant levels. In the event that tribal cultural resources are unearthed on the project site, TRI-2 requires that ground-disturbing activity immediately halt and that a qualified archeologist or Tribal representative evaluate the artifact(s), recommend further action, and notify the Tribe.

The City of Santa Rosa has engaged in formal tribal consultation (AB 52) with Lytton Rancheria of California and FIGR. Mitigation measures set forth in the Cultural Resources discussion above as well as the Tribal measure below have been developed in response to the direct input from tribes. The known resources onsite will be avoided and measures provide for monitoring and actions in the event of discovery. Therefore, impact to tribal cultural resources identified as having cultural value to a Native American tribe would be reduced to less than significant with implementation of mitigation measures.

Mitigation Measures:

- TRI-1.** During initial ground disturbance activities, a qualified archeologist or Tribal representative shall be present onsite to monitor ground disturbance. The archeologist or Tribal representative familiar with the potential prehistoric and historic era artifacts that may be encountered shall be present onsite to observe and monitor initial site disturbance associated with grading for the proposed Taylor Mountain Estates.
- TRI-2.** If a potentially significant tribal cultural resource is encountered, all ground disturbing activities shall halt until the archeologist, Tribal representative and/or FIGR Tribal Heritage Preservation Officer, can assess the resource. The archeologist, Tribal representative and/or FIGR Tribal Heritage Preservation Officer shall be granted stop work authority and shall be provided sufficient time to evaluate the resource and make treatment recommendations. Should a significant tribal cultural resource be identified, the archeologist, Tribal representative and/or FIGR Tribal Heritage Preservation Officer shall prepare a resource mitigation plan and monitoring program to be carried out during all construction activities.

7.18. UTILITIES AND SERVICE SYSTEMS

Would the project:	Potentially Significant Impact	Less Than Significant with Mitigation Incorporated	Less Than Significant Impact	No Impact
a) Exceed wastewater treatment requirements of the applicable Regional Water Quality Control Board?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>
b) Require or result in the construction of new water or wastewater treatment facilities or expansion of existing facilities, the construction of which could cause significant environmental effects?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>
c) Require or result in the construction of new storm water drainage facilities or expansion of existing facilities, the construction of which could cause significant environmental effects?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>
d) Have sufficient water supplies available to serve the project from existing entitlements and resources, or are new or expanded entitlements needed?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>
e) Result in a determination by the wastewater treatment provider which serves or may serve the project that it has adequate capacity to serve the project's projected demand in addition to the provider's existing commitments?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>
f) Be served by a landfill with sufficient permitted capacity to accommodate the project's solid waste disposal needs?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>
g) Comply with federal, state, and local statutes and regulations related to solid waste?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>

Sources: Santa Rosa General Plan 2035 and EIR; Santa Rosa 2015 Urban Water Management Plan, prepared by West Yost Associates, June 2016; Santa Rosa Groundwater Master Plan, prepared by West Yost Associates, September 2013; Santa Rosa Water Master Plan Update, prepared by West Yost Associates, August 2014; Santa Rosa Sanitary Sewer System Master Plan Update, prepared by Arcadis, October 2014; Sonoma County Water Agency 2015 Urban Water Management Plan, prepared by Brown and Caldwell, June 2016; and Preliminary Utility Plans, prepared by BKF Engineers, June 2017.

Utilities and Service Systems Setting: The City of Santa Rosa collects impact fees for water, wastewater, storm drains, and other public utility infrastructure. The one-time impact fee is intended to offset the cost of improving or expanding city facilities needed to accommodate new private development by providing funds for expansion or construction of necessary capital improvements. The project will pay all applicable fees.

Residences at Taylor Mountain

New storm drainage infrastructure would be installed as part of the approved Kawana Meadows Subdivision within the multi-family lots to accommodate the increase in impervious surfaces that would result from development. The additional 23 multi-family units proposed by the Residences at Taylor Mountain would not substantially increase utility or service system infrastructure needs or demands relative to the 70 multi-family units approved as part of the Kawana Meadows Recorded Subdivision. Onsite improvements would capture storm water runoff via new storm drains within the multi-family lots, convey the flows towards new storm drain lines, and then direct the flows via regional storm drain facilities.

Utilities would extend to the multi-family units via existing and proposed utility easements. Wastewater would be accommodated via the installation of new sanitary sewer laterals that would connect to new 8-inch sanitary sewer lines installed within Franz Kafka Avenue, Rafael Street, Goya Street, and Farmers Lane. The new sanitary sewer lines would collect wastewater generated onsite and convey flows through the existing sanitary sewer system to the wastewater processing plant for treatment.

Potable water would be accommodated via the installation of new water laterals that would connect multi-family units to new 12-inch water lines installed within Franz Kafka Avenue, Rafael Street, Goya Street, and Farmers Lane.

Taylor Mountain Estates

New storm drainage infrastructure would be installed to accommodate the increase in impervious surfaces that would result from development of the proposed Taylor Mountain Estates Tentative Subdivision. Onsite improvements would capture storm water runoff via new 8-15-inch storm drains within the Taylor Mountain Estates lots, convey the flows in a westerly direction towards storm drain lines within Farmers Lane (up to 30-inch diameter storm drains in Farmers Lane), which then direct flows to an existing creek on the west side Petaluma Hill Road, south of Yolanda Avenue.

Utilities would extend to the residential lots via existing and proposed utility easements. Wastewater would be accommodated via the installation of new sanitary sewer lines that would connect to new 8-inch sanitary sewer lines that would be constructed within Farmers Lane, Meda Court, Degas Court, and the new private driveways. The new sanitary sewer lines would convey flows through main lines located in Yolanda Avenue and Petaluma Hill Road to the wastewater plant for treatment.

