Yolanda Apartments Project

CITY PROJECT FILE# DR18-044

INITIAL STUDY/MITIGATED NEGATIVE DECLARATION

LEAD AGENCY:

CITY OF SANTA ROSA
PLANNING AND ECONOMIC DEVELOPMENT DEPARTMENT
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SANTA ROSA, CA 95404
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MAY 2019

M-GROUP

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YOLANDA APARTMENTS PROJECT
CEQA ENVIRONMENTAL CHECKLIST AND INITIAL STUDY

Project Title:	Yolanda Apartments	
Lead agency name and address:	City of Santa Rosa Planning and Economic Development Department 100 Santa Rosa Avenue, Room 3 Santa Rosa, CA 95404	
Contact person and phone number:	Susie Murray, Senior Planner (707) 543-4348 Email: smurray@srcity.org	
Project Location:	325 Yolanda Avenue Santa Rosa, Sonoma County, CA 95404 Assessor's Parcel Numbers: 044-071-002 and 044-041-010	
File Number:	DR18-044	
Project sponsor's name and address:	Evergreen 2390 East Camelback Road, Suite 410 Phoenix, AZ 85016 (602) 808-8600	
Property Owners:	2532 Santa Rosa Ave Hulsman Transportation Co., Inc. PO Box 423 Santa Rosa, CA 95402	325 Yolanda Ave C. Claire Hulsman, Trustee 176 Proctor Dr. Santa Rosa, CA 95404
General Plan Designation:	Retail and Business Services	
Zoning:	Commercial General (CG)	
Description of project:	The project consists of the construction and operation of 252 multi-family residential apartments on approximately 8.4 acres and frontage improvements to Yolanda Avenue. The residential apartments would be contained within eleven (11) three-story buildings and four (4) two-story buildings. Onsite amenities include an 8,000-square-foot clubhouse/leasing center.	
Surrounding land uses and setting; briefly describe the project's surroundings:	The property is bounded to the north by commercial and residential uses, including an AutoZone, Mattress Store, and a mobile home park. Redwood Coast Petroleum offices and a Flyers gasoline station are located to the east. A mix of commercial, industrial and residential uses are located to the south. To the west is a McDonalds, Quality Motors, and Santa Rosa Avenue beyond which is the Chapel of Chimes Cemetery and Highway 101.	
Other public agencies whose approval is required (e.g., permits, financial approval, or participation agreements):	Regional Water Quality Control Board (401 Permit) U.S. Army Corp of Engineers (404 Permit)	
Have California Native American tribes traditionally and culturally affiliated with the project area requested consultation pursuant to Public Resources Code section 21080.3.1? If so, has consultation begun?	Lytton Rancheria and Federated Indians of Graton Rancheria (FIGR) were notified on July 17, 2018. Lytton responded on August 3, 2018 requesting that a Cultural Resources Study (CRE) be prepared. The CRE was provided to Lytton on August 9, 2018. On August 13, 2018, Lytton responded that standard cultural conditions were acceptable. FIGR did not request consultation.	

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YOLANDA APARTMENTS PROJECT
CEQA ENVIRONMENTAL CHECKLIST AND INITIAL STUDY

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1. INTRODUCTION

1.1. PURPOSE AND INTENT

This Initial Study/Mitigated Negative Declaration (IS/MND) for the proposed Yolanda Apartments 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.

1.2. PUBLIC REVIEW

In accordance with CEQA and the state CEQA Guidelines, this IS/MND was circulated for a 30-day minimum public review period. This IS/MND has been distributed to interested or involved public agencies, organizations, and private individuals for review. In addition, the IS/MND has been made available for general public review at the following location:

City of Santa Rosa
Planning and Economic Development Department
100 Santa Rosa Avenue, Room 3

Santa Rosa, CA 95404

Hours: 8:00 am to 4:30 pm, Monday, Tuesday and Thursday,
10:30 am to 4:30 pm, Wednesday, and
8:00 am to Noon, Friday

During the public review period, the public will have an opportunity to provide written comments on the information contained within this IS/MND. The City will use the final IS/MND and all comments and correspondence received within the public comment period for all environmental decisions related to the proposed.

In reviewing the IS/MND and as articulated in Section 15204(a) of the CEQA Guidelines, affected public agencies and interested members of the public should focus on the sufficiency of the document in identifying and analyzing potential impacts on the environment from the proposed project, and ways in which the significant effects of the project are proposed to be avoided or mitigated. Pursuant to Section 15204(b) of the CEQA Guidelines, such public agencies and persons should focus on the proposed finding that the Project will not have a significant effect on the environment. If public agencies or persons believe that the proposed project may have a significant effect, they should:

1. Identify the specific effect;
2. Explain why they believe the effect would occur; and
3. Explain why they believe the effect would be significant.

Finally, per Section 105204(c), reviewers should explain the basis for their comments, and should submit data or references offering facts, reasonable assumptions based on facts, or expert opinion supported by facts in support of the comments.

Comments on the IS/MND should be submitted in writing and received by the City of Santa Rosa prior to the end of the 30-day public review period. Written comments should be submitted to:

Susie Murray, Senior Planner
City of Santa Rosa
Planning and Economic Development Department
100 Santa Rosa Avenue, Room 3
Santa Rosa, CA 95404
Phone: (707) 543-4348
Email: smurray@srcity.org

1.3. BACKGROUND

As described herein, the project site (and/or a portion thereof) has been previously analyzed as part of past development projects including the Lowe's EIR, the Yolanda Ave Amendment, and the Yolanda Widening Supplement EIR to the Farmers Lane Exemption. In addition, the City of Santa Rosa's General Plan and Programmatic EIR provide policies, programs and implementation measures relevant to future development on the project site.

The project vicinity contains several underdeveloped parcels that have historically been considered for various development projects. Most recently, the subject property at 325 Yolanda Avenue and the contiguous property at 2532 Santa Rosa Avenue were conceptualized as a horizontal Mixed-Use Project inclusive of the subject 252 Yolanda Apartments Project (Project) and an In-N-Out Burger with a single aisle drive thru. The following technical studies analyze both the subject project and the In-N-Out project:

- Air Quality and Greenhouse Gas Assessment
- Acoustical Assessment

- Cultural Resources Study
- Biological Constraints Analysis
- Traffic Impact Study

This Initial Study (IS)/ Mitigated Negative Declaration (MND) has been prepared for the proposed Yolanda Apartments Project and considers the In-N-Out Burger proposed at the contiguous property as part of the cumulative analysis. The technical studies attached hereto are accompanied by memos that acknowledge the two separate projects and summarize findings and conclusions specific to the subject Yolanda Apartments Project.

2. INCORPORATION BY REFERENCE

Section 15150 of the CEQA Guidelines encourages incorporation by reference of previous environmental documents that are readily available to the public. Incorporation by reference is a necessary device for reducing the size of an IS/MND and to eliminate the need for the inclusion and repetition of copious technical and other background information into an IS/MND. Of particular relevance are the following documents, all of which are hereby incorporated by reference into this IS/MND as if they were published herein. The relevant information and/or analysis that has been incorporated by reference into this IS/MND has been summarized. The environmental documents are available for public review 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://srcity.org/425/Studies-Environmental-Impact-Reports.

2.1. LOWE'S HOME IMPROVEMENT WAREHOUSE PROJECT EIR

The Draft EIR for the Santa Rosa Lowe's Home Improvement Warehouse Project (SCH No. 2008022117) was prepared in September 2008. The Draft EIR, together with the Response to Comments Document dated January 2009, constitute the Final EIR for the Lowe's Home Improvement Warehouse Project. The Final EIR was certified by the Santa Rosa City Council on May 12, 2009 (Resolution No. 27377).

The project site consisted of four parcels: 044-042-001 (2612 Santa Rosa Avenue); 044-041-002 (325 Yolanda Avenue); 044-041-004 (2620 Santa Rosa Avenue); and 044-041-010 (2532 Santa Rosa Avenue). The project site analyzed therein encompasses the subject project site in its entirety.

The project analyzed in the EIR consisted of the development of approximately 165,000 square feet of commercial retail uses, including a Lowe's Home Improvement Warehouse, smaller retail uses, and associated parking and infrastructure, on an 11.77-acre project site. The project included a General Plan Amendment to re-designate 8.16 acres of the project site to Retail and Business Services.

2.2. YOLANDA AVENUE GENERAL PLAN AMENDMENT PROJECT SUPPLEMENTAL EIR

The Draft Supplemental EIR for the Yolanda Avenue General Plan Amendment Project (SCH No. 2012022076) was prepared in May 2012. The Draft Supplemental EIR, together with the Response to Comments Document dated July 2012, constitute the Final EIR for the Yolanda Avenue General Plan Amendment Project. The Final Supplemental EIR (FSEIR) was certified by the Santa Rosa City Council on September 11, 2012 (Resolution No. 28185). The FSEIR supplements the Santa Rosa Lowe's Home Improvement Warehouse Project EIR.

The project site consisted of two parcels: 044-041-002 (325 Yolanda Avenue) and 044-041-010 (2532 Santa Rosa Avenue), totaling 10.46 acres, as well as housing replacement sites within the City of Santa Rosa. The project site analyzed therein encompasses the subject project site in its entirety.

The project analyzed in the EIR consisted of a General Plan Amendment to create a "development ready site" on parcels 044-041-002 and 044-041-010. The General Plan land use designations for the two parcels were changed to Retail and Business Services. The General Commercial (CG) zoning remained unchanged. The project also included land use and zoning changes for the housing replacement sites to accommodate 35 dwelling units contemplated

at 2632 Santa Rosa Avenue. The housing replacement sites are not relevant to the proposed Yolanda Apartments project, as they are located over 0.2 mile from the proposed project site.

2.3. YOLANDA AVENUE WIDENING PROJECT SUPPLEMENTAL EIR

The Draft Supplemental EIR for the Yolanda Avenue Widening Project (SCH No. 1987122222) was prepared in July 2007 and supplements the Farmers Lane Extension EIR, which was certified by the Santa Rosa City Council on September 23, 2003 (Resolution No. 25775).

The project analyzed in the EIR consisted of the widening of the Yolanda Avenue, from Santa Rosa Avenue on the west to Petaluma Hill Road on the east (a distance of about 2,800 feet). The project included the establishment of one 12-foot wide travel lane in each direction, with a center 12-foot wide two-way left turn lane. The project included the construction of five-foot wide bike lanes on both sides of the roadway, along with concrete curb and gutter on the north side of the roadway. An asphalt curb and a five-foot wide asphalt walkway was envisioned on the south side of the roadway to direct water runoff and provide for pedestrian movement as a temporary improvement until such time as properties along Yolanda Avenue develop. The project included the acquisition of additional right-of-way to accommodate the approximate 60-foot width of the reconstructed roadway. Last, the project included relocation of the existing PG&E 12 kV electrical service line along the south edge of the roadway.

As described in the DEIR, properties that front Yolanda Avenue that are developed in the future would be conditioned to include additional right-of-way and frontage road improvements as individual undertakings to accommodate a second eastbound lane, a new permanent concrete curb and gutter on the south side of the road, an eight-foot wide planter strip on the outside edge of each bicycle lane, and six-foot wide concrete pedestrian sidewalks constructed within an 88-foot wide right-of-way expanding to 110 feet in width at the Petaluma Hill Road/Yolanda Avenue intersection.

3. PROJECT DESCRIPTION

3.1. PROJECT LOCATION

The proposed project 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 8.4-acre project site is located at 325 Yolanda Avenue and comprises a portion of two parcels (044-071-002 and 044-041-010). The majority of the subject property is currently undeveloped and consists of ruderal/non-native annual grassland, trees (oak, redwood, and ornamental), and gravel surfaces. The subject property contains a warehouse, other small structures, and a storage area. The project site is relatively flat, varying from approximately 149 feet in elevation in the northeastern portion of the site to approximately 140 feet in elevation towards the southwestern portion of the site.

The subject property is bounded to the north by commercial and residential uses, including an AutoZone, Mattress Store, and a mobile home park. Redwood Coast Petroleum offices and a Flyers gasoline station are located to the east. A mix of commercial, industrial and residential uses are located to the south, including three single-family residences, a number of auto repair shops, offices for Flyers Energy, Malm Fireplace Center, and a 7-Eleven store and gasoline station. To the west is McDonalds, Quality Motors, and Santa Rosa Avenue, beyond which is the Chapel of Chimes Cemetery and Highway 101. Immediately contiguous to the west property boundary is the location of the proposed In-N-Out Burger at 2532 Santa Rosa Avenue (**Figure 2: Project Vicinity**). The project proposes a lot line adjustment such that the entirety of the Yolanda Apartments is contained within APN 044-071-002 and the entirety of the In-N-Out Burger is contained with APN 044-041-010.

3.2. GENERAL PLAN AND ZONING

Per the City of Santa Rosa General Plan 2035 Land Use Diagram (October 18, 2016), the project site is designated as Retail and Business Services (**Figure 3: General Plan Land Use)**. Surrounding land uses include Retail and Business Services; Medium High Density Residential; General Industry; Light Industry and Mobile Homes.

As shown in **Figure 4: Zoning Designation**, the zoning designation for the project site is Commercial General (CG). Pursuant to Santa Rosa City Code, Title 20 Zoning, Chapter 20-23.020, the CG zoning district allows for:

> "a range of retail and service land uses that primarily serve residents and businesses throughout the City, including shops, personal and business services, and restaurants. Residential uses may also be accommodated as part of mixed-use projects, and independent residential developments."

Pursuant to the City's Resilient City Measures (adopted via Ordinance 2018-012) Multi-Family Dwellings are permitted uses within the CG District and the review authority has been reduced to the Zoning Administrator for housing developments within a Priority Development Area (PDA).

3.3. PROJECT DESCRIPTION

As shown on Site Plans submitted by the applicant on June 29, 2018 (**Appendix A**), the proposed project includes demolition of the existing structures onsite and redevelopment of the site to accommodate 252 multi-family residential apartments, driveways, and paved parking spaces on 8.4 acres. **Figure 5: Site Plan** shows the locations of the proposed facilities.

The Yolanda apartments development consists of approximately 214,167 square feet of new residential space, an 8,000-square-foot clubhouse/leasing center, access driveways, parking, including surface stalls and tuck under garages, and frontage improvements to Yolanda Avenue. The residential apartments would be contained within eleven (11) three-story buildings and four (4) two-story buildings containing a total of 252 apartment units. As proposed 18 units will be studios, 115 units will be 1 bedroom units, 98 units will be 2 bedroom units, and 21 units will be 3 bedroom units. A total of 69 units would have tuck-under garages. The clubhouse/leasing center would contain a leasing office, conference room, guest room, fitness center, restrooms, mailroom, pool, spa, and outdoor patio.

Access and Parking

The proposed apartments would be accessed off of Yolanda Avenue from one of two driveways. A drive aisle and surface parking would be located around the perimeter of the apartment site with internal drive aisles and walkways to access buildings. Drive aisles onsite are between 21 and 26 feet in width and provide access to all new buildings. A total of 400 parking spaces, 13 of which would be ADA-compliant, would be provided around the perimeter of the project site and internally adjacent to new building.

The project proposes a minimum of 46 bicycle parking spaces consisting of at least 6 short term parking and 40 long term bicycle parking spaces. The bicycle racks would be located adjacent to entryways of proposed buildings and in designated parking stalls.

Sidewalk and walkways would be installed along the perimeter of the apartment buildings and internally connecting to parking areas, the clubhouse, and common outdoor spaces. A contiguous pedestrian sidewalk would be installed along the site frontage to Yolanda Avenue.

Architecture

The proposed architecture for the residential apartments building is contemporary and is intended to be compatible with the architectural palate of nearby development along Yolanda Avenue, Santa Rosa Avenue and Kawana Springs Road. The proposed design features horizontal orientation and massing. Building walls will be clad in stucco with horizontal lap siding and painted in neutral tones. Building elevations are punctuated with windows and feature projecting metal rail balconies. For two story buildings the peak of the hip-roof is at a maximum height of 24′ 5″ feet and for the 3-story buildings the peak of the roof is 39′ 4″. Roof finish material for all buildings is comprised of concrete roof tiles.

Landscaping and Lighting

The Conceptual Landscape Plan includes a pool and spa area, a playground, a dog run, a bocce court, outdoor seating and picnic tables, trees and groundcover. Proposed trees include Crape Myrtles, London Planes, Valley Oaks, Chinese Elms, Chinese Pistache, Armstrong Maple and Japanese Maples, among others. Proposed groundcover includes unspecified ornamental landscaping and recreational lawn areas. Trees and other landscaping will be planted along the perimeter of the subject property, along the perimeter of the proposed apartment buildings, and internally within the common open space areas between buildings and walkways. Landscaping will be primarily drought-resistant in keeping with Santa Rosa's Water Efficient Landscape Ordinance (WELO) design requirements.

Proposed lighting includes pole mounted lights, approximately bollard lights, and wall mounted lights. Lighting would be provided around the perimeter of buildings, in the parking areas, along walkways, and in common open space areas. All lighting will comply with the City's lighting standards established for lighting zone LZ-2A.

Landscaping also includes onsite fencing and perimeters walls. At the north, east and west property lines a 6-foot masonry wall would be installed. A monument sign will be erected at the site frontage near the western access driveway.

Offsite Improvement

The project includes the dedication of approximately 30 feet along the entirety of the project site's frontage to the Yolanda Avenue right-of-way. The right of way dedication would provide for a westbound travel lane, a left-turn lane, a 6-foot bike lane, an 8-foot planting strip, and a 6-foot-wide sidewalk on the project side of Yolanda Avenue. Dedication of frontage along Yolanda Avenue will provide adequate width to accommodate the planned widening on Yolanda Avenue.

Water Supply

Approximately 95 percent of the City's potable water supply comes from the Sonoma County Water Agency (SCWA) Aqueduct System. The City of Santa Rosa is the potable water supplier and currently provides municipal water to existing uses onsite. Potable water would be accommodated via the installation of water lines throughout the project site, connecting to the 12-inch water main in Yolanda Avenue.

Wastewater

The City of Santa Rosa currently provides wastewater treatment services to existing uses onsite. Wastewater would be accommodated via the installation of sanitary sewer lines throughout the project site that would connect to the 10-inch sanitary sewer line in Yolanda Avenue. Wastewater would be conveyed to the Laguna Wastewater Treatment Plant for processing.

Solid Waste

The City of Santa Rosa contracts with Recology Sonoma Marin to provide waste collection services. Solid waste would be contained within a trash enclosure distributed throughout the project site. Enclosures will be comprised of metal, wood glad metal, and concrete.

Storm Drainage Infrastructure

The project will include new storm drainage infrastructure to accommodate the change in impervious surfaces that will result from development. Onsite improvements will capture storm water runoff via new storm drain pipes and convey flows towards new and existing storm drains within Yolanda Avenue.

Biofiltration pavers, roadside bioretention areas, permeable pavers, and interceptor trees will be incorporated into the site to capture the post development storm water runoff during precipitation events and encourage infiltration in accordance with the Priority 1 objectives of the Low Impact Design (LID) Technical Design Manual.

Site Preparation and Construction

For purpose of this analysis, it is assumed that construction would occur over an approximately 18-month construction period. Site preparation would initiate with the removal of existing structures, impervious surfaces, fences, walls, ancillary improvements, and vegetation.

Site grading will result in the distribution of soil across the site to achieve level topography. No import of soil will be necessary as excess cut will be reused onsite. Preliminary grading indicates a balanced site, with no import or export of soils, as excess cut will be reused onsite.

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

Construction equipment expected to be utilized during site preparation and grading 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, on abutting rights-of-way.

Required Discretionary Actions

The project requires the following discretionary entitlements from the City of Santa Rosa:

- Design Review for Multi-Family Apartments
- Lot Line Adjustment

Other Public Agency Review

The project requires the following approvals from state regulatory agency:

- United States Army Corp of Engineers for fill to waters of the United States
- Regional Water Quality Control Board for fill to linear waters of the state

Sustainability Measures

Sustainability measures include 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

California Native American Tribal Consultation

In accordance with AB 52 (PRC Section 21084.2), lead agencies are required to consider Tribal Cultural Resources (TCR) including site features, places, cultural landscapes, sacred places or objects of cultural value to the tribe and are 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 PRC Section 21080.3.1(d), notification of the proposed project was mailed to the following local tribes on July17, 2018:

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

The Lytton Rancheria responded to notification and requested that a Cultural Resources Evaluation be provided. As further described under the Cultural Resources and Tribal Cultural Resources discussions, Lytton was provided with the Cultural Resource Evaluation and concurred with the recommendations set forth therein. FIGR did not respond to the notification.

4. RELEVANT CITY PLANNING DOCUMENTS

This section includes a description of the most relevant planning documents that are applicable to the proposed project.

4.1. 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.

4.2. 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:

- Increased traffic volumes, delay and a decrease in LOS on area intersections during peak hours
- Contribute to an unacceptable level of service on Highway 101
- 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
- Conflict with implementation of state or local goals for reducing greenhouse gas emissions
- Inconsistency with the 2005 Bay Area Ozone Strategy

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.

This environmental document tiers off of the Santa Rosa General Plan 2035 EIR (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://srcity.org/392/General-Plan.

4.3. SANTA ROSA MUNICIPAL CODE

The Santa Rosa Municipal Code implements the goals and policies of the Santa Rosa General Plan by classifying and regulating the uses of land and structures within the City of Santa Rosa. In addition, the Zoning Code is adopted to protect and promote the public health, safety, and general welfare of residents, and preserve and enhance the aesthetic quality of the City.

The zoning designation for the project site is Commercial General (CG). Pursuant to Santa Rosa City Code, Title 20 Zoning, Chapter 20-23.020, the CG zoning district allows "independent residential developments." In accordance with the City's Resilient Measures (adopted via Ordinance 2018-012) Multi-Family Dwellings are permitted uses within the CG District.

4.4. PRIORITY DEVELOPMENT AREA

Priority Development Areas (PDAs) are locally-identified, infill development opportunity areas within existing Bay Area communities. They are generally areas of at least 100 acres where there is local commitment to developing more housing along with amenities and services to meet the day-to-day needs of residents in a pedestrian-friendly environment served by transit. PDAs are the foundation for sustainable regional growth as envisioned through Plan Bay Area 2040, the region's Sustainable Communities Strategy. Implementation of PDAs enhance mobility and economic growth by linking the location of housing and jobs with transit, thus helping to reduce vehicle commuting miles travelled and thereby, reducing greenhouse gas emissions while realizing a greater return on existing and planned transit investments.

The subject project is located within the "Santa Rosa: Mendocino/Santa Rosa Avenue Corridor PDA" as shown on Map 8 of the Priority Development Area Investment and Growth Strategy Update[1] and below on Figure 1: Regional Location. The Mendocino/Santa Rosa Avenue Corridor PDA has potential to be a North/South Rapid Bus Corridor along Mendocino and Santa Rosa Avenues, traveling the length of the City of Santa Rosa for approximately six miles within the City limits and eight miles within the urban growth boundary. This corridor is currently the highest serviced and traveled route in the city by bus public transit. Approximately 117 buses leave the Downtown Transit Mall and travel north along a portion or the entire length of Mendocino Avenue.

Two plans encompass the Mendocino/Santa Rosa Avenue PDA. The Mendocino Avenue Corridor Plan, adopted in 2008, addresses streetscape and design features from College Avenue to Steele Lane. The goal of the Mendocino Avenue Corridor Plan is to improve the safety and function of the street, provide a pedestrian friendly environment, and to be consistent with the Complete Streets concept. The Santa Rosa Avenue Corridor Plan, adopted in 2011, addresses multi-modal transportation, pedestrian safety, creation of pedestrian-oriented environments, and

[1] Sonoma County Transportation Authority, Priority Development Area Investment and Growth Strategy Update, Adopted June 12, 2017, https://scta.ca.gov/wp-content/uploads/2017/05/PDA-IGS-2017-update.pdf, Accessed December 12, 2008.

aesthetic issues for the corridor from Highway 12 to Sonoma Avenue. Both plans envision transit oriented development that would support a future Rapid Bus Corridor project along the corridor.

4.5. 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.

4.6. SANTA ROSA RESILIENT CITY MEASURE

City Council Ordinance 2018-012, introduced at the May 1, 2018, Regular Meeting by a 5-2 vote (Vice Mayor Rogers and Council Member Combs voting No), adds Sections 20-16.060 through 20-16.090 to Chapter 20-16, Resilient City Development Measures, to address housing needs and economic development within the City of Santa Rosa following the Tubbs and Nuns fires of October 2017. The ordinance was adopted by the City Council on May 22, 2018. Particularly relevant to the subject project, the Resilient City Measures remove the requirement for a use permit for multi-family dwellings located within the Commercial General District. As such, the proposed project, as a multi-family dwelling is a permitted use and is not subject to a use permit.

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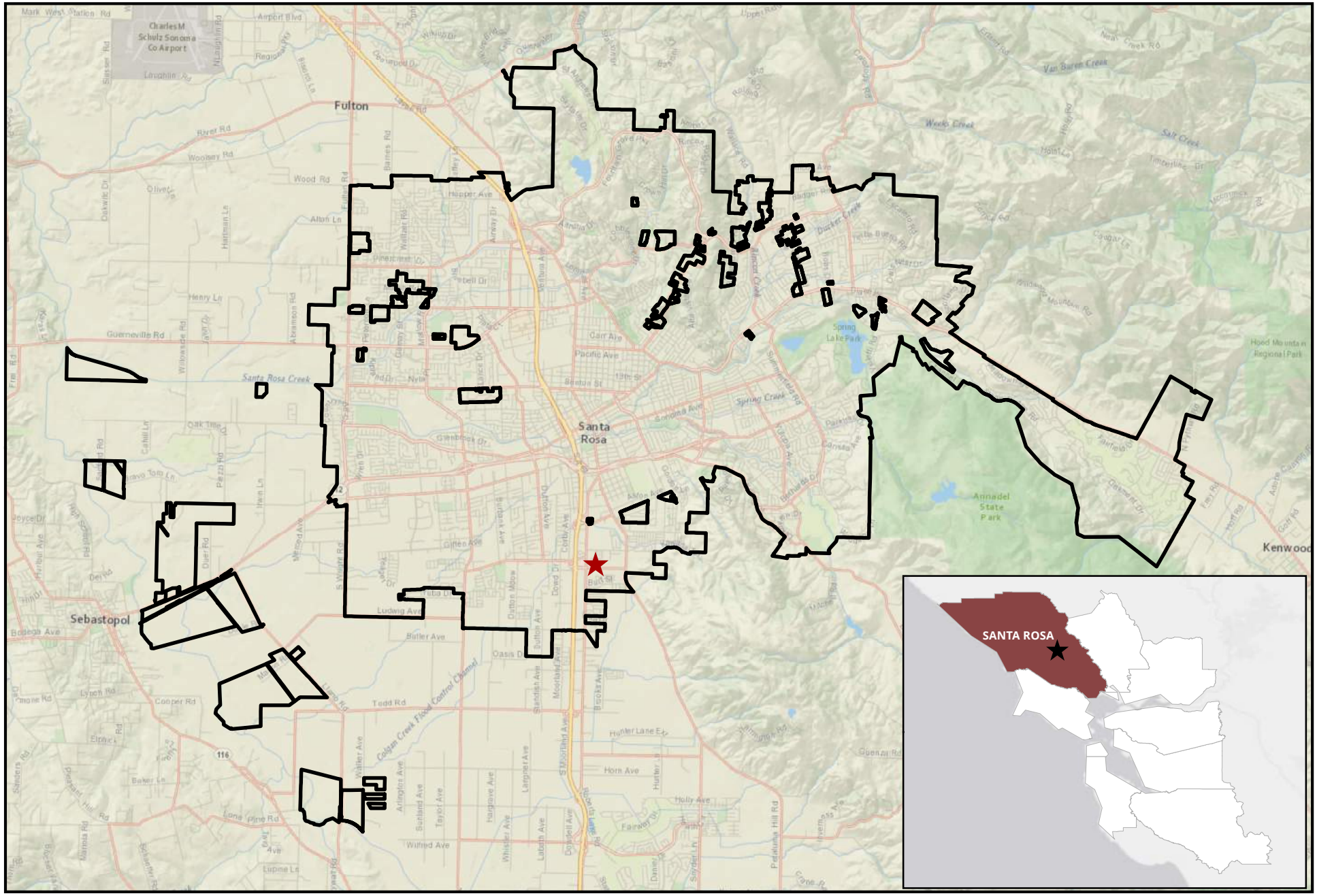
FIGURE 1



YOLANDA MULTI-FAMILY RESIDENTIAL APARTMENTS: REGIONAL LOCATION

0 0.75 1.5 3 Miles

N

Data source: Sonoma County GIS; ESRI Basemap

PROJECT SITE

CITY OF SANTA ROSA

SONOMA COUNTY

[PAGE INTENTIONALLY LEFT BLANK]

