ADDENDUM

to the
2016 Roseland Area/Sebastopol Road Specific Plan and Roseland Area Annexation projects

Stony Point Flats Project
2268 Stony Point Road
Santa Rosa, CA 95407

Assessor Parcel No. 125-521-008

Prepared for:

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Table of Contents

APPENDIX

FIGURES

TABLES

Acronyms and Abbreviations

Acronym/ Abbreviation	Definition
2016 FEIR	2016 Roseland Area/Sebastopol Road Specific Plan and Roseland Area Annexation Projects Final Environment Impact Report
AB	Assembly Bill
ACOE	U.S. Army Corps of Engineers
ADA	Americans with Disabilities Act
ANSI	American National Standards Institute
APE	Area of Potential Effects
ASC	Arts & Science Council
ATCM	air toxic control measure
BAAQMD	Bay Area Air Quality Management District
BACT	Best Achievable Control Technology
BMP	best management practice
BRA	biological resources assessment
CAAQS	California Ambient Air Quality Standards
CAL FIRE	California Department of Forestry and Fire Protection
CAP	Climate Action Plan
CARB	California Air Resources Board
CBC	California Building Code
CCR	California Code of Regulations
CDFW	California Department of Fish and Wildlife
CEQA	California Environmental Quality Act
CH_4	methane
CHRIS	California Historical Resources Information System
CMA	Congestion Management Agency
CMP	Congestion Management Program
CNEL	Community Noise Equivalent Level
CNRA	California Natural Resources Agency
CO	carbon monoxide
CO_2	carbon dioxide
CRHR	California Register of Historical Resources
CTS	California tiger salamander
CWA	Clean Water Act
DBH	diameter at breast height
DU	dwelling unit
EIR	Environmental Impact Report
EO	Executive Order
EPA	Environmental Protection Agency
ESA	Environmental Site Assessment
EV	electric vehicle
FEMA	Federal Emergency Management Agency
FIGR	Federated Indians of Graton Rancheria
FMMP	Farmland Mapping and Monitoring Program
General Plan	Santa Rosa General Plan 2035

Acronym/ Abbreviation	Definition
GHG	greenhouse gases
GPCD	gallons per capita per day
GWP	global warming potential
HCP	Habitat Conservation Plan
HVAC	heating, ventilation, and air-conditioning
IESNA	Illuminating Engineering Society of North America Outdoor Environment Lighting Committee
IS	Initial Study
ITE	Institute of Transportation Engineers
LID	Low Impact Development
LOS	level of service
MM, MMs	mitigation measure, mitigation measures
MND	Mitigated Negative Declaration
MSL	mean sea level
MT	metric ton
NAAQS	National Ambient Air Quality Standards
NAHC	Native American Heritage Commission
NCCP	Natural Community Conservation Plan
NF_3	nitrogen trifluoride
NHPA	National Historic Preservation Act
NO_2	nitrogen dioxide
NO_X	oxides of nitrogen
NRHP	National Register of Historic Places
NWIC	Northwest Information Center
O_3	Ozone
OHP	Office of Historic Preservation
OPR	Office of Planning and Research
PDA	Priority Development Area
PM	particulate matter
PM_{10}	particulate matter with an aerodynamic resistance diameter of 10 micrometers or less
$PM_{2.5}$	particulate matter with an aerodynamic resistance diameter of 2.5 micrometers or less
PPV	peak particle velocity
PV	Photovoltaic
R-3	Multi-Family Residential
RCNM	Roadway Construction Noise Model
Specific Plan and Annexation	Roseland Area/Sebastopol Road Specific Plan and Roseland Area Annexation Project
ROG	reactive organic gases
RWQCB	Regional Water Quality Control Board
SB	Senate Bill
SCTA	Sonoma County Transportation Authority
SF_6	sulfur hexafluoride
SFBAAB	San Francisco Bay Area Air Basin
SLF	Sacred Lands File
SLM	sound level meter
SMARA	Surface Mining and Reclamation Act
SMART	Sonoma-Marin Area Rail Transit

Acronym/ Abbreviation	Definition
SUSMP	Standard Urban Stormwater Mitigation Plan
SWIS	Solid Waste Information System
SWPPP	Stormwater Pollution Prevention Plan
TAC	toxic air contaminant
USACE	U.S. Army Corps of Engineers
USFWS	U.S. Fish and Wildlife Service
USGS	U.S. Geological Survey
VMT	vehicle miles traveled
VOC	volatile organic compound
WEF	Wildlife Exclusion Fencing

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1 Introduction

1.1. CEQA Framework for Addendums

This document is an Addendum to the 2016 Roseland Area/Sebastopol Road Specific Plan and Roseland Area Annexation Projects Final Environment Impact Report (2016 FEIR) (State Clearinghouse Number 2016012030). The proposed project is consistent with the established density and zoning for the area that was adopted as part of the City of Santa Rosa's (City) prior planning and zoning for the project site in conjunction with the Roseland Area/Sebastopol Road Specific Plan and Annexation (Specific Plan and Annexation), discussed in this Addendum (see Section 2.2.3, Planning Context and Surrounding Uses, of this FEIR Addendum).[1] The site is designated Low Density Residential and Medium Density Residential in the City's General Plan 2035 (General Plan) and zoned Multi-Family Residential (R-3) by the Santa Rosa Zoning Map.

The City is the California Environmental Quality Act (CEQA) lead agency for the 2016 FEIR and for the Stony Point Flats project (project). This Addendum reviews the project in light of revised CEQA Guidelines that went into effect in 2019, and includes the updated analysis as required. Since the project application requires discretionary entitlements, it is subject to subsequent review standards under Public Resources Code Section 21166. Under CEQA, Public Resources Code Sections 21000, et seq. and implementing State CEQA Guidelines, Title 14, Chapter 3 of the California Code of Regulations, as amended (collectively, "CEQA"), when a project that was studied and approved under a certified Environmental Impact Report (EIR) is proposed to be modified, an Addendum to the EIR may satisfy CEQA regulations. Both Public Resources Code Section 21166 and CEQA Guidelines Section 15162 provide that when an EIR has been certified or a negative declaration has been adopted for that project, no subsequent EIR shall be prepared for the project unless the lead agency determines, on the basis of substantial evidence in the light of the whole record, one or more of the following:

- Substantial changes are proposed in the project which will require major revisions to the previous EIR due to the involvement of new significant environmental effects or a substantial increase in the severity of previously identified significant effects;
- Substantial changes occur with respect to the circumstances under which the project is undertaken which will require major revisions to the previous EIR due to the involvement of new significant environmental effects or a substantial increase in the severity of previously identified significant effects; or
- New information of substantial importance, which was not known and could not have been known with the exercise of reasonable diligence at the time of EIR adoption, shows any of the following:
    - i) The project will have one or more significant effects not discussed in the EIR;
    - ii) the project will result in impacts substantially more severe than those disclosed in the EIR;
    - iii) mitigation measures or alternatives previously found not to be feasible would in fact be feasible and would substantially reduce one or more significant effects of the project, but the project proponent declines to adopt the mitigation measure or alternative; or

[1] The project requires a Density Bonus to allow one (1) additional residential unit. The Santa Rosa General Plan 2035 (General Plan) designations and implementing zoning district allow for a total of 49 residential units at the project site. However, with the 100 percent affordable project proposed, the City's Density Bonus Ordinance which is consistent with State law and the General Plan, allows for a Density Bonus of 50 percent above the base density established by the General Plan. Therefore, the proposed project consisting of 50 units (49 residential units allowed +1 additional residential unit) is consistent with the General Plan and Zoning Code.