Water would be accommodated via the installation of new water laterals that would connect to new 4-8-inch water lines within Meda Court, Degas Court, and the new private driveways. The water lines would connect to the new 12-inch water lines to be constructed within Farmers Lane.

Water Supplies

Approximately 95 percent of the City's potable water supply comes from the Sonoma County Water Agency (SCWA) Aqueduct System, which delivers water from the Russian River to the City through a series of

pressure reducing valves and check valves.²⁸ Additionally, the SCWA has three groundwater wells in the Santa Rosa Plain Groundwater Sub-basin, with a total capacity of approximately 2,300 acre-feet per year (afy), which is used on an as-needed basis during periods of drought or when Russian River supplies are otherwise constrained.²⁹

The SCWA adopted its 2015 UWMP in June 2016. Currently, four water rights permits issued by the SWRCB authorize the SCWA to store up to 122,500 afy of water in Lake Mendocino and up to 245,000 afy of water in Lake Sonoma, and to divert up to 180 cubic feet per second (cfs) of water from the Russian River with a limit of 75,000 afy.³⁰ The permits also establish minimum instream flow requirements for fish and wildlife protection and recreation. Based on the water demand projections described in 2015 UWMP, SCWA estimates that its total annual diversions and rediversions of Russian River water may exceed the 75,000 afy limit by about 117 afy in 2035 and by about 988 afy in 2040. If the trends in these projections continue, then it may be necessary for SCWA to make the necessary filings with the SWRCB in approximately 2030, so that SCWA will be authorized to divert and redivert more than 75,000 afy in 2035.

The City currently receives water from SCWA under the Restructured Agreement for Water Supply. Under this agreement, the City is entitled to receive an average-day peak month supply of 56.6 million gallons per day (mgd) with an annual volume limitation of 29,100 acre feet.³¹ While the City's current and historical annual purchases from SCWA are well below this level, the projected buildout water demands are greater than 33,000 afy.³² The City's plans for providing additional supply beyond their SCWA allotment are discussed in the City's 2015 Urban Water Management Plan.

The City currently has four active wells which are permitted by the California State Water Resources Control Board to provide potable supply (a fifth emergency well is currently out of service). Two wells can be used only during emergencies. The other two wells can be used as needed to supplement non-emergency supply, up to 2,300 afy.³³

The City owns and operates the Subregional Water Reuse System, from which the City has historically used approximately 153 afy of recycled water for urban landscape irrigation. The City also has plans to implement the Santa Rosa Urban Reuse Project, which was approved in 2007, to serve up to 3,000 afy of recycled water to offset existing potable water use.³⁴

Pursuant to the Urban Water Management Plan Act, the City's Utilities Department is required to prepare an Urban Water Management Plan (UWMP) on a 5-year basis. The 2015 Santa Rosa UWMP addresses the City water system and includes a description of the water supply sources, historical and projected water use, and a comparison of water supply to water demands during normal, single-dry, and multiple-dry years. The 2015 UWMP also addresses water use efficiency legislation, including the City's 2015 and 2020 water use targets, as required by the Water Conservation Act of 2009, and the implementation plan for meeting the City's 2020 water use targets.

²⁸ Santa Rosa Water Master Plan Update, prepared by West Yost Associates, August 2014.

²⁹ Sonoma County Water Agency 2015 Urban Water Management Plan, prepared by Brown and Caldwell, June 2016.

³⁰ Ibid.

³¹ Santa Rosa Water Master Plan Update, prepared by West Yost Associates, August 2014.

³² Ibid.

³³ Ibid.

³⁴ Ibid.

To ensure that the City of Santa Rosa maintains a sufficient water supply to meet the water demands as the city continues to build out the General Plan, policy PSF-F-6 stipulates the need for routine evaluation of the City's long-term water supply strategies and implementation of appropriate growth control measures, as necessary.

Wastewater Treatment

The Laguna Wastewater Treatment Plant (WTP) treats all wastewater generated by residential, commercial and industrial uses within the City of Santa Rosa, Rohnert Park, Cotati, Sebastopol and the South Park Sanitation District. The water recycling facility produces tertiary recycled water in compliance with the California Department of Health Services. At present, treatment capacity is at approximately 24 mgd.³⁵ An Incremental Recycled Water Program (IRWP) has been approved and will be implemented as growth occurs. With the IRWP in place it is expected that the treatment capacity for the plant will increase to 25.79 mgd, 18.25 mgd of which will be allocated to the City of Santa Rosa for beneficial reuse.³⁶

Storm Drains

Within the City of Santa Rosa storm drains convey runoff from impervious surfaces such as streets, sidewalks, and buildings and drain to creeks and ultimately through the Laguna de Santa Rosa. This water is untreated and carries with it any contaminants picked up along the way such as solvents, oils, fuels and sediment. The City's Stormwater Ordinance, set forth in Chapter 17-12 of the City's Municipal Code, establish the standard requirements and controls on the storm drain system. All existing and proposed development must adhere to the City's Stormwater Ordinance, as well as the policies set forth in the General Plan including:

PSF-I-1 Require dedication, improvement, and maintenance of stormwater flow and retention areas as a condition of approval.

PSF-I-2 Require developers to cover the costs of drainage facilities needed for surface runoff generated as a result of new development.

PSF-I-3 Require erosion and sedimentation control measures to maintain an operational drainage system, preserve drainage capacity, and protect water quality.

PSF-I-4 Require measures to maintain and improve the storm drainage system, consistent with goals of the Santa Rosa Citywide Creek Master Plan, to preserve natural conditions of waterways and minimize paving of creek channels.

PSF-I-6 Require implementation of Best Management Practices to reduce drainage system discharge of non-point source pollutants originating from streets, parking lots, residential areas, businesses, industrial operations, and those open space areas involved with pesticide application.