FIGURE 2

YOLANDA MULTI-FAMILY RESIDENTIAL APARTMENTS: PROJECT VICINITY

0 115 230 460 Feet

N

Data source: Sonoma County GIS; ESRI Basemap

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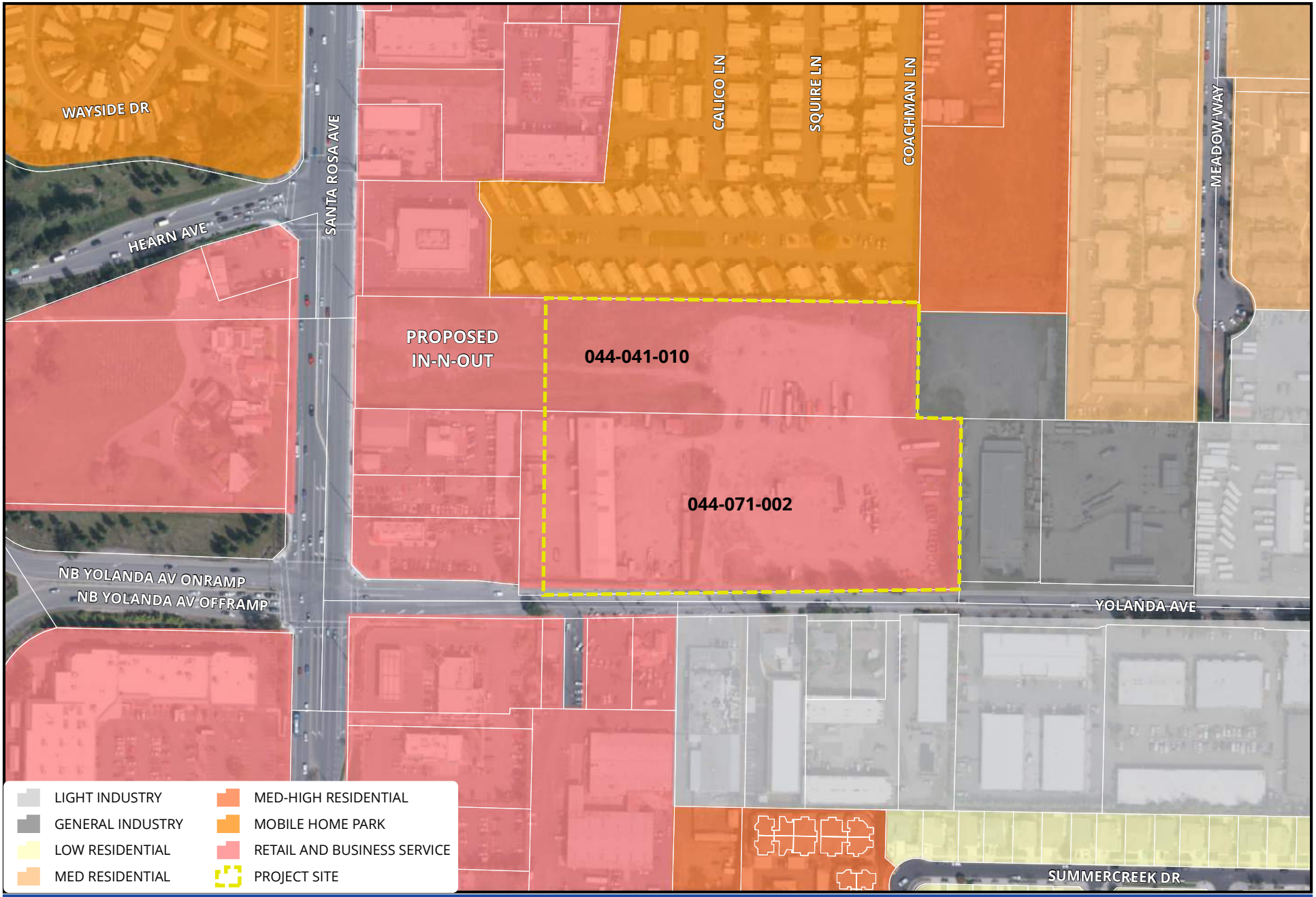
FIGURE 3



YOLANDA MULTI-FAMILY RESIDENTIAL APARTMENTS: GENERAL PLAN LAND USE

0 115 230 460 Feet

Data source: City of Santa Rosa; Sonoma County GIS; ESRI Basemap

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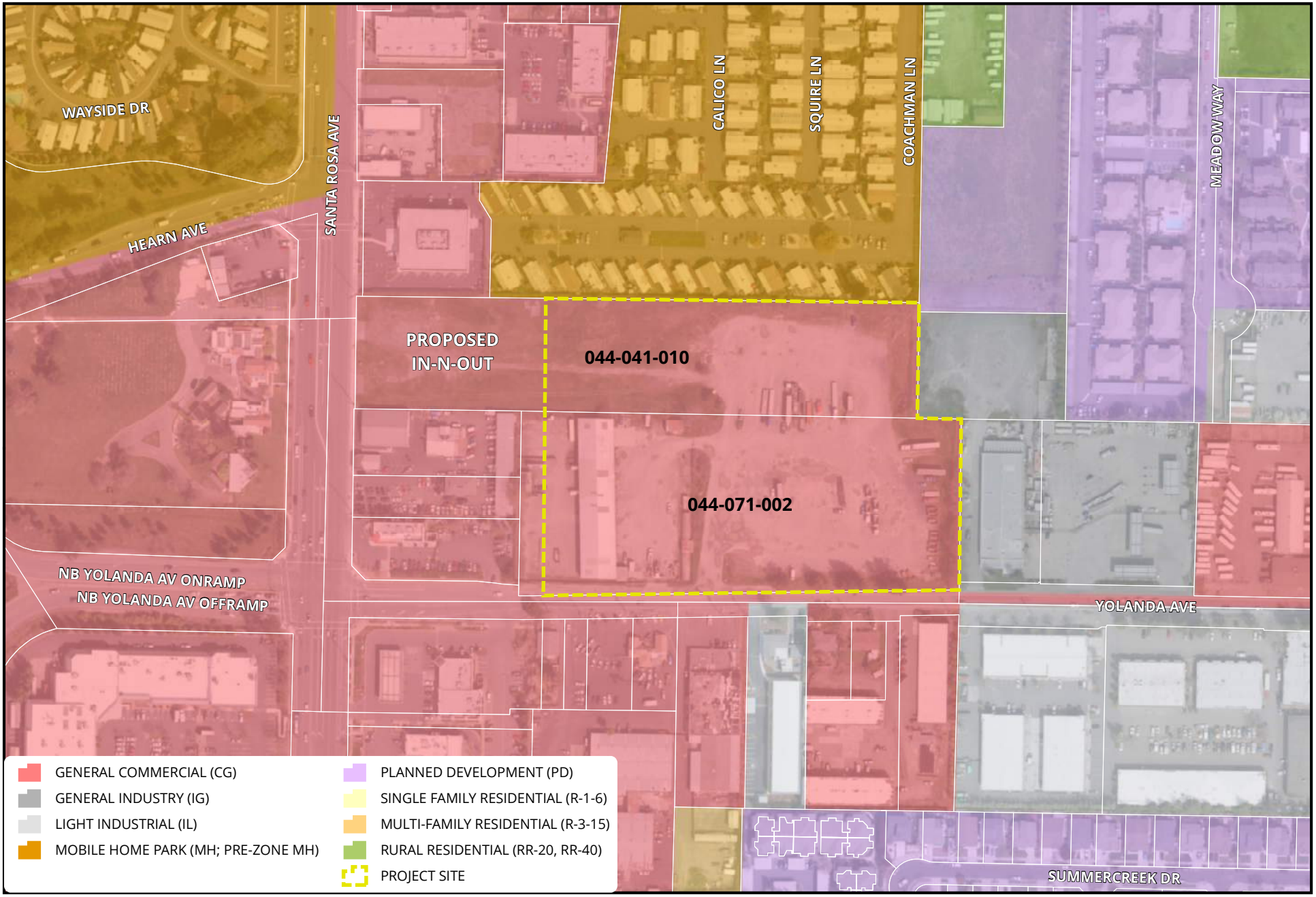
FIGURE 4



YOLANDA MULTI-FAMILY RESIDENTIAL APARTMENTS: ZONING DESIGNATIONS

0 115 230 460 Feet

N

Data source: City of Santa Rosa; Sonoma County GIS; ESRI Basemap

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FIGURE 5

YOLANDA MULTI-FAMILY RESIDENTIAL APARTMENTS:
SITE PLAN

0 65 130 260 Feet

Data source: City of Santa Rosa; Sonoma County GIS; Updated DRB submittal package from applicant 9/18/2018; ESRI Basemap

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5. 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.

Aesthetics	☐	Greenhouse Gases	☒	Public Services	☐
Agricultural & Forestry	☐	Hazards & Hazardous Materials	☒	Recreation	☐
Air Quality	☒	Hydrology / Water Quality	☒	Transportation	☒
Biological Resources	☒	Land Use / Planning	☒	Tribal Cultural Resources	☒
Cultural Resources	☒	Mineral Resources	☐	Utilities / Service Systems	☐
Energy	☒	Noise	☒	Wildfire	☐
Geology / Soils	☒	Population / Housing	☐	Mandatory Findings of Significance	☒

The CEQA Initial Study (IS) Checklist and written explanations are provided in Section 6 below. The IS Checklist and narrative indicate the level of significance of the potential environmental effects of the proposed project upon each of the noted environmental resources.

6. DETERMINATION

(TO BE COMPLETED BY THE LEAD AGENCY)

On the basis of this initial evaluation:

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

S Murray 5/30/2019

Signature: Susie Murray, Senior Planner **Date**

7. EVALUATION OF ENVIRONMENTAL IMPACTS

The following discussion addresses the potential level of impact relating to each aspect of the environment.

7.1. AESTHETICS

Would the project:	Potentially Significant Impact	Less Than Significant with Mitigation	Less Than Significant Impact	No Impact
a) Have a substantial adverse effect on a scenic vista?	☐	☐	☒	☐
b) Substantially damage scenic resources, including, but not limited to, trees, rock outcroppings, and historic buildings within a state scenic highway?	☐	☐	☐	☒
c) In non-urbanized areas, substantially degrade the existing visual character or quality of public views of the site and its surroundings? (Public views are those that are experienced from publicly accessible vantage points.) If the project is in an urbanized area, would the project conflict with applicable zoning and other regulations governing scenic quality?	☐	☐	☒	☐
d) Create a new source of substantial light or glare which would adversely affect day or nighttime views in the area?	☐	☐	☒	☐

Sources: Santa Rosa General Plan 2035; General Plan EIR; California Scenic Highway Mapping System, http://www.dot.ca.gov/hq/LandArch/16_livability/scenic_highways/index.htm, accessed August 20, 2018; Yolanda Design Review Package, June 29, 2018; and Phase I Environmental Site Assessment, prepared by AEI Consultants, April 30, 2018.

Existing Aesthetics Setting:

The subject property is located within the City's Urban Growth Boundary (UGB). The majority of the property is currently undeveloped and contains ruderal/non-native annual grassland, trees (oak, redwood, ornamental), gravel surfaces, semi-trailer trucks, and buildings. The site has historically been used for trucking-related operations, and Hulsman Transportation Co. leases storage facilities on the site to trucking firms and owner-operators. The following structures are located on the subject property:

- Former Hulsman Transportation building
- Two vacant offices
- Storage containers
- Sheds
- Shed with pressure tank
- Concrete block structure

Highway 101 from the northern to the southern city limits is a City designated Scenic Roadway in the Santa Rosa General Plan 2035, with critical viewpoints from the roadway. The proposed project site is over 690 feet from Highway 101.

Aesthetic and visual resources within, and viewed from, the project site are limited due to the site's location, which is surrounded by existing development on all sides, and the site's relatively flat topography. Views seen from the site are primarily of traffic along Santa Rosa Avenue and Yolanda Avenue; a mobile home park; office buildings; industrial uses; commercial uses; single-family residences; and open space (Taylor Mountain Regional Park) in the distance. Views of hills and ridgelines are partially obscured by existing development, and there are no other notable scenic resources within the project area.

The Yolanda Apartments Project 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. The project site does not fall under the purview of any Area Specific Plans but must comply with General Plan policies set forth in the Urban Design chapter. 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.

Aesthetics Impact Discussion:

7.1(a) (Effect a Scenic Resource or Vista) Less Than Significant Impact: 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 of Taylor Mountain Regional Park and of the Sonoma Mountains to the east.

Highway 101 through the City of Santa Rosa is a locally designated scenic road by the City's General Plan. Highway 101 is located over 690 feet west of the project site. Surrounding views as seen from Highway 101 will not be affected as a result of the proposed project because of the project site's distance from the highway, the difference in elevation, and the surrounding urban uses. Furthermore, the project is consistent with the City's development regulation governing building height. Thus, scenic view from Highway 101 would not be adversely impacted.

Views of Taylor Mountain from Santa Rosa Avenue would be partially obstructed by the three-story apartment buildings, which would be located on a site which is currently underdeveloped. However, the three-story apartment buildings would be located over 400 feet from Santa Rosa Avenue. Although views of the lower portions of Taylor Mountain would be partially obstructed by the proposed apartment buildings, the upper elevations would still be visible. Therefore, the proposed project would not have a substantial adverse effect on a scenic vista and impacts would be considered less than significant.

7.1(b) (Scenic Resources from Designated 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. In addition, Highway 101 is located over 690 feet west of the project site. As such, development of the proposed project 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(c) (Degrade Visual Character or Conflict with Scenic Quality) Less Than Significant Impact: The majority of the subject property is currently undeveloped and contains ruderal/non-native annual grassland, trees (oak, redwood, ornamental), gravel surfaces, semi-trailer trucks, and several structures. Generally, the structures can be characterized as older buildings that are indistinctive and unremarkable in visual appearance. Accordingly, the removal of these buildings would not cause a degradation of the visual quality of the project site or its surroundings.

The Yolanda Apartments Project would be situated along the frontage of Yolanda Avenue. The proposed buildings would range from one- to three-stories in height. The two-story buildings, with a maximum height of 24' 5" would be located along the northern and western boundary. The three-story buildings would be situated along the frontage to Yolanda Avenue, the eastern portions of the site and in the center of the site, with a maximum height of 39' 4". The exterior building materials would be a combination of stucco, horizontal lap siding and vertical panels, painted accent trim, balcony railings and hip-roof with vertical accent elements. The proposed buildings along Yolanda Avenue would be setback approximately 20 feet from the roadway and screened with trees and other vegetation (See Sheet L1: Preliminary Landscape Plan). Building setbacks from the east and north property line would be 10 feet and building setbacks from the west property line would be 8 feet.

The proposed project is subject to Design Review to ensure that the new development architectural style, massing, color and materials and other proposed design elements are compatible with the existing character of the vicinity. As designed, the proposed architecture for the structures does not significantly differ from the established character of the surrounding development. As proposed, the massing, setbacks, and architectural design are reflective of that found along Santa Rosa Avenue and Yolanda Avenue in the project vicinity.

While the proposed project would introduce new development on the subject property, the project is not expected to result in a substantial degradation of the visual character of the site and its surroundings because of the following: the subject property is currently developed with structures and graveled surface; the property is currently used for the storage of semi-trailer trucks; the proposed buildings would be set back from Santa Rosa Avenue and Yolanda Avenue; the proposed development would be screened with trees and other landscaping; and the architectural design and landscaping would be compatible with surrounding land uses. Therefore, the project will have a less than significant impact to the existing visual character or quality of the site and its surroundings.

7.1(d) (Light and Glare) Less Than Significant Impact: The project site is bounded by existing development including residential, commercial, and industrial land uses, as well as Santa Rosa Avenue and Yolanda Avenue, 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.

Existing sources of light on the project site include street lamps/pole mounted lights, exterior lighting for existing structures, and automobile lights. 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. Installation of lighting at the project site would result in a minor increase in nighttime lighting relative to existing conditions.

Additional 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. The solid fence/wall, landscaping, screening trees, and buildings along the northern property line will effectively block vehicle headlights, thereby precluding any potential lighting impacts to the adjacent residents.

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: None Required.

7.2. AGRICULTURAL AND FORESTRY RESOURCES

Would the project:	Potentially Significant Impact	Less Than Significant with Mitigation	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?	☐	☐	☐	☒
b) Conflict with existing zoning for agricultural use, or a Williamson Act contract?	☐	☐	☐	☒
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))?	☐	☐	☐	☒
d) Result in the loss of forest land or conversion of forest land to non-forest use?	☐	☐	☐	☒
e) Involve other changes in the existing environment which, due to their location or nature, could result in conversion of Farmland, to non-agricultural use or conversion of forest land to non-forest use?	☐	☐	☐	☒

Sources: Santa Rosa General Plan 2035; General Plan EIR; and California Department of Conservation Farmland Mapping and Monitoring Program.

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 classified entirely as Urban and Built-Up (see **Figure B-1** in **Appendix B**). Land designated as Farmland of Local Importance is located approximately 845 feet southeast of the subject property. No portion of the subject property is under a Williamson Act contract.

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 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.

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."

The project site contains grass, ruderal vegetation, structures, gravel, structures, and unpaved surfaces. Exotic grasses encompass much of the unpaved area of the site and scattered trees are located at the site margins, including native valley oak (*Quercus lobata*) and redwood (*Sequoia sempervirens*)[2]. As such, the subject property does not meet the definition of forest land pursuant to Section 12220(g) of the Public Resources Code. According to data obtained by the United States Department of Agriculture (USDA), Forest Service, the subject property does not contain land classified as forest land.[3] The nearest land classified as forest land is located approximately ½ mile east of the project site within City limits. Additionally, the Forest Service classifies timberland productivity as productive forest sites capable of growing 10-percent cover of industrial wood tree species. There are no lands classified as productive forest site on or in the immediate vicinity of the project site. The closest lands classified as productive forest site are located approximately 2 miles northeast of the subject property (see **Figure B-2** in **Appendix B**). None of the land within the project site is in a timberland zone, or within a timberland zoned Timberland Production.

Agricultural and Forestry Resources Impact Discussion:

7.2 (a-e) (Farmland Conversion, Williamson Act, Forestland, Timberland) No Impact: There are no forestlands, important farmlands, agricultural resources or agricultural preserves located within the project site and surrounding properties. The project site is not classified as Prime Farmland, Unique Farmland, or Farmland of Statewide Importance, nor is the project site under Williamson Act contract. There are no forestlands, timberlands or such zoning on the subject site or vicinity. The proposed project would have no impacts to agricultural resources or forest uses and would not result in the conversion of such lands since none exist on-site or in the project vicinity. Therefore, the project would have no impact to agricultural and forestry resources.

Mitigation Measures: None Required.

7.3. AIR QUALITY

Would the project:	Potentially Significant Impact	Less Than Significant with Mitigation	Less Than Significant Impact	No Impact
a) Conflict with or obstruct implementation of the applicable air quality plan?	☐	☐	☒	☐
b) 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?	☐	☒	☐	☐

[2] Monk and Associates Biological Constraints analysis of 325 Yolanda Avenue, Santa Rosa, California, August 2018.
[3] Land Classifications based on USGS Land Use and Land Cover Classification System for Use with Remote Sensor Data.

c) Expose sensitive receptors to substantial pollutant concentrations?	☐	☒	☐	☐
d) Result in other emissions (such as those leading to odors) adversely affecting a substantial number of people?	☐	☐	☒	☐

Sources: Santa Rosa General Plan 2035; General Plan EIR; BAAQMD 2017 Bay Area Clean Air Plan; and BAAQMD CEQA Guidelines May 2017; 325 Yolanda Ave. Air Quality & Greenhouse Gas Assessment and Air Quality Impacts from Residences at 325 Yolanda Ave. Memo, prepared by Illingworth & Rodkin, January 8, 2019.

Air Quality Setting:

The City of Santa Rosa is located within the San Francisco Bay Area air basin regulated by the Bay Area Air Quality Management District (BAAQMD). Air quality within the Bay Area Air Basin is influenced by natural geographical and meteorological conditions as well as human activities such as construction and development, operation of vehicles, industry and manufacturing, and other anthropogenic emission sources. The Federal Clean Air Act and the California Clean Air Act establish national and state ambient air quality standards respectively. The BAAQMD is responsible for planning, implementing, and enforcing air quality standards within the Bay Area Air Basin, including the City of Santa Rosa.

The Bay Area Air Basin is designated as non-attainment for both the one-hour and eight-hour state ozone standards; 0.09 parts per million (ppm) and 0.070 ppm, respectively. The Bay Area Air Basin is also in non-attainment for the PM10 and PM2.5 state standards, which require an annual arithmetic mean (AAM) of less than 20 µg/m3 for PM10 and less than 12 µg/m3 for PM2.5. In addition, the Basin is designated as non-attainment for the national 24-hour fine particulate matter (PM2.5) standard and will be required to prepare a State Implementation Plan (SIP) for PM2.5. All other national ambient air quality standards within the Bay Area Air Basin are in attainment.

Air quality emissions of carbon monoxide (CO), ozone precursors (ROG and NOx) and particulate matter (PM10 and PM2.5) from construction and operation are evaluated pursuant to the BAAQMD CEQA Air Quality Guidelines established in May 2010[4] and updated in May 2017. With release of the 2017 Bay Area Clean Air Plan (CAP) and the associated EIR, it is expected that updated thresholds and guidelines may be developed in the near term. In the absence of updated guidelines and thresholds, based upon its own judgment and analysis, the City of Santa Rosa recognizes that these thresholds represent the best available scientific data and has elected to rely on BAAQMD Guidelines dated May 2017 in determining screening levels and significance.[5] BAAQMD air quality thresholds are presented in **Table 1** below.

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

5 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. The BAAQMD published a new version of the Guidelines dated May 2017, which includes revisions made to address the Supreme Court's opinion. 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.

TABLE 1: AIR QUALITY SIGNIFICANCE THRESHOLDS			
Pollutant	**Construction Thresholds**	**Operational Thresholds**	
	Average Daily Emissions (lbs./day)	**Average Daily Emissions (lbs./day)**	**Annual Average Emissions (tons/year)**
Criteria Air Pollutants			
ROG	54	54	10
NOx	54	54	10
PM10	82	82	15
PM2.5	54	54	10
CO	Not Applicable	9.0 ppm (8-hour average) or 20.0 ppm (1-hour average)	
Fugitive Dust	Construction Dust Ordinance or other Best Management Practices	Not Applicable	
Single-Source Health Risks and Hazards for New Sources or New Receptors			
Excess Cancer Risk	> 10.0 per one million		
Chronic or Acute Hazard Index	> 1.0		
Incremental annual average $PM_{2.5}$	> 0.3 µg/m^3		
Cumulative Health Risks and Hazards for Sensitive Receptors			
Excess Cancer Risk	> 100.0 per one million		
Chronic Hazard Index	> 10.0		
Annual Average $PM_{2.5}$	> 0.8 µg/m^3		
Greenhouse Gas Emissions			
GHG Annual Emissions	Compliance with a Qualified GHG Reduction Strategy OR 1,100 metric tons or 4.6 metric tons per capita (for 2020)*		

Source: BAAQMD's May 2017 CEQA Air Quality Guidelines

Note: ROG = reactive organic gases, NOx = nitrogen oxides, PM10 = course particulate matter or particulates with an aerodynamic diameter of 10 micrometers (µm) or less, PM2.5 = fine particulate matter or particulates with an aerodynamic diameter of 2.5µm or less; and GHG = greenhouse gas.

*BAAQMD does not have a recommended post 2020 GHG Threshold.

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

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 most harmful to Bay Area residents and which include particulate matter (PM), ozone (O_3), and toxic air contaminants (TACs). The CAP further endeavors 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 CAP includes control measures for stationary sources, transportation, energy, buildings, and 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 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 due to a 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 and within a recognized priority development area; b) includes control measures to protect air quality during construction by implementing best control measures set forth by BAAQMD; and c) the proposed project would generate air quality emissions below the BAAQMD criteria pollutant thresholds (see Section 6.3(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) (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.

Table 2 below shows that the screening level, for the development of residential apartments is 240 dwelling units, above which a quantitative analysis would be warranted to determine if air quality impacts would be potentially significant.

TABLE 2: BAAQMD SCREENING CRITERIA FOR APARTMENTS

Land Use Type	Operational	Construction
Apartments Mid-Rise	494 du (ROG)	240 du (ROG)

Source: Table 3-1, pg. 3-2 Bay Area Air Quality Management District 2010 CEQA Guidelines, May 2017.
Note: du = dwelling unit; NOX = oxides of nitrogen; ROG = reactive organic gases

The project proposes the development of 252 apartment units, which exceeds the construction screening levels for criteria pollutants. A quantitative air quality emissions analysis was prepared by Illingworth & Rodkin and is included in full in **Appendix C** hereto. A summary of findings is presented below.

Construction Activities

Construction includes demolition, grubbing and the removal of vegetation and grasses, as well as grading and the construction the apartment buildings, clubhouse, frontage improvements 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.

The California Emissions Estimator Model (CalEEMod) Version 2016.3.2 was used to estimate emissions from construction related activities. Emission levels were compared relative to BAAQMD significance thresholds as identified in the Table below to determine the project's potential to impact air quality.

CalEEMod defaults based on land use size and type were used to determine construction related emissions. Default construction activities include demolition, site preparation, grading, building construction, paving, and architectural coating. Annual emission estimates for construction include both on- and off-site related activities where on-site typically includes construction equipment (tractors, loaders, graders), and off-site typically includes worker, hauling, and vendor vehicle trips. Based on the default construction activities and equipment usage, the total project construction workdays (excluding weekend days) was estimated to be 400. Average daily construction emissions (total construction emissions/construction workdays) of ROG, NOx, PM_{10}, and $PM_{2.5}$ are shown in **Table 3** below. As presented therein construction emissions would not exceed BAAQMD significance thresholds.

TABLE 3: CONSTRUCTION PERIOD EMISSIONS

	ROG	NOx	PM_{10} Exhaust	$PM_{2.5}$ Exhaust
Total Construction Emissions (tons)	2.0	3.8	0.16	0.15
Average Daily Emissions (lbs/day)	10.0	19.0	0.8	0.75
BAAQMD Thresholds (lbs/day)	*54*	*54*	*82*	*54*
Exceeds Threshold?	**NO**	**NO**	**NO**	**NO**

Source: BAAQMD's May 2017 CEQA Air Quality Guidelines; 325 Yolanda Ave. Air Quality & Greenhouse Gas Assessment, and Air Quality Impact from Residences at 325 Yolanda Ave. Memo, prepared by Illingworth & Rodkin, January 8, 2019.

Construction activities, particularly during site preparation and grading, would temporarily generate fugitive dust in the form of PM10 and PM2.5. 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 proposed 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 traveling to and from the project site (residents, deliveries, and visitors).

Operation of the proposed residential project is not expected to result in substantial air quality emissions. Lighting, electricity, water and wastewater energy related demands are expected to be minimal as new homes are subject to Title 24 requirements under the latest building code (2016).

Table 2 above shows that the operational project level screening size for apartments is 494 dwelling units. The project proposes 252 dwelling units, which is well below the established screening size. As such, it can be concluded that the project would result in a less than significant impact due to operational emissions.

Nonetheless, CalEEMod was used to predict emissions at build-out of the project, with an expected operational year of 2021.**Table 4** shows that criteria pollutants generated during operation of the project will be below BAAQMD thresholds and impacts to air quality as a result of the project at operation will be less than significant.

TABLE 4: OPERATIONAL EMISSIONS

	ROG	NOX	PM_{10}	$PM_{2.5}$
2021 Project Operation Emissions (tons/year)	1.5	2.4	1.2	0.3
2021 Existing Use Emissions (tons/year)	0.1	0.2	0.1	0.03
Net Annual Emissions (tons/year)	1.4	2.2	1.1	0.27
BAAQMD Thresholds (tons/year)	***10***	***10***	***15***	***10***
Exceeds Threshold?	**NO**	**NO**	**NO**	**NO**
2021 Project Operational Emissions (lbs/day)	7.7	12.0	6.0	1.5
BAAQMD Thresholds (lbs/day)	***54***	***54***	***82***	***54***
Exceeds Threshold?	**NO**	**NO**	**NO**	**NO**

Note: Analysis assumes 365-day operation.

Source: BAAQMD's May 2017 CEQA Air Quality Guidelines; 325 Yolanda Ave. Air Quality & Greenhouse Gas Assessment, and Air Quality Impact from Residences at 325 Yolanda Ave. Memo, prepared by Illingworth & Rodkin, January 8, 2019.

Therefore, criteria pollutants generated during operation of the proposed Yolanda Apartments Project will be below BAAQMD thresholds for criteria pollutants and impacts to air quality as a result of the project will be less than significant.

7.3(c) (Exposure of sensitive receptors to substantial pollutant concentrations) Less Than Significant with Mitigation:

The BAAQMD defines sensitive receptors as "facilities or land uses that include members of the population that are particularly sensitive to the effects of air pollutants, such as children, the elderly and people with illnesses." Examples of sensitive receptors include places where people live, play or convalesce and include schools, day care centers, hospitals, residential areas and recreation facilities.

The project will introduce new permanent sensitive receptors to an area with existing and future sources of toxic air contaminants (TACs). The BAAQMD recommends using a 1,000-foot screening radius around a project site for purposes of identifying community health risk from siting a new sensitive receptor or a new source of TACs. Substantial sources of TACs include highways, high volume surface streets, and stationary sources. Sources of TACs within 1,000 feet of the project site include local arterials (Santa Rosa Avenue, Yolanda Avenue, and Kawana Springs Road), and stationary source emitters including gas dispensing facilities, crematory, a gasoline tank and a generator (**Table 5** below).