- iv) mitigation measures or alternatives that are considerably different from those analyzed in the EIR would substantially reduce one or more significant effects on the environment, but the project proponent declines to adopt the mitigation measure or alternative. Per CEQA Guidelines Section 15164(a), the lead agency shall prepare an addendum to a previously certified EIR if some changes or additions are necessary but none of the conditions described in CEQA Guidelines Section 15162 calling for the preparation of a subsequent EIR have occurred. Furthermore, Section 15164(b) states that an addendum to an approved EIR is appropriate when only minor technical changes or additions are made but none of the conditions described in Section 15162 calling for preparation of a subsequent EIR or negative declaration have occurred.

As discussed herein, none of the elements requiring the preparation of a subsequent EIR exists, and the City has determined that it is not necessary to prepare a subsequent EIR or negative declaration. Rather, this Addendum has been determined to be the appropriate CEQA document for the project. This Addendum reflects the independent analysis and judgment of the City as the lead agency. Further, it demonstrates that the environmental analysis, impacts, and mitigation requirements[2] identified in the 2016 Final EIR, remain substantively unchanged by the changes described herein, and support the finding that the project does not raise any new issues that result in any new significant impacts which cannot be mitigated to a level of less than significant, and do not exceed the level of impacts identified in the 2016 FEIR.

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

Accordingly, this Addendum will be considered by the City prior to making a decision on the project. This Addendum, along with the previous environmental analyses, is on file with and may be obtained from the City of Santa Rosa, Planning and Economic Development Department, Planning Division, 100 Santa Rosa Avenue, Room 3, Santa Rosa, California, 95404, or online at: https://srcity.org/425/Plans-Studies-EIRs.

[2] Not all of the Mitigation Measures (MMs) included in the 2016 Final EIR are applicable to the proposed project.

2 Project Information

2.1. Summary of the Roseland Area/Sebastopol Road Specific Plan and Roseland Area Annexation Projects

The Santa Rosa City Council and Sonoma County Board of Supervisors identified the Roseland area annexation as a priority in 2013 because of the need to unify the areas of the City in the southwest. As part of the City, these areas of the community would be provided services by one jurisdiction, rather than multiple jurisdictions.

In 2014, the City was awarded a grant from the Sonoma County Transportation Authority (SCTA) for development of a specific plan for the area commonly known as Roseland, and the area to its south. The Specific Plan area includes the Roseland Priority Development Area (PDA) and part of the Sebastopol Road PDA. PDAs are locally identified areas that can accommodate residential growth near transit and jobs. The planning process for the Roseland Area/Sebastopol Road Specific Plan and Roseland Annexation Projects commenced in December 2014.

In accordance with CEQA, the City prepared an EIR for the Roseland Area/Sebastopol Road Specific Plan and Roseland Area Annexation Projects (Specific Plan and Annexation) (State Clearing House Number 2016012030). The project site in the EIR includes the Roseland Area/Sebastopol Road Specific Plan area (Plan Area). The Specific Plan area encompasses approximately 1,860 acres (1,220 acres of incorporated City land and 640 acres of unincorporated county land) located in southwestern Santa Rosa. The Plan Area is generally bounded by State Route (SR) 12 to the north, Bellevue Avenue to the south, US Highway 101 (US 101) to the east, and Stony Point Road to the west.

The Specific Plan and Annexation provides an overall vision for future development within the Plan Area. The Specific Plan provides a land use diagram, circulation plan, and infrastructure improvement plan as well as goals and policies to guide development and redevelopment. The Specific Plan and Annexation projects include annexation of five unincorporated County islands in southwest Santa Rosa. An unincorporated island is defined as an area of unincorporated land that is substantially surrounded by City land. Two of the five islands are located within the Specific Plan and Annexation areas and three located outside the Specific Plan and Annexation areas.

The principle objectives identified for the Specific Plan and Annexation in the 2016 FEIR are identified as follows:

- Comply with Sonoma Local Agency Formation Commission (LAFCO) policy to create a more logical City boundary and provide more effective delivery of City services by annexing all existing unincorporated islands in southwest Santa Rosa.
- New residents will receive the same level of service as current residents.
- Existing service levels to current City residents will not be reduced in order to provide services to the Roseland Area.
- Make life and the physical environment better for plan area residents and employees.
- Establish a land use and policy framework to guide future development in the area toward transit supportive land uses.

- Balance the preservation of the existing uses and the development of new uses while maintaining the cultural diversity that makes this area special and unique in Santa Rosa.
- Improve connections, particularly for bicycling and walking, to the Southside Bus Transfer Center, to the downtown SMART station, and to Sebastopol Road, the main commercial area (within the plan area and beyond).
- Enhance livability by promoting community health and equity.
- Establish the Plan Area as a place where people want to live, work, shop, and visit.
- Promote economic vitality by maintaining and expanding small businesses and local services for residents.

2.2. Summary of the Proposed Stony Point Flats Project

The project description for the proposed project has been updated as of July 21, 2021. The updated project description is provided as follows and relevant technical reports are provided as Appendices A-H and supporting visuals are provided in Figure 1 – Figure 7.

2.2.1 Project Location

The project site is located at 2268 Stony Point Road in the incorporated area of Sonoma County, CA within the limits of the City. It is on the eastern side of Stony Point Road, southeast of the intersection of Stony Point Road and Northpoint Parkway (refer to Figure 1. Project Location). The project site is accessible from US 101, approximately 1.5 miles to the east. The project site consists of one (1) 2.93-acre parcel, identified as Assessor's Parcel Number (APN) 125-521-008 (refer to Figure 2. Existing Site Conditions).

Adjoining the project site to the north is a vacant lot, of which a majority of the parcel is dedicated to the future Northpoint Parkway extension. Further north, across the future parkway extension is a single-family and multi-family residential neighborhood. To the west, across Stony Point Road, is a church and office park. Roseland Creek runs along the eastern and southern boundary of the project site with an unpaved walking path on Sonoma County Water Agency (SCWA) right-of-way, planned for a future Class I bicycle path.[3]

2.2.2 Existing Site Conditions

The 2.93-acre project site is rectangular and extends from west to east, with elevation sloping towards the west-southwest. Current use of the property is a rural single-family residence and sheep grazing. The western portion contains a single-story 1,237-square foot (sf) house and combined garage and barn structure. On-site trees are primarily located around the buildings on the western and central portion of the property. The central portion includes a well house, two (2) sheep barns, and a collapsed chicken house. The eastern portion of the property is vacant grassland. Approximately 7,255 sf of impervious surfaces exist on site.

The project lies within the Santa Rosa floodplain. As part of the project, actions shall be taken to identify, minimize and mitigate the environmental impact of the proposed community development. A two-year biological resources assessment (BRA) was conducted from 2019 to 2020, and amended in August 2021 (for which a BRA Addendum was prepared) (Appendix C), in order to analyze impacts, which ultimately determined the presence of 0.063-acres

[3] Refers to the Roseland Area/Sebastopol Road Specific Plan, Figure 4-3 Pedestrian and Bicycle Network, Michael Baker, November 2016 and the Draft Roseland Creek Restoration Plan, Roseland Creek Concept Plan, Sheet 1 of 4, prepared by Carlile Macy, September 2006.

of seasonal wetlands. The detection of potential wetland area and ensuing disturbance requires environmental mitigation actions be taken prior to construction. The project must comply with all permitting processes surrounding the environmentally sensitive area, including Section 404 Nationwide Permit (US Army Corp of Engineers), Section 401 Water Quality Certification (North Coast Regional Water Quality Control Board), and Section 1602 Lake and Streambed Alteration Agreement (California Department of Fish and Wildlife).