Solid Waste

The City of Santa Rosa currently contracts with the North Bay Corporation to provide solid waste collection, green waste collection, and recycling services. The North Bay Corporation collects both residential and commercial waste and delivers it to a transfer station at 500 Meacham Road in Petaluma. The Solid waste generated by the City of Santa Rosa is then transferred to the Redwood Landfill in Marin County, Keller

³⁵ Santa Rosa Sanitary Sewer System Master Plan Update, prepared by Arcadis, October 2014.

³⁶ Santa Rosa Incremental Recycled Water Program, prepared by Winzler & Kelly, July 2007.

Canyon Landfill in Contra Costa County, or Potrero Hills landfill in Solano County. Per the California Integrated Waste Management Act (Assembly Bill 939) Sonoma County adopted an Integrated Waste Management Plan (ColWMP) with the goal of achieving a 70 percent diversion rate by 2015.

Utilities and Service Systems Impact Discussion:

7.18(a,b,e) (Exceed Wastewater Treatment Requirements, New On-Site Water or Wastewater Treatment Facilities, Wastewater Treatment Capacity) Less Than Significant Impact: The Residences at Taylor Mountain and Taylor Mountain Estates project is estimated to introduce an additional 28 dwelling units as compared to the approved Final Map for the Kawana Meadows Subdivision. As such, the proposed project will not cause or exceed wastewater treatment requirements set forth by the Regional Water Quality Control Board, nor is the project expected to necessitate the expansion or construction of water or wastewater treatment facilities. The projected wastewater generation of the project falls within the capacity of the existing sanitary sewer lines and the City's wastewater treatment plant. The project's contribution to wastewater flows were anticipated in the General Plan and have been considered for operating capacity of the water treatment plant. The marginal increase in wastewater generated by an additional 28 units is well within the flow capacity analyzed as part of the General Plan.

The existing water supplies, facilities and infrastructure are sufficient to meet the demands of the project without the need for expansion or new construction of water supply facilities. Water demand on-site will be limited through efficient irrigation of landscaping and water-efficient fixtures and appliances indoors, consistent with requirements established by the CALGreen Building Code. The proposed project's water demands are anticipated in the General Plan and the UWMP and would not increase the City's water needs beyond what has already been anticipated.

The existing water supply and wastewater treatment system have sufficient capacity to meet the limited additional demands generated by the project. Additionally, the project will not require or result in the construction or expansion of new water or wastewater treatment facilities. Therefore, the project will have less than significant impacts related to the adequacy or capacity of water supply facilities and wastewater treatment facilities.

7.18(c) (Require New Stormwater Facilities) Less Than Significant Impact: The project is not expected to result in significant environmental impacts due to the expansion of existing storm water drainage facilities or construction of new facilities. Currently, there is no storm drain system located within the project site, and stormwater runoff generally flows downslope in a southwesterly direction. Improvements that will increase impervious surfaces include roadways, driveways, and building footprints. Although the proposed development will result in an increase in impervious surfaces relative to the approved Final Map for the Kawana Meadows Subdivision, the project has been designed in accordance with the City's Standard Urban Storm Water Mitigation Plan (SUSMP) guidelines that encourage the integration of Low Impact Design (LID) measures into site designs.

Two Preliminary Storm Water Mitigation Plans (SWMP) and one Final SWMP have been prepared for the project site. The plans summarize the existing site conditions, provide capacity computation to ensure that best management practices (BMPs) are appropriately sized, present storm water runoff BMPs that are being incorporated into the project design, and identify maintenance and funding for the establishment and ongoing operation of BMPs.

Proposed LID measures include bioretention areas containing porous engineered media that will be incorporated into the site to capture the post development storm water runoff during light precipitation events and encourage infiltration in harmony with the Priority 1 objectives of the LID Technical Design Manual. The bioretention areas will be equipped with overflow drains to minimize inundation during larger storm events. Computations were prepared to size each bioretention area using the City's storm water calculator to assess the post development storm water runoff volume.

New storm drainage infrastructure would be installed to accommodate the increase in impervious surfaces that would result from the proposed project. For the Residences at Taylor Mountain, onsite improvements would capture storm water runoff via new storm drains within the multi-family lots, convey the flows towards new storm drain lines, and then direct the flows via regional storm drain facilities. For the proposed Taylor Mountain Estates Tentative Subdivision, onsite improvements would capture storm water runoff via new 8-15-inch storm drains, convey the flows in a westerly direction towards storm drain lines within Farmers Lane (up to 30-inch diameter storm drains in Farmers Lane), which then direct flows to an existing drainage on the west side Petaluma Hill Road, south of Yolanda Avenue.

The proposed LID measures and planned/proposed storm drain facilities onsite and in the project vicinity are expected to be sufficient to accommodate any increased surface flows generated by the project. The southwesterly flow of storm water runoff would be retained and continue to be conveyed to the existing regional storm drain facilities and existing creek on the west side of Petaluma Hill Road. With the installation of the proposed bioretention areas there will be no net-increase in flows emanating from the project site. Therefore, impacts related to the construction of new storm water drainage facilities or expansion of existing facilities will be less than significant.

7.18(d) (Sufficient Water Supplies) Less Than Significant Impact: The project will utilize water obtained from the City's water system to meet onsite water demands. For the Residences at Taylor Mountain, potable water would be accommodated via the installation of new water laterals that would connect the multi-family units to new 12-inch water lines installed within Franz Kafka Avenue, Rafael Street, Goya Street, and Farmers Lane. For the Taylor Mountain Estates, water would be accommodated via the installation of new water laterals that would connect to new 4-8-inch water lines within Meda Court, Degas Court, and the new private driveways. The water lines would then connect to the new 12-inch water lines to be constructed within Farmers Lane.