Sensitive receptors that could potentially be affected by dust and equipment exhaust generated by construction activities include nearby residences at the adjacent mobile home park to the north, apartments to the northeast and residences on the south side of Yolanda Avenue. To evaluate lifetime cancer risks and non-cancer health effects of concentrations resulting from project construction, emissions and dispersion modeling were conducted.

Construction Activities

For expanded detail on the methodology used to measure construction related impacts to sensitive receptors, see the Air Quality Assessment prepared by Illingworth and Rodkin in **Appendix C.**

Increased cancer risks were calculated for infant exposure and adult exposure. The maximum incremental residential infant cancer risk at the maximally exposed individual (MEI) receptor would be 39.0 in one million. This exceeds the BAAQMD single-source threshold of more than 10 in one million and is identified as a potentially significant impact. However, with **Mitigation Measure AQ-2** set forth below, the infant cancer risk is reduced to 4.5, which is below the BAAQMD threshold and would reduce impacts to less than significant levels.

The maximum-modeled annual $PM_{2.5}$ concentration, based on combined exhaust and fugitive dust, would be

0.41ug/$m^{3,}$ which exceeds the BAAQMD single source threshold of more than 0.3 ug/m^3. However, with mitigation measure AQ-2, as set forth below, the exposure risk to PM2.5 is reduced to 0.09, which is below the BAAQMD threshold and would reduce impacts to less than significant levels.

The maximum computed hazard index (HI) is 0.04, which is below the BAAQMD threshold of 1.0. Table 5 shows the combined cancer risk, $PM_{2.5}$ concentrations, and the non-cancer hazard index at the maximally exposed individual.

TABLE 5: IMPACTS FROM COMBINED SOURCES AT CONSTRUCTION MEI

SOURCE	MAXIMUM CANCER RISK (PER MILLION)	$PM_{2.5}$ CONCENTRATION (UG/M^3)	HAZARD INDEX
Project Construction			
Unmitigated	*39.0 (infant)*	*0.41*	*0.04*
Mitigated	*4.5 (infant)*	*0.09*	*0.01*
BAAQMD Single Source Threshold	***>10.0***	***>0.3***	***>1.0***
Exceeds Threshold?			
Unmitigated	***YES***	***YES***	*NO*
Mitigated	*NO*	*NO*	*NO*
Cumulative Sources			
Santa Rosa Avenue	1.9	0.07	<0.03
Yolanda Avenue	1.5	0.06	<0.03
Kawana Springs Road	0.6	0.02	<0.03
Plant #111902 (Gas Dispensing)	0.3	-	<0.01
Plant #7658 (Crematory)	0.01	<0.01	<0.01
Plant #23123 (Gasoline Tank)	1.6	-	0.01
Plant #111340 (Gas Dispensing)	0.6	-	0.07
Plant #18271 (Generator)	0.4	<0.01	<0.01
Combined Sources Unmitigated	45.9	0.58	0.23
Mitigated	11.4	0.26	0.20
BAAQMD Combined Source Threshold	***>100***	***>0.8***	***>10.0***
Exceeds Threshold?			
Unmitigated	*NO*	*NO*	*NO*
Mitigated	*NO*	*NO*	*NO*

Source: BAAQMD's May 2017 CEQA Air Quality Guidelines; 325 Yolanda Ave. Air Quality & Greenhouse Gas Assessment, and Air Quality Impact from Residences at 325 Yolanda Ave. Memo, prepared by Illingworth & Rodkin, January 8, 2019.

During construction, onsite activities will result in the emission of diesel exhaust from vehicles and heavy-duty equipment (TAC) as well as the generation of fugitive dust from grading and ground disturbing activities. To ensure that diesel exhaust and fugitive dust emissions are reduced to levels below significance, Mitigation Measure AQ-1 and AQ-2 shall be implemented. AQ-1 is set forth pursuant to BAAQMD Basic Control Strategies and requires covering haul trucks, watering during active ground disturbance, limiting idling time, proper maintenance of equipment, and other standard measures. Mitigation Measures AQ-2 requires off-road equipment used during construction activities to achieve a fleet-wide average reduction of 77 percent, or more, in diesel particulate matter exhaust emissions. With implementation of AQ-1 and AQ-2, potential impacts to the surrounding sensitive receptors during construction of the proposed apartments will be reduced to levels below significance.

Operation

At operation, the project, as a residential development, will not generate air quality emissions that affect sensitive

receptors in the vicinity of the project site. However, new residents introduced onsite have the potential to be exposed to TACs consisting of fine particulate matter from mobile sources (i.e., vehicles) and stationary source emitters permitted by the BAAQMD.

The BAAQMD Risk and Hazard Screening Analysis Process Flowchart directs that lead agencies should identify three (3) emission sources (i.e., highway, major roadway, stationary) within 1,000 feet of a project's boundary and compare each source individually against the screening criteria, and directs that the values from all sources be compared against a cumulative screening value, presented below in **Table 6**.

Highway Emissions – Hwy 101

The nearest Highway (Highway 101) is located over 1,000 feet from the project site. As such, this linear source was not included combined TAC analysis in accordance with BAAQMD Guidelines.

Local Roadways – Santa Rosa Ave., Yolanda Ave., and Kawana Springs Road

The BAAQMD *Roadway Screening Analysis Calculator* was used to assess potential excess cancer risk and annual $PM_{2.5}$ concentrations for 3 local roadways in the project vicinity as they each carry over 10,000 vehicles per day. Santa Rosa Avenue is located approximately 450 feet west of the project site and conveys 32,045 average daily trips. Yolanda Avenue is located approximately 20 feet south of the project site and conveys 15,930 average daily trips. Kawana Springs Road is located approximately 700 feet north of the project site and conveys 13,336 average daily trips.

As demonstrated in **Table 6** below, $PM_{2.5}$ concentrations for a single source roadway at the project site are estimated to be between 0.02 and 0.25 $\mu g/m^3$, which is below the BAAQMD threshold of 0.3 $\mu g/m^3$. The maximum acute and chronic hazard index would be less than 0.03, which is below the 0.1 threshold. Lifetime cancer risk at the project site from local roadways is estimated to be between 0.5 and 6.4 in one million which is below the 10 in one million threshold. Therefore, potential impacts to health risk from single source local roadway emissions will be less than significant.

Permitted Stationary Sources

Stationary sources have permits to operate from the BAAQMD and emit one or more toxic air contaminants. These types of sources include, but are not limited to, refineries, gasoline-dispensing facilities, dry cleaners, diesel internal combustion engines, natural gas turbines, crematories, landfills, waste water treatment facilities, hospitals and coffee roasters. There are five (5) permitted stationary source emitters within 1,000 feet of the project site.

As demonstrated in **Table 6** below, $PM_{2.5}$ concentrations for single source stationary emitters at the project site are estimated to be less than 0.01 $\mu g/m^3$, which is below the BAAQMD threshold of 0.3 $\mu g/m^3$. The maximum acute and chronic hazard index would be less than 0.01, which is below the 0.1 threshold. Lifetime cancer risk at the project site from stationary source emitters is estimated to be between 0.1 and 2.5 in one million which is below the 10 in one million threshold. Therefore, potential impacts to health risk from single source stationary emissions will be less than significant.

Cumulative

Cumulative health risk levels for the project accounting for all sources discussed above are provided in **Table 6** below. The cumulative $PM_{2.5}$ concentrations from TAC sources within 1,000 feet of the project site are estimated to be 0.38 $\mu g/m^3$, which is below the 0.8 $\mu g/m^3$ cumulative threshold. The combined maximum chronic hazard index at the project is estimated to be 0.14, which is below the 10.0 cumulative threshold. The combined maximum increased cancer risk is estimated to be 16.4 in one million, which is below the 100 in one million cumulative threshold. The potential health risk associated with area roadways is below established thresholds and, therefore, impacts due to exposure of new sensitive receptors onsite are less than significant.

TABLE 6: COMMUNITY RISK IMPACT TO NEW PROJECT RESIDENCES

SOURCE	CANCER RISK (PER MILLION)	ANNUAL $PM_{2.5}$ $\mu G/M^3$	HAZARD INDEX
Santa Rosa Avenue	2.9	0.10	<0.03
Yolanda Avenue	6.4	0.25	<0.03
Kawana Springs Road	0.5	0.02	<0.03
Plant #111902 (Gas Dispensing)	1.9	-	0.01
Plant #7658 (Crematory)	<0.1	-	0.01
Plant #23123 (Gasoline Tank)	1.6	-	0.01
Plant #111340 (Gas Dispensing)	1.6	-	0.01
Plant #18271 (Generator)	0.5	<0.01	<0.01
BAAQMD Single Source Threshold	***>10.0***	***>0.3***	***>1.0***
Exceeds Threshold?	NO	NO	NO
Cumulative Total	16.4	0.38	0.14
BAAQMD Cumulative Source Threshold	***>100***	***>0.8***	***>10***
Exceeds Threshold?	NO	NO	NO

Source: BAAQMD's May 2017 CEQA Air Quality Guidelines; 325 Yolanda Ave. Air Quality & Greenhouse Gas Assessment, and Air Quality Impact from Residences at 325 Yolanda Ave. Memo, prepared by Illingworth & Rodkin, January 8, 2019.

7.3(d) (Other Emissions) 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: Latest BAAQMD recommended Best Management Practices (BMPs) to control for fugitive dust and exhaust during all construction activities shall be incorporated into all demolition, building and grading construction plans to require implementation of 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 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 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 and determined to be running in proper working condition prior to operation.
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: To reduce potential health risk impacts during construction, the project shall develop and implement a plan demonstrating that off-road equipment used to construct the project would achieve a fleet-wide average reduction of 77 percent or more, in particulate matter exhaust emissions. Examples of how to achieve this reduction include the following:

1. Diesel-powered off-road equipment larger than 25 horsepower operating on-site for more than two days continuously shall meet U.S. EPA particulate matter emissions standards for Tier 2 engines that include CARB-certified Level 3 Diesel Particulate Filters[6] or equivalent. Equipment that achieves U.S. EPA Tier 4 engine standards for particulate matter or Tier 3 engines with CARB-certified Level 3 Diesel Particulate Filter would meet this requirement.
2. Require the use of construction equipment that is alternatively-fueled (non-diesel).
3. 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.
4. Minimize the idling time of diesel powered construction equipment to two minutes.
5. Equip construction equipment (diesel trucks and generators) with Best Available Control Technology for emission reductions of NOx and PM.
6. Require all contractors use equipment that meets CARB's most recent certification standard for off-road heavy-duty diesel engines.

[6] See http://www.arb.ca.gov/diesel/verdev/vt/cvt.htm

7.4. BIOLOGICAL RESOURCES

Would the project:	Potentially Significant Impact	Less Than Significant with Mitigation	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?	☐	☒	☐	☐
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?	☐	☐	☐	☒
c) Have a substantial adverse effect on state or federally protected wetlands (including, but not limited to, marsh, vernal pool, coastal, etc.) through direct removal, filling, hydrological interruption, or other means?	☐	☒	☐	☐
d) Interfere substantially with the movement of any native resident or migratory fish or wildlife species or with established native resident or migratory wildlife corridors, or impede the use of native wildlife nursery sites?	☐	☐	☒	☐
e) Conflict with any local policies or ordinances protecting biological resources, such as a tree preservation policy or ordinance?	☐	☒	☐	☐
f) Conflict with the provisions of an adopted Habitat Conservation Plan, Natural Community Conservation Plan, or other approved local, regional, or state habitat conservation plan?	☐	☐	☐	☒

Sources: Santa Rosa General Plan 2035; General Plan 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 Constraints Analysis, prepared by Monk & Associates, August 22, 2018; Biological Constraints Analysis Memo, prepared by Monk & Associates, January 7, 2019 (see **Appendix D**); Request for a Preliminary Jurisdictional Delineation, Aquatic Resources Delineation Report, prepared by Monk & Associates, September 20, 2018; and Preliminary Jurisdictional Determination Letter, U.S. Army Corps of Engineers, November 15, 2018.

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 streams, 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 waterway to the project site is Kawana Springs Creek, located approximately 1,700 feet to the northeast.

The project site is located within the geographic region of Sonoma County designated by the Corps and the USFWS as the "Santa Rosa Plain." The project site has a long history of industrial use dating back to the 1960s. Existing uses include commercial truck parking and storage facilities for trucking companies. Several structures occur onsite. The ground is paved in some locations and hard-packed gravel surface in others with herbaceous ruderal (weedy) vegetation growing in the undeveloped/lesser-used portions of the project site. Native herbaceous plant cover is minimal as mostly exotic grasses (*Avena barbata, Festuca perennis*) and forbs (*Hypochaeris radicata, Lactuca serriola*) cover the project site.

"Waters of the United States" and "Waters of the State" occur along the eastern project site boundary as well as in the south-central portion of the project site. These "waters" provide marginal functions and services and appear mostly man-made or at a minimum their flow direction and/or location appears historically altered. A mature valley oak tree (*Quercus lobata*) (approximately 8" diameter at breast height) is growing in the northeastern corner of the project site. Other native trees onsite include volunteer willow trees (*Salix* sp.) and planted redwoods (*Sequoia sempervirens*) along Yolanda Avenue.

Biological Resources Impact Discussion:

7.4(a-b) (Adverse Effects to Sensitive Species and Habitats) Less Than Significant with Mitigation: Certain vegetation communities and plant and animal species are designated as having special-status based on their overall rarity, endangerment, restricted distribution, and/or unique habitat requirements. In general, special-status is a combination of these factors that leads to the designation of a species as sensitive. The FESA outlines the procedures whereby species are listed as endangered or threatened and establishes a program for the conservation of such species and the habitats in which they occur. The CESA amends the California Fish and Game (Wildlife) Code to protect species deemed locally endangered and expands the number of species protected under the FESA. Below is a description of the sensitive habitats and species that could occur on the project site or in the vicinity:

Special-status Vegetation Communities and Plant Species

The project site is highly disturbed and does not support any native habitats for plants or wildlife. Thus, development of the project site would not impact any federally or state listed species or their habitats, nor would it impact any special-status plant species of any ranking (that is, California Native Plant Society ranked species or CEQA-protected

species). Therefore, the proposed project would have no impacts to special-status vegetation communities or special-status plant species.

Special-status Animal Species

Site reconnaissance performed on August 8, 2018 identified existing buildings and trees that may provide nesting opportunities for birds protected pursuant to the federal Migratory Bird Treaty Act (MBTA) and California Fish and Game Code. The existing structures onsite also provide potential roosting opportunities for two special-status bats: Townsend's big-eared bat (*Corynorhinus townsendii townsendii*) and pallid bat (*Antrozous pallidus*). Both bat species are listed by the California Department of Fish and Wildlife as species of special concern.

Nesting Birds

Site reconnaissance identified the potential for song birds to nest in existing buildings, trees, vegetation, or on the ground of the project site. The Federal Migratory Bird Treaty Act makes it unlawful to kill, harm, harass, shoot, etc., any migratory bird, including their nests, eggs, or young, listed in Title 50 of the Code of Federal Regulations, §10.13, the California Department of Fish and Game Code §3503, 3503.5, 3511, and 3513 prohibits disturbance that causes nest abandonment or loss of reproductive efforts of birds. Song birds are considered migratory birds, and thus, to avoid impacts to nesting birds, **Mitigation Measure BIO-1** will be implemented to assure that potential impacts to migratory bird species are reduced to levels below significance.

Townsend's Big-eared Bat

The Townsend's big-eared bat requires caves, mines, tunnels, and high buildings, or other human-made structures for roosting and maternity sites. It is believed that roosting sites are the most important limited resource for this species. These bats show high fidelity if undisturbed but are extremely sensitive to disturbance of roosting sites resulting in potential abandonment of the roost after a single visit. The bat is not known to occur near the project site (that is, within 3 miles). However, it is a highly mobile species and could move onto the project site. In order to avoid potential impacts to this species of special concern, **Mitigation Measure BIO-2** shall be implemented. BIO-2 requires the completion of preconstruction surveys prior to any removal, grading, or project construction, and if that Bat is determined to be present, prescribes that construction activities be halted, or a non-disturbance buffer zone be established. With implementation of BIO-2, potential impacts to the Townsend's big-eared bat will be reduced to less than significant levels.

Pallid Bat

The Pallid bat occurs throughout California and most commonly in open, dry habitats with rocky areas for roosting. Day roosts are in caves, crevices, mines, and occasionally in hollow trees and buildings, and must protect bats from high temperatures. Night roosts may be in more open areas such as porches and open buildings. The species roosts in groups of twenty or more, and while not known to occur on or near the project site, is a highly mobile species. The Pallid bat could potentially move onto the project site and roost in the existing building/structures. In order to avoid potential impacts to this species of special concern, **Mitigation Measure BIO-2** shall be implemented. With implementation of BIO-2, potential impacts to the Pallid bat will be reduced to less than significant levels.

7.4(c) (Adverse Effects to Jurisdictional Waters) Less Than Significant with Mitigation: The project site is relatively flat, having been utilized as a truck storage and parking for many decades. Graveled and/or paved surfaces cover the project site. There are no creeks or natural drainage-ways onsite. The only water conveyance features onsite are linear man-made ditches, which appear to have been constructed to convey surface runoff into the City storm drain system.

Implementation of the proposed project would result in the fill of approximately 0.15-acre of waters of the United States on the project site. Impacts to potential waters of the U.S. and/or State can be reduced to less-than-significant levels with incorporation of mitigation that includes avoidance, minimization of impacts, and/or mitigation

compensation. To mitigate for impacts to waters of the United States/State, as required by **Mitigation Measure BIO-3**, the applicant shall purchase mitigation credits from the agency-approved Hazel Mitigation Bank at a 2:1 ratio, for a total of 0.32-acre of mitigation credit, as approved by both the Corps and the RWQCB. With implementation of BIO-3, potential impacts to waters covered by Section 404 and 401 of the Clean Water Act will be reduced to less than significant levels.

7.4(d) (Adverse Effect on Wildlife Movement) Less Than Significant Impact: There is no evidence of migratory wildlife corridors or nurseries onsite or in the project vicinity. The project site is located in a highly disturbed area making it relatively inaccessible to many species and eliminates the possibility of the site functioning as a movement corridor. The nearest species of special-status are located across Highway 101, which is identified as a major barrier to species migration. In addition, the project site is surrounded on all sides by existing development. As such, 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."

A valley oak tree on the project site meets the City's definition of a "heritage tree." There are also several redwood trees planted along Yolanda Avenue on the project site that may either meet the City's definition as "heritage trees" or "street trees." To ensure consistency with the City's Tree Ordinance, **Measure BIO-4** shall be implemented, which requires that a qualified arborist map, measure and quantify the number of street and heritage trees onsite. If any street or heritage trees are proposed for removal, the Applicant will be required to obtain a permit to remove those trees. Further, for every tree with 6 inches of trunk diameter that is removed, two 15-gallon size trees shall be replanted. With implementation of BIO-4, 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.

7.4(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.[7] 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 two major issues for project sites that are located in the Santa Rosa Plain are: 1) the State and federally-listed California tiger salamander (*Ambystoma californiense*); and 2) the three federally and State-listed vernal pool plants (*Blennosperma bakeri, Lasthenia burkei,* and *Limnanthes vinculans*) of the Santa Rosa Plain. The SRPCSP mapping (Figure 3 dated 4/16/07) shows that the project site is in an area designated as "already developed (no potential for impact)." 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 4/30/15).

The project site does not provide habitat for the California tiger salamander or any of the three federally and State listed plant species since the project site has been under industrial uses with prior ground disturbance for the past 50+ years. Therefore, the project does not conflict with any local policies or adopted conservation plans. No impacts resulting from a conflict with an adopted conservation plan will occur from project implementation.

Mitigation Measures:

BIO-1: In order to avoid impacts to birds protected under the Migratory Bird Treaty Act, a nesting survey shall be conducted 15 days prior to building removal, earth moving or the commencement of construction work if

[7] California Regional Conservation Plans, October 2017, https://nrm.dfg.ca.gov/FileHandler.ashx?DocumentID=68626&inline, Accessed August 31, 2018.

this work would occur between February 1st and September 1st. The 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 migratory birds could be disturbed by earth-moving vibrations or noise. The nesting survey should include examination of all suitable nesting habitats within 300 feet of the entire project site. 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 any birds are found nesting on the project site or within the zone of influence of the construction project, a 50-foot nest protection buffer shall be established around the nest(s) or on the project site where this buffer intersects the project site. The buffer should be staked with 4-foot orange construction fencing.

No construction or earth-moving activity shall occur within any established nest protection buffer until it is determined by a qualified biologist that the nesting cycle is complete, and any young have fledged (that is, left the nest) and have attained sufficient flight skills to avoid being impacted by the proposed project. For song birds this typically occurs by July 31st. This date may be earlier or later and would have to be determined by a qualified ornithologist. At the end of the nesting cycle, and abandonment of the nest by its occupants, as determined by a qualified biologist, temporary nest buffers may be removed, and construction may commence in established nesting buffers without further regard for the nest site.

BIO-2: In order to avoid impacts to special-status bats, a preconstruction survey of the existing buildings on site shall be performed 15 days prior to commencement of any demolition, removal, grading, or project construction. The survey shall be conducted regardless of the time of year as there is no defined bat roosting season. If no special-status bats are identified during the surveys, then the biologist shall provide a memo to the City of Santa Rosa summarizing the results, and site clearance and construction activities may commence. All bat surveys shall be conducted by a biologist with experience surveying for bats.

If special-status bats are found roosting on the project site the biologist shall determine if young bats are present, evident through the presence of maternal roosts. If so, a non-disturbance buffer shall be established around the site of the maternal roost, demarcated with orange construction fencing. The size of the buffer shall be determined by a qualified bat biologist at the time of the survey. If young bats are found roosting in any structure proposed for demolition, the structure shall be avoided until the young are flying free and feeding on their own. If adult bats are found roosting on the project site, but no maternal sites are present, then the adult bats can be flushed, or a one-way eviction door can be placed over the roosting space for a 48-hour period prior to the time the structure proposed for demolition would be removed or construction activities commence.

BIO-3: To mitigate for impacts to waters of the United States/State, the applicant shall purchase mitigation credits from the agency-approved Hazel Mitigation Bank at a 2:1 ratio, for a total of 0.32-acre of mitigation, or as approved by the U.S. Army Corps of Engineers and/or the RWQCB. Proof of the purchase of wetland mitigation credits shall be provided to the City of Santa Rosa, the Corps, and the RWQCB in advance of grading activities on the project site. The applicant shall provide the City with copies of the 401 and 404 permits issued by regulatory agencies.

BIO-4: To ensure consistency with the City's Tree Ordinance, a qualified arborist shall map, measure and quantify the number of street and heritage trees onsite. For every tree with 6 inches of trunk diameter that is removed, two 15-gallon size trees shall be replanted, in accordance with Article IV, Section 17-24.050 Permit Category II-Tree Alteration, Removal, or Relocation on Property Proposed for Development, (C).

7.5. CULTURAL RESOURCES

Would the project:	Potentially Significant Impact	Less Than Significant With Mitigation	Less Than Significant Impact	No Impact
a) Cause a substantial adverse change in the significance of a historical resource pursuant to § 15064.5?	☐	☒	☐	☐
b) Cause a substantial adverse change in the significance of an archaeological resource pursuant to § 15064.5?	☐	☒	☐	☐
c) Disturb any human remains, including those interred outside of formal cemeteries?	☐	☐	☒	☐

Sources: City of Santa Rosa General Plan 2035; General Plan EIR; Cultural Resources Study, prepared by Evans & De Shazo, August 6, 2018; and Cultural Resources Memo, prepared by Evans & De Shazo, January 3, 2019.

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.

Cultural Resources Study

In 2008, prior to the proposal of the existing project, a previous development project for Lowe's Home Improvement was proposed within the Project Area and required the preparation of an Environmental Impact Report (EIR). As part of the environmental review, the Project Area was surveyed for cultural resources, which included a survey and evaluation of the existing 1947 commercial building (warehouse). The review found that the building was ineligible for listing on the California Register of Historical Resources (CRHR) and there were no Historical Resources identified within the Project Area. For the current proposed project, the 1947 commercial building was not re-evaluated. Evans

& De Shazo, Inc. (EDS) conducted an updated Cultural Resources Study (CRS) (see **Appendix E**) which includes a records search and review, Native American Sacred Lands inventory, and an archaeological field survey.

Records Search and Review

A records search at the Northwest Information Center (NWIC) was conducted on July 3, 2018 (NWIC File #18-0016). A review of available information supplemented by information on file at the EDS office found that the project site had been previously evaluated in 2007 as part of the EIR for the aforementioned Lowe's Home Improvement project (Michael Brandman Associates 2008, 2012), however, the associated cultural resources report is not on file at the NWIC.

In addition, eight cultural resource studies have previously been conducted within a 0.25 mile radius of the project site (Reuter 1979 NWIC #1665; Chavez 1987 NWIC #9088; Psota 1990 NWIC #11980; Dowdall 1989 NWIC #15698; Evans 2002 NWIC #25993; Chattan 2003 NWIC #27428; Barrow and Origer 2010 NWIC #37601; Beck and Hollins 2016 NWIC #48950). According to prior studies, there are five cultural resources recorded on Department of Parks and Recreation 523 forms within 0.25 mile of the project site. All five resources include historic-era buildings, and three of the five resources are no longer present. No prehistoric archaeological resources have been recorded within 0.25 mile of the Project Area.

The State Office of Historic Preservation's (OHP) directory of properties in the historic property data file does not list any resources within or adjacent to the Project Area, including those listed in the NRHP, CRHR, listed as a California Historical Landmark, or California State Point of Historical Interest.

A review of historic maps and aerials dating between 1861 and 1994 found that a building was present within the Project Area at 2532 Santa Rosa Avenue in 1916. The house appears to have been demolished by 1972. The presence of at least one building in 1916 indicates a high potential to encounter historic-period resources within that portion of the Project Area.

Native American Sacred Lands Inventory

A search of the Sacred Lands file conducted by the Native American Heritage Commission (NAHC) on July 10, 2018 did not indicate the presence of a Native American Sacred Site within or in the immediate vicinity of the project site. A letter was sent to eight individuals on the Native American contact list on July 12, 2018 to request further information about Native American traditional cultural resources, including Sacred Sites, or Tribal Cultural Resources within the Project Area. As of August 6, 2018, four responses were received (see **Appendix E**). No additional information was provided. Four of the seven tribes who were contacted requested a copy of the results and recommendations or the CRS including Dry Creek Rancheria Band of Pomo Indians, Federated Indians of Graton Rancheria (FIGR), Lytton Rancheria of California, and Middletown Rancheria.

Archaeological Field Survey

The site visit, conducted on July 3, 2018 did not yield any prehistoric or historic-era artifacts, archaeological deposits, or other cultural resource types. Pleistocene and Holocene-age alluvial and fluvial deposits are present on the site. Holocene-age alluvium holds a moderate potential for buried pre-historic archaeological resources to be located in the Project Area.

Cultural Resources Impact Discussion:

7.5(a) (Historic Resources) Less than Significant with Mitigation: Due to the past development in 1916 of the portion of the site located at 2532 Santa Rosa Avenue there is a high potential to encounter historic-period resources. Given this potential, **Mitigation Measure CUL-1** provides that, in the event that historic material is encountered by equipment operators during ground-disturbing activities, work in the immediate vicinity of the discovery shall be halted until a qualified professional archaeologist is retained to inspect the material and provide

further recommendations for appropriate treatment of the resource. Implementation of measure CUL-1 will ensure that in the event that historic material is encountered, the potential for the project to adversely impact or result in change to the significance of the historic resource is less than significant.

7.5(b) (Archaeological Resources) Less Than Significant with Mitigation: Due to the environmental setting and presence of Holocene-age alluvial soil which formed when Native American people occupied the region of the project site, there is a moderate potential of encountering prehistoric archaeological resources. As such, ground-disturbing activities associated with project development have the potential to encounter buried archeological resources.

Given the potential for the presence of buried cultural resources associated with past pre-historic human occupation in the vicinity of the project site, **Mitigation Measure CUL-2** provides that, in the event that archeological resources are encountered during ground-disturbing activities and an archaeologist is not present, all work within 25 feet of the find shall be halted immediately until a qualified archaeologist can evaluate the potential resource and recommend further action. Implementation of measure CUL-2 will ensure that in the event buried resourced are uncovered, the potential for the project to adversely impact or result in a change to the significance of archeological resources would be reduced to less than significant.

In addition, **Mitigation Measure CUL-3**, requires that project supervisors, contractors, and equipment operators become familiar with the types of artifacts that could be encountered during ground disturbing activities and the proper procedures to follow in the case that subsurface cultural resources are unearthed. Implementation of mitigation measures CUL-2 and CUL-3 will ensure that potential impacts to buried cultural resources are reduced to less than significant.