2.2.3 Planning Context and Surrounding Uses

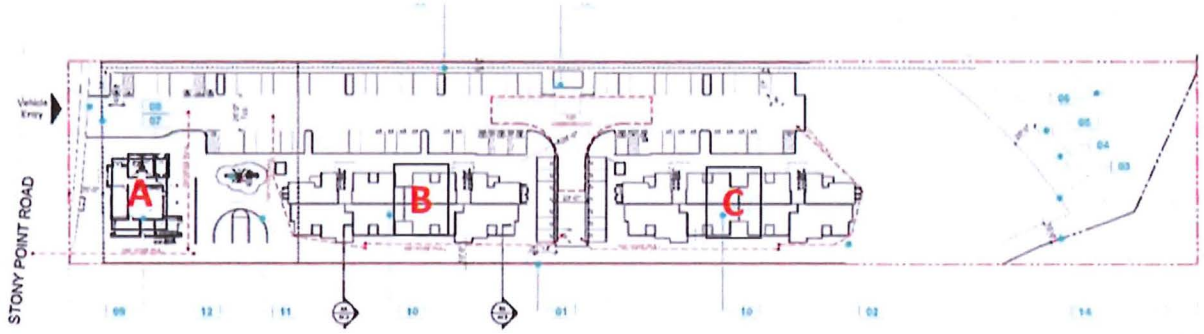
The project site is located within the boundaries of and subject to the City's General Plan and the Roseland Area/Sebastopol Road Specific Plan. The site has a split General Plan Land Use (GPLU) designation divided between Low Density Residential, which allows 2-8 units per acre and Medium Density Residential, which allows 8-18 units per acre. The line of delineation between GPLUs is the planned future extension of Northpoint Parkway, with the portion of the property (2.63 acres) to the south/west of the future parkway extension holding the Medium Density Residential designation, and the portion of land to the east dedicated to the future parkway extension (0.30 acres) holding the Low Density Residential designation. The Medium Density Residential designation, where the project would be developed, is intended for residential neighborhoods with medium residential densities, to provide home rental and ownership opportunities and to provide a full range of choices in housing types to improve access to affordable housing. The site is classified with the Multi-Family Residential district (R-3).

The General Plan designations and implementing zoning district allow for a total of 49 residential units on the project site. However, with the 100 percent affordable project proposed, the City's Density Bonus Ordinance which is consistent with State law and the General Plan, allows for a Density Bonus of 50 percent above the base density established by the General Plan. Therefore, the proposed project of 50 units is consistent with the General Plan and Zoning Code.

The project would bring homes to families and individuals earning 30-60 percent of the Area's Median Income. The project site is located close to shopping, places of worship, parks, schools, and public transportation. The opportunity for activity, a sense of community and living in a quality development are key to families of low income.

2.2.4 Site Layout and Buildings

The project includes the demolition all existing buildings onsite and the construction of three (3) new buildings (Buildings A-C, see inset images) to create a 50-dwelling unit affordable apartment community. At the entrance of the project site is a 4,735-sf two (2)-story community building (Building A). The first floor contains the managed leasing office, community room, and resident services facilities. Additional amenities offered in the space includes a laundry room, computer center and mail/package room. The second story includes two (2) 930 sf, three (3) bedroom residential units, one (1) of which is designated for the onsite property manager. To the east of Building A is an outdoor patio with electric grills, seating, and tables for resident use. Further east on the site is a children's play area/tot lot, a multi-sport court, and picnic areas. Bike lockers and bike racks for storage of residents' bikes are located throughout the property.



To the east of Building A on the southern portion of the project site, are two residential buildings (Buildings B and C). The project design incorporates a color scheme of brown and green hues which allows the buildings to blend well with

the local landscape (refer to inset image, Figure 3. Project Site Plan, Figure 4. Proposed Site Section of Residential Building, and Appendix A). The residential units are split between the two (2) three (3)-story buildings, both approximately 39 feet in height with a footprint of 7,589 sf. The mix across all residential units is 12 one (1)-bedroom (approximately 600 sf) units, 24 two (2)-bedroom (approximately 720-750 sf) units, and 14 three (3)-bedroom (approximately 930-1,000 sf) units, including one (1) manager's unit (refer to Figure 5. Proposed Project Visual Simulation).

The project includes 90 solar panels located on the roofs of Building B and C and the project shall comply with California Building Code (CBC) Title 24.

2.2.5 Site Access

As shown on project site plans and documentation (refer to Figure 3 and Appendix A), vehicular and pedestrian traffic enters the project site from Stony Point Road through a 36-foot (ft) wide driveway, with a 40-feet wide apron, matching the apron and driveway located 2115 Stony Point Road. This two-way drive approach and adjacent sidewalk runs along the western property boundary. The drive approach transitions to a 26 ft wide two-way parking drive aisle with a 23 ft wide City Standard hammerhead turnaround. The project has 97 total surface parking spaces (9 more parking spaces than the required standard for multifamily affordable housing projects in the City's Zoning Code), inclusive of 8 spaces designated for Americans with Disabilities Act (ADA) accessible spaces and 14 spaces designed for the future installation of electric vehicle charging stations. A separate oversized space, close to Building A, would be dedicated to mail and delivery trucks.

Automobiles would enter the property by a right-turn from Stony Point Road and "right-turn only" signage and road markings direct outbound traffic as recommended in the Transportation Analysis Technical Memorandum (TA Memorandum, see Appendix H). Per this analysis, the levels of service (LOS) at the intersection of Stony Point Road and Northpoint Parkway remains consistent with the City's General Plan and not require additional improvements from the impact of the project.

2.2.6 Project Characteristics

All buildings along Roseland Creek are set back at 30 ft from the "top of bank" in accordance with City creekside development standards required for a project site in proximity to a channelized waterway (refer to Figure 6). Proposed landscaping emphasizes a palette of native plants complementary to the surrounding area with a focus on species that are drought tolerant. Stormwater flows are directed to the southwest through a new on-site stormwater drainage system to an existing 24-inch storm drain outfall to Roseland Creek. The stormwater from the project site is directed to on-site vegetated bioretention beds that are strategically located throughout the site to meet the City's Low Impact Development (LID) requirements. Approximately 4,724 sf of bioretention areas are located throughout the site to ensure proper containment of runoff water.

The project includes new utility lines on-site and tie into existing utilities located in the area/within Stony Point Road. This includes but is not limited to water and sewer service, electricity, gas, and cable/internet. The project incorporates a recycling program for waste and would be serviced by the local waste management company.

Lighting throughout the site is incorporated in the design to provide sufficient light during the dark period of a day without disturbing adjacent sites. The project would be powered solely with electricity as required by the Santa Rosa City Code. As previously mentioned, the project incorporates solar to yield a net zero usage of energy (100 percent electric).

2.2.7 Construction and Schedule

The project site is enclosed by a temporary, covered chain-link fence to prepare for demolition of existing structures and other early site activities. Construction activities would consist of excavation and shoring, foundation and below-grade construction, and construction of the building and finishing interiors. The project would demolish all buildings, structures, and paved surfaces currently on site. The portion of the project site to be developed (2.63 acres of the overall 2.93-acre parcel) would be graded and excavated approximately 18 inches below grade and up to 2 feet in select locations. Excavation would redistribute approximately 7,800 cubic yards of soil. Of the excavated soil, 7,000 cubic yards would be used as fill; and a net 800 cubic yards of soil would be hauled off site for disposal. In order to mitigate the risk associated with the site's location on a Federal Emergency Management Agency (FEMA) designated 100-year flood plain, approximately 3,900 cubic yards of new soil are anticipated to be imported to the site in order to raise the elevation above the 100-year flood plain.

The approximate 100-year flood elevation of Roseland Creek was determined by adjusting the flood elevation provided on the FEMA FIRM Panel 0736F revised October 16, 2012, to the City datum. Cinquini & Passarino, Inc. provided an adjustment factor of -2.526 based on the transformation of City Coordinate MonumenT G-318 from the NGVD29 Datum to the NAV88 Datum. Site fill is based on the flood elevations determined before improvements to Stony Point Road doubled the existing Roseland Creek culvert. A letter of map revision was not filed upon completion of the improvements. Therefore, site fill, retaining walls, and the extents of flooding are subject to change with a new flood study of Roseland Creek.

Groundwater on the site is unlikely to be encountered due to the elevation; therefore, no dewatering would be required or is anticipated. Approximately 42,000 sf of the project site would be paved. The project would result in approximately 1.37 acres of impervious surfaces and 1.56 acres of pervious surfaces, including vegetated bioretention areas and landscaping.