The Residences at Taylor Mountain and Taylor Mountain Estates project is estimated to introduce an additional 28 dwelling units as compared to the approved Final Map for the Kawana Meadows Subdivision. As such, the project will not generate a substantial increase in water demands. The increase in onsite water demand resulting from the proposed project will remain consistent with what has been anticipated in the General Plan and the Urban Water Management Plan (UWMP). The existing entitlements for water supplies to the City are sufficient to continue to meet the needs of Santa Rosa in addition to the minimal water demands generated by the project. Therefore, impacts due to insufficient water supplies or inadequate entitlements would be less than significant.

7.18(f-g) (Landfill Capacity) Less Than Significant Impact: The Residences at Taylor Mountain and Taylor Mountain Estates project will introduce an additional 28 dwelling units as compared to the approved Final Map for the Kawana Meadows Subdivision. The proposed project is expected to contribute to the generation of solid waste within the UGB. However, the amount of solid waste generated by the project is considered minimal and is consistent with the service needs anticipated by the General Plan. The project

applicant is required to adhere to all regulations governing the disposal of solid waste. Construction- related waste will be reduced through the development of a construction waste management plan. At present, the City is under contract with North Bay Corporation for solid waste disposal and recycling services. Solid waste is collected and transferred to several landfill sites with remaining capacity. Although the waste stream generated by the project is expected to increase during construction and operation, it is not expected to exceed landfill capacity and is not expected to result in violations of federal, state, and local statutes and regulations related to solid waste. Therefore, the disposal of solid waste resulting from project construction and operation would have less than significant impacts.

7.19. MANDATORY FINDINGS OF SIGNIFICANCE (Cal. Pub. Res. Code §15065)

Would the project:	Potentially Significant Impact	Less Than Significant with Mitigation Incorporated	Less Than Significant Impact	No Impact
a) Does the project have the potential to degrade the quality of the environment, substantially reduce the habitat of a fish or wildlife species, cause a fish or wildlife population to drop below self-sustaining levels, threaten to eliminate a plant or animal community, reduce the number or restrict the range of a rare or endangered plant or animal or eliminate important examples of the major periods of California history or prehistory?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>
b) Does the project have impacts that are individually limited, but cumulatively considerable? (“Cumulatively considerable” means that the incremental effects of a project are considerable when viewed in connection with the effects of past projects, the effects of other current projects, and the effects of probable future projects)?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>
c) Does the project have environmental effects, which will cause substantial adverse effects on human beings, either directly or indirectly?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>

Mandatory Findings Discussion:

7.19(a) (Degrade the Environment) Less Than Significant Impact: The project is located within the Santa Rosa Urban Growth Boundary and potential impacts associated with its development have been anticipated by the City’s General Plan and analyzed in the General Plan EIR. The project is consistent with the General Plan Land Use designation, goals, policies and programs. The proposed development would not adversely impact sensitive habitat, such as wetland or riparian areas, nor would the project result in significant impacts to special-status plant or wildlife species. With implementation of mitigation measures set forth above in aesthetics, air quality, biological resources, cultural resources, geology and soils, hazards/hazardous materials, hydrology and water quality, noise, and transportation and circulation, as well

as adherence to the City's uniformly applied development standards including the Hillside Development Standards and Design Review, the project's potential impacts to the quality of the environment would be reduced to levels below significance. As such, the project will not degrade the quality of the environment, reduce habitat, or affect cultural resources. Therefore, the project will have less than significant impacts due to degradation of the environment.

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

The analysis of cumulative impacts for each environmental factor can employ one of two methods to establish the effects of other past, current, and probable future projects. A lead agency may select a list of projects, including those outside the control of the agency, or, alternatively, a summary of projections. These projections may be from an adopted general plan or related planning document, or from a prior environmental document that has been adopted or certified, and these documents may describe or evaluate the regional or area-wide conditions contributing to the cumulative impact.

This Initial Study evaluates cumulative impacts using the General Plan EIR. As described in the analysis above, potential environmental impacts are expected to remain at, or be mitigated to, less than significant levels. The project does not increase the severity of any of the cumulatively considerable impacts from the levels identified and analyzed in the General Plan EIR. Therefore, the project's cumulative impacts will be less than significant.

7.19(c) (Substantial Adverse Effect on Humans) Less Than Significant Impact: The project has the potential to result in adverse impacts to humans due to aesthetics, air quality, biological resources, cultural resources, geology and soils, hazards/hazardous materials, noise, and transportation and circulation. With implementation of those mitigation measures set forth above, the project will have less than significant environmental effect that would directly or indirectly impact human beings onsite or in the project vicinity.

The project site is located in close proximity to existing sensitive receptors including existing surrounding residential uses to the north, south, and east of the project site, as well as Taylor Mountain, Kawana Elementary School, and Sonoma Academy. However, with implementation of mitigation measures set forth in the Air Quality and Noise sections, construction activities associated with the development of the Residences at Taylor Mountain and Taylor Mountain Estates would result in short-term air quality emissions and noise levels that fall below levels of significance and would cease once construction is finished. In addition to those mitigation measures set forth herein, the project will be conditioned to achieve city standards with respect to noise, safety, and drainage. Building and improvement plans will be reviewed to ensure compliance with applicable building codes and standards. With implementation of mitigation measures, conditions of approval, and uniformly applied development standards, the project does not present potentially significant impacts that may have an adverse effect upon human beings, either directly or indirectly. Therefore, the project will have less than significant impacts due to substantial adverse environmental effects.

8.0 TECHNICAL APPENDICES

The following technical documents are incorporated herein by reference and are available for review during normal business hours at the City of Santa Rosa, Community Development Department, located at 100 Santa Rosa Avenue, Rm. 3, in Santa Rosa, CA, 95402.

- A. "Tree Preservation and Mitigation Report," prepared by Horticultural Associates, August 9, 2017.
- B. "Biological Resources Analysis Taylor Mountain Estates," prepared by Monk & Associates, August 2017.
- C. "Climate Action Plan Appendix E Checklist for the proposed Residences at Taylor Mountain and Taylor Mountain Estates Project," prepared July 2017.
- D. "Traffic Impact Assessment," prepared by W-Trans, August 24, 2017.