7.5(c) (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, the applicant would be subject to the California Health and Safety Code Section 7050.5, which mandates the immediate cessation of ground disturbing activities near or in any area potentially overlying adjacent human remains. The Sonoma County Coroner must be notified immediately if such discovery is made. 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. An archaeologist should also be retained to evaluate the historical significance of the discovery, the potential for additional remains, and to provide further recommendations for treatment of the site. Compliance with CA HSC Section 7050.5, as required under state law, and performance of actions therein, will ensure that in the event of accidental discovery of historically significant remains, all impacts will remain at levels below significance.

Mitigation Measures:

CUL-1: If any prehistoric or historic material is encountered by equipment operators during ground-disturbing activities work shall be halted in the immediate vicinity of the discovery area until a qualified professional archaeologist is retained to inspect the material and provide further recommendations for appropriate treatment of the resource. Historic-era resources potentially include all by-products of human land use greater than 50 years of age, including alignments of stone or brick, foundation elements from previous structures, minor earthworks, brick features, surface scatters of farming or domestic type material, and subsurface deposits of domestic type material (glass, ceramic, etc.). Artifacts that are typically found associated with prehistoric sites in the area include humanly modified stone, shell, bone or other materials such as charcoal, ash and burned rock that can be indicative of food procurement or processing activities. Prehistoric domestic features include hearths, fire pits, house floor depressions and mortuary features consisting of human skeletal remains.

CUL-2 If an archaeological deposit is encountered during project related, earth-disturbing activities and an archaeologist is not present, that all work within 25 feet of the discovery shall be redirected until the

archaeologist assesses the find, consults with agencies as appropriate, and makes recommendations for the treatment of the discovery.

CUL-3: A preconstruction cultural resource awareness training shall be held prior to commencement of ground-disturbing activities in order to familiarize the team with the potential to encounter prehistoric artifacts or historic-era archaeological deposits, the types of archaeological material that could be encountered within the project area, and procedures to follow in the event that archaeological deposits and/or artifacts are observed during construction.

7.6. ENERGY

Would the project:	Potentially Significant Impact	Less Than Significant With Mitigation	Less Than Significant Impact	No Impact
a) Result in a potentially significant environmental impact due to wasteful, inefficient, or unnecessary consumption of energy, or wasteful use of energy resources, during project construction or operation?	☐	☒	☐	☐
b) Conflict with or obstruct a state or local plan for renewable energy or energy efficiency?	☐	☒	☐	☐

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

Energy Setting:

Energy resources include electricity, natural gas and other fuels. The production of electricity requires the consumption or conversion of energy resources, including water, wind, oil, gas, coal, solar, geothermal, and nuclear resources, into energy. Energy production and energy use both result in the depletion of nonrenewable resources (e.g., oil, natural gas, coal, etc.) and emission of pollutants. Energy usage is typically quantified using the British Thermal Unit (BTU). The BTU is the amount of energy that is required to raise the temperature of one pound of water by one degree Fahrenheit. As points of reference, the approximate amount of energy contained in a gallon of gasoline, 100 cubic feet (one therm) of natural gas, and a kilowatt hour of electricity are 123,000 BTUs, 100,000 BTUs, and 3,400 BTUs, respectively.

Electricity

Electricity, a consumptive utility, is a man-made resource. The production of electricity requires the consumption or conversion of energy resources, including water, wind, oil, gas, coal, solar, geothermal, and nuclear resources, into energy. The delivery of electricity involves a number of system components, including substations and transformers that lower transmission line power (voltage) to a level appropriate for on-site distribution and use. The electricity generated is distributed through a network of transmission and distribution lines commonly called a power grid. Conveyance of electricity through transmission lines is typically responsive to market demands.

Energy capacity, or electrical power, is generally measured in watts while energy use is measured in watt-hours. For example, if a light bulb has a capacity rating of 100 watts, the energy required to keep the bulb on for 1 hour would be 100 watt-hours. If ten 100 watt bulbs were on for 1 hour, the energy required would be 1,000 watt-hours or 1

kilowatt-hour (kWh). On a utility scale, a generator's capacity is typically rated in megawatts, which is one million watts, while energy usage is measured in megawatt-hours or gigawatt-hours (GWh), which is one billion watt-hours.

Natural Gas

Natural gas is a combustible mixture of simple hydrocarbon compounds (primarily methane) that is used as a fuel source. Natural gas consumed in California is obtained from naturally occurring reservoirs, mainly located outside the State, and delivered through high-pressure transmission pipelines. The natural gas transportation system is a nationwide network and, therefore, resource availability is typically not an issue. Natural gas is used in electricity generation, space heating, cooking, water heating, industrial processes, and as a transportation fuel. Natural gas is measured in terms of cubic feet.

California Energy Consumption

According to the California Energy Commission (CEC), total system electric generation for California in 2017 was 292,039 gigawatt-hours (GWh).[8] California's non-CO_2 emitting electric generation categories (nuclear, large hydroelectric, and renewable generation) accounted for more than 56 percent of total in-state generation for 2017. California's in-state electric generation was 206,336 GWh and electricity imports were 85,703 GWh.

According to the CEC, nearly 45 percent of the natural gas burned in California was used for electricity generation, with the remainder consumed in the residential (21 percent), industrial (25 percent), and commercial (9 percent) sectors.[9] In 2012, total natural gas demand in California for industrial, residential, commercial, and electric power generation was 2,313 billion cubic feet.[10]

According to the CEC, gasoline has remained the dominant fuel within the transportation sector, with diesel fuel and aviation fuels following.[11] In 2016, California consumed approximately 15 billion gallons of gasoline and approximately 3.35 billion gallons of diesel fuel.[12] An increasing amount of electricity is being used for transportation energy, which is chiefly attributed to the acceleration of light-duty plug-in electric vehicles. In 2016, transportation in California, consisting of light-duty vehicles, medium/heavy-duty vehicles, trolleys, and rail transit, consumed approximately 1.53 million megawatt hours (MWh).[13]

Santa Rosa General Plan

The proposed project is subject to the goals and policies outlined in the Santa Rosa General Plan aimed at reducing energy consumption. The following goals and policies from the General Plan are particularly applicable to the subject project:

GOAL H-G: Develop energy-efficient residential units and rehabilitate existing units to reduce energy consumption.

POLICY H-G-1: Maximize energy efficiency in residential areas.

POLICY H-G-2: Require, as allowed by CALGreen Tier 1 standards, energy efficiency through site planning and building design by assisting residential developers in identifying energy conservation and efficiency measures

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8 California Energy Commission, Total System Electric Generation (2017), http://www.energy.ca.gov/almanac/electricity_data/total_system_power.html, Accessed September 11, 2018.

9 California Energy Commission, Supply and Demand of Natural Gas in California, http://www.energy.ca.gov/almanac/naturalgas_data/overview.html, Accessed September 11, 2018.

10 Ibid.

11 California Energy Commission, 2017 Integrated Energy Policy Report, https://www.energy.ca.gov/2017_energypolicy/, Accessed September 11, 2018.

12 Ibid.

13 Ibid.

appropriate to the Santa Rosa area. Some of the possible techniques include: use of site daylight; cool roofs and pavement; window design and insulation; solar water heaters; use of building materials that use fewer resources (water, electricity); and use of trees for summertime shading.

POLICY H-G-5: Continue to require the use of fuel-efficient heating and cooling equipment and other appliances, in accordance with CALGreen Tier 1 standards.

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

Goal UD-G: Design residential neighborhoods to be safe, human-scaled, and livable by addressing compact development, multi-modal connectivity and reducing energy use.

Santa Rosa Climate Action Plan

The City of Santa Rosa adopted a Climate Action Plan (CAP) on June 5, 2012, to address climate change and energy conservation. The Santa Rosa CAP contains reduction measures and action items to promote energy efficiency and conservation in new buildings and facilities. Some of the action items identified in the CAP that are particularly relevant to the subject project include:

ACTION 1.1.1: Require new development to comply with the current provisions, as amended, of CALGreen, Part 11 of the California Green Building Standards Code.

ACTION 1.3.1: Require new construction and major remodels to install real-time energy monitors that allow building users to track their current energy use.

ACTION 1.4.3: Require new development to supply an adequate number of street trees and private trees.

ACTION 2.1.3: Pre-wire and pre-plumb for solar, wind, or solar thermal installations.

ACTION 3.2.2: Improve the non-vehicular transportation network serving common destinations in Santa Rosa in order to facilitate walking and biking.

ACTION 5.1.2: Install electric vehicle charging equipment.

ACTION 6.1.3: Increase diversion of construction waste.

ACTION 7.1.1: Require new development to reduce potable water use in accordance with the Tier 1 standards of CALGreen.

As further discussed in Section 7.8, Greenhouse Gas Emissions, the project complies with the CAP Appendix E Checklist by incorporating all mandatory items or substituting optional items, which includes the action items identified above (see **Appendix F**).

Santa Rosa Municipal Code

The proposed project is subject to the relevant sections of the Municipal Code related to energy conservation, including Chapter 18-42 (California Green Building Standards Code) and Chapter 18-33 (California Energy Code). The proposed project will also be subject to Section 20-30.080 (Outdoor Lighting), which requires that outdoor lighting use energy-efficient fixtures/lamps, such as high pressure sodium, hard-wired compact fluorescent, or other lighting technology that is of equal or greater energy efficiency.

Energy Impact Discussion:

7.6(a) (Wasteful, Inefficient, Unnecessary Consumption of Energy) Less Than Significant Impact with Mitigation: Development of the proposed project would involve the use of energy during construction and at operation.

Construction Activities

Site preparation, grading, paving, and building construction would consume energy in the form of gasoline and diesel fuel through the operation of heavy off-road equipment, trucks, and worker traffic. Consumption of such resources would be temporary and would cease upon the completion of construction. Due to the scale of the proposed project and the provision to limit idling set forth above in **Mitigation Measure AQ-1** (see Section 7.3 Air Quality) construction activities would not result in inefficient energy consumption during construction. As such, construction-related energy impacts would be less than significant.

Operation

Long-term operational energy use associated with the project includes electricity and natural gas consumption associated with the new buildings (e.g., lighting, electronics, heating, air conditioning, refrigeration), energy consumption related to water usage and solid waste disposal, and fuel consumption (gasoline and diesel) by vehicles associated with the project through the generation of new vehicle trips.

The project is subject to local policies related to energy conservation including the City of Santa Rosa CAP and the most recent General Plan. As previously discussed, the project complies with the Appendix E Checklist of the CAP by incorporating all mandatory items as well as select optional items. For example, the project will comply with the current provisions, as amended, of CALGreen, Part 11 of the California Green Building Standards Code per CAP Action 1.1.1. The project will provide a sidewalk, walkways, and bikeways to improve the non-vehicular transportation network. In compliance with CAP Action 1.4.3, a number of trees will be planted onsite and along Yolanda Avenue. The planting of primarily low water use plants, with some moderate water use landscaping will limit the water demand generated by the proposed outdoor landscaping per CAP Action 7.1.1. The proposed project will conform to Santa Rosa's Zoning Ordinance §20-30.080 Outdoor Lighting, which specifies lighting standards for all new exterior lighting, such as the requirement that outdoor lighting fixtures utilize energy-efficient fixtures and lamps.

In conclusion, energy would be consumed through daily operation of the new building, the delivery of water for potable and irrigation purposes, solid waste management, and vehicle use. While the long-term operation of the project would result in an increase in energy consumption compared to existing conditions, the project will incorporate design measures (related to electricity, natural gas and water use) in compliance with Title 24, the General Plan 2035, the Santa Rosa CAP, the Water Efficient Landscape Ordinance (WELO) and the Santa Rosa Municipal Code to minimize energy consumption. Therefore, operation of the proposed project would not result in the wasteful, inefficient, and unnecessary consumption of energy.

7.6(b) (Conflict with State or Local Plan) Less Than Significant Impact with Mitigation: As previously described, the BAAQMD adopted the 2017 CAP on April 19, 2017 to comply with state air quality planning requirements set forth in the California Health & Safety Code. The proposed control strategy for the 2017 CAP consists of 85 distinct measures targeting a variety of local, regional, and global pollutants. The CAP specifically includes control measures related to the energy sector. The energy control measures in the CAP aim to decarbonize electricity production and decrease electricity demand. The BAAQMD CEQA Guidelines set forth criteria for determining consistency with the CAP. In general, a project is 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 due to a conflict with the 2017 CAP related to energy since, a) the project supports the goals of the CAP in that it limits urban sprawl by proposing development within

existing urban limits on an underutilized site within a priority development area; b) includes control measures to reduce construction-related energy consumption by implementing BMPs set forth by BAAQMD; and c) as a multi-family residential apartments project that would install energy conservation features, the proposed project would not interfere with implementation of the energy control measures identified in the 2017 CAP. Therefore, the project will have less than significant impacts due to a conflict with the BAAQMD 2017 CAP.

As previously described, the City of Santa Rosa adopted a CAP in 2012. The Santa Rosa CAP contains reduction measures and action items to promote energy efficiency and conservation in new buildings and facilities. As described in the Section 7.8, Greenhouse Gas Emissions, the project is required to incorporate mandatory items or identify acceptable substitute items from the CAP New Development Checklist (CAP Appendix E) in accordance with **mitigation measure GHG-1**. Therefore, the project is consistent with the Santa Rosa CAP and will have less than significant impacts due to a conflict with the Santa Rosa CAP.

In December 2007, the CEC prepared the State Alternative Fuels Plan in partnership with the CARB and in consultation with the other state, federal, and local agencies.[14] The plan presents strategies and actions California must take to increase the use of alternative non-petroleum fuels in a manner that minimizes costs to California and maximizes the economic benefits of in-state production. The plan assessed various alternative fuels and developed fuel portfolios to meet California's goals to reduce petroleum consumption, increase alternative fuels use, reduce greenhouse gas emissions, and increase in-state production of biofuels without causing a significant degradation of public health and environmental quality. As a residential apartment use that would install energy conservation features, the proposed project would not conflict with or obstruct implementation of the State Alternative Fuels Plan and impacts would be less than significant.

Mitigation Measures:

ENERGY-1: The Project shall implement mitigation measure AQ-1 set forth above during all phases of construction.

ENERGY-2: To avoid potential conflicts with the City of Santa Rosa's Climate Action Plan, the Project shall implement Mitigation Measures GHG-1 set forth below.

7.7. GEOLOGY AND SOILS

Would the project:	Potentially Significant Impact	Less Than Significant With Mitigation	Less Than Significant Impact	No Impact
a) Directly or indirectly cause 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	☐	☐	☐	☒

[14] California Energy Commission, Final Adopted State Alternative Fuels Plan, Adopted December 2007, http://www.energy.ca.gov/ab1007/, Accessed September 12, 2008.

	Division of Mines and Geology Publication 42.				
ii.	Strong Seismic ground shaking?	☐	☐	☒	☐
iii.	Seismic-related ground failure, including liquefaction?	☐	☒	☐	☐
iv.	Landslides?	☐	☐	☐	☒
b) Result in substantial soil erosion or the loss of topsoil?		☐	☒	☐	☐
c) Be located on a geologic unit or soil that is unstable, or that would become unstable as a result of the project, and potentially result in on or off-site landslide, lateral spreading, subsidence, liquefaction or collapse?		☐	☒	☐	☐
d) Be located on expansive soil, as defined in California Building Code, creating substantial direct or indirect risks to life or property?		☐	☒	☐	☐
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?		☐	☐	☐	☒
f) Directly or indirectly destroy a unique paleontological resource or site or unique geologic feature?		☐	☒	☐	☐

Sources: Santa Rosa General Plan 2035; General Plan EIR; General Plan Figure 12-3; California Building Code Section 1803.5.3; and Geotechnical Engineering Report, prepared by Terracon Consultants, Inc., May 29, 2018.

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 southern portion of Santa Rosa. The nearest active fault to the project site is the Rodgers Creek Fault, located approximately 2 miles to the east (see **Figure B-3** in **Appendix B**). The project site is not located within the Alquist-Priolo Zone, as denoted in Figure 12-3 of the Santa Rosa General Plan 2035 (see also **Figure B-4** in **Appendix B**). However, the project site is located within the following geologic and seismic hazard areas: violent ground shaking during an earthquake on the Rodgers Creek Fault (see **Figure B-5** in **Appendix B**).

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 fault, 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 Report was prepared by Terracon Consultants, Inc. on May 29, 2018 (see **Appendix G**). The following information was identified for the project site based on the investigation:

- Surface materials encountered at the site generally consisted of 6 to 12 inches of aggregate pavement base course. Aggregate base course was underlain by fill material consisting of silty sand with variable gravel throughout the site to depths of approximately 1.5 to 3.0 feet below ground surface (bgs).
- Native subsurface materials encountered at the site generally consisted of medium stiff to very stiff lean clay with variable sand and medium dense clayey sand to a depth of approximately 3.5 to 16 feet, where it transitioned into medium dense to dense clayey sand with gravel and poorly graded to clayey gravel with interbedded very stiff to hard lean clay the total depth of exploration of 51.5 feet.
- Groundwater was encountered at depths of approximately 4.5 to 15.0 feet bgs.
- The subgrade soils at the site possess a marginal risk of liquefaction with a corresponding differential settlement on the order of less than 1 inch.
- Existing fill materials consisting of silty sand with variable gravel were encountered across the site to depths of approximately 1.5 to 3.0 feet bgs. No documentation has been presented showing that these materials have been placed in a controlled manner. Therefore, these materials are considered undocumented and are not suitable to support the proposed structures at this site.
- Near surface native clays and clayey sands are expansive and sensitive to changes in moisture variation. These materials are not suitable for use as non-expansive engineered fill for this project.
- The structures at this site may be supported on either a traditional spread footing foundation system or a post-tensioned slab.
- The post tensioned slab foundation will provide additional protection against expansive soil related distress and also settlement due to potential liquefaction.

Paleontological Resources

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. A paleontological resources search performed using the University of California Museum of Paleontology's (UCMP) Miocene Mammal Mapping Project (MioMap) indicated no previous finds of paleontological resources on or in the immediate vicinity of the project site. According to the MioMap database, the closest paleontological finds are located over 12 miles from the project site.[15]

Geology and Soils Impact Discussion:

7.7(a.i) (Faults) No Impact: Fault rupture occurs when the ground surface fractures as a result of fault movement during an earthquake and almost always follows preexisting fault traces, which are zones of weakness. Given that the project site is not part of the Alquist-Priolo Earthquake fault zone and no identified active faults traverse the site, there is no expectation that the site would be vulnerable to fault rupture. The nearest faults with surface rupture

[15] University of California Museum of Paleontology, Miocene Mammal Mapping Project (MioMap), http://www.ucmp.berkeley.edu/miomap/, accessed August 21, 2018.

include the Rodgers Creek Fault. The Alquist-Priolo Zone of the Rodgers Creek Fault is located approximately 2 miles east of the project site (see **Figure B-4** in **Appendix B**). As such, there is no risk of fault-related ground rupture during earthquakes within the limits of the site due to a known Alquist-Priolo Earthquake Fault Zone. Therefore, there are no impacts expected due to fault rupture at the project site.

7.7(a. ii) (Ground-Shaking) Less Than Significant Impact: The proximity of the City to the active Rodgers Creek Fault places it within Zone 9 of the Modified Mercalli Intensity Shaking Severity Level (see **Figure B-5** in **Appendix B**). As such, the project site holds potential to expose people or structures to substantial adverse effects resulting from strong seismic ground shaking. The resulting vibrations would likely cause primary damage to the proposed buildings and improvements with secondary effects being ground failures in loose alluvium or poorly compacted fill. Both the primary and secondary effects pose a potential risk of loss of life or property.

The intensity of earthquake motion will depend on the characteristics of the generating fault, distance to the fault and rupture zone, earthquake magnitude, earthquake duration, and site specific geologic conditions. Alluvial soil deposits underlie the site. Therefore, a California Building Code (CBC) soil Type of S_D (stiff soil profile) will be utilized to inform development activities and design specifications in order to ensure that potential impacts from seismic activity are reduced to less than significant levels. Site Class D requirements include recommendations for foundation types, appropriate structural systems, and ground stabilization strategies.

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 less than significant. Adherence to Class D specifications for ground motion parameters, in particular, will ensure that the proposed buildings and associated improvements onsite 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, potential impacts from ground shaking will have a less than significant impact.

7.7(a. iii) (Seismic-Related Ground Failure/Liquefaction) Less Than Significant with Mitigation: Liquefaction is a phenomenon associated with fine-grained, loosely-packed sands and gravels subjected to ground shaking as a result of seismic activity. Liquefaction can lead to total and/or differential settlement and is largely dependent upon the intensity of ground shaking and response of soils underlying the site. As shown on **Figure B-6** in **Appendix B**, the project site is mapped as having a very low susceptibility to liquefaction.

Subsurface materials encountered during the geotechnical investigation consisted of medium stiff to hard lean clay to sandy lean clay to depths of 16 feet bgs underlain by interbedded medium dense to dense clayey sand with gravel and medium stiff to hard lean clay with gravel to a depth of 34 feet. These units were underlain by medium dense clayey gravel to poorly graded gravel with clay to a depth of 48 feet, which in turn were underlain by very stiff lean clay with sand to the maximum depth of exploration of 51.5 feet.

The geotechnical engineering report concluded that there is a marginal risk of liquefaction in two stratigraphic units consisting of medium dense clayey sand to poorly graded gravel units encountered at depths of 25 to 30 feet and 45 to 48 feet respectively. The anticipated liquefaction induced settlement could be up to 2.3 inches total with differential settlement on the order of 1.2 inches over approximately 40 linear feet.

However, as stated in the report, the consequences of one-dimensional settlement may be largely mitigated by the presence of the thick non-liquefiable layer above the potentially liquefiable soils. Terracon Consulting found that the presence of stiff clay soils and medium dense to dense clayey sand soils (non-liquefiable layer) beneath the existing ground surface to a depth of approximately 25 feet would act as a bridging layer that redistributes stresses and therefore results in more uniform ground surface settlement if there is a deeper liquefiable soil beneath the site. Therefore, the report concluded that surficial expression of differential liquefaction induced settlement at the site would likely be a maximum of 1.5 inches total and 0.8 inches differential.

As previously stated, the foundation and structural design for the proposed buildings will meet the latest CBC regulations as well as state and local ordinances for seismic safety. In addition, the standards set forth in the geotechnical engineering report, 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 implementation of 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.

7.7(a. iv) (Landslide) No Impact: The risk of landslide is dictated by several factors including precipitation conditions, soil types, steepness of slope, vegetation, seismic conditions and level of human disturbance. When certain conditions are present, landslides can be triggered as a result of seismic activity. Landslides have been known to occur within Sonoma County, but are typically confined to slopes steeper than 15% and occur in areas underlain by geologic units that have demonstrated stability problems. Based on the site's relatively flat topography, the subject project is not located in an area susceptible to landslides. Therefore, the project will have no impacts due to loss of structures or life from landslides.

7.7(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.

7.7(c) (Unstable Geologic Unit) Less Than Significant with Mitigation: Lateral spreading, lurching and associated ground failure can occur during strong ground shaking on certain soil substrate typically on slopes. Lurching generally occurs along the tops of slopes where stiff soils are underlain by soft deposits or along steep channel banks whereas lateral spreading generally occurs where liquefiable deposits flow towards a "free face," such as channel banks, during an earthquake.

As previously discussed, the project site is relatively flat and not susceptible to landslides. In addition, the project site does not contain any steep channel banks. Therefore, potential impacts related to lateral spreading, lurching, and associated ground failure would be considered less than significant.

As discussed under topic 6.7(a.iii) above, there is a low/marginal risk of liquefaction at the project site. Adherence to design recommendation set forth in the geotechnical engineering report as required by GEO-1 will ensure that proper earthwork, soil treatment, and foundation designs are incorporated onsite to reduce potential instability concern to levels below significance.

7.7(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.

The geotechnical investigation found that the near surface native clays and clayey sands are expansive and sensitive to changes in moisture variation. 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 engineering report, including those related to subgrade improvements and fill placement. For example, to reduce the swell potential to less than about 1 inch, floor slabs shall be underlain by a minimum of 12 inches of non-expansive engineered fill. Implementation of measure GEO-1 will reduce potential impacts from expansive soils to levels below significance.

7.7(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.

7.7(f) (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. Moreover, portions of the subject property have been previously disturbed or developed, and the site is surrounded by existing development on all sides. Therefore, limited expectation exists for paleontological resources to be present on the project site. Nevertheless, the potential remains for the discovery of buried paleontological resources, primarily within the undeveloped portion of the subject property. Because the potential for inadvertent discovery of paleontological or unique geological resources exists, **Mitigation Measure GEO-3**, as set forth below, will be implemented. GEO-3 will ensure that proper procedures are followed in the event of a paleontological discovery; thereby reducing potential impacts to levels below significance.

Mitigation Measures:

GEO-1: All applicable recommendations in the Geotechnical Engineering Report (Terracon Consulting, Inc.) prepared for the subject property, including, but not limited to grading, excavation, foundations systems, and compaction specifications 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.

GEO-3: 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.

7.8. GREENHOUSE GAS EMISSIONS

Would the project:	Potentially Significant Impact	Less Than Significant with Mitigation	Less Than Significant Impact	No Impact

a) Generate greenhouse gas emissions, either directly or indirectly, that may have a significant impact on the environment?	☐	☒	☐	☐
b) Conflict with an applicable plan, policy or regulation adopted for the purpose of reducing the emissions of greenhouse gases?	☐	☒	☐	☐

Sources: Santa Rosa General Plan 2035; General Plan EIR; BAAQMD 2017 Bay Area Clean Air Plan; BAAQMD CEQA Guidelines 2017; City of Santa Rosa Climate Action Plan (CAP), adopted June 5, 2012; Santa Rosa CAP and CAP Appendix E Checklist; 325 Yolanda Ave. Air Quality & Greenhouse Gas Assessment and Air Quality Impacts from Residences at 325 Yolanda Ave. Memo, prepared by Illingworth & Rodkin, January 8, 2019.

Greenhouse Gas 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 (CO_2), nitrous oxide (N_2O), methane (CH_3), 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 GHG's 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, which included thresholds of significance for greenhouse gas emissions, were established in May 2010 and updated in May 2017. With release of the 2017 Bay Area Clean Air Plan (CAP) and the associated EIR, it is expected that updated thresholds and guidelines may be developed in the near term. In the absence of updated guidelines and thresholds, based upon its own judgment and analysis, the City of Santa Rosa recognizes these thresholds represent the best available scientific data and has elected to rely on BAAQMD Guidelines dated May 2017 in determining screening levels and significance.

The BAAQMD is currently working to update any outdated information in the Guidelines. Based on the BAAQMD Guidelines established to meet AB 32 target for year 2020, 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 proposed project is presumed to be constructed over an approximately 18 month period and will be operational post 2020. Because BAAQMD has not published a quantified threshold for 2030, the GHG assessment uses a "Substantial Progress" efficiency metric of 2.6 MT CO2e/year/service population and a bright-line threshold of 660 MT CO2e/year based on the GHG reduction goals of EO B-30-15. The service population metric of 2.6 is calculated for 2030 based on the 1990 inventory and the projected 2030 statewide population and employment levels.[16] The 2030 bright-line threshold is a 40 percent reduction of the 2020 1,100 MT CO2e/year threshold.

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. The City's CAP uses an efficiency metric of 2.3 MT CO2e per year per service population for the year 2035. Accordingly, the proposed project is analyzed for consistency with the Santa Rosa CAP in order to assess level of significance for GHG emissions. **Appendix F** to this document contains the CAP New Development Checklist for the proposed project.

Greenhouse Gas Emissions Impact Discussion:

6.8(a-b) (Significant GHG Emissions, Conflict with GHG Plan) Less Than Significant Impact with Mitigation: The proposed project will result in the generation and emission of GHGs during construction and operation. The project is subject to the City of Santa Rosa's CAP and must incorporate the mandatory items therein or identify suitable substitute measures. The following summarizes the project's commitments to implementing the mandatory CAP item, identifies optional items that will be implemented and presents measures that are not applicable to the subject project:

Mandatory Items

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.

1.1.3 After 2020, all new development will utilize zero net electricity: The project is expected to be under construction prior to 2020 and is therefore not subject to this measure. The project will be consistent with the latest California Building Code, which nearly achieves net zero electricity for residential projects.

1.3.1 Install real-time energy monitors to track energy use: The project as currently proposed does not comply with this provision. This item is being substituted with Non-Mandatory item as set forth below.

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)

[16] Association of Environmental Professionals, 2016. *Beyond 2020 and Newhall: A Field Guide to New CEQA Greenhouse Gas Thresholds and Climate Action Plan Targets for California*. April

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 22 trees would be planted along Yolanda Avenue. Additional trees are proposed along the northern, western, and eastern perimeters of the subject property, and throughout the interior portions of the subject property. 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.

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. Additionally, up to 15 percent of bicycle parking spaces may be provided as short-term facilities. As proposed, the project will provide 69 private garages, and a minimum of 6 short-term and 40 long-term bicycle parking spaces. As such, the project is consistent with §26-36.040.

4.3.5 Encourage new employers of 50+ to provide subsidized transit passes: As a residential development, the project will not introduce 50 or more new employees. 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.

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 such information.

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.