Any materials that can be recycled would be separated on site from the waste debris. All materials would be loaded by excavator onto covered tractor-trailers and transported to either recycling centers or directly to landfill. All soils, construction waste, and any hazardous waste would be handled in accordance with all federal, state, and local laws, and would be sent to the appropriate facility based on the soil classification, which would be determined during excavation. The project may include lime treatment of the existing expansive clay soils to allow reuse of such soils. Project construction is expected to occur over approximately 14 months, with construction estimated to commence in December 2021 and finish in February 2023.

2.2.8 Project Ownership

The project is owned and operated by Stony Point Flats, LP, a California limited partnership. The managing general partner is IH Stony Point Flats Santa Rosa LLC, a California limited liability company of which Integrity Housing, a Colorado nonprofit corporation is the sole member. The administrative general partner is Phoenix Development of Minneapolis, LLC, a Minnesota limited liability company. The initial limited partner is IH Stony Point Flats Santa Rosa LLC. An investor limited partner would be admitted to the partnership upon the closing of the construction loan.

2.2.9 Required Permits and Approvals

The project would require a number of approvals from the City and Federal, State, and Regional Agencies. These include, and are not limited to the following:

- Clean Water Act Section 404 Nationwide Permit (United States Army Corps of Engineers)
- Clean Water Act Section 401 Water Quality Certification (North Coast Regional Water Quality Control Board)
- Section 1602 Lake and Streambed Alteration Agreement (California Department of Fish and Wildlife)
- Minor Design Review (City)
- Density Bonus Approval (City)
- Grading Permit (City)
- Building Permit (City)

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3 Analysis of Potential Environmental Effects

3.1. California Environmental Quality Act Compliance

The City is the CEQA lead agency responsible for the review and approval of the project. Based on the following comprehensive discussion, the project, as described in Section 2.2 (Summary of the Proposed Stony Point Flats Project) of this Addendum, would not result in any new or substantially more significant effects, or the need for new mitigation measures (MM) as compared to those required in the Roseland Area/Sebastopol Road Specific Plan and Roseland Area Annexation Projects Final Environmental Impact Report (2016 FEIR).

3.2. Environmental Topics

3.2.1 Aesthetics

Description and Impact Summary

2016 FEIR Finding: The 2016 FEIR indicates that the Roseland Area/Sebastopol Road Specific Plan and Roseland Area Annexation Projects (Specific Plan and Annexation) would result in development on previously undeveloped parcels that could block views of scenic vistas from surrounding properties, concluding that impacts would be less than significant. The 2016 FEIR indicates that development allowed by the Specific Plan and Annexation would not substantially damage scenic resources within a state scenic highway, and no impacts would occur. The Specific Plan and Annexation could change the existing visual character of the Specific Plan and Annexation areas by allowing new development on currently vacant and underutilized parcels, however, impacts would be less than significant. The Specific Plan and Annexation would introduce new sources of light or glare, but similarly impacts associated would be less than significant. Overall, the Specific Plan and Annexation, in combination with other planned and recently approved projects in the Specific Plan and Annexation areas, would result in a less than cumulatively considerable impact on the visual character of the City.

Project Analysis: Development of the project site was anticipated in the 2016 FEIR analysis and the project construction of 50-dwelling units represents a negligible increase of (+1) additional dwelling unit, compared to the maximum density analyzed in the 2016 FEIR. Similar to the Specific Plan and Annexation, the project would not significantly damage scenic resources, including rock outcroppings or historic buildings. The project site is not located within a scenic highway nor located on a street that is designed as a scenic road in the Santa Rosa General Plan 2035. Impacts to scenic vistas would be less than significant. Additionally, the project would be subject to Municipal Code development and design standards and the City's Design Guidelines, which are intended to lessen the potential degradation of the existing visual character or quality of the site and its surroundings. As such, the project would not have any new significant aesthetics impacts, nor would it create a substantial increase in the severity of the previously disclosed impacts analyzed in the 2016 FEIR.

Mitigation Measures

No MMs related to aesthetics were required in the 2016 FEIR. Furthermore, no new significant environmental effects and no substantial increase in the severity of previously identified significant aesthetic impacts were found to occur as a result of the project. Therefore, no MMs for aesthetics are required.

Sources

- 2016 FEIR
- City of Santa Rosa Zoning Code, 2006
- Site Plans and Documentation (Appendix A), July 2021

3.2.2 Agriculture and Forestry Resources

Description and Impact Summary

2016 FEIR Finding: The 2016 FEIR analyzed the potential impacts to agriculture and forestry resources and determined that the Specific Plan and Annexation would neither convert nor impact farmland to a non-agriculture use, nor would the Specific Plan and Annexation conflict with existing zoning for agricultural use or a Williamson Act contract. The 2016 FEIR indicates that the Specific Plan area and the Annexation areas do not contain any Prime Farmland, Unique Farmland, or Farmland of Statewide Importance, and therefore would not convert any important farmland and no impacts would occur. The project site is located on land designated by the California Department of Conservation's (CDC) Farmland Mapping and Monitoring Program (FMMP) as "Urban/Built Up" and "Other Land" and is not designated as prime farmland, unique farmland or Farmland of Statewide Importance (CDC 2016).

The 2016 FEIR indicates that the Specific Plan and Annexation would not contribute to cumulative impacts on agricultural resources. The 2016 FEIR also indicates that the Specific Plan and Annexation areas do not contain forestlands as defined in Public Resources Code Section12220(g) or timberland as defined in the Public Resources Code Section 4526, nor are they currently designated or zoned for timberland production or other forestry-related uses nor are they in a designated Timberland Production Zone.

Project Analysis: There are no active agricultural uses, with the exception of sheep grazing, at the project site, nor does the site's zoning allow for agriculture uses, and therefore no new potential to convert farmland to non-agricultural uses exists. The project site is in an urban area, is not zoned for forestry resources, and does not contain any forestry resources. Therefore, no conflict with forestry resources, no loss of forest land, nor conversion of forestry land to non-forestry use would occur with the project. The project is completely within the boundary of the Specific Plan and Annexation and circumstances related to agriculture and forestry resources have not changed. The project would not have any new agricultural or forestry significant impacts, nor would it create a substantial increase in the severity of the previously disclosed impacts analyzed in the 2016 FEIR.

Mitigation Measures

No MMs related to agricultural resources were required in the 2016 FEIR. Furthermore, no new significant environmental effects and no substantial increase in the severity of previously identified agricultural resources impacts were found to occur as a result of the project. Therefore, no MMs for agricultural resources are required.

Sources

- 2016 FEIR
- 2016 CDC FMMP

3.3 Air Quality

Description and Impact Summary

2016 FEIR Finding: As described in the 2016 FEIR, subsequent land use activities associated with implementation of the Specific Plan and Annexation would not conflict with the Bay Area 2010 Clean Air Plan released by the Bay Area Air Quality Management District (BAAQMD) or result in vehicle miles traveled (VMT) increases greater than the projected population increases over the Specific Plan and Annexation's planning period. Development of the Specific Plan and Annexation areas could result in short-term construction emissions that could violate or substantially contribute to a violation of federal and state standards. The Specific Plan and Annexation would not contribute to localized concentrations of mobile-source carbon monoxide (CO) that would exceed applicable ambient air quality standards. The Specific Plan and Annexation could result in increased exposure of existing or planned sensitive land uses to construction-source toxic air contaminant (TAC) emissions. The Specific Plan and Annexation could result in the development of housing units (sensitive land uses) near stationary or mobile-source TACs. Future development within the Specific Plan and Annexation areas, such as the project, would not result in exposure of sensitive receptors to substantial odorous emissions. The Specific Plan and Annexation could result in a significantly cumulative increase of criteria air pollutants for which the air basin is designated nonattainment. The Specific Plan and Annexation would not expose sensitive receptors to substantial pollutant concentrations or create objectionable odors.