9.0 REFERENCE DOCUMENTS

The following is a list of references used in the preparation of this document. Unless attached herein, copies of all reference reports are on file with the City of Santa Rosa Department of Community Development. References to Publications prepared by Federal or State agencies may be found with the agency responsible for providing such information.

- 1. Santa Rosa General Plan 2035 prepared by the City of Santa Rosa, November 3, 2009
- 2. Santa Rosa General Plan Environmental Impact Report prepared by ESA, March 2009
- 3. Santa Rosa Municipal Code, Title 20 Zoning
- 4. Santa Rosa Municipal Code, Title 17 Environmental Protection, Chapter 17-24 Trees
- 5. Santa Rosa Municipal Code, Title 20 Zoning, Chapter 20-32 Hillside Development Standards
- 6. Santa Rosa Municipal Code, Title 14 Potable and Recycled Water, Chapter 14-30 Water Efficient Landscape
- 7. Design Review Architecture Residences at Taylor Mountain, Farrel and Fabber
- 8. Residences at Taylor Mountain Preliminary Landscaping Plans, FIRMA Design Group, January 31, 2017
- 9. Taylor Mountain Estates Tentative Subdivision Map, prepared by BKF Engineers, August 2017
- 10. Michelucci & Associates, Geotechnical Engineering Investigation and Addendum Report, March 21, 2005 and April 14, 2005

11. PJC & Associates, Supplemental Geotechnical Engineering Report for Kawana Meadows Subdivision, March 8, 2016
12. Cultural Resources Evaluation prepared by Tom Origer & Associates, August 24, 2016
13. Project Site EnviroStor and GeoTracker database search conducted July 2017
14. Grading Violations and Corrective Measures Kawana Meadows Subdivision prepared by Monk & Associates, August 2017
15. California Scenic Highway Mapping System, <http://www.dot.ca.gov>
16. Annex to 2010 Association of Bay Area Governments Local Hazard Mitigation Plan Taming Natural Disasters, adopted June 15, 2011
17. Santa Rosa Local Hazard Mitigation Plan, 2016
18. Final Environmental Impact Report Southeast Santa Rosa Area Plan October 1993
19. Santa Rosa Climate Action Plan, prepared by the City of Santa Rosa, June 12, 2012
20. Santa Rosa Plain Conservation Strategy prepared by U.S. Fish and Wildlife Service, December 2005
21. Recovery Plan for the Santa Rosa Plain prepared by U.S. Fish and Wildlife Service, May 2016
22. Santa Rosa 2015 Urban Water Management Plan, prepared by West Yost Associates, June 2016
23. Santa Rosa Groundwater Master Plan, prepared by West Yost Associates, September 2013
24. Santa Rosa Water Master Plan Update, prepared by West Yost Associates, August 2014
25. Santa Rosa Citywide Creeks Master Plan, August 2013
26. Santa Rosa Sanitary Sewer System Master Plan Update, prepared by Arcadis, October 2014
27. Sonoma County Water Agency 2015 Urban Water Management Plan, June 2016
28. BAAQMD 2017 Bay Area Clean Air Plan; and BAAQMD CEQA Guidelines May 2017
29. California Environmental Quality Act Air Quality Guidelines, prepared by the Bay Area Air Quality Management District, May 2017
30. Santa Rosa Incremental Recycled Water Program, prepared by Winzler & Kelly, July 2007
31. 2016 California Green Building Standards Code, Effective January 2, 201
32. Sonoma County Community Climate Action Plan, 2008

10.0 Attachment 1: Applicant Signature and Determination

PROJECT SPONSOR'S INCORPORATION OF MITIGATION MEASURES

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

Will Oswald
Property Owner (Authorized Agent)

8-27-17
Date

DETERMINATION FOR PROJECT

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

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

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

Amy Nicholson
Signature: Amy Nicholson

8/28/2017
Date

REPORT AUTHORS AND CONSULTANTS

Amy Nicholson, City Planner
City of Santa Rosa, Community Development Department

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Lisa Davison, Environmental Planner
Metropolitan Planning Group (M-Group), Consultant

RESIDENCES AT TAYLOR MOUNTAIN AND TAYLOR MOUNTAIN ESTATES PROJECT

MITIGATION MONITORING AND REPORTING PROGRAM

AUGUST 2017

**Mitigation Monitoring and Reporting Program
Residences at Taylor Mountain and Taylor Mountain Estates**

Mitigation Measure	Implementing Procedure	Monitoring Responsibility	Monitoring / Reporting Action and Schedule	Non-Compliance Sanction / Activity	MMRP Record Name/Date
<p><u>AESTHETICS</u></p> <p>AES-1: Any visually prominent retaining walls shall be tiered, with sufficient width (minimum of 2 feet) at each tier to support landscaping. Landscaping shall be varied in height including a mix of ground cover, vines, trailing plants, shrubs and appropriately sized trees. Finishes on the retaining wall shall naturalize the façade through sculpting and staining to resemble natural materials. Coloring of the retaining wall shall mimic the surrounding hillside.</p> <p>AES-2: A Buffer Enhancement Plan shall be developed and implemented for Lots 3, 4, 5 and 7 that back onto the Taylor Mountain Regional Park. Preservation of views of the valley floor as viewed from Todd Creek Trail shall be retained to the greatest extent feasible while balancing privacy needs of residences at the proposed Taylor Mountain Estates. Enhanced native plantings of oaks, bay laurels and other appropriate screening, shall be provided at the property line including onsite and offsite, as feasible, and through coordination with Sonoma County Regional Parks.</p> <p>AES-3: In order to soften the appearance of the Taylor Mountain Estates Subdivision as viewed from Taylor Mountain Regional Park, all buildings and structures shall be adequately screened, appropriately sized and shall incorporate neutral color tones and materials that are reflective of the surrounding natural landscape.</p> <p>AES-4: In accordance with the City of Santa Rosa Tree Ordinance, the applicant shall replace trees per Article 4, Section 17-24.050 Permit Category II-Tree Alteration, Removal, or Relocation on Property Proposed for Development or pursuant to City recommendations. Article 4, Section 17-24.050 Permit Category II-Tree Alteration, Removal, or Relocation on Property Proposed for Development, C (1) requires a minimum of two 15-gallon size trees to be replanted for every 6 inches of trunk diameter removed. The improvement plan shall also note that the replacement trees</p>	<p>Incorporate into project design, landscaping plan, and construction documents.</p>	<p>Building and Planning Division and Project Applicant/ Contractor</p>	<p>Verification of incorporation into project design, landscaping plan, and construction documents prior to issuance of building or grading permit.</p> <p>Monitor during regularly scheduled inspections to verify that measures are in place.</p>	<p>Deny issuance of building or grading permit.</p>	