9.1.3 Install low water use landscapes: As depicted on the Preliminary Landscaping Plan and Landscape Detail all plantings will comply with the City's water efficient landscape ordinance. All irrigation will occur with automatic water conserving irrigation system designed to meet the requirements of Santa Rosa's Water Efficient Landscape Ordinance (W.E.L.O.). As proposed, the preliminary 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 will be included in contractor agreements and provisions therein.

Voluntary Items

Pursuant to the Appendix E checklist of the Santa Rosa CAP, the project is voluntarily implementing the following measures which may serve as suitable substitutes to mandatory items not being implemented as described above:

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.

3.1.2 Support Implementation of station plans and corridor plan: The project includes dedication of frontage along Yolanda Avenue to implement the Yolanda Avenue widening project.

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

4.1.1 Implement the 2018 Bicycle and Pedestrian Master Plan: The project promotes implementation of the Bicycle and Pedestrian Master Plan by providing sidewalks, pathways, bicycle parking onsite and installing Class II bike lanes along the project site frontage to Yolanda Avenue.

4.3.4: Provide awards for employee use of alternative commute options**:** The Yolanda Apartments ownership will establish incentives to encourage employee use of public transit.

5.1.2 Install Electric Vehicle Charging Equipment: The project proposes to install four single pedestal electric vehicle charging stations in uncovered parking spaces and garages will be pre-wired and adaptable for electric vehicle charging.

Construction GHG Emissions

Construction of the Yolanda Apartments Project 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 will be implemented, which will further reduce GHG emissions generated during construction activities.

The Yolanda Apartments Project would result in a potential impact to GHGs if it failed to implement the City of Santa Rosa's Climate Action Plan (CAP). In order to ensure that the Yolanda Apartments Project implements the City's CAP, **mitigation measure GHG-1** is required. GHG -1 requires that the Yolanda Apartments Project comply with all mandatory requirements of the Santa Rosa's CAP Appendix E New Development Checklist except where a suitable substitution is provided.

Construction activities for the subject project will increase diversion of construction waste (6.1.3), limit idling time to 5 minutes or less (9.2.1), ensure that construction equipment is maintained in proper working order pursuant to the manufacturer's specifications (9.2.2), and utilize electric equipment or alternative fuels (9.2.3). Therefore, with implementation of measure GHG-1 construction-related activities will result in less than significant impacts related to GHG emissions.

Operational GHG Emissions

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

For operational impacts, 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. The screening criteria were derived using default assumptions as well as modeling for indirect emissions (e.g., motor vehicles, electric generation, solid waste, and water use). Projects below the screening criteria are considered to emit GHG emissions below the threshold of significance at operation.

Table 7 provides the screening levels for GHG's. The project proposes 252 multi-family units within two- and three-story apartment buildings. The screening level for apartments – mid-rise is 87 dwelling units. As such, the project is above the screening level for GHG emissions at operation and a detailed estimation of the project's GHG emission was conducted and is included in **Appendix C.**

TABLE 7: BAAQMD GREENHOUSE GAS SCREENING

Land Use Type	Project	BAAQMD Screening Level	Above Screening Level?
Apartments – mid-rise	252 du	87 du	Yes

Source: Table 3-1, pg. 3-2 Bay Area Air Quality Management District 2010 CEQA Guidelines, May 2017.

Note: du = dwelling unit.

CalEEMod version 2016.3.2 and project vehicle trip generation rates were used to estimate daily emissions associated with operation of the proposed project. **Table 8** shows the project's annual GHG emission in metric tons of carbon dioxide equivalence (CO_2E) for the proposed 252-unit residential apartment in 2021, 2030, and 2035. Using the 2018 person per household population size of 2.68 for the City of Santa Rosa, the project's service population is projected to be 675. Net new emissions will not exceed the per capita significance thresholds. As such, the project will have less than significant impacts due to GHG emissions contributions at operation.

TABLE 8: ANNUAL PROJECT GHG EMISSIONS (CO_2E) IN METRIC TONS

SOURCE CATEGORY	EXISTING IN 2021	PROPOSED PROJECT IN 2021	PROPOSED PROJECT IN 2030	PROPOSED PROJECT IN 2035
Area	< 1	13	13	13
Energy Consumption	44	263	263	263
Mobile	144	1,342	1,051	986
Solid Waste Generation	10	58	58	58
Water Usage	5	27	27	27
Total	174	1,703	1,412	1,347
Net New Emissions		1,529	1,238	1,173
Service Population Emissions	**N/A**	**2.5**	**2.0**	**2.0**
Significance Threshold			**2.6**	**2.3**
Exceeds Threshold			**No**	**No**

Air Quality Impacts from Residences at 325 Yolanda Ave. Memo, prepared by Illingworth & Rodkin, January 8, 2019.

As described herein, 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.

The Yolanda Apartments Project is subject the City of Santa Rosa's Climate Action Plan and must implement all mandatory requirements or identify acceptable substitutions. In order to ensure that the Project does not result in GHG impacts at operation, mitigation measure GHG-1 shall be implemented, which requires compliance with the City's CAP.

With the substitutions 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 detail and implementation of the measure GHG-1 set forth below, 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 reduced to less than significant level through compliance with the City's Climate Action Plan.

Mitigation Measures:

GHG-1: All mandatory requirements of the Santa Rosa's CAP Appendix E New Development Checklist shall be implemented except where the item is not applicable or where a suitable substitution is provided.

7.9. HAZARDS/HAZARDOUS MATERIALS

Would the project:	Potentially Significant Impact	Less Than Significant with Mitigation	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?	☐	☒	☐	☐
b) Create a significant hazard to the public or the environment through reasonably foreseeable upset and accident conditions involving the release of hazardous materials into the environment?	☐	☒	☐	☐
c) Emit hazardous emissions or handle hazardous or acutely hazardous materials, substances, or waste within one-quarter mile of an existing or proposed school?	☐	☐	☐	☒
d) Be located on a site 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?	☐	☐	☒	☐
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 or excessive noise for people residing or working in the project area?	☐	☐	☐	☒
f) Impair implementation of or physically interfere with an adopted emergency response plan or emergency evacuation plan?	☐	☐	☐	☒
g) Expose people or structures, either directly or indirectly, to a significant risk of loss, injury or death involving wildland fires.	☐	☐	☒	☐

Sources: Santa Rosa General Plan 2035; General Plan EIR; Phase I Environmental Site Assessment, prepared by AEI Consultants, April 30, 2018; Limited Phase II Subsurface Investigation, prepared by AEI Consultants, June 18, 2018; Annex to 2010 Association of Bay Area Governments Local Hazard Mitigation Plan Taming Natural Disasters, adopted June 15, 2011; Revised Soil & Groundwater Management Plan and Health and Safety plan, prepared by Environmental Geology Services, May 12, 2017; and Santa Rosa Local Hazard Mitigation Plan, 2016.

Hazards/Hazardous Material Setting:

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 the environment when improperly treated, stored, transported, disposed of, or otherwise managed." Regulations governing the use, management, handling, transportation and disposal of hazardous waste and materials are administered by Federal, State and local governmental agencies. 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 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).

The California Department of Forestry and Fire Protection (CAL FIRE) is required by law to map areas of significant fire hazards based on fuels, terrain, weather, and other relevant factors. CAL FIRE's Statewide and County maps (adopted November 2007) depict Fire Hazard Severity Zones (FHSZs) that are within the State Responsibility Area (SRA). The SRA is the area of the state where the State of California is financially responsible for the prevention and suppression of wildfires. The SRA does not include lands within city boundaries or in federal ownership. The FHSZs in the SRA are further classified as having a Moderate, High, or Very High hazard severity.

In addition, CAL FIRE has prepared and transmitted recommendations for Very High FHSZs in those areas where local governments have financial responsibility for wildland fire protection, known as Local Responsibility Areas (LRAs). Only lands zoned as Very High FHSZ are identified within the LRA. The majority of the City of Santa Rosa, including the project site, is categorized as Non-VHFHZ by CAL FIRE (see **Figure B-7** in **Appendix B**). The project site is located near the southern boundary of the City and is in close proximity to an area classified as a Moderate Fire Hazard Severity Zone in a State Responsibility Area.

Phase I Environmental Site Assessment

In accordance with ASTM Standard Practice E1527-13 and the Environmental Protection Agency (EPA) Standards and Practices for All Appropriate Inquiries (40 CFR Part 312) AEI Consultants prepared a Phase I Environmental Site Assessment (ESA) for the subject property on April 30, 2018 (**Appendix H**). The Phase I ESA discusses the Recognized Environmental Conditions (RECs), Controlled Recognized Environmental Conditions (CRECs), Historical Recognized Environmental Conditions (HRECs), and Other Environmental Considerations (OEC) of the project site. The Phase I ESA identified the following:

- In 2016, as part of the case closure activities for the closed leaking underground storage tank (LUST) case (see below), soil vapor testing at the area of the former on-site gasoline UST was performed along the southwest portion of the subject property. The soil vapor investigation identified low levels of benzene in on-site soils at concentrations ranging from 35 to 57 ug/m^3. The residential environmental

screening level (ESL) for benzene is identified in the Phase I ESA as 48.5 ug/m^3 per RWQCB correspondence. The Phase I ESA identified this as an REC for the subject property. However, correspondence from an engineering geologist of the RWQCB in August 2018 confirmed that the ESL for benzene at this site is 97 ug/L. Therefore, soil vapor testing results are below the residential ESLs and additional vapor intrusion mitigation is not required.[17]

- The subject property has been utilized by the Hulsman family as a truck service/repair and transportation facility dating back to the early 1940's. The site is currently leased to multiple companies for parking trucks and storing equipment.

- The subject property was formerly equipped with a 500-gallon leaded gasoline UST, a 4,000-gallon diesel fuel UST, and an 8,000-gallon diesel fuel UST, all of which were located on the 325 Yolanda Avenue portion of the subject property. The gasoline UST was removed in 1982 and was approximately 40-50 years old, and both diesel USTs were removed in 1988. Soil sampling, groundwater sampling, and soil excavation were conducted following removal of the diesel USTs and no evidence of a significant release to the subsurface from these USTs was identified.

- Subsequent subsurface investigations conducted in the mid-1990's found evidence of contamination in soil and groundwater associated with the former gasoline UST in the form of Total Petroleum Hydrocarbon as Gasoline (TPH-g) and the associated petroleum compounds Benzene, Toluene, Ethylbenzene, and Xylenes (BTEX). Remedial efforts were taken, and sampling results indicated that residual petroleum hydrocarbon levels remained, but at concentrations below criteria established by the SWRCB.

- In 2014, the LUST case was considered for closure and entered the public comment period. In 2016 on-site soil vapor investigations were performed, as discussed previously, the investigation identified low levels of benzene ranging from 35 to 57 ug/m^3. As required by the RWQCB, a Soil and Groundwater Management Plan (SGMP) dated May 12, 2017 was prepared for the subject property to manage residual impacted subsurface material. The LUST case was officially closed by the RWQCB in 2017. Based on the case closed status with residual concentrations of petroleum hydrocarbons in soil and groundwater permitted to remain in place and managed with the SGMP, this is considered a CREC.

- No evidence of HRECs were found during the Phase I ESA.

- A well and pressure tank were identified on site. The well did not appear to be in use at the time of the assessment, is located up-gradient of the known groundwater impacts and was not identified as potentially impacted during the survey conducted in 2016. Groundwater collected from the well was tested four times between 1989 and 2016 and no evidence was found that site contaminants impacted the well. It is recommended that it be properly decommissioned per applicable regulations.

- Based on the age of the existing structures, there is a potential that asbestos-containing materials (ACMs) are present. The EPA's National Emission Standards for Hazardous Air Pollutants (NESHAP) requires that a thorough asbestos survey be performed prior to demolition or renovation activities that may disturb asbestos-containing materials. Any suspect ACMs must be sampled to determine the presence or absence of asbestos prior to any activities that may disturb them. Additionally, Occupational Safety and Health Administration (OSHA) regulations require that specific work practices be implemented when handling construction materials and debris that contain asbestos or lead-containing materials.

[17] Tom Magney, PG, Engineering Geologist, North Coast RWQCB email dated August 7, 2018

- Based on the age of the existing structures, there is a potential for the presence of lead-based paint (LBP), which would be disturbed in the demolition process. It is recommended that an LBP screening be conducted to determine options for control of possible LBP hazards. Any activities that would disturb materials or paints containing lead may be subject to OSHA requirements contain in 29 CFR 1910.1025 and 1926.62.

- Based on a review of aerial photographs it is evident that the subject property was historically used for agricultural purposes. There is a potential that agricultural chemicals, such as pesticides, herbicides, and fertilizers, were used on site, and that the subject property has been impacted by the use of such chemicals. Therefore, additional investigations were recommended.

Limited Phase II Subsurface Investigation

AEI performed a limited Phase II subsurface investigation for the subject property on June 18, 2018 (**Appendix I**). The purpose of this investigation was to assess whether subsurface conditions (i.e., soil and soil gas) associated with the former USTs and historical agricultural operations have significantly affected the project site. Twenty shallow soil borings and four soil gas probes were advanced during the investigation for the collection of soil and soil gas samples. Soil samples collected were analyzed for organochlorine pesticides (OCPs), arsenic, lead, and volatile organic compounds (VOC)s. Soil gas samples collected were analyzed for VOCs. Analytical results generated during this investigation indicate the following:

- Shallow soil sample results for the agricultural investigation indicated elevated concentrations of chlordane in the composition soil sample (COMP-5) collected from soil borings SB-5A through SB-5D at 0.5 feet bgs that exceed the applicable Tier 1 and direct contact residential ESLs. Further analysis of the discrete soil samples from COMP-5 indicate that the elevate chlordane was primarily from the soil sample collected from soil boring SB-5A at a depth of 0.5 feet bgs. Chlordane was not detected at or above the laboratory MRLs in the deeper two-foot bgs sample at location SB-5A. Based on the elevated chlordane concentrations detected in SB-5A at 0.5 feet bgs, AEI recommends a Site Management Plan be prepared for the northwestern portion of the Site to manage exposure to soils that could be potentially impacted with elevated residual chlordane concentrations.

- Arsenic was detected at concentrations ranging from 1.26 mg/kg to 6.43 mg/kg, which is consistent with typical background concentrations (up to 11 mg/kg) for the Bay Area.

- Soil gas sample results from the former UST area indicates that low concentrations of BTEX compounds were detected in each of the four soil gas samples analyzed. Results from soil gas probe SV-1, advanced near 2016 soil gas sample SV-5 indicate a benzene concentration of 50.9 µg/m3, slightly lower than 2016 soil gas probe SV-5 result of 57 µg/m3. Although the concentration is slightly above the residential ESL of 48 µg/m3, it is below the low threat closure policy (LTCP) residential soil gas criteria of 85 µg/m3. Based on the results, a small area of residual hydrocarbons is likely still present beneath the Site in the vicinity of the former gasoline USTs. AEI recommends implementing the Revised Soil and Groundwater Management Plan and Health and Safety Plan prepared by Environmental Geology Services dated May 12, 2017 (**Appendix J**) to manage impacted soil in the southwestern portion of the Site.

Hazards/Hazardous Materials Impact Discussion:

7.9(a-b) (Routine Transport, Upset and Accident Involving Release) Less Than Significant With Mitigation: Site preparation and construction activities will 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. Although these potentially hazardous materials may be present onsite during construction, 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. Once construction is complete there will not be any ongoing use or generation of hazardous 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). Additionally, the project will implement the existing Soil and Groundwater Management Plan as required by **Mitigation Measure HAZ-1**, which requires field inspections during subsurface work associated with redevelopment of the site be conducted by the Environmental Professional (EP) or Health and Safety Officer (HSO) in an effort to identify soils, groundwater, or other encountered materials that contain potential residual contamination from past site activities. In the event that such contamination is found during construction activities, handling of contaminated materials shall be in accordance with the Plan.

As discussed above, there is no evidence that the existing well was impacted by site contaminants. However, Implementation of **Mitigation Measure HAZ-2** will avoid any potential impacts to water supplied by the existing well by requiring that the existing well be properly decommissioned per applicable regulations.

The proposed demolition of the existing structures has the potential to release asbestos-containing materials and lead-based paints. Compliance with **Mitigation Measure HAZ-3**, which requires an asbestos survey and lead-based paint screening prior to demolition of the existing structures, will ensure potential impacts related to ACMs or LBP are less than significant.

In conclusion, implementation of measures HAZ-1 through HAZ-3 and compliance with other required regulations governing hazardous materials, will ensure that potential hazards to the public or the environment through the transport, use, or disposal of hazardous materials, will be reduced to less than significant levels.

7.9(c) (Emit or Handle Hazardous Material within ¼ Mile of Sites) No Impact: The project site is not located within a quarter mile of a school. The nearest school, Kawana Elementary School, is located approximately 0.75 mile from the subject property. There are no activities associated with the proposed Yolanda Apartments 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.

7.9(d) (Existing Hazardous Material Sites) Less Than Significant with Mitigation: 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.

As part of the Phase I ESA, AEI Consultants conducted a database review, which indicated that the project site is listed in the State Water Resources Control Board GeoTracker database as a groundwater contamination case involving gasoline. The case was closed as of June 26, 2017, and as recommended by RWQCB staff, a Soil and Groundwater Management Plan was submitted by Environmental Geology Services to Hulsman Transportation on May 12, 2017. Implementation of **Mitigation Measure HAZ-1,** which implements the Soil and Groundwater Management Plan, will ensure that the project will not create a significant hazard to the public or the environment by virtue of it being located on an identified Cortese site.

7.9(e) (Public 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 Charles M. Schulz – Sonoma County Airport located approximately 8.5 miles northwest of the project site. Therefore, no impacts associated with airport-related hazards will result from the proposed project.

7.9(f) (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 driveway/drive aisle 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.

7.9(g) (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 and surrounded by roadways and developed land uses. The project site is categorized as a Non-VHFHZ by CAL FIRE and surrounded by land designated as Non-VHFHZ on all sides. However, the project site is located approximately 0.25 mile from a large expanse of land designated as "Moderate Fire Hazard Severity Zone" by CAL FIRE (see **Figure B-7** in **Appendix B**). As such, the project could expose people or structures to impacts related to wildland fires.

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 are planned for construction, 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:

HAZ-1: In order to avoid a potential impact related to hazardous materials the project shall implement the Soil and Groundwater Management Plan and Health and Safety Plan prepared by Environmental Geology Services on May 12, 2017. The Plan requires that a qualified and trained Environmental Professional (EP) and Health and Safety Officer (HSO) be retained (these may be a single individual). The HSO will work directly with the EP and will be present on site, as needed, to ensure proper identification, management characterization, and disposal or onsite reuse of potentially contaminated soil and groundwater. Prior to implementation of the Plan, all proposed development plans shall be submitted to the Santa Rosa Fire Department and the North Coast Regional Water Quality Control Board. If soils or groundwater encountered are suspected of containing residual petroleum contamination that require additional remediation, or if potentially hazardous materials are encountered, the EP will be notified. If the EP confirms the soils or groundwater are contaminated, or if hazardous materials are encountered, the aforementioned regulatory agencies will be notified. Prior to commencement of construction activities, a meeting shall be held with the property owner/developer, contractors, Environmental Professional, and Health and Safety Officer to discuss the implementation objectives of the Plan. Relevant regulatory agencies shall also be invited. A copy of the Plan shall be provided to the construction supervisors and a separate copy shall also be kept onsite during all phases of development.

HAZ-2: In order to avoid potential impacts to groundwater supply, the existing well, located adjacent to the shed to the east of the former Hulsman Transportation building shall be properly decommissioned per applicable regulations.

HAZ-3: In order to avoid potential impacts related to the release of asbestos-containing materials or lead-based paint, an asbestos survey adhering to sampling protocols outlined by the Asbestos Hazard Emergency

Response Act (AHERA) and lead-based paint screening shall be conducted prior to demolition of the existing structures. In the event that such substances are found, the applicant shall be subject to requirements set forth by the Occupational Safety and Health Administration (OSHA) AHERA requirements, lead standard contained in 29 CFR 1910.1025 and 1926.62, and any other local, state, or federal regulations. Treatment, handling, and disposal of these materials shall adhere to all requirements established by OSHA and other agencies.

7.10. HYDROLOGY AND WATER QUALITY

Would the project:	Potentially Significant Impact	Less Than Significant with Mitigation	Less Than Significant Impact	No Impact
a) Violate any water quality standards or waste discharge requirements or otherwise substantially degrade surface or ground water quality?	☐	☒	☐	☐
b) Substantially decrease groundwater supplies or interfere substantially with groundwater recharge such that the project may impede sustainable groundwater management of the basin?	☐	☐	☒	☐
c) Substantially alter the existing drainage pattern on the site or area, including through the alteration of the course of a stream or river or through the addition of impervious surfaces, in a manner which would:	☐	☐	☒	☐
i) result in substantial erosion or siltation on- or off-site;	☐	☐	☒	☐
ii) substantially increase the rate or amount of surface runoff in a manner which would result in flooding on- or offsite;	☐	☐	☒	☐
iii) create or contribute runoff water which would exceed the capacity of existing or planned stormwater drainage systems or provide substantial additional sources of polluted runoff; or	☐	☐	☒	☐
iv) impede or redirect flood flows?	☐	☐	☒	☐
d) In flood hazard, tsunami, or seiche zones, risk release of pollutants due to project inundation?	☐	☐	☐	☒
e) Conflict with or obstruct implementation of a water quality control plan or sustainable groundwater management plan?	☐	☒	☐	☐

Sources: Santa Rosa General Plan 2035; General Plan EIR; and Initial Storm Water Low Impact Development Plan, Yolanda Apartments, prepared by Carlile Macy, July 2, 2018.

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 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. As described in Section 7.4(c) of this document, the project is subject to Section 401 of the Clean Water because there are identified waters of the State that will be impacted by the project.

The proposed project is subject to the RWQCB Municipal Regional Stormwater NPDES Permit ("MS4"), Order No. R2-2015-0049, NPDES Permit No. CAS612008).[18] Provision C.3 – New Development and Redevelopment, requires permitees (i.e., City of Santa Rosa) to use their planning authorities to include appropriate source control, site design, and stormwater treatment measures in new development and redevelopment projects to address both soluble and insoluble stormwater runoff pollutant discharges and prevent increases in runoff flows from new development and redevelopment projects. This goal is to be accomplished primarily through the implementation of low impact development (LID) techniques.

Dischargers whose projects disturb one or more acres of soil, or whose projects disturb less than one acre, but are part of a larger common plan of development that in total disturbs one or more acres, are required to obtain coverage under the General Permit for Discharges of Storm Water Associated with Construction Activity Construction General Permit Order 2009-0009-DWQ (as amended by 2010-0014-DWQ and 2012-0005-DWQ) from the State Water Resources Control Board.[19] Construction activity subject to this permit includes clearing, grading and disturbances to the ground such as stockpiling, or excavation. The Construction General Permit requires the development of a Storm Water Pollution Prevention Plan (SWPPP) by a certified Qualified SWPPP Developer.

The proposed project will be subject to the National Pollution Discharge Elimination System (NPDES) General Permit No. CAS000002 for Discharges of Storm Water Runoff Associated with Construction Activity (General Permit). Construction activities on more than one acre are subject to NPDES permitting requirements including the preparation of a SWPPP. The SWPPP includes specifications for Best Management Practices (BMPs) to be implemented during construction activities to control potential discharge of pollutants from the construction area. Additionally, the SWPPP would describe measures to prevent pollutants in runoff after construction is complete and develops a plan for inspection and maintenance of the project facilities.

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

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[18] California Regional Water Quality Control Board San Francisco Bay Region Municipal Regional Stormwater NPDES Permit, Order No. R2-2015-0049, NPDES Permit No. CAS612008, November 19, 2015, https://www.waterboards.ca.gov/sanfranciscobay/water_issues/programs/stormwater/Municipal/R2-2015-0049.pdf, accessed August 29, 2018.

[19] State Water Resources Control Board, Construction General Permit Order 2009-0009-DWQ, http://www.waterboards.ca.gov/water_issues/programs/stormwater/construction.shtml, Accessed August 29, 2018.

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 bioretention[20] features to capture runoff and encourage infiltration onsite, thereby decentralizing stormwater treatment and integrating it into the overall site design.

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.

The Federal Emergency Management Agency's (FEMA's) flood hazard mapping program provides important guidance for the City in planning for flooding events and regulating development within identified flood hazard areas. FEMA's National Flood Insurance Program is intended to encourage State and local governments to adopt responsible floodplain management programs and flood measures. As part of the program, the FEMA defines floodplain and floodway boundaries that are shown on the Flood Insurance Rate Maps (FIRMs). The project site is located in FEMA Area of Minimal Flood Hazard Zone X, as delineated on map numbered 06097C0737F (**Figure B-8** in **Appendix B**). According to this designation, the project site is subject to 500-year flooding and identified as an area that has a 0.2 percent chance of being flooded in a given year.

An Initial Storm Water Low Impact Development Plan was prepared for the Yolanda Apartments Project (see **Appendix K**). The plan summarizes the existing site conditions, describes the pollution prevention and runoff reduction measures for the project, describes the types of BMPs that will be implemented, and identifies the maintenance and funding for the establishment and ongoing operation of BMPs. Interceptor trees will be planted along Yolanda Avenue and internally. Runoff from rooftops of new apartment buildings, the clubhouse and maintenance building will be disconnected from storm drain inlets and directed to infiltration areas. Permeable pavements will be used in parking areas. Runoff will be treated by bioretention measures. Trash will be removed from runoff by hydrodynamic separators to reduce debris prior to being discharged from the project site.

Storm water generated by the project will be captured and treated in a treatment train installed in the following order. Storm water runoff on the streets will be treated using either roadside bioretention basins installed in compliance with detail P2 "Roadside Bioretention – Curb Opening," roadside bioretention installed similar to detail P2 "Roadside Bioretention – Contiguous Sidewalk," basins in compliance with detail P2 "Roadside Bioretention – Flush Design, and P2 "Permeable Pavement." Storm water runoff collected in the communal areas between buildings will be treated with bioretention basins installed similar to P1 "Roadside Bioretention – No curb and gutter."

All bioretention areas will be sized for one hundred percent (100%) treatment and volume capture. Each BMP will be sized to retain the entire volume from a 1 in 24 hour storm rate for the tributary areas shown in the Initial SW LID Exhibits per City of Santa Rosa Standard. In all cases, higher flows will bypass the permeable gutter and flow to public catch basins.

Hydrology and Water Quality Impact Discussion:

7.10(a,e) (Violations of Water Quality Standards) Less Than Significant Impact with Mitigation: Construction activities have the potential to result in runoff that 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

[20] 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.

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.

Groundwater was encountered at depths of approximately 4.5 to 15.0 feet below the ground surface.[21] 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 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 dewaters onsite, allowing settlement of sediment to occur prior to release, and other BMPs. With implementation HYDRO-2, 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 Initial Storm Water Low Impact Development Plan, interceptor trees will be planted along the private streets within the Yolanda Apartments Project. Runoff from rooftops will be disconnected from storm drain inlets and directed to bioretention areas. Permeable pavements will be used in parking areas. Runoff will be treated by bioretention measures and trash removed by hydrodynamic separators to reduce pollution prior to being discharged from the project site.

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.

7.10(b) (Groundwater Supply and Recharge) Less Than Significant Impact: The proposed 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 Yolanda Avenue and Santa Rosa Avenue. The proposed project will increase water demand relative to existing water use on the site for residential land uses and a fast food restaurant. However, the use of high efficient appliances and fixtures for interior water use and smart controller and

[21] Geotechnical Engineering Report, prepared by Terracon Consultants, Inc., May 29, 2018.

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. While the natural recharge potential at the site ranges from high to very high, the project site is not located in an area identified for groundwater recharge activities.[22] Therefore, the project will have a less than significant impact to groundwater supplies and recharge.

7.10(ci-civ) (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 building footprints, driveways, and paved parking lots. 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.

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 described above, the proposed project will achieve the Design Goal of one hundred percent (100%) volume capture and one hundred percent (100%) of the runoff generated by the developed project will be treated. As such, the project will not substantially increase the rate or amount of surface runoff.

The flow of storm water runoff would be retained and continue to be conveyed to the existing regional storm drain facilities. As such, project construction will not substantially alter the existing drainage pattern on the site. Additionally, through implementation of the Preliminary Stormwater Management Plan and Initial Storm Water Low Impact Development Plan, 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 and storm drain system as a result of the proposed project would be less than significant.

7.10 (d) (Flood Hazards, 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) and General Plan Figure 12-4: Flood Zones Map. The project site is located in FEMA Area of Minimal Flood Hazard Zone X, as delineated on map numbered 06097C0737F (see **Figure B-8** in **Appendix B**). According to this designation, the project site is subject to 500-year flooding and identified as an area that has a 0.2 percent chance of being flooded in a given year. 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, as shown on General Plan Figure 12-4. 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

[22] Figure 2 Natural Recharge Potential, Sonoma County Water Agency, Laguna-Mark West Creek Watershed Planning Scoping Study, Final Screening Technical Memorandum, May 2012.

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.

7.11. LAND USE AND PLANNING

Would the project:	Potentially Significant Impact	Less Than Significant with Mitigation	Less Than Significant Impact	No Impact
a) Physically divide an established community?	☐	☐	☐	☒
b) Cause a significant environmental impact due to a conflict with any land use plan, policy, or regulation adopted for the purpose of avoiding or mitigating an environmental effect?	☐	☒	☐	☐

Sources: Santa Rosa General Plan 2035; General Plan EIR.