Project Analysis: The project is located within the boundaries of the Specific Plan and Annexation area. Development of the project site was included in the 2016 FEIR analysis and the project would construct 50-dwelling units, a minor increase of [+1] dwelling unit compared to the maximum density analyzed in the 2016 FEIR. As a part of project analysis (see Appendix B), the California Emissions Estimator Model (CalEEMod) Version 2016.3.2 was used to estimate emissions from construction and operation of the project. The temporary increase in emissions during the construction phase of the project (see Appendix B, Table 3.3-2) and the operational emissions (including estimated daily trips from project residents) resulting from the development of the project (see Appendix B, Table 3.3-3) would be minimal and far below BAAQMD significance thresholds, and the project would not conflict with or obstruct implementation of the updated Bay Area 2017 Clean Air Plan. The additional dwelling unit would result in an increase of approximately 7.32 average daily trips as compared to the 2016 FEIR analysis. This increase in daily trips is minimal and would not result in any changes to project-level or cumulative impacts. The project would not have any new significant impacts, nor would it create a substantial increase in the severity of the previously disclosed air quality impacts analyzed in the 2016 FEIR. In order to reduce potential air quality impacts, the project would be required to implement 2016 FEIR MM 3.3.3, below; however, the remaining air quality MM from the 2016 FEIR are not applicable to the project. Specifically, MM 3.3.5 is not required to be implemented because the project site is less than 5 acres. MM 3.3.6 from the 2016 EIR is not applicable because the project site is not located within 1,000 feet of a significant emission source (specifically, US Highway 101 and/or an existing permitted stationary source of toxic air contaminants ("TACs") or $PM_{2.5}$ as identified by BAAQMD).

Mitigation Measures

The following MM from the 2016 FEIR is required and would reduce air quality impacts to a less-than-significant level. As previously discussed, 2016 FEIR MMs 3.3.5 and 3.3.6 are not applicable to the proposed project.

2016 FEIR MM 3.3.3:

Where projects in the project area are subject to subsequent CEQA review, the City of Santa Rosa must ensure that in addition to the BAAQMD basic construction MMs from Table 8-1 of the BAAQMD CEQA Air Quality Guidelines (or subsequent updates), BAAQMD additional MMs from Table 8-2 of the BAAQMD CEQA Air Quality Guidelines (or subsequent updates) are noted on the construction documents and implemented. These measures include the following:

1. All exposed surfaces shall be watered at a frequency adequate to maintain minimum soil moisture of 12 percent. Moisture content can be verified by lab samples or moisture probe.
2. All excavation, grading, and/or demolition activities shall be suspended when average wind speeds exceed 20 mph.
3. Wind breaks (e.g., trees, fences) shall be installed on the windward side(s) of actively disturbed areas of construction. Wind breaks should have at maximum 50 percent air porosity.
4. Vegetative ground cover (e.g., fast germinating native grass seed) shall be planted in disturbed areas as soon as possible and watered appropriately until vegetation is established.
5. 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.
6. All trucks and equipment, including their tires, shall be washed off prior to leaving the site.
7. Site accesses to a distance of 100 feet from the paved road shall be treated with a 6 to 12 inch compacted layer of wood chips, mulch, or gravel.
8. Sandbags or other erosion control measures shall be installed to prevent silt runoff to public roadways from sites with a slope greater than one percent.
9. Minimizing the idling time of diesel-powered construction equipment to two minutes.
10. The project shall develop a plan demonstrating that the off-road equipment (more than 50 horsepower) to be used in the construction project (i.e., owned, leased, and subcontractor vehicles) would achieve a project wide fleet-average 20 percent NO_x reduction and 45 percent PM reduction compared to the most recent CARB fleet average.
11. Use low VOC (i.e., ROG) coatings beyond the local requirements (i.e., Regulation 8, Rule 3: Architectural Coatings).
12. Requiring that all construction equipment, diesel trucks, and generators be equipped with Best Available Control Technology for emission reductions of NO_x and PM.
13. Requiring all contractors use equipment that meets CARB's most recent certification standard for off-road heavy duty diesel engines.

Sources

- Bay Area Air Quality Management District (BAAQMD). CEQA Guidelines, p3-2 through 3-4, May, 2010
- 2016 FEIR
- Air Quality/GHG/Energy Inputs and Documentation (Appendix B), April 27, 2021

3.4 Biological Resources

Description and Impact Summary

2016 FEIR Finding: The 2016 FEIR indicates that implementation of the Specific Plan and Annexation could result in adverse effects, either directly or indirectly, on species listed as endangered, threatened, rare, proposed, and candidate plant and wildlife species as well as plant species identified by the California Native Plant Society (CNPS) with a rating of List 1A or 1B, which would result in potentially significant impacts. Potentially significant impacts would be reduced to a less-than-significant level with implementation of MM 3.4.1a and MM 3.4.1b. Furthermore, implementation of the Specific Plan and Annexation could result indirect and indirect loss of habitat and individuals of animal and plant species of concern and other non-listed special-status species, resulting in potentially significant impacts which would be reduced to less-than-significant levels with implementation of MM 3.4.1a and MM 3.4.1b.

The 2016 FEIR indicates that implementation could result in disturbance and degradation of riparian habitat or other sensitive natural communities identified in local or regional plans, policies, or regulations, or by the California Department of Fish and Wildlife (CDFW) or the United States Fish and Wildlife Service (USFWS), resulting in less-than-significant impacts. Implementation of the Specific Plan could interfere with movement of native resident or migratory fish or wildlife species or establish migratory corridor; however, implementation of the goals and policies of the General Plan and the Citywide Creek Master Plan would enhance wildlife corridors in the project area and resulting impacts would be less than significant. Implementation of the Specific Plan and Annexation would not result in a conflict with a local policy or ordinance protecting biological resources, and no impact would occur. Development in the Specific Plan and Annexation area would not conflict with the provisions of an adopted Habitat Conservation Plan, Natural Community Conservation Plan or other approved Conservation Plan, and no impacts would occur. Development in the Specific Plan and Annexation areas, when considered together with other past, existing, planned future projects, would not result in a significant cumulative impact to biological resources in the region, and impacts would be less than cumulatively considerable.

Project Analysis: The Biological Resources Assessment (BRA) Addendum (prepared by Dudek; August 2021) that was prepared for the project (see Appendix C), provides updated analysis for California Tiger Salamander (*Ambystoma californiense*) (CTS), a federally listed endangered species; western bumblebee (*Bombus occidentalis*); and western pond turtle (*Emys marmorata*) (WPT), a state listed species of special concern. As it relates to western bumblebee, it was concluded that no MMs should be proposed or required, based on the lack of suitable habitat on site. In addition, with respect to WPT, installation of silt fencing as part of Stormwater Pollution Prevention Plan (SWPPP) best management practices (BMPs) and construction avoidance and minimization measures would preclude movement of WPT from Roseland Creek to the project site. The BRA Addendum determined that the presence of CTS is unlikely due to distance from viable known breeding sites and significant barriers to movement towards the project site. According to known CTS migration behavior and results of the occurrence record analysis, it is highly unlikely that CTS from any of the known breeding pools/ponds or other potential breeding features within 1.3 miles of the project site can migrate through the myriad of residential, commercial, and industrial development to reach the project site. The BRA Addendum concludes that neither surveys nor mitigation should be required for CTS at for project site in accordance with Section 5.3.3.3. of the Santa Rosa Plain Conservation Strategy. Section 5.3.3.3. "Projects where Presence of CTS in Not Likely" of the Santa Rosa Plain Conservation Strategy states: "For projects where 'Presence of CTS is Not Likely,' on some lands beyond 1.3 miles from breeding sites, or on lands within 1.3 miles from breeding sites that are surrounded by significant barriers or are otherwise unsuitable CTS habitat, neither surveys nor mitigation would be required for projects on these properties" (USFWS 2005). In addition, the project site is designated by the Santa Rosa Plain Conservation

Strategy as "Future Development" within Urban Growth Boundaries in the 2007 updated Figure 3 of the Santa Rosa Plain Conservation Strategy and is not identified as having presence or potential for presence of CTS.