**Mitigation Monitoring and Reporting Program
Residences at Taylor Mountain and Taylor Mountain Estates**

Mitigation Measure	Implementing Procedure	Monitoring Responsibility	Monitoring / Reporting Action and Schedule	Non-Compliance Sanction / Activity	MMRP Record Name/Date
<p>will become protected trees pursuant to 17.030. Final placement of replacement trees shall be indicated in the final landscape plans in accordance with Chapter 17.24 of the City's Code.</p> <p>AES-5: In accordance with 17-24.050(D), a "Tree Protection Perimeter" shall be established at the dripline around each tree or cluster of trees to be preserved. The Perimeter shall be enclosed by temporary protective fencing prior to initiating grading activities and shall remain for the duration of construction. No ground disturbance including the placement of utilities or sub drains shall occur within the Tree Protection Perimeter. Tree preservation notes shall be included on all plans.</p>					
<p><u>AIR QUALITY</u></p> <p>AQ-1: The Applicant and contractor(s) shall implement basic air quality construction measures recommended by the BAAQMD, including the following:</p> <ol style="list-style-type: none"> 1. All exposed surfaces (e.g., parking areas, staging areas, soil piles, graded areas, and unpaved access roads) shall be watered two times per day. 2. All haul trucks transporting soil, sand, or other loose material off-site shall be covered. 3. 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. 4. All vehicle speeds on unpaved roads shall be limited to 15 mph. 5. 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. 6. Idling times shall be minimized either by shutting equipment off when not in use or reducing the maximum 	<p>Incorporate into project design and construction documents.</p>	<p>Building Division and Project Applicant/ Contractor</p>	<p>Verification of incorporation into project design and construction documents prior to issuance of grading permit.</p> <p>Monitor during regularly scheduled inspections to verify that measures are in place.</p>	<p>Deny issuance of grading permit.</p> <p>Stop construction until compliant.</p>	

**Mitigation Monitoring and Reporting Program
Residences at Taylor Mountain and Taylor Mountain Estates**

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<p>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.</p> <ol style="list-style-type: none"> 7. All construction equipment shall be maintained and properly tuned in accordance with manufacturer's specifications. All equipment shall be checked by a certified mechanic. 8. 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. <p>AQ-2: The Applicant and contractor(s) shall implement additional construction mitigation measures recommended by the BAAQMD, when activities occur within 100 feet of nearby sensitive receptors, including the following:</p> <ol style="list-style-type: none"> 1. The simultaneous occurrence of excavation, grading, and ground-disturbing construction activities on the same area at any one time shall be limited. Activities shall be phased to reduce the amount of disturbed surfaces at any one time. 2. Minimize the idling time of diesel powered construction equipment to two minutes. 3. All construction equipment, diesel trucks, and generators shall be equipped with Best Available Control Technology for emission reductions of NOx and PM. 4. Require all contractors use equipment that meets CARB's most recent certification standard for off-road heavy-duty diesel engines. 					

**Mitigation Monitoring and Reporting Program
Residences at Taylor Mountain and Taylor Mountain Estates**

Mitigation Measure	Implementing Procedure	Monitoring Responsibility	Monitoring / Reporting Action and Schedule	Non-Compliance Sanction / Activity	MMRP Record Name/Date
<p><u>BIOLOGICAL RESOURCES</u></p> <p>BIO-1: To prevent impacts to nesting birds covered by State and federal law (California Department of Fish and Game Code and the MBTA), the applicant shall avoid the removal of trees, shrubs, or weedy vegetation between February 1st and August 31st, during the bird nesting period. If no vegetation or tree removal is proposed during the nesting period, no surveys are required. If it is not feasible to avoid the nesting period, pre-construction nesting surveys shall be conducted 15 days prior to construction work, if this work would commence between February 1st and August 31st. The raptor nesting surveys shall include examination of all trees within 300 feet of the entire project site, not just trees slated for removal. A nest survey report shall be prepared upon completion of the survey and provided to the City of Santa Rosa with any recommendations required for establishment of protective buffers as necessary to protect nesting birds.</p> <p>If nesting raptors are identified during the surveys, the dripline of the nest tree shall be fenced with orange construction fencing (provided the tree is on the project site), and a 300-foot radius around the nest tree staked with bright orange lath or other suitable staking. If the tree is located off site, then the buffer shall be demarcated 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</p>	<p>Incorporate timing into project construction plans.</p> <p>Conduct pre-construction survey</p> <p>On-site observation</p>	<p>Building and Planning Division and Project Applicant/ Contractor</p>	<p>Prior to issuance of grading permit and during construction.</p> <p>Applicant shall provide the pre-construction survey to the Planning Division.</p> <p>Monitor during regularly scheduled inspections to verify that measures are in place.</p>	<p>Stop work and establish appropriate buffer zone.</p>	