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 limits of the City of Santa Rosa. The project site exhibits a General Plan land use designation of Retail and Business Services. The zoning designation for the project site is Commercial General (CG). Surrounding land uses include Retail and Business Services; Mobile Home Park; General Industry; and Light Industry.

Land Use and Planning Impact Discussion:

7.11(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.

The project proposes development on a site that contains grassland, trees, gravel surfaces, semi-trailer trucks, and buildings. The subject property is surrounded by existing developed uses, including commercial, residential and industrial uses.

Construction of the Yolanda Apartments Project would not introduce a new physical feature that would remove mobility and access within an established community. Likewise, the project does not propose the removal of an existing road or pathway that could reduce or remove access between a community and outlying areas. Therefore, the project would have no impact due to the physical division of an established community.

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

Santa Rosa General Plan 2035

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. The project fulfills General Plan Policy LUL-E-2, which calls for the fostering of livability within neighborhoods, by providing housing to accommodate a diverse range of needs and introducing additional housing units in close proximity to regional shopping centers (South Santa Rosa Shopping Center and Santa Rosa Marketplace) and public transit. The project complies with General Plan Policy LUL-E-6 by providing residential development in the Retail and Business Services designation. Additionally, General Plan Policy LUL-F (maintaining a varied housing stock to satisfy a wide range of needs) would be supported by providing 252 multi-family residential apartments.

The Housing Element of the General Plan envisions a diversity of housing options in Santa Rosa, including a variety of housing sizes and types, such as single-family, townhomes, and multi-family units in different parts of the city at varied prices. By providing 252 multi-family residential apartments, the project complies with Housing Element Goal H-A, which strives to meet the housing needs of all Santa Rosa residents. By developing the site with a density of 30 residential units to the acre (252 units on 8.4 acres), the project complies with Policy H-A-2, which aims to meet Santa Rosa's housing needs through increased densities. As described in Section 7.6 Energy, the project fulfills Housing Element Goal H-G, by developing energy-efficient residential units. Therefore, the proposed project is generally consistent with the goals and policies of the Housing Element.

The Noise and Safety Element of the General Plan requires that interior noise levels be maintained at 45 dBA Ldn or less for residences. As discussed in Section 7.13, Noise, the exterior noise level at the southern façade of residential units facing Yolanda Avenue (Building #s 1, 13, 14, and 15) is calculated to be up to 72 dBA Ldn. Noise levels at the western and eastern façades of these buildings are calculated to be up to 67 dBA Ldn. Noise levels at the western façades of building #s 2 and 4 are calculated to be up to 61 dBA Ldn. To ensure that noise compatibility conflicts are not introduced, the project shall implement **Mitigation Measure LU-1**, which requires that Mitigation Measure NOI-3, set forth in the Noise discussion be implemented. NOI-3 identifies performance standards to achieve interior noise levels of 45 dBA by requiring that new buildings onsite ensure that: south facing units with frontage onto Yolanda Avenue use sound rated construction that achieves STC 28; east and west facades of units that front onto Yolanda Avenue use sound rated construction that achieves STC 26; and that all units include forced air ventilation systems.

Therefore, acceptable interior noise levels will be achieved, and the project will be consistent with the goals and policies of the Noise and Safety Element. Therefore, potentially impacts due to conflict with noise compatibility will be reduced to levels below significance.

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}. As discussed in Section 7.13, Noise, the private outdoor balconies that front onto Yolanda Avenue would be exposed to future traffic noise levels of approximately 71 dBA L_{dn}. Although residents of these units could potentially be exposed to normally unacceptable outdoor noise levels on the private balconies, residents may elect to remain indoors during high traffic volumes, where noise levels meet the 45 dBA Ldn standard. Therefore, the proposed project is generally consistent with the Land Use Compatibility Standards.

Zoning Ordinance

The zoning designation for the project site is Commercial General (CG). Pursuant to Santa Rosa City Code, Title 20 Zoning, Section 20-23.020, the CG zoning district allows for: "a range of retail and service land uses that primarily serve residents and businesses throughout the City, including shops, personal and business services, and restaurants. Residential uses may also be accommodated as part of mixed-use projects, and independent residential developments." Construction of 252 multi-family residential apartments on the project site would be compatible with the CG zoning district.

The City of Santa Rosa parking standards (Zoning Ordinance §20-36.040) requires projects to provide on-site parking based on land use and project size. Based on the City's parking requirements 497 parking spaces for automobiles are required for the proposed Yolanda Apartments Project. The project proposes to provide 400 parking spaces, which is below the City's parking requirements. In accordance with Zoning Code §20-36.040 (Adjustments to parking requirements) the applicant is requesting a reduction to the parking standards. If granted by the City of Santa Rosa, the proposed project will be consistent with the parking requirements of the zoning ordinance. As described below in the Transportation section, although a shortfall in parking would be inconsistent with City standards, it does not result in an environmental impact.

The City of Santa Rosa bicycle parking standards (Zoning Ordinance §20-36.040) requires projects to provide on-site bicycle parking and storage facilities. Based on the City's requirements, a total of at least 46 bicycle parking spaces are required for the Yolanda Apartments Project. The proposed project includes parking facilities to secure at least 46 bicycles on-site (40 long-term spaces and 6 short-term spaces), which would be sufficient to accommodate bicycle parking in accordance with the City's Municipal Code 20-36.040. The project will be conditioned to provide an appropriate number of long-term and short-term, secure bicycle parking onsite. As such, adequate bicycle parking facilities will be provided onsite, and the proposed project will be consistent with the bicycle parking requirements of the zoning ordinance.

Santa Rosa's Zoning Ordinance §20-30.080 Outdoor Lighting 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. As a standard condition of approval, a lighting plan will be required from 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. Therefore, the project will be consistent with the lighting requirements of the zoning ordinance.

Santa Rosa's Zoning Ordinance §20-52.030 Design Review establishes procedures for the City's review of the design aspects of proposed development. As described in Section 7.1 Aesthetics, the proposed architecture does not significantly differ from the established character of the surrounding development. As proposed, the massing,

setbacks, and architectural design are reflective of that found along Santa Rosa Avenue, Yolanda Avenue, and in the project vicinity. Therefore, the project is consistent with the Design Review Guidelines and the Zoning Ordinance.

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 regional shopping center and in close proximity to public transit. Additionally, the project will introduce new residential dwelling units within the City of Santa Rosa, satisfying the need to provide housing and accommodate growth consistent with the General Plan's Housing Element.

The proposed project is generally consistent with the General Plan 2035 and zoning regulations established by the City of Santa Rosa. The project would not conflict with any applicable regulations or policies established by the City that would result in a direct or indirect environmental impact. Therefore, the project's impacts due to a conflict with City regulations are less than significant.

Mitigation Measures: None Required.

LU-1: To protect new residents introduced onsite from exposure to incompatible noise standards due to existing and projected traffic noise on project area roadways, mitigation measure NOI-3, shall be implemented.

7.12. MINERAL RESOURCES

Would the project:	Potentially Significant Impact	Less Than Significant with Mitigation	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?	☐	☐	☐	☒
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?	☐	☐	☐	☒

Sources: Santa Rosa General Plan 2035; General Plan EIR; and Sonoma County Aggregate Resources Management Plan, as amended through December 7, 2010.

Mineral Resources Setting:

The California Surface Mining and Reclamation Act of 1975 (SMARA) identifies mineral resources within California and requires the classification of mineral resources based on their relative value for extraction. According to the Division of Mine Reclamation, California Department of Conservation there are no mineral resources in or around the project site.[23]

[23] California Department of Conservation, California Geological Survey, Special Report 205, Plates 1A, 1B, 1C, 2A, and 2B, 2013.

Mineral Resources Impact Discussion:

7.12(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. Development of the project site will not result in the loss of availability of 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.

7.13. NOISE

Would the project result in:	Potentially Significant Impact	Less Than Significant with Mitigation	Less Than Significant Impact	No Impact
a) Generation of a substantial temporary or permanent increase in ambient noise levels in the vicinity of the project in excess of standards established in the local general plan or noise ordinance, or applicable standards of other agencies?	☐	☒	☐	☐
b) Generation of excessive groundborne vibration or groundborne noise levels?	☐	☒	☐	☐
c) For a project located within the vicinity of a private airstrip or 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?	☐	☐	☐	☒

Sources: Santa Rosa General Plan 2035; General Plan EIR; Santa Rosa Municipal Code: Chapter 17; General Plan Figure 12-1: Land Use Compatibility Standard and Figure 12-2: Noise Contours; and 325 Yolanda Ave Environmental Noise and Vibration Assessment and Noise and Vibration Impacts from Residences Proposed at 325 Yolanda Avenue, prepared by Illingworth & Rodkin, January 10, 2019.

Noise Setting:

Noise is generally defined as unwanted sound. It is characterized by various parameters that include the rate of oscillation of sound waves (frequency), the speed of propagation, and the pressure level or energy content (amplitude). The sound pressure level is the most common descriptor used to characterize the loudness of an ambient (existing) sound level. The decibel (dB) scale is used to quantify sound intensity but given that the human ear is not equally sensitive to all frequencies in the entire spectrum, noise measurements are weighted more heavily for frequencies to which humans are sensitive in a process called "A-weighting," written as "dBA" and referred to as "A-weighted decibels". In general, human sound perception is such that a change in sound level of 1 dB cannot typically be perceived by the human ear, a change of 3 dB is just noticeable, a change of 5 dB is clearly noticeable, and a change of 10 dB is perceived as doubling the sound level.

Noise sources within Santa Rosa's Urban Growth Boundary primarily include vehicular traffic, aircraft, trains, industrial activities, mechanical equipment, refrigeration units, and ventilation. Commercial and general 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/$L_{dn.}$

The project site is bounded by established residential, commercial, and general industrial land uses. The project site is situated approximately 0.25 mile east of Highway 101, 0.5 mile east of the Sonoma-Marin Area Rail Transit (SMART) corridor, 1.2 miles south of Highway 12, and over 8 miles southeast of the Sonoma County Airport. The primary noise sources that contribute to the ambient noise environment onsite are vehicular traffic on Yolanda Avenue, Santa Rosa Avenue, and Highway 101. The project site is located within the 60 dBA noise contour of Highway 101, 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, east and south of the project site.

Noise Significance Criteria

The following criteria are used to evaluate the significance of environmental noise impacts resulting from the proposed project:

- Operational Noise in Excess of Standards. A significant noise impact would be identified if project operations would generate noise levels that exceed applicable noise standards presented in the Santa Rosa General Plan or Municipal Code.

- Permanent Noise Increase. A significant permanent noise increase would occur if project traffic resulted in an increase of 3 dBA Ldn or greater at noise-sensitive land uses where existing or projected noise levels would equal or exceed the noise level considered satisfactory for the affected land use (60 dBA Ldn for single-family residential areas) and/or an increase of 5 dBA Ldn or greater at noise-sensitive land uses where noise levels would continue to be below those considered satisfactory for the affected land use.

- Temporary Noise Increase. A significant temporary noise impact would be identified if construction-related noise would temporarily increase ambient noise levels at sensitive receptors as follows. Hourly average noise levels exceeding 60 dBA Leq at the property lines shared with residential land uses, and the ambient noise level by at least 5 dBA Leq, for a period of more than one year would constitute a significant temporary noise increase at adjacent residential land uses. Hourly average noise levels exceeding 70 dBA Leq at the property lines shared with residential land uses, and the ambient by at least 5 dBA Leq, for a period of more than one year would constitute a significant temporary noise increase at adjacent commercial land uses.

- Groundborne Vibration Level. A significant impact would be identified if construction of the project would expose persons to excessive vibration levels. Groundborne vibration levels exceeding 0.3 in/sec PPV would have the potential to result in cosmetic damage to buildings.

Noise and Vibration Assessment

In accordance with the City of Santa Rosa's General Plan Policy NS-B-4, acoustical specialists Illingworth & Rodkin performed an acoustical study to document ambient noise conditions and provide recommendations to ensure that noise levels achieve 45 dBA L_{dn} for all habitable rooms and 60 dBA L_{dn} in private and shared recreational spaces

(**Appendix L**). The Noise and Vibration Assessment applied the noise significance criteria above in evaluating environmental noise impacts caused by the proposed project.

A noise monitoring survey was performed in the vicinity of the site beginning Monday, August 6, 2018 through Friday, August 10, 2018. The monitoring survey included two long-term measurements and two-short term measurements. A summary of the results of the short-term measurements is shown in **Table 9**.

TABLE 9: SUMMARY OF SHORT-TERM NOISE MEASUREMENT DATA

ID	Location (Start Time)	Measured Noise Levels (dBA)					Primary Noise Source
		L_{10}	L_{50}	L_{90}	L_{eq}	L_{dn}	
ST-1	370 feet from Santa Rosa Avenue (8/6/18, 1:10 pm to 1:20 pm)	55	52	51	53	54	Traffic on Santa Rosa Avenue and US 101
ST-2	150 feet from Santa Rosa Avenue (8/6/18, 1:30 p.m. to 1:40 p.m.)	55	55	52	57	59	Traffic on Santa Rosa Avenue and US 101
ST-3	30 feet from Yolanda Avenue (8/8/18, 10:20 a.m. to 10:30 a.m.)	77	68	56	72	74	Helicopter noise, traffic on Yolanda Avenue
ST-4	McDonald's parking lot (8/8/18, 10:40 a.m. to 10:50 a.m.)	63	58	54	60	63	Parking lot noise, traffic

Source: Table 4 Environmental Noise and Vibration Assessment, prepared by Illingworth & Rodkin, January 10, 2019.

Long-term noise measurement LT-1 was made at a distance of about 30 feet north of the centerline of Yolanda Avenue. The primary noise source at this location was traffic along Yolanda Avenue. Hourly average noise levels ranged from 68 to 73 dBA L_{eq} at this location during daytime hours, and from 56 to 71 dBA L_{eq} at night. The day-night average noise level was 73 dBA L_{dn}.

LT-2 was measured 50 feet from the centerline of Santa Rosa Avenue. The primary noise sources at this location was the traffic on Santa Rosa Avenue. Hourly average noise levels at this location ranged from 67 to 74 dBA L_{eq} during the day and from 59 to 68 dBA L_{eq} at night. The day-night average noise level was 73 dBA L_{dn}.

Noise Impact Discussion:

7.13(a) (Exceed Established Noise Standards) Less Than Significant Impact with Mitigation: The proposed project will generate noise during construction activities and at operation.

Construction Noise

Neither the City of Santa Rosa nor the State of California specify quantitative thresholds for the impact of temporary increases in noise due to construction. The noise threshold for construction applied for this project is based on the 45 dBA noise level, at which speech interference occurs indoors. Assuming a 15 dB exterior-to-interior reduction for standard residential construction with windows open and a 25 dB exterior-to-interior reduction for standard commercial construction, assuming windows closed, this would correlate to an exterior threshold of 60 dBA L_{eq} at adjacent residential land uses and 70 dBA L_{eq} at commercial land uses.

Construction of the proposed project would result in temporary and intermittent noise increases onsite and in the project vicinity from the use of heavy equipment, truck deliveries and off-haul of materials. Construction noise

associated with the proposed project would be perceptible to established uses in the immediate vicinity including nearby residences to the north and northeast and workers and customers of nearby businesses at commercial/industrial operations to the west, east and south.

Noise impacts resulting from construction of the project depend upon the noise generated by various pieces of construction equipment, the timing and duration of noise-generating activities, and the distance between construction noise sources and noise-sensitive areas. Construction noise impacts primarily result when construction activities occur during noise-sensitive times of the day (e.g., early morning, evening, or nighttime hours), the construction occurs in areas immediately adjoining noise-sensitive land uses, or when construction occurs over extended periods of time.

Construction of the proposed project is anticipated to occur over an 18 month period and would include demolition, site preparation, grading and excavation, trenching, building erection, and paving. During each stage of construction, there would be a different mix of equipment operating, and noise levels would vary based on the amount of equipment in operation and the location at which the equipment is operating.

Most demolition and construction equipment generate maximum noise levels within the range of 80 to 90 dBA at a distance of 50 feet from the source. Noise from pile driving can reach 95 dBA but is not anticipated for this project.

Typical hourly average (Leq) and maximum instantaneous (Lmax) construction-generated noise levels for the proposed project are presented in **Table 10** below. At 50 feet from the noise source, maximum instantaneous noise levels generated by project construction equipment are calculated to range from 78 to 90 dBA L_{max} and hourly average noise levels are calculated to range from 74 to 85 dBA L_{eq}.

Table 10: Calculated Construction Noise Level

Construction Phase	At Distance of 50 ft.	
	L_{eq}, dBA	L_{max}, dBA
Demolition (20 days)	85	90
Site Preparation (10 days)	83	85
Grading/Excavation (30 days)	84	85
Trenching (10 days)	78	81
Building-Exterior (300 days)	78	81
Building-Interior (20 days)	74	78
Paving (20 days)	80	80

Source: Table 8 Environmental Noise and Vibration Assessment, prepared by Illingworth & Rodkin, January 10, 2019.

The closest noise sensitive uses are residences located 25 feet north of the project boundary on Squire Lane, and residences on Yolanda Avenue located 75 feet from the southern project boundary.

During the demolition phase, a concrete saw would be used to demolish the existing on-site warehouse. The closest residences are 200 feet or greater from the warehouse and would be exposed to typical hourly average noise levels of 73 dBA L_{eq} with occasional maximum noise levels of up to 78 dBA L_{max}. Residences to the north of project site would be exposed to a maximum noise level of 91 dBA L_{max} and hourly average level of 90 dBA L_{eq} during site preparation and grading. Residences to the north and south would be exposed to maximum noise levels of 75 to 82 dBA L_{max} and typical hourly average noise levels of 71 to 80 dBA L_{eq} during all other phases of construction located adjacent to shared property lines.

Noise levels would be lower as construction activities move away from shared property lines or into shielded areas. Construction noise could exceed 60 dBA L_{eq} at residences and 70 dBA L_{eq} at commercial areas and the ambient noise environment by 5 dBA L_{eq}, for a period greater than one year. This is considered a potentially significant impact as nearby residents and commercial services would be temporarily exposed to elevated noise levels.

As such, **Mitigation Measure NOI-1** shall be implemented which requires best construction management practices to reduce construction noise levels emanating from the site, limit construction hours, and minimize disruption and annoyance due to noise exposure. With implementation of mitigation measure NOI-1, exposure of existing residents and commercial services to excessive noise levels generated during construction activities will be reduced to less than significant levels.

Operational Noise Environment

At operation, the proposed Yolanda Avenue Apartments would contribute to the ambient noise environment from additional vehicles traveling on roadways and from the introduction of mechanical equipment onsite.

Project-Generated Traffic Noise

Based on General Plan Policy NS-B-14, a significant impact would occur if the proposed project would result in a permanent noise level increase due to project-generated traffic of 5 dBA L_{dn} or greater at sensitive receptors with a future noise level of less than 60 dBA L_{dn} or the noise level increase is 3 dBA or greater at sensitive receptors with a future noise of 60 dBA L_{dn} or greater. For reference, a 5 dBA L_{dn} noise increase would be expected if the project would triple existing traffic volumes along a roadway.

As discussed in Section 7.17 Transportation and Circulation, traffic counts conducted on Yolanda Avenue as part of the traffic study indicate that the roadway is carrying about 15,930 vehicles per day. The project is expected to generate an average of 1,371 trips per day, including 91 trips during the a.m. peak hour and 111 during the p.m. peak hour. Based on a comparison between existing traffic volumes and project generated trips, the traffic noise increase attributable to the project would be less than 1 dBA. The increase in traffic noise generated by the project would be indistinguishable from existing traffic noise and would be below the noise significance criteria for permanent noise increases. As such, the project's contribution to the existing ambient noise levels from increased traffic would result in less than significant impacts.

Mechanical Equipment

The City of Santa Rosa Municipal Code Section 17-16.030 defines ambient base noise levels of 55 dBA L_{eq} from 7:00 a.m. to 7:00 p.m., 50 dBA L_{eq} from 7:00 p.m. to 10:00 p.m., and 45 dBA L_{eq} from 10:00 p.m. to 7:00 a.m. for single-family residential areas. Commercial ambient base noise levels are 10 dBA higher. Mechanical equipment noise is limited to not exceed the ambient base noise level by more than 5 dBA. This analysis assesses mechanical equipment noise generated by the project against the more conservative nighttime residential threshold of 50 dBA L_{eq} (5 dBA above the ambient base noise level of 45 dBA).

The proposed project will include mechanical equipment such as heating, ventilation, and air conditioning systems. As currently proposed, mechanical HVAC equipment will be positioned in various locations around the project site, typically adjacent to apartment buildings. Mechanical equipment noise levels for multi-family apartments usually range from 50 to 60 dBA at a distance of 50 feet, assuming direct line of sight between receiver and mechanical equipment. Shielding from equipment enclosures and surrounding structures provide a reduction in noise levels between 10 to 15 dBA, assuming the barrier is constructed without any gaps or cracks.

Existing residences are located contiguous to the north property line, as close as 10 feet from the nearest new apartment building as proposed. Assuming a worst-case scenario with unshielded HVAC equipment placed outdoors at ground level, mechanical equipment noise from Buildings 6 and 9 could reach noise levels between 60 and 70 dBA L_{eq} at nearby existing residences to the north, which would exceed the 50 dBA L_{eq} limit and result in a potentially significant permanent increase to the ambient noise environment.

In order to ensure that mechanical equipment introduced by the proposed project does not exceed ambient base noise levels by more than 5 dBA, **Mitigation Measure NOI-2** shall be implemented. Measure NOI-2 sets forth

requirements for the design, location, and/or screening of HVAC equipment (enclosures) to meet the 50 dBA L_{eq} performance standard at the shared property line with adjacent residences. With implementation of measure NOI-2, the project's contribution to permanent ambient noise levels would be reduced to less than significant levels.

Mechanical equipment located 150 feet or further from existing residences or in shielded areas would be anticipated to meet the 50 dBA L_{eq} limit. Noise generated by mechanical equipment at nearby commercial uses would be anticipated to meet the nighttime commercial threshold of 60 dBA L_{eq}. Therefore, permanent noise impacts as a result of the proposed project to adjacent commercial services would be less than significant.

Noise and Land Use General Plan Consistency

At operation, the proposed project would introduce new sensitive noise receptors (residents) to an area that is subject to noise levels that exceed community noise exposure levels, particularly adjacent to Yolanda Avenue. Exposure of new residents to elevated community noise levels is provided for informational purposes and does not constitute an environmental impact to noise because community noise levels are not caused by the project. Rather, exposure of new residents to excessive noise levels is addressed as a land use compatibility consideration as it related to General Plan policies (see also Land Use Discussion above).

Common Outdoor Spaces Exterior Noise Compatibility

The Noise and Vibration Assessment evaluated noise levels at the outdoor use areas onsite, which include the clubhouse pool, dog run area, bocce ball court, outdoor seating and internal pathways. Outdoor use areas are located at the interior of the site and are well shielded from surrounded roadways. Noise exposure at the outdoor use area is calculated to be 50 dBA Ldn, which is well below the City's acceptable noise limit of 65 dBA Ldn for exterior spaces in multi-family residential areas. Therefore, noise levels at common outdoor spaces onsite are compatible with the City General Plan policies.

Private Outdoor Spaces (Balconies) Exterior Noise Compatibility

As proposed, apartments will have private outdoor balconies. Balconies are generally oriented towards the interior of the project site with the exception of Building #s 01, 13, 14, and 15, which front onto Yolanda Avenue. Balconies that front onto Yolanda Avenue, are located approximately 75 feet from the center of the roadway, and would be exposed to future traffic noise levels of approximately 71 dBA L_{dn}. Noise levels at outdoor balconies that front onto Yolanda Avenue would be exposed to noise levels that are considered "normally unacceptable" by the City of Santa Rosa. Although residences of these units with balconies fronting Yolanda could potentially be exposed to normally unacceptable outdoor noise levels, this is not considered a significant impact because ambient and future noise levels on Yolanda Avenue are not caused by the proposed project. Balcony use may not be preferred during high traffic volumes as noise levels may be excessive and residences may elect to remain indoors where noise levels meet the 45 dBA Ldn standard. Furthermore, all occupants would have access to common outdoor use areas onsite that fall within the normally acceptable noise range. Balconies proposed throughout the remainder of the site would be exposed to exterior noise levels of 60 dBA L_{dn} or less and would be anticipated to meet the City's acceptable exterior noise limit of 65 dBA L_{dn}. Therefore, noise levels at private outdoor spaces (balconies) would be compatible with City standards, with the exception of those balconies that front onto Yolanda Avenue, which would be exposed to exterior noise levels in the normally unacceptable range.

Interior Noise Compatibility

The City of Santa Rosa requires that interior noise levels be maintained at 45 dBA Ldn or less for residences. Interior noise levels will vary depending upon the design of the buildings (relative window area to wall area) and the selected construction materials and methods. Standard residential construction provides approximately 15 dBA of exterior-to-interior noise reduction, assuming the windows are partially open for ventilation. Standard construction with the windows closed provides approximately 20 to 25 dBA of noise reduction in interior spaces. Where exterior noise levels

range from 60 to 65 dBA Ldn, the inclusion of adequate forced-air mechanical ventilation can reduce interior noise levels to acceptable levels by allowing occupants the option of closing the windows to control noise. Where noise levels exceed 65 dBA Ldn, forced-air mechanical ventilation systems and sound-rated construction methods are normally required. Such methods or materials may include a combination of smaller window and door sizes as a percentage of the total building façade facing the noise source, sound-rated windows and doors, sound-rated exterior wall assemblies, and mechanical ventilation so windows may be kept closed at the occupant's discretion.

The exterior noise level at the southern façade of residential units facing Yolanda Avenue (Building #s 1, 13, 14, and 15) is calculated to be up to 71 dBA Ldn. Noise levels at the western and eastern façades of these buildings are calculated to be up to 67 dBA Ldn. Noise levels at the western façades of building #s 2 and 4 are calculated to be up to 61 dBA Ldn. To achieve the City's interior noise level standard of 45 dBA Ldn, sound transmission class (STC) 26 and 28 as well as forced-air ventilation is warranted as summarized in **Table 11**.

Table 11: Exterior Noise Levels

Façade	Building #	Calculated Noise Levels (dBA)		Recommended Sound Rated Construction[2] for 45 dBA L_{dn} threshold
		Exterior	Interior with Windows Open	
South	1, 13, 14, 15	71 L_{dn}	56 L_{dn}	STC 28 and Forced-air[1]
East/West	1, 13, 14, 15	67 L_{dn}	52 L_{dn}	STC 26 and Forced-air[1]
West	2, 4	61 L_{dn}	46 L_{dn}	Forced-air[1]

[1] Assumes forced-air mechanical ventilation is provided to allow occupants the option of keeping windows closed to control noise.

[2] Analysis assumes window area to be 40% of the façade area or less and wall with STC 39 rating or greater.

The Noise Assessment concluded that south facing units that front onto Yolanda Avenue would achieve the 45 dBA L_{dn} standard with sound rated construction that achieves STC 28 and with forced air ventilation systems. East and west facades of units that front onto Yolanda Avenue would achieve the 45 dBA L_{dn} standard with sound rated construction that achieves STC 26 and with forced air ventilation systems. West facades of buildings 2 and 4 would achieve the 45 dBA L_{dn} standard with forced air ventilation systems.

Exterior façades of all other buildings would be exposed to noise levels of 60 dBA L_{dn} or less. With standard construction and windows open for ventilation, interior noise levels in these units would be 45 dBA L_{dn} or less. In order to achieve interior noise levels that are consistent with the General Plan policies, the project is required to introduce forced air equipment and achieve STC ratings for buildings exposed to elevated noise levels as presented in 11 above. Although the project would not impact the noise environment, **Mitigation Measure NOI-3** is set forth below to ensure that new residents are not exposed to excessive noise levels and that the City's interior noise standards are achieved. Therefore, interior noise levels will be compatible with the City General Plan policies and achieve the interior noise standard of 45 dBA L_{dn}.

7.13(b) (Groundborne Vibration and Noise) Less Than Significant Impact: Vibration from operation of heavy 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).

The project's construction activities would not generate excessive groundborne vibration or noise. Construction equipment including backhoes, small excavators, pavers, jackhammer, water trucks and cement trucks will be in use onsite temporally during construction. This type of construction equipment generates vibration levels around 0.2 inches per second (in/sec), PPV. Caltrans' significance criteria for groundborne vibration is 0.3 in/sec PPV. Although construction activities may result in temporarily perceptible groundborne vibration, the periods of perceptible vibration would be brief, limited to the immediate construction area, and would not approach significance levels (0.3 in/sec PPV). Therefore, the project would not expose people or structures to excessive ground borne vibration and impacts from groundborne vibration and noise would be less than significant.

7.13(c) (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. As such, the project site is located outside of the noise contours established for the Charles M. Schulz – Sonoma County Airport. Based on the above, residents of the project would not be exposed to excessive noise levels as a result of being located within an airport land use plan area or within the vicinity of a private airstrip. Therefore, no impacts due to excessive airport noise exposure would occur.