Therefore, it is anticipated that implementation of 2016 FEIR MM 3.4.1a, which would require avoidance and MMs described in the Santa Rosa Plain Conservation Strategy and the USFWS Programmatic Biological Opinion, will not be required for implementation of the project. The BRA was submitted for review to USFWS on 7/27/21. However, should USFWS determine that there is potential for CTS to occur at the project site, 2016 FEIR MM 3.4.1a would be required. To reduce potential impacts to roosting bats, the project would be required to implement 2016 FEIR MM 3.4.1b, below.

Due to the Specific Plan area already being highly urbanized, the 2016 FEIR indicates that implementation of the Specific Plan and Annexation could result in less-than-significant impacts to riparian habitat or other sensitive natural communities identified in local or regional plans, policies, or regulations, or by the CDFW or the USFWS with the implementation of mitigation and minimization measures. 2016 FEIR Figure 3.4-1, Vegetative Communities, identifies the project site as "non-native annual grassland", which is not considered a sensitive habitat. Site visits performed for the BRA and BRA Addendum verified the site as being a majority of non-native annual grassland habitat and landscaped areas. The Jurisdictional Delineation completed as a part of the BRA (Wildlife Research Associates and Jane Valerius Environmental Consulting; March 2021) identified a total of 0.063 acre of seasonal wetlands on the site (see Appendix C). Implementation of the project would result in the loss or degradation of the seasonal wetlands, resulting in potentially significant impacts, which could be reduced to less-than-significant levels with implementation of MM 3.4.2a and MM 3.4.2b listed below.

Development of the project site was included in the 2016 FEIR analysis and the project represents a minor increase of (+1) residential dwelling units compared to the maximum density analyzed in the 2016 FEIR. The project would not have any new significant impacts, nor would it create a substantial increase in the severity of the previously disclosed impacts analyzed in the 2016 FEIR. The project would be required to implement the majority of the 2016 FEIR biological resources MMs. The one exception is MM 3.4.1a, which may not be applicable pending USFWS review of the BRA and BRA Addendum.

Mitigation Measures

The following MMs, (with the exception of 3.4.1a) from the 2016 FEIR are required and would reduce biological resource impacts to less-than-significant levels. MM 3.4.1a is not anticipated to be applicable for the project, pending USFWS review of the BRA and BRA Addendum.

2016 Final EIR MM 3.4.1a:

The City of Santa Rosa shall incorporate the avoidance and MMs described in the Santa Rosa Plain Conservation Strategy and the USFWS Programmatic Biological Opinion, as conditions of approval for development in or near areas with suitable habitat for California tiger salamander, Burke's goldfields, Sonoma sunshine, Sebastopol meadowfoam, and manyflowered navarretia. However, in accordance with the USFWS Programmatic Biological Opinion, projects within the Southwest Santa Rosa Preserve System will be evaluated individually and mitigation may not necessarily adhere to the ratios described in the Conservation Strategy.

2016 Final EIR MM 3.4.1b:

If there is the potential for destruction of a nest or substantial disturbance to nesting birds or bats due to construction activities, a plan to monitor nesting birds or bats during construction shall be prepared and submitted to the USFWS and CDFG for review and approval. The City shall comply with all USFWS or CDFG guidance for protection of nesting birds.

If vegetation, buildings, or bridges that potentially provide nesting sites must be removed, a qualified wildlife biologist shall conduct pre-construction surveys. If an active bird nest is found, the bird shall be identified as to species and the approximate distance from the closest work site to the nest estimated. No additional measures need be implemented if active nests are more than the following distances from the nearest work site: (a) 300 feet for raptors; or (b) 75 feet for other non-special-status bird species. Disturbance of active nests shall be avoided to the extent possible until it is determined that nesting is complete and the young have fledged. Bats shall be absent or flushed from roost locations prior to demolition of buildings. If flushing of bats from buildings is necessary, it shall be done by a qualified biologist during the non-breeding season from October 1 to March 31. When flushing bats, structures shall be moved carefully to avoid harming individuals, and torpid bats given time to completely arouse and fly away. During the maternity season from April 1 to September 30, prior to building demolition or construction, a qualified biologist shall determine if a bat nursery is present at any sites identified as potentially housing bats. If an active nursery is present, disturbance of bats shall be avoided until the biologist determines that breeding is complete and young are reared.

2016 Final EIR MM 3.4.2a:

Implement MM 3.4.1a.

2016 Final EIR MM 3.4.2b:

A formal wetland delineation shall be conducted for areas that will be permanently or temporarily impacted by the project. If jurisdictional waters cannot be avoided, the City shall apply fora CWA Section 404 permit from the USACE and a Section 401 permit from the RWQCB. These permits shall be obtained prior to issuance of grading permits and implementation of the proposed project.

The City shall ensure that the project will result in no net loss of waters of the U.S. by providing mitigation through impact avoidance, impact minimization, and/or compensatory mitigation for the impact, as determined in the CWA Section404/401 permits.

Compensatory mitigation may consist of (a) obtaining credits from a mitigation bank; (b) making a payment to an in-lieu fee program that will conduct wetland, stream, or other aquatic resource restoration, creation, enhancement, or preservation activities (these programs are generally administered by government agencies or nonprofit organizations that have established an agreement with the regulatory agencies to use in-lieu fee payments collected from permit applicants); and/or (c) providing compensatory mitigation through an aquatic resource restoration, establishment, enhancement, and/or preservation activity. This last type of compensatory mitigation may be provided at or adjacent to the impact site (i.e., on-site mitigation) or at another location, usually within the same watershed as the permitted impact (i.e., off-site mitigation). The project proponent/permit applicant retains responsibility for the implementation and success of the mitigation project.

Sources

- 2016 FEIR
- Santa Rosa Citywide Creek Master Plan, Revised 2013
- 2021 BRA Addendum (Appendix C), August 2021

3.5 Cultural Resources

Description and Impact Summary

2016 FEIR Finding: The 2016 FEIR analyzed the potential impacts to cultural resources that could occur as a result of the Specific Plan and Annexation projects. The 2016 FEIR determined that the Specific Plan and Annexation would have less-than-significant impacts on cultural after mitigation.

The 2016 FEIR indicates that redevelopment within the Specific Plan and Annexation areas could affect historic properties through modification of historic character and through construction activities; however, the 2016 FEIR concluded that impacts would be less than significant, and no mitigation would be required. The 2016 FEIR found that future projects constructed in the Specific Plan and Annexations area involving ground disturbance could result in the disturbance of known and undiscovered archaeological resources, resulting in potentially significant impacts. The 2016 FEIR reduced this potentially significant impact to less-than-significant levels with implementation of 2016 Final EIR MM 3.5.2a and MM 3.5.2b, listed below. The 2016 FEIR also noted that if future projects constructed under the Specific Plan involve ground disturbance, implementation could result in the disturbance of human remains, then potentially significant impacts could occur. However, these potentially significant impacts would be reduced to less-than-significant levels by implementing MM 3.5.3a and MM 3.5.3b listed below. The General Plan 2035 EIR concluded that the impacts related to the potential for development under the General Plan would be reduced to less than cumulatively significant levels with the implementation of applicable policies included in the General Plan. These policies include HP-A-1 through HP-A-5 and HP-B-1 through HP-B-9. The entire Specific Plan and Annexation areas are subject to these General Plan policies.

Consequently, the impacts related to cultural resources that could occur as a result of the project would be less than significant after implementation of the 2016 FEIR MM referenced above and identified below. As a result, the project, similar to the Specific Plan and Annexation projects, would have less-than-significant impacts after mitigation on cultural resources. The project would not have any new significant cultural resources impacts, nor would it create a substantial increase in the severity of the previously disclosed impacts analyzed in the 2016 FEIR.