**Mitigation Monitoring and Reporting Program
Residences at Taylor Mountain and Taylor Mountain Estates**

Mitigation Measure	Implementing Procedure	Monitoring Responsibility	Monitoring / Reporting Action and Schedule	Non-Compliance Sanction / Activity	MMRP Record Name/Date
<p>nesting raptors then the buffers shall be maintained in place through the month of August and work within the buffer can commence September 1st.</p> <p>BIO-2: A nesting survey shall be conducted on the project site and within a zone of influence around the project site. The zone of influence includes those areas off the project site where birds could be disturbed by earth-moving vibrations or noise. If project site disturbance would occur between March 1st and September 1st, the nesting surveys should be completed 15 days. If common birds 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 with painted orange lath or 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.</p> <p>Typically, most passerine birds in the region of the project site are expected to complete nesting by June 1st. However, many species can complete nesting by the end of June or in early to mid-July, or even later. Regardless, nesting buffers should be maintained pursuant to CDFW policy until August 1st 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 1st, the qualified biologist conducting the nesting surveys 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 1st.</p> <p>BIO-3: See Mitigation Measure AES-3.</p>					

**Mitigation Monitoring and Reporting Program
Residences at Taylor Mountain and Taylor Mountain Estates**

Mitigation Measure	Implementing Procedure	Monitoring Responsibility	Monitoring / Reporting Action and Schedule	Non-Compliance Sanction / Activity	MMRP Record Name/Date
<u>CULTURAL RESOURCES</u>					
<p>CUL-1: Prior to initial ground disturbance activities for Taylor Mountain Estates, near CA-SON-861, the resource site shall be fenced to prevent damage to the site during construction. A qualified archaeologist who meets the Secretary of the Interior’s Standards shall be present onsite to determine the exact location of the fence.</p> <p>CUL-2: During initial ground disturbance activities, a qualified archeologist who meets the Secretary of the Interior’s Standards shall be present onsite to monitor ground disturbance. The qualified professional archeologist familiar with the potential prehistoric and historic era artifacts that may be encountered shall be onsite to observe and monitor initial site disturbance.</p> <p>CUL-3: If a potentially significant archeological resource is encountered, tribes shall be notified and all ground disturbing activities shall halt until the archeological monitor can assess the resource. The archaeologist shall be provided sufficient time to evaluate the resource and make treatment recommendations, which the applicant shall implement. Should a significant archeological resource be identified, the qualified archaeologist shall prepare a resource mitigation plan and monitoring program to be carried out during all construction activities.</p> <p>CUL-4: In the event that paleontological resources, including individual fossils or assemblages of fossils, are encountered during construction activities all ground disturbing activities shall halt and a qualified paleontologist shall be procured to evaluate the discovery and make treatment recommendations, which the applicant shall implement.</p> <p>CUL-5: In the event that human remains are uncovered during earthmoving activities, all construction excavation activities shall be suspended and the following measures shall be undertaken:</p>	<p>The archeological monitor shall inspect construction activities prior to and during earthwork and provide a statement to City detailing results.</p> <p>Incorporate into project design and construction documents.</p> <p>Onsite observation (by disturbance coordinator)</p>	<p>Building and Planning Division</p> <p>Project Applicant/ Contractor</p> <p>Archeological Monitor</p>	<p>Prior to and during ground disturbance activities.</p>	<p>Stop work.</p>	

**Mitigation Monitoring and Reporting Program
Residences at Taylor Mountain and Taylor Mountain Estates**

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<ol style="list-style-type: none"> 1. The Sonoma County Coroner shall be contacted to determine that no investigation of the circumstances, manner or cause of death is required and to make recommendations as to the treatment and disposition of the human remains. 2. If the coroner determines the remains to be Native American, the coroner shall contact the Native American Heritage Commission within 24 hours. 3. The applicant shall retain a City-approved qualified archaeologist to provide adequate inspection, recommendations and retrieval, if appropriate. 4. The Native American Heritage Commission shall identify the person or persons it believes to be the most likely descended from the deceased Native American, and shall contact such descendant in accordance with state law. 5. The applicant shall be responsible for ensuring that human remains and associated grave goods are reburied with appropriate dignity at a place and process suitable to the most likely descendent. 					
<p><u>GEOLOGY AND SOILS</u></p> <p>GEO-1: All applicable recommendations in the Geotechnical Engineering Investigation and Addendum Report (Michelucci & Associates) and the Supplemental Geotechnical Engineering Report (PJC & Associates), prepared for the subject property, including, but not limited to grading, excavation, foundations systems, and compaction specification shall be incorporated. Final grading plan, construction plans, and building plans shall demonstrate that recommendations set forth in the geotechnical reports have been incorporated into the design of the project.</p> <p>GEO-2: 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</p>	<p>Incorporate into project design and construction documents.</p>	<p>Building Division and Project Geotechnical Engineer</p>	<p>Verification of incorporation into design and construction documents prior to issuance of grading and building permits.</p>	<p>Deny issuance of grading and building permit.</p>	