Mitigation Measures:

NOI-1 The following Best Construction Management Practices shall be implemented to reduce construction noise levels emanating from the site, limit construction hours, and minimize disruption and annoyance:

a) Limit construction hours to between 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. No construction activities are permitted on Sundays and holidays.

b) Limit use of the concrete saw to a distance of 50 feet or greater from residences, where feasible.

c) Construct temporary noise barriers, where feasible, to screen stationary noise-generating equipment when located near adjoining sensitive land uses. Temporary noise barriers would provide a 5 dBA noise reduction if the noise barrier interrupts the line-of-sight between the noise source and receiver and if the barrier is constructed in a manner that eliminates any cracks or gaps.

d) Equip all internal combustion engine-driven equipment with intake and exhaust mufflers that are in good condition and appropriate for the equipment.

e) Unnecessary idling of internal combustion engines shall be strictly prohibited.

f) Locate stationary noise-generating equipment such as air compressors or portable power generators as far as possible from sensitive receptors. If they must be located near receptors, adequate muffling (with enclosures where feasible and appropriate) shall be used to reduce noise levels at the adjacent sensitive receptors. Any enclosure openings or venting shall face away from sensitive receptors.

g) Utilize "quiet" air compressors and other stationary noise sources where technology exists.

h) Construction staging areas shall be established at locations that will create the greatest distance between the construction-related noise sources and noise-sensitive receptors nearest the project site during all project construction.

i) Locate material stockpiles, as well as maintenance/equipment staging and parking areas, as far as feasible from existing residences.

j) Control noise from construction workers' radios to a point where they are not audible at existing residences bordering the project site.

k) The contractor shall prepare a detailed construction schedule for major noise-generating construction activities. The construction plan shall identify a procedure for coordination with adjacent residential land uses so that construction activities can be scheduled to minimize noise disturbance. Avoid overlapping construction phases, where feasible.

l) Notify all adjacent business, residences, and other noise-sensitive land uses of the construction schedule, in writing, and provide a written schedule of "noisy" construction activities to the adjacent land uses and nearby residences.

m) Designate a "disturbance coordinator" who would be responsible for responding to any complaints about construction noise. The disturbance coordinator will determine the cause of the noise complaint (e.g., bad muffler, etc.) and will require that reasonable measures be implemented to correct the problem. Conspicuously post a telephone number for the disturbance coordinator at the construction site and include in it the notice sent to neighbors regarding the construction schedule.

NOI-2: The design, location and screening for mechanical equipment shall be selected in a manner that achieves 50 dBA Leq at the shared property line with residences to the north. A qualified acoustical consultant shall review mechanical noise as equipment systems are selected and determine specific noise reduction measures to achieve 50 dBA Leq. The following measures or their equivalent would achieve acceptable noise levels at the property line:

a) Locate HVAC equipment as far as practicable from the north property line.

b) Provide screening/enclosures for HVAC equipment that is tall enough to effectively block the line of sight to adjacent residential uses.

NOI-3: Prior to issuance of building permits an acoustical consultant shall determine the appropriate Sound Transmission Class (STC) rating necessary to achieve the 50 dBA Leq and 45 dBA Ldn interior noise standards. Based on initial acoustical analysis the following performance standards have been identified:

a) Residential bedrooms with direct views of Yolanda Avenue (primarily southern facades of Buildings 1, 13, 14, and 15) and at the westernmost portion of the property (primarily eastern facades of Buildings 2 and 4) require sound rated windows, doors, and construction methods that achieve a minimum STC Rating of 26 to 28 would achieve acceptable interior noise levels. Noise insulation treatments shall be determined on a room-by-room basis by a qualifies acoustical consultant during final building design.

b) All residential units shall be equipped with mechanical ventilation capable of supplying fresh air needs while exterior windows and door are closed.

7.14. POPULATION AND HOUSING

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

Sources: Santa Rosa General Plan 2035; General Plan EIR; and 2016 Housing Action Plan.

Population and Housing Setting:

As described in the General Plan 2035, Santa Rosa voters approved a five-year Urban Growth Boundary (UGB) in 1990, and a 20-year UGB measure in 1996, assuring that the current UGB will not be significantly changed at least until 2016. Santa Rosa's UGB is effective through 2035. The UGB contains 29,140 acres, a little more than 45 square miles, and encompasses all incorporated land as well as unincorporated land that may eventually be annexed into the city. The General Plan assumes all urban development through 2035 will be contained within the city's Urban Growth Boundary and anticipates the population to reach 233,520 at General Plan build out. In 2016 the City's population was approximately 175,155, or 75% of the planned General Plan build out population.

A project will normally have a significant environmental effect if it will displace a large number of people or induce substantial growth or concentration of population. The proposed project involves the construction of 252 multi-family residential apartments and associated leasing office that would employ one full-time staff person.

Population and Housing Impact Discussion:

7.14(a) (Substantial Unplanned Growth) Less Than Significant Impact: The project site is located within the City's UGB. The proposed project will not substantially induce population growth, as the project is estimated to introduce a total of 252 multi-family residential apartments. Assuming 2.68 persons per household[24], the projected population increase from the proposed project would be approximately 675 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 252 residential 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, 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 surrounded by existing industrial, residential, and commercial development. 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.

7.14(b) (Substantial Housing or Persons Displacement) No Impact: At present, the project site contains semi-trailer trucks, the Former Hulsman Transportation building, vacant offices, storage containers, sheds, and a concrete block structure. 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.

7.15. PUBLIC SERVICES

Would the Project:	Potentially Significant Impact	Less Than Significant with Mitigation	Less Than Significant Impact	No Impact

[24] State of California, Department of Finance, E-5 Population and Housing Estimates for Cities, Counties and the State – January 1, 2011-2018.

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?	☐	☐	☒	☐
b) Police protection?	☐	☐	☒	☐
c) Schools?	☐	☐	☒	☐
d) Parks?	☐	☐	☒	☐
e) Other public facilities?	☐	☐	☒	☐

Sources: Santa Rosa General Plan 2035; General Plan 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.

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 parks[26]. The Sonoma County Regional Parks maintains a number of regional parks and trails in the vicinity of the project site, including: Taylor Mountain Regional

[25] City of Santa Rosa Fire Department Strategic Plan 2016-2021, https://www.srcity.org/DocumentCenter/View/3152, accessed August 22, 2018.

[26] City of Santa Rosa Recreation and Parks, https://srcity.org/1021/Find-a-Park, accessed August 22, 2017.

Park, Spring Lake Regional Park, Colgan Creek Trail, and Hunter Creek Trail. Annadel State Park is also located approximately 4 miles northeast of 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 proposed project is subject to all applicable City impact fees.

Public Services Impact Discussion:

7.15(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 proposed project will introduce 252 dwelling units to the project site. It is expected that the increase in residents, visitors, and employees on the project site, would result in a slight increase in the need for services from Fire and Police Departments, schools, and parks. 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 207 Todd Road, 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 and Taylor Mountain Elementary School. According to the General Plan, a future middle school site is identified southeast of Taylor Mountain Elementary School. Additionally, the project site is within the City of Santa Rosa High School District and the Bellevue Union School District.

Although the introduction of 252 residential units would introduce school ages children to the project site, the increased student enrollment would not exceed the existing capacity of the public schools within the City. This was calculated by using the projected population increase for school age persons in Santa Rosa of 21.4% included in the Santa Rosa 2035 General Plan and comparing it against the percent added to enrollment in applicable schools by the project, calculated at a 3.68% increase[27].The impact on each of the schools based on relative age cohorts is as follows: 2.0% enrollment increase in students at Santa Rosa High School, 7.2% enrollment increase at Santa Rosa Middle School (future middle school not calculated), 6.2% enrollment increase at Kawana Elementary School, and a

27 State of California, Department of Finance, E-5 Population and Housing Estimates for Cities, Counties and the State — January 1, 2011-2018. Sacramento, California, May 2018.

4.5% enrollment increase at Taylor Mountain Elementary School[28,29,30]. These enrollment increases do not exceed the population projections provided in the Santa Rosa General Plan Environmental Impact Report Table 4.I-4. Finally, enrollment in existing schools in the project vicinity except Santa Rosa High School has declined over the past four years by at least 8.6% and thus offsets the enrollment increases provided by the project[31]. 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 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 introduced by the proposed Yolanda Apartments 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.

7.16. RECREATION

Would the project:	Potentially Significant Impact	Less Than Significant with Mitigation	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?	☐	☐	☒	☐
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?	☐	☐	☒	☐

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

28 State of California, Department of Education, DataQuest: Enrollment Multi-Year Summary by Grade — Accessed January 11 2019

29 United States Census Bureau / American FactFinder. 2017 American Community Survey. City of Santa Rosa Demographic and Housing Estimates — Accessed January 11, 2019

30 Age cohort 5-9 years of age added by project divided in half to estimate percent increase in Kawana Elementary School and Taylor Mountain Elementary School

31 State of California, Department of Education, DataQuest: Enrollment Multi-Year Summary by Grade — Accessed January 11 2019

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 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 acres 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:

7.16(a-b) (Deterioration of Parks, Additional Recreational Facilities) Less Than Significant Impact: The Yolanda Apartments 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 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 project site. Additionally, the project as proposed includes the construction of on-site recreational facilities including a clubhouse, swimming pool, fitness room, outdoor patio, playground, a dog run, bocce court and common outdoor areas.

The project will not substantially increase the use of existing neighborhood and regional parks such that physical deterioration of 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.

7.17. TRANSPORTATION

Would the project:	Potentially Significant Impact	Less Than Significant with Mitigation	Less Than Significant Impact	No Impact
a) Conflict with a program plan, ordinance or policy addressing the circulation system, including transit, roadway, bicycle and pedestrian facilities?	☐	☐	☒	☐

b) Would the project conflict or be inconsistent with CEQA Guidelines section 15064.3, subdivision (b)?	☐	☐	☒	☐
c) Substantially increase hazards due to a geometric design feature (e.g., sharp curves or dangerous intersections) or incompatible uses (e.g., farm equipment)?	☐	☒	☐	☐
d) Result in inadequate emergency access?	☐	☐	☒	☐

Sources: Santa Rosa General Plan 2035; General Plan EIR; General Plan Figure 5-2: Bicycle Corridors; 2018 Santa Rosa Bicycle and Pedestrian Master Plan, adopted February 15, 2011; Moving Forward 2040 Sonoma County's Comprehensive Transportation Plan, prepared by Sonoma County Transportation Authority, September 2016; Technical Advisory on Evaluating Transportation Impact in CEQA, prepared by Office of Planning and Research, November 2017; and Traffic Impact Study, for the Yolanda Mixed-Use Project prepared by W-Trans, February 7, 2019.

Transportation 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 conflict with City standards relating to traffic and circulation.

CEQA Guidelines section 15064.3 subdivision (b) describes specific considerations for evaluating a project's transportation impact using a vehicle miles traveled (VMT) metric. The City of Santa Rosa has yet to adopt VMT thresholds and methodology, and must do so by July 1, 2020. As such VMT thresholds established by the State and set forth OPR's Technical Advisory and the proposed project's VMT estimates are provided for informational purposes. CEQA Guidelines section subdivision (b)(1) states that land use "projects within one-half mile of either an existing major transit stop or a stop along an existing high quality transit corridor should be presumed to cause a less than significant transportation impact.

Public resources code Section 21064.3 defines major transit stop as a site containing an existing rail transit station, a ferry terminal serviced by either a bus or rail transit, or the intersection of two or more major bus routes with a frequency of service interval of 15 minutes or less during the morning and afternoon peak commute periods. Public resources code Section 21155 defined a high-quality transit corridor as a corridor with fixed route bus service with service intervals no longer than 15 minutes during peak commute hours.

The project site is located along fixed route #5 (Yolanda Avenue) and within ¼ mile of fixed route #3 (Santa Rosa Avenue). Combined these two City bus routes provide 15 minute service intervals during commute hours.

Traffic Impact Study

A Traffic Impact Study (TIS) was prepared by W-Trans on October 31, 2018 (see **Appendix M**). The TIS describes existing transportation conditions in the project vicinity and identifies the project's trip contribution to study area intersections for the following scenarios:

- Existing Conditions and Existing plus Project Conditions
- Baseline Conditions and Baseline plus Project Conditions
- Future and Future plus Project Conditions

W-Trans evaluated traffic conditions at seven (7) signalized intersections during the a.m. and p.m. peak hour of a

typical weekday. The study intersections evaluated in the TIS include:

1. Kawana Springs Road/Santa Rosa Ave.
2. Kawana Springs Road/Petaluma Hill Road
3. Hearn Ave./Corby Ave.
4. Hearn Ave./Santa Rosa Ave.
5. US 101 S Ramps/Corby Ave.
6. Yolanda Ave. - US 101N Ramps/Santa Rosa Ave.
7. Yolanda Ave./Petaluma Hill Road

Existing Roadway System

The project site fronts onto Yolanda Avenue and is located approximately 450 feet east of the Yolanda Ave/ Santa Rosa Ave intersection, of which the west leg of the intersection serves as the on/off ramp to US 101. The other two intersections analyzed along Santa Rosa Avenue include Hearn Avenue and Kawana Springs Road. On the west side of US 101 the intersections of Corby Ave/Hearn Ave and Corby Ave/ US 101 south bound on/off ramps were analyzes. To the west of the project site the intersections of Petaluma Hill Road with Yolanda Ave and Kawana Springs Road were assessed.

Existing Intersection Level of Service

The existing level of service (LOS) for each study intersection is shown in **Table 12**. Under existing conditions, the study intersections operate at acceptable LOS D or greater during the am and pm peak hour traffic.

TABLE 12: INTERSECTION LOS ANALYSIS – EXISTING CONDITIONS

Intersection	AM Peak		PM Peak	
	Delay	LOS	LOS	Delay
1. Kawana Springs Road/Santa Rosa Ave.	17.0	B	15.1	B
2. Kawana Springs Road/Petaluma Hill Road	23.6	C	24.7	C
3. Hearn Ave./Corby Ave.	32.5	C	38.1	D
4. Hearn Ave./Santa Rosa Ave.	19.3	B	33.2	C
5. US 101 S Ramps/Corby Ave.	15.4	B	16.8	B
6. Yolanda Ave. - US 101N Ramps/Santa Rosa Ave.	25.7	C	30.6	C
7. Yolanda Ave./Petaluma Hill Road	13.4	B	36.0	D

Source: Traffic Impact Study, prepared by W-Trans, February 7, 2019.

Notes: Delay is measured in average seconds per vehicle; LOS = Level of Service

Collision Rates at Study Area Intersection

The TIS includes a summary of collision rates for all seven study area intersections. The number of collisions between 2013 and 2017 and the calculated collision rate was compared to the statewide average collision rate are presented below.

TABLE 13: COLLISION RATES

Intersection	Number of Collisions (2013-2017)	Calculated Collision Rate (c/mve)	Statewide Average Collision Rate (c/mve)
1. Kawana Springs Road/Santa Rosa Ave.	14	0.27	0.27
2. Kawana Springs Road/Petaluma Hill Road	**15**	**0.32**	0.27
3. Hearn Ave./Corby Ave.	**30**	**0.53**	0.27
4. Hearn Ave./Santa Rosa Ave.	19	0.26	0.27
5. US 101 S Ramps/Corby Ave.	4	0.11	0.21
6. Yolanda Ave. - US 101N Ramps/Santa Rosa Ave.	**25**	**0.35**	0.27
7. Yolanda Ave./Petaluma Hill Road	9	0.23	0.27

Source: Traffic Impact Study, prepared by W-Trans, February 7, 2019.

Note: c/mve = collisions per million vehicles entering; **Bold** text = collision rate higher than the statewide average.

As seen in **Table 13** above, three of the study area intersections (No. 2, 3, and 6) currently experience a collision rate that exceeds the statewide average. Intersection No. 1 is equal to the statewide average and intersection No. 4 fall just below the statewide average.

The TIA summarizes the type of collision and cause of collision and provides the recommendations to reduce frequency of collisions occurring under existing conditions. See **Table 14** below:

TABLE 14: RECOMMENDATIONS TO REDUCE EXISTING COLLISION RATES

Intersection	Type of Collision	Cause of Collision	Recommendations
1. Kawana Springs Road/Petaluma Hill Road	Rear-end and broadside	ROW violation and unsafe speeds	Consider left-turn phasing or Flashing Yellow Arrow
2. Hearn Ave./Corby Ave.	Rear-end and broadside	unsafe speeds	Install CIP identified improvements
3. Yolanda Ave. - US 101N Ramps/Santa Rosa Ave.	Rear-end	Congestion during peak periods	Signal timing and enforcement

Source: Traffic Impact Study, prepared by W-Trans, October 30, 2018.

Note: Row = Right of Way; CIP = Capital Improvement Program

Bike and Pedestrian Facilities

On March 12, 2019, the City Council adopted the 2018 Bicycle and Pedestrian Master Plan.[32] 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 Santa Rosa Avenue are improved with existing Class II bike lanes. Yolanda Avenue between Santa Rosa Ave and Petaluma Hill Road is designated as a planned Class II bike lane. Class II bike lanes provide for

[32] Bicycle & Pedestrian Master Plan Update 2018, prepared by the City of Santa Rosa, Final Draft 2.1.19.

a striped and signed lane for one-way bike travel on a street or highway.

In general, a network of sidewalks, crosswalks, pedestrian signals and curb ramps provide access for pedestrians near the project site, with a few gaps in connections. Full sidewalk connectivity is provided along Santa Rosa Avenue. Yolanda Avenue contains intermittent sidewalks with significant gaps in connectivity on both sides of the roadway. Kawana Springs Road provides intermittent sidewalk coverage with large gaps on the south side of the roadway. Hearn Avenue sidewalk connectivity is intermittent with no sidewalk on the north side of the roadway and several gaps on the south side of the roadway.

Public Transit

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). Santa Rosa CityBus Route 3 runs along Santa Rosa Avenue and Route 5 runs along Yolanda Avenue. The nearest existing bus stops are on Yolanda Avenue, approximately 500 feet west and 1,000 feet east of the project site.

Rail Service

Sonoma-Marin Area Rail Transit (SMART) offers passenger rail service in Sonoma and Marin counties. SMART's initial 43 miles of rail corridor includes 10 stations, from the Sonoma County Airport to Downtown San Rafael. Future extensions include: Larkspur, which is scheduled to be completed towards the end of 2019; Windsor; Healdsburg; and Cloverdale. The full project will provide 70 miles of passenger rail service and a bicycle-pedestrian pathway.

Santa Rosa SMART Stations include the Downtown Station and the North Station which began operating in 2017 and offer passenger rail service along the SMART corridor, which currently extends from San Rafael to Sonoma County Airport.

Rail freight operation on the SMART rail corridor is overseen by the North Coast Railroad Authority. Freight service currently operates between Lombard (located in Napa County where the North Coast Railroad Authority interfaces with the national rail system) and Petaluma. Several round trip freight trains per week are expected to pass through Santa Rosa over the next several years as freight service expands.

Sonoma County Comprehensive Transportation Plan

Moving Forward 2040, Sonoma County's Comprehensive Transportation Plan (CTP), is a 25-year plan that serves as the vision for transportation throughout Sonoma County, with goals for the transportation system and the well-being of the communities. Moving Forward 2040 establishes five goals: maintain the existing public transportation system; relieve traffic congestion; meet targets to reduce greenhouse gas emissions in the transportation sector; increase safety and emphasize health aspects of transportation planning strategies; and reduce travel time and cost and increase mobility in communities of concern. Major roadway projects identified in Moving Forward 2040 relative to Santa Rosa include: Petaluma Hill Road (widening from Aston Avenue to Santa Rosa City limit) and Farmers Lane Extension.

Transportation Impact Discussion:

7.17(a) (Conflicts with Plans, Policies, Ordinances) Less Than Significant Impact: As detailed in the Traffic Impact Study (see **Appendix M**), the anticipated trip generation for the proposed project was estimated using standard rates published by the Institute of Transportation Engineers (ITE) in Trip Generation Manual, 10th Edition, 2017 for Mid-Rise multi-family housing (ITE Land Use #221). While the site is currently occupied by a storage yard, the number of trips generated by existing uses onsite is expected to be low and therefore, no trip credit was included in the trip generation.

Project trips are summarized in **Table 15**. The proposed project is expected to generate an average of 1,371 trips per day, including 91 trips during the a.m. peak hour and 111 during the p.m. peak hour; these new trips represent the increase in traffic associated with the project.

TABLE 15: TRIP GENERATION SUMMARY

Land Use		Daily		AM Peak Hour				PM Peak Hour			
		Rate	Trips	Rate	Trips	In	Out	Rate	Trips	In	Out
Multi-family Housing (Mid-Rise)	252 du	5.44	1,371	0.36	91	24	67	0.44	111	68	43

Source: Traffic Impact Study for Yolanda Mixed-Use, prepared by W-Trans, February 7, 2019.

Notes: Table modified to reflect proposed 252 residential project independently of the In-N-Out, which will be considered under a separate analysis as a distinct project.

Existing plus Project Conditions

Intersection levels of service were calculated with the new traffic added by the proposed project to evaluate the operating conditions of the study area intersections and identify potential impacts to the roadway system. Results of the intersection level of service calculations for Existing plus Project Conditions are presented in **Table 16.**

TABLE 16: EXISTING PLUS PROJECT PEAK HOUR INTERSECTION LOS

Study Intersection	Existing Plus Project Conditions			
	AM Peak		PM Peak	
	Delay	LOS	Delay	LOS
1. Kawana Springs Road/Santa Rosa Ave.	16.8	B	14.9	B
2. Kawana Springs Road/Petaluma Hill Road	23.7	C	24.9	C
3. Hearn Ave./Corby Ave.	37.0	D	42.0	D
4. Hearn Ave./Santa Rosa Ave.	19.7	B	35.4	D
5. US 101 S Ramps/Corby Ave.	15.6	B	17.4	B
6. Yolanda Ave. - US 101N Ramps/Santa Rosa Ave.	31.7	C	33.6	C
7. Yolanda Ave./Petaluma Hill Road	13.8	B	41.0	D

Source: Traffic Impact Study, prepared by W-Trans, February 7, 2019.

Note: Delay is measured in average seconds per vehicle; LOS = Level of Service. Includes trips from proposed 252 Residential and In-N-Out, which is being considered as a distinct and independent project.

The study area intersections are expected to continue operating acceptably under existing plus project conditions (project traffic[33] added to existing volumes), generally at the same Level of Service (LOS).

[33] Existing Plus Traffic delay and LOS includes vehicle trips generated by the proposed project (252 multi-family units) as well as the proposed In-N-Out located on an adjacent site and being considered under a separate application as a distinct and independent project.

Baseline plus Project Conditions

Intersection levels of service and delay were calculated with the new traffic added by the proposed project to baseline conditions, which includes existing conditions plus trips generated by projects that have been approved but are not yet construction and projects that have been proposed but not yet approved (see page 9 of the TIA for the list of projects included in the Baseline scenario). Results of the intersection level of service calculations for the Baseline plus Project Conditions are presented in **Table 17.**

TABLE 17: BASELINE PLUS PROJECT PEAK HOUR INTERSECTION LOS

Study Intersection	Baseline Conditions				Baseline Plus Project Conditions			
	AM Peak		PM Peak		AM Peak		PM Peak	
	Delay	LOS	Delay	LOS	Delay	LOS	Delay	LOS
1. Kawana Springs Road/Santa Rosa Ave.	21.8	C	17.3	B	21.7	C	17.1	B
2. Kawana Springs Road/Petaluma Hill Road	24.4	C	25.8	C	24.5	C	26.0	C
3. Hearn Ave./Corby Ave.	35.3	D	49.0	D	42.0	D	52.4	D
4. Hearn Ave./Santa Rosa Ave.	19.8	B	35.3	D	20.3	C	33.8	C
5. US 101 S Ramps/Corby Ave.	16.0	B	18.3	B	16.1	B	19.4	B
6. Yolanda Ave. - US 101N Ramps/Santa Rosa Ave.	32.9	C	37.3	D	39.1	D	45.4	D
7. Yolanda Ave./Petaluma Hill Road	16.8	B	**77.6**	**E**	17.3	B	**81.2**	**F**
With Improvements	*12.9*	*B*	*39.2*	*D*	*13.3*	*B*	*41.0*	*D*

Source: Traffic Impact Study, prepared by W-Trans, February 7, 2019.

Note: Delay is measured in average seconds per vehicle; LOS = Level of Service. Includes trips from proposed 252 Residential and In-N-Out, which is being considered as a distinct and independent project.

Other than intersection No. 7, Yolanda Avenue/ Petaluma Hill Road, the study area intersections are expected to continue operating acceptably under baseline plus project conditions.[34] Under baseline conditions without the project, intersection No. 7 operates unacceptably at LOS E during the PM peak period traffic. Because the City of Santa Rosa does not have criterion to access thresholds of significance at an intersection already operating unacceptably, the County of Sonoma's criteria is used. The County considers a project to have a significant and cumulatively considerable impact if the project would cause an intersection operating unacceptably to increase the average delay by 5 seconds or more. As shown in Table 17 above, the PM Peak delay at this intersection would increase by 3.6 seconds with the addition of project generated trips. Improvements to this intersection are planned by the City and included as part of the Farmers Lane Extension Project. Funding for this project is included in the

[34] Baseline Plus Traffic delay and LOS includes vehicle trips generated by the proposed project (252 multi-family units) as well as the proposed In-N-Out located on an adjacent site and now being considered under a separate application as a distinct and independent project.

City's facilities fees, to which the Yolanda Apartments developer will be contributing. Therefore, the project is considered to have a less than significant impact to level of service and delays under the baseline scenario.

Future plus Project Conditions

Intersection levels of service and delay were calculated with the new traffic added by the proposed project to future conditions, which includes buildout of the Santa Rosa General Plan and planned future roadway improvements. Results of the intersection level of service and delay calculations for the Future plus Project Conditions are presented in **Table 18.**

TABLE 18: FUTURE PLUS PROJECT PEAK HOUR INTERSECTION LOS

Study Intersection	Baseline Conditions				Baseline Plus Project Conditions			
	AM Peak		PM Peak		AM Peak		PM Peak	
	Delay	LOS	Delay	LOS	Delay	LOS	Delay	LOS
1. Kawana Springs Road/Santa Rosa Ave.	18.6	B	20.3	C	18.6	B	20.3	C
2. Kawana Springs Road/Petaluma Hill Road	28.5	C	30.0	C	28.5	C	30.0	C
3. Hearn Ave./Corby Ave.	50.2	D	48.0	D	54.6	D	52.9	D
4. Hearn Ave./Santa Rosa Ave.	26.5	C	34.4	C	29.0	C	37.8	C
5. US 101 S Ramps/Corby Ave.	19.0	B	14.5	B	19.9	B	14.5	B
6. Yolanda Ave. - US 101N Ramps/Santa Rosa Ave.	43.4	D	41.5	D	44.5	B	46.3	D
7. Yolanda Ave./Petaluma Hill Road	28.4	C	34.2	C	28.9	C	35.1	C

Source: Traffic Impact Study, prepared by W-Trans, February 7, 2019.

Note: Delay is measured in average seconds per vehicle; LOS = Level of Service. Includes trips from proposed 252 Residential and In-N-Out, which is being considered as a distinct and independent project.

All study area intersections are expected to operate at acceptable LOS D or above under future plus project conditions.[35] Therefore, the project will have less than significant impact under the future conditions.

Queuing

The 95th percentile queue for the westbound approach to Santa Rosa Avenue/ Yolanda Avenue were evaluated for potential conflicts with proposed driveway access for the project. The nearest driveway for access to the Yolanda Apartments Site is located approximately 520 feet east of the intersection. The maximum westbound queue would occur under the baseline scenario during the PM peak and would extend 415 feet east of the intersection. Because the driveway is located approximately 105 feet beyond the extent of the maximum queue, the proposed residential driveways will not be affected by vehicle queues at the Santa Rosa Avenue/ Yolanda Avenue intersection. Therefore, impacts would be less than significant.

[35] Future Plus Traffic delay and LOS includes vehicle trips generated by the proposed project (252 multi-family units) as well as the proposed In-N-Out located on an adjacent site and being considered under a separate application as a distinct and independent project.

Parking

The project proposed to introduce a total of 410 parking spaces onsite consisting of 256 covered stall and 154 uncovered stalls. The City's required parking standard for the apartments is 497 parking spaces. The ITE parking standard for low/mid-rise apartments in urban settings, yields a parking requirement of 406 spaces to serve 252 apartment units. Although the project would experience a shortfall of 87 spaces based on City parking standards, it would exceed the ITE standard. The City may adjust the parking standard in accordance with Municipal Code Section 20-36.050.

Although as proposed, parking spaces for the Yolanda Apartments Project would be insufficient to meet the requirements of the City's Zoning, a parking shortfall does not constitute an environmental impact. Rather it is considered a potential conflict with the Municipal Code. However, Code Section 20-36.050 provides for adjustments to the parking standard and if granted, the project would be consistent with the City's provisions for onsite parking. Therefore, impacts due to a conflict with the parking requirements would result in less than significant environmental impacts.