Project Analysis: An Archeological Resources Inventory Report and a Historic Built Environment Evaluation Report for the project were prepared by Dudek in April 2021, and revised August 2021 (see Appendix D). These studies were conducted in compliance with the requirements of Section 106 of the National Historic Preservation Act and with CEQA.

As described in the studies, the project site is located in Township 7 North, Range 8 West, and Section 34 of the Santa Rosa U.S. Geological Survey 7.5-minute quadrangle. The approximate center of the site corresponds to 38°24'55.94" north latitude and 122°44'17.90" west longitude. The project site is mostly flat with an elevation range of about 110 to 120 feet above mean sea level.

The Area of Potential Effects (APE) analyzed consisted of all areas of potential ground disturbance within the project and included the entire approximately 2.93-acre project site. The vertical APE, as represented by the maximum

depth of disturbance, was assumed to be a maximum of 10 feet below the existing ground surface. It should be noted, however, that project-related vertical disturbance may be as shallow as 2 feet below the surface based on present plans.

The Northwest Information Center (NWIC) records search identified no archaeological resources and one (1) historic built environment resource within the Project APE: P-49-005082, the Poisson Farmstead, which consists of the current farm and residence structures presently located on the project site. The Native American Heritage Commission (NAHC) Sacred Lands File (SLF) search did not identify any resources within the APE. No newly recorded archaeological resources were observed during pedestrian survey. In addition, as a result of the California Historical Resources Information System (CHRIS) record search, background research, field survey, and property significance evaluation, the subject property at 2268 Stony Point Road does not appear eligible for listing under any National Register of Historic Places (NRHP), California Register of Historical Resources (CRHR), or for City Landmark designation due to a lack of historical associations, architectural merit, and loss of integrity.

Based on observation of present condition during archaeological survey, soil within the APE appears to have been disturbed from historical farm construction and agricultural activities. While the surface displays significant disturbances, there is some potential that that some subsurface soils are present that remain undisturbed. Therefore, subsurface soils have the potential to support the presence of unknown intact prehistoric archaeological deposits. This potential for prehistoric archaeological resources is reduced based on the archaeological record, which documents limited presence of prehistoric archaeological resources in the surrounding area. In addition, while no historic-era refuse was observed during survey, given the extended period of documented historical use the project APE should be considered to also have some potential to contain buried archaeological material related to the farmstead. Based on available information, the project, as presently designed would not impact known archaeological resources and has a relatively low potential to encounter unanticipated resources.

Mitigation Measures

The following MMs from the 2016 FEIR are required and would reduce impacts to cultural resources to less-than-significant levels.

2016 Final EIR MM 3.5.2a:

Phase 1 Archaeological Resource Study. When specific projects are proposed within the project area that involve ground-disturbing activity, a site-specific Phase I archaeological resource study shall be performed by a qualified archaeologist or equivalent cultural resources professional that will include an updated records search, pedestrian survey of the project area, development of a historic context, sensitivity assessment for buried prehistoric deposits, and preparation of a technical report that meets federal and state requirements. If significant or unique resources are identified and cannot be avoided, treatment plans will be developed in consultation with the City and appropriate Native American representatives to mitigate potential impacts to less than significant based on the provisions of Public Resources Code Section 21083.2.

2016 Final EIR MM 3.5.2b:

Should any archaeological artifacts be discovered during construction of any project allowed under the Specific Plan, all construction activities shall be halted immediately within 50 feet of the discovery, the City shall be notified, and a professional archaeologist that meets the Secretary of the Interior's Standards and Guidelines for Professional Qualifications in archaeology and/or history shall be retained to determine the significance of the

discovery. The professional archaeologist shall prepare a plan to identify, record, report, evaluate, and recover the resources as necessary, which shall be implemented by the developer. Construction within the area of the discovery shall not recommence until impacts on the archaeological resource are mitigated as described in Mitigation Measure MM 3.5.2a. Additionally, Public Resources Code Section 5097.993 stipulates that a project sponsor must inform project personnel that collection of any Native American artifacts is prohibited by law.

2016 Final EIR MM 3.5.3a.

Implement MM 3.5.2a (Phase 1 Archaeological Resource Study).

2016 Final EIR MM 3.5.3b:

Should human remains be discovered during construction of any project allowed under the Specific Plan, all construction activities shall be halted immediately within 50 feet of the discovery, the City shall be notified, and the Sonoma County Coroner shall be notified, according to Section 5097.98 of the State Public Resources Code and Section 7050.5 of California's Health and Safety Code. If the remains are determined to be Native American, the coroner will notify the Native American Heritage Commission, and the procedures outlined in CEQA Section 15064.5(d) and (e) shall be followed.

Sources

- 2016 FEIR
- 2021 Cultural Resources Technical Studies (Appendix D), April 2021, revised August 2021

3.6 Energy

Description and Impact Summary

2016 FEIR Finding: Section 5.4 of the 2016 FEIR states that development in the Specific Plan and Annexation areas would be required to comply with all General Plan 2035 objectives and policies assumed for energy reduction in the General Plan 2035 EIR. Because the level of development in the Specific Plan and Annexation is similar to that assumed in the General Plan 2035 EIR and the Specific Plan and Annexation would be subject to the energy conserving policies identified in the General Plan 2035 EIR, the Specific Plan and Annexation would not result in inefficient, wasteful, and unnecessary consumption of energy or substantially increase energy consumption compared to that assumed in the General Plan 2035 EIR.

Project Analysis: The project is a residential development proposed on land designated and zoned for multi-family residential uses. There would be increases in both short- and long-term energy demands consistent with a multi-family residential project. Short-term energy demand would result from construction activities occurring as a result of construction, including energy needed to power worker and vendor vehicle trips as well as construction equipment. Long-term energy demand would result from operation of the project, which would include activities such as lighting, heating, and cooling of structures. Although implementation of the project would result in an increase in energy usage compared to current conditions due to the new structures on the project site, the increase in energy use would not be wasteful or inefficient because of measures incorporated into project design, including energy-efficient building design meeting CALGreen requirements. Moreover, given the small increase in the number of units (one [1] additional unit more than what was assumed in the 2016 FEIR), it would be consistent with the applicable long-range projections for energy use.

The project would be required to comply with Title 24, Part 6 of the California Code of Regulations, Building Energy Efficiency Standards. Additionally, the project is not located in an identified area designated for renewable energy production nor would the project interfere with the installation of any renewable energy systems. Therefore, the project would not conflict with or obstruct with applicable State and local plans for promoting use of renewable energy and energy efficiency and have not significant impact on energy resources. Overall, the project would not have any new significant energy impacts (and would offset energy impacts with solar panels), nor would it create a substantial increase in the severity of the previously disclosed impacts analyzed in the 2016 FEIR.

Mitigation Measures

No MMs related to energy were required in the 2016 FEIR. Furthermore, no new significant environmental effects and no substantial increase in the severity of previously identified energy impacts were found to occur as a result of the project. Therefore, no MMs for energy impacts are required.

Sources

- 2016 FEIR
- City of Santa Rosa General Plan 2035, 2019

3.7 Geology and Soils

Description and Impact Summary

2016 FEIR Finding: The 2016 FEIR indicates that projects developed as result of implementation of the Specific Plan and Annexation could be at risk from seismic hazards. Construction of subsequent projects could result in temporary erosion impacts. Subsequent projects developed as a result of implementation of the Specific Plan and Annexation could be constructed on soils that are expansive or have other physical characteristics that could result in unstable conditions. Subsequent projects developed as a result of implementation of the Specific Plan and Annexation in addition to other proposed and approved projects in the vicinity, would not cumulatively create any new or exacerbate any identified geological or soils (earthquake, seismic ground shaking, landslides, erosion, unstable geological units or expansive soil) impacts. The 2016 FEIR found geological and soils impacts to be less than significant.