**Mitigation Monitoring and Reporting Program
Residences at Taylor Mountain and Taylor Mountain Estates**

Mitigation Measure	Implementing Procedure	Monitoring Responsibility	Monitoring / Reporting Action and Schedule	Non-Compliance Sanction / Activity	MMRP Record Name/Date
<p>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.</p>					
<u>HYDROLOGY AND WATER QUALITY</u>					
<p>HYDRO-1: In accordance with the National Pollution Discharge Elimination System regulation, the applicant shall prepare and implement a Storm Water Pollution Prevention Plan (SWPPP) prior to construction. The SWPPP shall address erosion and sediment controls, proper storage of fuels, identification of BMPs, and use and cleanup of hazardous materials. A Notice of Intent, fees, and other required documentation shall be filed with the Regional Water Quality Control Board. During construction a monitoring report shall be conducted weekly during dry conditions and three times a day during storms that produce more than 1/2” of precipitation.</p> <p>HYDRO-2: Should construction dewatering be required, the applicant shall either reuse the water on-site for dust control, compaction, or irrigation, retain the water on-site in a grassy or porous area to allow infiltration/evaporation, or obtain a permit to discharge construction water to a sanitary sewer or storm drain. Discharges to the sanitary sewer system shall require a one-time discharge permit from the City of Santa Rosa Utilities Department. Measures may include characterizing the discharge and ensuring filtering methods and monitoring to verify that the discharge is compliant with the City’s local wastewater discharge requirements. Discharges to a storm drain shall be conducted in a manner that complies with the Regional Water Quality Control Board Waste Discharge Requirements for Low Threat Discharges to Surface Waters in the North Coast Region. In the event that groundwater is discharged to the storm drain system, the Applicant shall submit permit registration</p>	<p>Incorporate into project design and construction documents.</p>	<p>Public Works</p>	<p>Verification of incorporation into design and construction documents prior to issuance of grading and building permits.</p> <p>Monitor during regularly scheduled inspections to verify that measures are in place.</p> <p>Construction Monitoring Report from Applicant that documents periodic site inspections during grading to ensure measures are in place.</p>	<p>Deny issuance of grading and building permit.</p> <p>Stop work.</p>	

**Mitigation Monitoring and Reporting Program
Residences at Taylor Mountain and Taylor Mountain Estates**

Mitigation Measure	Implementing Procedure	Monitoring Responsibility	Monitoring / Reporting Action and Schedule	Non-Compliance Sanction / Activity	MMRP Record Name/Date
documents and develop a Best Management Practices/Pollution Prevention Plan to characterize the discharge and to identify specific BMPs, such as sediment and flow controls sufficient to prevent erosion and flooding downstream.					
<p><u>NOISE</u></p> <p>NOI-1: Due to the proximity of sensitive receptors to the project site, all construction activities shall be required to comply with the following and be noted accordingly on construction plans:</p> <ol style="list-style-type: none"> 1. Construction activities for all phases of construction, including servicing of construction equipment shall only be permitted during the hours of 7:00 a.m. and 7:00 p.m. Monday through Friday and between 9:00 a.m. and 5:00 p.m. on Saturdays. Construction is prohibited on Sundays and on all federal, state and local holidays. This provision shall apply to all construction activities onsite including active construction, equipment maintenance, material delivery and workers' arrival and departure schedules. 2. Construction equipment idling time shall be restricted to 5 minutes or less and shall be turned off when not in use, and all construction equipment powered by internal combustion engines shall be properly muffled and maintained in accordance with manufacture's specifications. 3. All stationary noise-generating construction equipment, such as air compressors, shall be located as far as practical from existing residences. 4. Noise Disturbance Coordinator: Developer shall designate a "noise disturbance coordinator" who will be responsible for responding to any local complaints about construction noise. This individual would most likely be the contractor or a contractor's representative. The noise disturbance coordinator would determine the cause of the noise complaint (e.g., starting too early, bad muffler, etc.) and explore and implement all feasible means to address the complaint. The name and telephone number for the 	Incorporate into project design and construction documents.	Building Division and Project Applicant/ Contractor	Verification of incorporation into design and construction documents prior to issuance of grading and building permits.	Stop work.	

**Mitigation Monitoring and Reporting Program
Residences at Taylor Mountain and Taylor Mountain Estates**

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disturbance coordinator shall be conspicuously posted at the construction site.					
<u>TRANSPORTATION AND CIRCULATION</u>					
<p>TRAF-1. Adequate sight lines for vehicles leaving the site shall be preserved by ensuring that landscaping be maintained such that tree canopies are at least seven feet above the ground, other landscaping within the sight lines be limited to low-lying vegetation no greater than three feet in height, signs and monuments planned along the project's frontage and internally shall not be placed in a manner that obstructs sight distance at the project driveways.</p>	<p>Incorporate into project design and construction documents.</p>	<p>Building and Planning Division</p>	<p>Verification of incorporation into design and construction documents prior to issuance of building permits.</p>	<p>Deny issuance of building permit.</p>	
<u>TRIBAL CULTURAL RESOURCES</u>					
<p>TRI-1. During initial ground disturbance activities, a qualified archeologist or Tribal representative shall be present onsite to monitor ground disturbance. The archeologist or Tribal representative familiar with the potential prehistoric and historic era artifacts that may be encountered shall be present onsite to observe and monitor initial site disturbance associated with grading for the proposed Taylor Mountain Estates.</p> <p>TRI-2. If a potentially significant tribal cultural resource is encountered, all ground disturbing activities shall halt until the archeologist, Tribal representative and/or FIGR Tribal Heritage Preservation Officer, can assess the resource. The archeologist, Tribal representative and/or FIGR Tribal Heritage Preservation Officer shall be granted stop work authority and shall be provided sufficient time to evaluate the resource and make treatment recommendations. Should a significant tribal cultural resource be identified, the archeologist, Tribal representative and/or FIGR Tribal Heritage Preservation Officer shall prepare a resource mitigation plan and monitoring program to be carried out during all construction activities.</p>	<p>The archeological monitor or Tribal representative shall inspect construction activities prior to and during earthwork and provide a statement to City detailing results.</p> <p>Incorporate into project design and construction documents.</p> <p>Onsite observation (by disturbance coordinator)</p>	<p>Building and Planning Division</p> <p>Project Applicant/ Contractor</p> <p>Archeological Monitor or Tribal representative</p>	<p>During ground disturbance activities.</p>	<p>Stop work.</p>	