Alternate Modes of Travel (Transit, Bicycle and Pedestrian Facilities)

Public transit, bicycle, and pedestrian facilities in the project vicinity will not be substantially impacted by the proposed development. The introduction of 252 apartment units would contribute ridership to the public transit system. Existing bus stops located on Yolanda Avenue and Santa Rosa Avenue are within an acceptable walking distance. The Santa Rosa City Bus and Sonoma County Transit system currently have sufficient capacity and facilities to support increased ridership generated by the proposed project. Thus, impacts to public transit would be less than significant.

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 curb and sidewalk would be installed along the Yolanda Avenue frontage for pedestrian use. Additionally, the project proposes to dedicate Yolanda Avenue right of way to the City to accommodate the planned Yolanda Avenue widening project. The project will install a Class II bike lane along the north side of Yolanda Avenue at the site frontage, thereby implementing the City's Bike and Pedestrian Plan. Therefore, impacts due to a conflict in existing or planned bicycle and pedestrian facilities from project development would be less than significant.

The proposed project provides that 69 of the 252 apartments units would have private garages that could be used for bicycle storage. In order to meet requirement of City's Municipal Code 20-36.040 for onsite bicycle parking, one bicycle parking space per four units must be provided if the units do not have a private garage or private storage space. As such, the 183 units that do not have garages would generate a bicycle parking requirement of 46 spaces onsite. With inclusion of 46 onsite bicycle parking spaces, the project will be in compliance with the City's requirements and adequate bicycle parking facilities will be provided onsite. Therefore, impacts due to inadequate bicycle facilities would be less than significant.

Summary

The proposed project will not conflict with an applicable plan, ordinance or policy. Therefore, the project would have less than significant impacts to the circulation system.

7.17(b) (Conflict with 15064.3(b) VMT) Less Than Significant Impact: Vehicle miles traveled were estimated for the project assuming an average trip distance of 4.53 miles. As the project would generate an average of 1,371 trips per day, the daily VMT generated by the project would be an estimated 6,210 miles. Because the project site is located within a Priority Development Area (Mendocino/Santa Rosa Avenue Corridor), is within one-half mile of an existing major transit stop and is consistent with the Sustainable Community Strategy (Plan Bay Area), the project will not conflict with 15064.3(b) and impacts due to VMT are presumed to be less than significant.

7.17(c) (Geometric Design Feature Hazard) Less Than Significant Impact with Mitigation: The project site will be accessed via two new driveways located on Yolanda Avenue. Drive aisles with a width of 26 feet provide internal access to surface parking stalls and garages. The drive aisles have been designed with sufficient width and turning radius to accommodate emergency vehicles including fire truck access. Therefore, on-site circulation impacts would be less than significant.

A clear line of sight must be provided at proposed driveways. Sight distances were evaluated in the TIA based on criteria contained in the *Highway Design Manual* published by Caltrans. Based on the design speed of Yolanda Avenue, 35 mph, the minimum stopping sight distance needed is 250 for each driveway. Sight lines at the eastern driveway maybe partially obscured by existing trees. As proposed, all trees onsite will be removed to accommodate development. However, existing trees at the adjacent property to the east of the site will be retained and may partially obscure line of sight for vehicles exiting the eastern most driveway. Furthermore, as proposed, the project will introduce new trees including street trees along Yolanda Avenue.

To ensure that adequate sight lines are maintained, and proposed project improvements do not introduce any design hazards, **Mitigation Measure TRANS-1** shall be implemented. TRANS-1 requires that signage, trees and landscaping introduced proximate to driveways maintain clear sight lines such that new vegetation does not exceed three feet in height and that tree canopies extend no less than seven feet in height from the ground surface. TRANS-1 further provides that the applicant coordinate with the adjacent property owners to trim the nearby vegetation such that the low-lying vegetation be less than three feet above ground and the tree's canopy no less than seven feet in height from the surface of the roadway. The applicant shall be responsible for maintaining adequate sight lines out of the project driveways. With mitigation, impacts due to the project introducing a hazardous design feature would be reduced to less than significant level.

A left-turn lane warrant on Yolanda Avenue was evaluated in the TIA prepared by W-Trans. A need for a left-turn pocket on Yolanda Avenue was identified under the baseline plus project scenario at the western driveway, consistent with the planned future widening of Yolanda Avenue, which includes a two-way left-turn lane. As such, in accordance with **Mitigation Measure TRANS-2**, the project shall install a two-way left turn lane on Yolanda Avenue along the project frontage. Therefore, with installation of a two-way left turn lane site access and safety will be enhanced and impacts will be less than significant.

7.17(d) (Emergency Access) Less Than Significant Impact: The increase of construction vehicles traveling to and from the project site on a temporary basis would not result in inadequate emergency access. In order to construct the project, road closure is not anticipated, although temporary encroachment will occur during frontage improvements.

EVA access and parking areas are provided via proposed driveways and internal drive aisles. The project's internal circulation plan has been reviewed and meets all requirements of Transportation & Public Works and Fire Departments. Site circulation was determined to be adequate, including sufficient street widths to allow for fire truck access and access to the proposed apartment buildings. Therefore, emergency vehicle access is adequate and potential impacts will be less than significant.

Mitigation Measures:

TRANS-1: In order to maintain adequate sight lines at the project driveways, signage and landscaping introduced onsite proximate to the two driveways shall be maintained such that low-lying shrubs remain at a height lower than three feet from ground level and that tree branches be no less than seven feet in height from ground level. It is further encouraged that the subject property owner/operator coordinate with the adjacent property owner to the east to maintained vegetation and tree canopies in a manner that limits sight distance conflicts at driveways. The applicant shall be responsible for maintaining adequate sight lines from the project driveways.

TRANS-2: To provide adequate access to the project site and ensure safety along Yolanda Avenue, the Yolanda Apartments project shall install a two-way left turn lane on Yolanda Avenue along the project site frontage consistent with the City's planned cross-section for Yolanda Avenue and/or as directed by the City Traffic Engineer.

7.18. TRIBAL CULTURAL RESOURCES

Would the project:	Potentially Significant Impact	Less Than Significant with Mitigation	Less Than Significant Impact	No Impact
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:				
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	☐	☐	☐	☒
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.	☐	☒	☐	☐

Sources: Santa Rosa General Plan 2035; General Plan EIR; and Cultural Resources Study, prepared by Evans & De Shazo, August 6, 2018; and Cultural Resources Memo, prepared by Evans & De Shazo, January 3, 2019.

Tribal Cultural Resources Setting:

According to Public Resources Code (PRC) Section 21074, a resource is a tribal cultural resource if it is either:

1. Sites, features, places, cultural landscapes, sacred places, and objects with cultural value to a California Native American tribe that are either of the following:
    a. Included or determined to be eligible for inclusion in the California Register of Historical Resources; or
    b. Included in a local register of historical resources as defined in PRC Section 5020.1(k).

2. A resource determined by the lead agency, in its discretion and supported by substantial evidence, to be significant pursuant to criteria set forth in PRC Section 5024.1(c). In applying the criteria set forth in PRC Section 5024.1(c), the lead agency shall consider the significance of the resource to a California Native American tribe.
3. A cultural landscape that meets the criteria of PRC Section 21074(a) to the extent that the landscape is geographically defined in terms of the size and scope of the landscape.
4. A historical resource described in PRC Section 21084.1, a unique archaeological resource as defined in PRC Section 21083.2(g), or a "non-unique archaeological resource" as defined in PRC Section 21083.2(h), if it conforms with the criteria of PRC Section 21074(a).

A search of the Sacred Lands file conducted by the Native American Heritage Commission (NAHC) on July 10, 2018 did not indicate the presence of a Native American Sacred Site within or in the immediate vicinity of the project site.

In accordance with PRC Section 21080.3.1(d), the City of Santa Rosa provided written formal notification to the Federated Indians of Graton Rancheria (FIGR) and Lytton Rancheria of California on July 12, 2018, which included a brief description of the proposed project and its location, the City of Santa Rosa contact information, and a notification that the Tribes have 30 days to request consultation.

Tribal Cultural Resources Impact Discussion:

7.18(a.i) (Listed or Eligible for Listing) No Impact: As stated above, a search of the Sacred Lands file was conducted and did not indicate the presence of a Native American Sacred Site within or in the immediate vicinity of the project site. Therefore, the project would have no impact on a tribal cultural resource that is 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).

7.18(a.ii) (Significant Resource) Less Than Significant Impact with Mitigation: The City of Santa Rosa has not identified any tribal cultural resources and there are no known concerns associated with the proposed project impacting tribal cultural resources. The Lytton Band of Pomo Indians requested consultation to ensure the protection of tribal cultural resources. Lytton was provided with the Cultural Resources Study and on August 13, 2018 responded that the measures identified were acceptable. Other tribes notified of the project did not request consultation under AB 52 indicating that they have no concerns that the project may impact tribal (traditional) cultural resources.

Although no Tribal Cultural resources were encountered during the cultural resources field survey conducted onsite, there remains a potential that tribal cultural resources may be identified during site development. As such, development within the project site has the potential to result in impacts to Tribal Cultural resources if encountered during construction. Mitigation Measure TCUL-1, set forth below ensures that all measures provided under the Cultural Resources discussion above are implemented. MeasureTCUL-1 provides protection of cultural resources, including Tribal Cultural Resources, in the event of accidental discovery. Therefore, the proposed project would have less than significant impacts on Tribal Cultural Resources.

Mitigation Measures:

TCUL-1: To protect buried Tribal Cultural Resources that may be encountered during construction activities, the Project shall implement Mitigation Measures CUL-1 through CUL-3 above.

7.19. UTILITIES AND SERVICE SYSTEMS

Would the project:	Potentially Significant Impact	Less Than Significant with	Less Than Significant Impact	No Impact

			Mitigation	
a) Require or result in the relocation or construction of new or expanded water, wastewater treatment or storm water drainage, electric power, natural gas, or telecommunications facilities, the construction or relocation of which could cause significant environmental effects?	☐	☐	☒	☐
b) Have sufficient water supplies available to serve the project and reasonably foreseeable future development during normal, dry, and multiple dry years?	☐	☐	☒	☐
c) 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?	☐	☐	☒	☐
d) Generate solid waste in excess of State or local standards, or in excess of the capacity of local infrastructure, or otherwise impair the attainment of solid waste reduction goals?	☐	☐	☒	☐
e) Comply with federal, state, and local management and reduction statutes and regulations related to solid waste?	☐	☐	☒	☐

Sources: Santa Rosa General Plan 2035; General Plan 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 Initial Storm Water Low Impact Development Plan, prepared by Carlile Macy, July 2, 2018.

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.

New storm drainage infrastructure would be installed to accommodate stormwater runoff from the impervious surfaces. The proposed project would not substantially increase utility or service system infrastructure needs or demands relative to the existing conditions. Onsite improvements would capture storm water runoff via new storm drains within the site, convey the flows towards new storm drain lines, and then direct the flows to the regional storm drain facilities in Yolanda Avenue.

Utilities would extend to the new buildings via existing and proposed utility easements. Wastewater would be accommodated via the installation of new sanitary sewer laterals that would connect to the existing sanitary sewer lines installed within Santa Rosa Avenue and Yolanda Avenue. 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 the proposed buildings to the existing water lines installed within Santa Rosa Avenue and Yolanda Avenue.

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.[36] 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.[37]

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.[38] 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.[39] 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.[40] 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.[41]

The City owns and operates the Subregional Water Reuse System, from which the City uses approximately 140 afy of recycled water for urban landscape irrigation.[42] Recycled water is used for landscape irrigation at 26 Urban Reuse Sites. Due in part to the City's success in reducing drinking water demands and the water conservation practices, the City has determined that it is not cost effective to expand the recycled water distribution system. However, the City continues to evaluate other potentially more cost-effective water supply sources for future water supply needs.

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

36 Santa Rosa Water Master Plan Update, prepared by West Yost Associates, August 2014.
37 Sonoma County Water Agency 2015 Urban Water Management Plan, prepared by Brown and Caldwell, June 2016.
38 Ibid.
39 Santa Rosa Water Master Plan Update, prepared by West Yost Associates, August 2014.
40 Ibid.
41 Ibid.
42 Recycled Water, https://srcity.org/1061/Recycled-Water, accessed June 26, 2018.

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.

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

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.[43] 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.[44]

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 Recology to provide solid waste collection, green waste collection, and recycling services. Recology 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 Canyon Landfill in Contra Costa County, or Potrero Hills landfill in Solano

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

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

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:

7.19(a,c) (Relocation/Expansion of Utilities) Less Than Significant Impact: The proposed project would introduce 252 multi-family residential apartments. 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 the proposed uses within the subject property 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.

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 in a southwesterly direction following the site's topographical contours. Improvements that will increase impervious surfaces include building footprints, driveways, and paved parking lots. Although the proposed development will result in an increase in impervious surfaces relative to existing conditions, 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[45].

An Initial Storm Water Low Impact Development Plan was prepared for the Yolanda Apartments Project (see **Appendix K**). The plan summarizes the existing site conditions, describes the pollution prevention and runoff reduction measures for the project, describes the types of BMPs that will be implemented, and identifies the maintenance and funding for the establishment and ongoing operation of BMPs. Interceptor trees will be planted along the private streets and within all of the lots. Runoff from rooftops will be disconnected from storm drain inlets and directed to infiltration areas. Permeable pavements will be used in parking areas. Runoff will be treated by bioretention measures and trash removed by hydrodynamic separators to reduce pollution prior to being discharged from the project site[46].

Storm water generated by the project will be captured and treated in a treatment train installed in the following order. Storm water runoff on the streets will be treated using either roadside bioretention basins installed in compliance with detail P2 "Roadside Bioretention – Curb Opening," roadside bioretention installed similar to detail P2 "Roadside Bioretention – Contiguous Sidewalk," basins in compliance with detail P2 "Roadside Bioretention –

45 Carlile and Macy Initial Storm Water Low Impact Development Plan for 325 Yolanda Avenue, Santa Rosa, California, July 2018
46 Ibid

Flush Design, and P2 "Permeable Pavement." Storm water runoff collected in the communal areas between buildings will be treated with bioretention basins installed similar to P1 "Roadside Bioretention – No curb and gutter."[47]

New storm drainage infrastructure would be installed to accommodate the increase in impervious surfaces that would result from the Yolanda Apartments Project. Onsite improvements would capture storm water runoff via new storm drains within the site, convey the flows towards new storm drain lines, and then direct the flows to the regional storm drain facilities in Yolanda Avenue.

Conclusion

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 flow of storm water runoff would be retained and continue to be conveyed to the existing regional storm drain facilities within Santa Rosa Avenue and Yolanda Avenue. With the installation of the proposed bioretention areas and permeable pavements, there will be no net-increase in flows emanating from the project site. The project is well served by existing infrastructure and all utilities including electricity, natural gas and telecommunication facilities. Therefore, impacts related to the relocation, construction, or expansion of utilities will be less than significant.

7.19(b) (Sufficient Water Supplies) Less Than Significant Impact: During construction, water would be required primarily for dust suppression and would also be used for soil compaction. Construction water volumes would be minimal and would not require new or expanded water supplies or entitlements.

The project will utilize water obtained from the City's water system to meet onsite water demands. Potable water would be accommodated via the installation of new water laterals that would connect the proposed buildings to the existing water mains within Santa Rosa Avenue and Yolanda Avenue.

The proposed project would introduce 252 multi-family residential apartments. As such, the project will increase water demands relative to existing conditions. 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 during normal, dry and multiple dry years, in addition to the water demands generated by the project. Therefore, impacts due to insufficient water supplies or inadequate entitlements would be less than significant.

7.19(d,e) (Solid Waste Generation/Compliance with Solid Waste Management) Less Than Significant Impact: 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 Recology 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.

Mitigation Measures: None Required.

47 Ibid

7.20. WILDFIRE

Would the project:	Potentially Significant Impact	Less Than Significant with Mitigation	Less Than Significant Impact	No Impact
If located in or near state responsibility areas or lands classified as very high fire hazard severity zones, would the project:				
a) Substantially impair an adopted emergency response plan or emergency evacuation plan?	☐	☐	☒	☐
b) Due to slope, prevailing winds, and other factors, exacerbate wildfire risks, and thereby expose project occupants to pollutant concentrations from a wildfire or the uncontrolled spread of a wildfire?	☐	☐	☒	☐
c) Require the installation or maintenance of associated infrastructure (such as roads, fuel breaks, emergency water sources, power lines or other utilities) that may exacerbate fire risk or that may result in temporary or ongoing impacts to the environment?	☐	☐	☒	☐
d) Expose people or structures to significant risks, including downslope or downstream flooding or landslides, as a result of runoff, post-fire slope instability, or drainage changes?	☐	☐	☒	☐

Sources: Santa Rosa General Plan 2035; General Plan EIR.

Wildfire Setting: Santa Rosa is susceptible to wildland fires due to the steep topography, abundant fuel load, and climatic conditions, particularly along the northern and eastern edges of the City. The areas most susceptible to fire hazards are located near Fountaingrove Parkway (in the north), Escalero Road (in the northeast), south of Oakmont Drive (in the east), and north of Eliza Way (in the east); these areas are designated as "Very High Fire Hazard Severity Zone" within a Local Responsible Area by CAL FIRE (see **Figure B-7** in **Appendix B**).

In October 2017, the Tubbs Fire (Central LNU Complex) burned approximately 36,807 acres in the northern and eastern portions of the City. Residents were exposed to direct effects of the wildfire, such as the loss of a structure, and to the secondary effects of the wildfire, such as smoke and air pollution. Smoke generated by wildfire consists of visible and invisible emissions that contain particulate matter (soot, tar, water vapor, and minerals) and gases (carbon monoxide, carbon dioxide, nitrogen oxides). Public health impacts associated with wildfire include difficulty in breathing, odor, and reduction in visibility.

As discussed in section 7.9 Hazards/Hazardous Materials, the project site is located within the City's UGB and surrounded by roadways and developed land uses. The project site is categorized as a Non-VHFHZ by CAL FIRE and surrounded by land designated as Non-VHFHZ on all sides. The project site is located approximately 0.25 mile from a large expanse of land containing grasses and trees that is designated as "Moderate Fire Hazard Severity Zone" by CAL FIRE (see **Figure B-7** in **Appendix B**). The project site is located over five miles from areas designated as having a "Very High Fire Hazard Severity Zone."

Wildfire Impact Discussion:

7.20(a) (Impair Emergency Plans) Less Than Significant Impact: The project site is categorized as a Non-VHFHZ by CAL FIRE, located approximately 0.25 mile from land designated as "Moderate Fire Hazard Severity Zone," and located over five miles from areas designated as having a "Very High Fire Hazard Severity Zone." Therefore, in the event of a wildfire the proposed project is not expected to substantially impair an adopted emergency response plan or emergency evacuation plan, and impacts would be less than significant.

7.20(b-d) (Wildfire Risk Exacerbation, Infrastructure Contributing to Wildfire Risk, Exposure to Wildfire-Related Risks) Less Than Significant Impact: The project site is relatively flat and located approximately 0.25 mile from state responsibility areas. The proposed structures would be built according to the latest California Building Code, which contains standards for building materials, systems, and assemblies used in the exterior design and construction of new buildings. There are no factors, such as steep slopes, prevailing winds, or the installation/maintenance of new infrastructure, that would exacerbate fire risk or expose project occupants to the uncontrolled spread of a wildfire, pollutant concentrations from a wildfire, post-fire slope instability, or post-fire flooding. Therefore, impacts would be less than significant.

***Mitigation Measures*:** None Required.

7.21. MANDATORY FINDINGS OF SIGNIFICANCE (CAL. PUB. RES. CODE §15065)

A focused or full environmental impact report for a project may be required where the project has a significant effect on the environment in any of the following conditions:

Would the project:	Potentially Significant Impact	Less Than Significant with Mitigation	Less Than Significant Impact	No Impact
a) Does the project have the potential to substantially 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, substantially reduce the number or restrict the range of a rare or endangered plant or animal or eliminate important examples of the major periods of California history or prehistory?	☐	☐	☒	☐
b) Does the project have impacts that are individually limited, but cumulatively considerable? ("Cumulatively considerable" means that the incremental effects of a project are considerable when viewed in connection with the effects of past projects, the effects of other current projects, and the effects of probable future projects)?	☐	☒	☐	☐
c) Does the project have environmental effects, which will cause substantial adverse	☐	☐	☒	☐

effects on human beings, either directly or indirectly?

Mandatory Findings Discussion:

7.21(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 air quality, biological resources, cultural resources, geology and soils, hazards/hazardous materials, hydrology and water quality, noise, and transportation, as well as adherence to the City's uniformly applied development standards including the Grading and Erosion Control Ordinance and Outdoor Lighting Ordinance, 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.

7.21(b) (Cumulatively Affect the Environment) Less Than Significant With Mitigation: 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 and the "list of projects" approach. There are currently 67 projects that have been approved and 11 projects under environmental review in the City of Santa Rosa as of December 2018. Of the 78 projects, the following projects could potentially contribute to cumulative impacts in the vicinity of the proposed Yolanda Apartments Project:

- **In-N-Out Restaurant (under review).** Located at 2532 Santa Rosa Avenue, this project proposes a restaurant with parking and a drive-thru on a 2-acre site.
- **Residences at Taylor Mountain (approved).** Located at 2800 Franz Kafka Avenue, the project includes 93 multi-family residential units on 5 acres.
- **Kawana Meadows (approved)**. Located at 1162 Kawana Springs Road, the project includes 62 single-family dwellings on 35.5 acres.
- **The Farmstead (approved)**. Located at 1315 Lia Lane, the project includes 20 multi-family dwelling units on 2.17 acres.
- **Holly Hock Subdivision Plan 2 (approved)**. Located at 1650 Meda Avenue, the project includes 16 single-family dwelling units on 2 acres.
- **The Vistas at Kawana Springs (under review)**. Located at 1846 Meda Avenue, the project proposes 101 single-family dwelling units on 9.6 acres.

- **Kawana Springs Apartment Homes (approved)**. Located at 2604 Petaluma Hill Road, the project includes 120 dwelling units on 5.1 acres.
- **Santa Rosa Village (approved)**. Located at 2660 Petaluma Hill Road, the project includes 126 apartment units and 98,500 square feet of commercial.
- **Taylor Mountain Estates (approved)**. Located at 2800 Petaluma Hill Road, the project includes 5 single-family dwelling units on 7.78 acres.
- **Green Trove Wellness Cultivation and Manufacturing Facility (under review)**. Located at 368 Yolanda Avenue, the project proposes 24,000 square feet for light manufacturing.
  The Inn at Santa Rosa (approved). Located at 111 Commercial Court, the project includes a hotel on 1.34 acres.

Development of the proposed project, in combination with past, present, and future development in the City could result in long-term impacts to aesthetics, air quality, biological resources, cultural resources, greenhouse gases, and transportation. Cumulative long-term impacts from development within the City were identified and analyzed in the City's General Plan EIR.

The proposed project is consistent with the City's General Plan land use designation for the site and the City's long-range plan for future development. The project will contribute to cumulative impacts identified in the City's General Plan EIR but not to a level that is considered cumulatively considerable. As described in **Sections 7.1 – 7.20** of this document, development of the Yolanda Apartments Project could potentially result in significant impacts; however, those impacts would be reduced to less-than-significant levels with implementation of mitigation measures. The implementation of mitigation measures identified throughout this Initial Study would ensure that development of the proposed project would not be cumulatively considerable.

Concurrent construction of several projects within the vicinity of the proposed project could result in cumulative short-term impacts associated with construction activities. These include short-term impacts associated with aesthetics, air quality, biological resources, hazardous materials, water quality, land use, noise, traffic, and public services, utilities, and service systems. While the mitigation measures identified throughout this document will reduce the proposed project's impacts to less-than-significant levels, should several projects be constructed at the same time as the proposed Yolanda Apartments Project, cumulative short-term impacts related to air quality, noise, and traffic would be potentially significant. In order to reduce cumulative impacts to less-than-significant levels, the project will require implementation of **Mitigation Measure CUM-1**. CUM-1 requires that the applicant coordinate the project's construction activities and construction schedule with the City to minimize the concurrent construction of projects in the vicinity of the subject property. Implementation of CUM-1 would ensure that short-term impacts of the proposed project would not be cumulatively considerable.

7.21(c) (Substantial Adverse Effect on Humans) Less Than Significant Impact: The project has the potential to result in adverse impacts to humans due to air quality, biological resources, cultural resources, geology and soils, hazards/hazardous materials, noise, and transportation. 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 and northeast of the project site. However, with implementation of mitigation measures set forth in the Air Quality and Noise sections, construction activities associated with development of the Yolanda Apartments Project 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.

Mitigation Measure:

CUM-1. The applicant shall coordinate the project's construction activities and construction schedule with the City to minimize the concurrent construction of projects in the vicinity of the subject property and ensure that overlapping road closures, periods of increased noise and dust generation are minimized.

8. REFERENCE DOCUMENTS

The following information sources were referenced in the preparation of this Initial Study/Mitigated Negative Declaration and are available for review online or at the City of Santa Rosa, Community Development Department, located at 100 Santa Rosa Avenue, Rm. 3, Santa Rosa, CA, 95402.

8.1. TECHNICAL APPENDICES

A. Site Plans, Design Review Board Submittal, dated June 29, 2018
B. Figures B-1 Through B-8, prepared by M-Group 2018
C. 325 Yolanda Avenue Air Quality & Greenhouse Gas Assessment and Residential Memo, prepared by Illingworth & Rodkin, January 8, 2019
D. Biological Constraints Analysis and Memo prepared by Monk & Associates, August 22, 2018 and January 7, 2019
E. Cultural Resources Study and Memo prepared by Evans & De Shazo, August 8, 2018 and January 3, 2019
F. Appendix E New Development Checklist, prepared by project Applicant, 2018
G. Geotechnical Engineering Report, prepared by Terracon Consultants, Inc., Revised May 29, 2018
H. Phase I Environmental Site Assessment prepared by AEI Consultants, April 30, 2018
I. Limited Phase II Subsurface Investigation prepared by AEI Consultants, June 18, 2018
J. Revised Soil & Groundwater Management Plan and Health and Safety Plan, prepared by Environmental Geology Services, May 12, 2017
K. Initial Storm Water Low Impact Development Plan for Yolanda Apartments, prepared by Carlile & Macy, July 2, 2018
L. 325 Yolanda Avenue Environmental Noise and Vibration Assessment and Residential Memo, prepared by Illingworth & Rodkin, January 17, 2019
M. Traffic Impact Study for the Yolanda Mixed-Use Project, prepared by W-Trans, February 7, 2019

8.2. OTHER DOCUMENTS REFERENCED

1. 2016 California Green Building Standards Code (CALGreen), Effective January 1, 2017
2. Annex to 2010 Association of Bay Area Governments Local Hazard Mitigation Plan Taming Natural Disasters, adopted June 15, 2011
3. BAAQMD 2017 Bay Area Clean Air Plan; and BAAQMD CEQA Guidelines May 2017
4. California Environmental Quality Act Air Quality Guidelines, prepared by the Bay Area Air Quality Management District, May 2017
5. California Scenic Highway Mapping System, http://www.dot.ca.gov
6. Santa Rosa 2015 Urban Water Management Plan, prepared by West Yost Associates, June 2016
7. Santa Rosa Citywide Creeks Master Plan, August 2013
8. Santa Rosa Climate Action Plan, prepared by the City of Santa Rosa, June 12, 2012
9. Santa Rosa General Plan 2035 prepared by the City of Santa Rosa, November 3, 2009
10. Santa Rosa General Plan Environmental Impact Report prepared by ESA, March 2009
11. Santa Rosa Groundwater Master Plan, prepared by West Yost Associates, September 2013
12. Santa Rosa Incremental Recycled Water Program, prepared by Winzler & Kelly, July 2007
13. Santa Rosa Local Hazard Mitigation Plan, 2016
14. Santa Rosa Municipal Code, Title 14 Potable and Recycled Water, Chapter 14-30 Water Efficient Landscape

15. Santa Rosa Municipal Code, Title 17 Environmental Protection, Chapter 17-24 Trees
16. Santa Rosa Municipal Code, Title 20 Zoning
17. Santa Rosa Plain Conservation Strategy prepared by U.S. Fish and Wildlife Service, December 2005
18. Santa Rosa Plain Recovery Plan prepared by the United States Fish and Wildlife Service, May 2016
19. Santa Rosa Sanitary Sewer System Master Plan Update, prepared by Arcadis, October 2014
20. Santa Rosa Water Master Plan Update, prepared by West Yost Associates, August 2014
21. Sonoma County Community Climate Action Plan, 2015
22. Sonoma County Water Agency 2015 Urban Water Management Plan, June 2016
23. University of California Museum of Paleontology, Miocene Mammal Mapping Project (MioMap), http://www.ucmp.berkeley.edu/miomap/, Accessed August 21, 2018
24. Request for a Preliminary Jurisdictional Delineation, Aquatic Resources Delineation Report, prepared by Monk & Associates, September 20, 2018
25. Preliminary Jurisdictional Determination Letter, U.S. Army Corps of Engineers, November 15, 2018

9. MITIGATION MONITORING AND REPORTING PROGRAM