Project Analysis: Similar to the Specific Plan and Annexation projects, the project would be constructed in compliance with applicable construction codes and requirements intended to lessen any adverse impacts resulting from any potential ground shaking, ground failure, liquefaction, and expansive soils. Proposed improvements to the project site would be designed in strict adherence to current standards for earthquake resistant construction, including the latest CBC, for seismic safety. Conformance with the CBC would reduce the effects of ground shaking and reduce potential adverse seismic impacts to less than a significant level.

The recommendations of the Geotechnical Report (PJC and Associates, February 2021) (see Appendix E), which would be submitted with the building permit, would ensure that all potential impacts are less than significant. As described in the report, the project site is relatively flat with nearly level to very gently sloping terrain. Development of the project would be expected to require cuts and fills of two to three feet and retaining walls would not be required. Although groundwater was found at a depth of 12.5 feet, it is not expected to have a detrimental impact on the project. As a result, the project, similar to the Specific Plan and Annexation projects would not cause, directly or indirectly, impacts on geologic resources.

The project would not have any new significant geology and soils impacts, nor would it create a substantial increase in the severity of the previously disclosed impacts analyzed in the 2016 FEIR.

Mitigation Measures

No MMs related to geology and soils were required in the 2016 FEIR. Furthermore, no new significant environmental effects and no substantial increase in the severity of previously identified geology and soils impacts were found to occur as a result of the project. Therefore, no MMs for geology and soils impacts are required.

Sources

- 2016 FEIR
- Geotechnical Report (Appendix E), February 24, 2021

3.8 Greenhouse Gas Emissions

Description and Impact Summary

2016 FEIR Finding: Climate change refers to any significant change in measures of climate, such as temperature, precipitation, or wind patterns, lasting for an extended period of time (decades or longer). The Earth's temperature depends on the balance between energy entering and leaving the planet's system, and many factors (natural and human) can cause changes in Earth's energy balance. The greenhouse effect is the trapping and build-up of heat in the atmosphere (troposphere) near the Earth's surface. The greenhouse effect is a natural process that contributes to regulating the Earth's temperature, and it creates a livable environment on Earth. Human activities that emit additional greenhouse gases (GHGs) to the atmosphere increase the amount of infrared radiation that gets absorbed before escaping into space, thus enhancing the greenhouse effect and causing the Earth's surface temperature to rise. Global climate change is a cumulative impact; a project contributes to this impact through its incremental contribution combined with the cumulative increase of all other sources of GHGs. Thus, GHG impacts are recognized exclusively as cumulative impacts (CAPCOA 2008).

A GHG is any gas that absorbs infrared radiation in the atmosphere; in other words, GHGs trap heat in the atmosphere. As defined in California Health and Safety Code Section 38505(g) for purposes of administering many of the state's primary GHG emissions reduction programs, GHGs include CO_2, methane (CH_4), nitrous oxide (N_2O), hydrofluorocarbons (HFCs), perfluorocarbons (PFCs), sulfur hexafluoride (SF_6), and nitrogen trifluoride (NF_3) (see also 14 CCR 15364.5). The three GHGs evaluated herein are CO_2, CH_4, and N_2O. Emissions of HFCs, PFCs, SF_6, and NF_3 are generally associated with industrial activities including the manufacturing of electrical components, heavy-duty air conditioning units, and insulation of electrical transmission equipment (substations, power lines, and switch gears.). Therefore, emissions of these GHGs were not evaluated or estimated in this analysis because the project would not include these activities or components and would not generate HFCs, PFCs, SF_6, and NF_3 in measurable quantities.

Gases in the atmosphere can contribute to climate change both directly and indirectly.[4] The Intergovernmental Panel on Climate Change developed the global warming potential (GWP) concept to compare the ability of each GHG to trap heat in the atmosphere relative to another gas. The reference gas used is CO_2; therefore, GWP-weighted

[4] Direct effects occur when the gas itself absorbs radiation. Indirect radiative forcing occurs when chemical transformations of the substance produce other GHGs, when a gas influences the atmospheric lifetimes of other gases, and/or when a gas affects atmospheric processes that alter the radiative balance of the Earth (e.g., affect cloud formation or albedo) (EPA 2017).

emissions are measured in metric tons of CO_2 equivalent (MT CO_2e). Consistent with CalEEMod Version 2016.3.2, this GHG emissions analysis assumed the GWP for CH_4 is 25 (emissions of 1 MT of CH_4 are equivalent to emissions of 25 MT of CO_2), and the GWP for N_2O is 298, based on the Intergovernmental Panel on Climate Change Fourth Assessment Report (IPCC 2007).

Separate thresholds of significance have been established by the BAAQMD for operational emissions from stationary sources (such as generators, furnaces, and boilers) and nonstationary sources (such as on-road vehicles) (BAAQMD 2017a). The threshold for stationary sources is 10,000 MT CO_2e per year (i.e., emissions above this level may be considered significant). For nonstationary sources, the following three separate thresholds have been established:

- Compliance with a Qualified Greenhouse Gas Reduction Strategy (i.e., if a project is found to be out of compliance with a Qualified Greenhouse Gas Reduction Strategy, its GHG emissions may be considered significant).
- 1,100 MT CO2e per year (i.e., emissions above this level may be considered significant).
- 4.6 MT CO_2e per service population per year (i.e., emissions above this level may be considered significant). (Service population is the sum of residents plus employees expected for a development project.)

The City's *Climate Action Plan* (City of Santa Rosa 2012) was developed following the CEQA Guidelines and the BAAQMD expectations for a Qualified Greenhouse Gas Reduction Strategy to allow for streamlining the environmental review for consistent projects. Consistency with the City's *Climate Action Plan* is the threshold applied in this analysis to determine if the project would be considered to have a cumulatively considerable contribution of GHG emissions and a cumulatively significant impact on climate change. Projects that are in compliance with the City's General Plan and CAP are considered compliant with respect to cumulative contributions to GHGs for CEQA purposes. A checklist (Appendix E: CAP New Development Checklist) has been developed to ensure new projects are compliant with the CAP. The Specific Plan and Annexation is proposing to implement the City's CAP, as noted in the 2016 FEIR Project Description. GHG emissions for the project were also quantified and presented herein for disclosure.

Subsequent to the 2016 FEIR, and consistent with Title 24 CCR requirements for adoption of building standard codes, the City passed a reach code on November 19, 2019. This required that all new residential construction of three stories or less to be 100 percent electric (All-Electric Reach Code).

Project Analysis: The 2016 FEIR concluded that the Specific Plan and Annexation projects would not conflict with an applicable plan adopted for the purpose of reducing GHG emissions. As a result, the project, similar to Specific Plan and Annexation projects would not cause, directly or indirectly, significant GHG impacts. Development of the project site was included in the 2016 FEIR analysis and the project represents a minor increase of +1 dwelling unit compared to the maximum density analyzed in the 2016 FEIR. A detailed project GHG analysis was completed and is provided in Appendix B. Estimated project-generated GHG emissions in the construction and operations phases would result in a minimal increase of GHG emissions, primarily associated with vehicular traffic (mobile sources). In addition, as shown in the completed CAP Checklist (Appendix E) in Appendix B of this Addendum, the project would meet all of the required City GHG reduction measures. As the project would be 100 percent electric, it would also comply with the City's reach code. Therefore, the project's GHG contribution would be less than significant and would not be cumulatively considerable. Any increase in emissions would be negligible and compliance with applicable regulations would remain unchanged. The project would not have any new significant impacts, nor would it create a substantial increase in the severity of the previously disclosed impacts analyzed in the 2016 FEIR.

Mitigation Measures

No MMs related to GHG were required in the 2016 FEIR. Furthermore, no new significant environmental effects and no substantial increase in the severity of previously identified GHG impacts were found. Therefore, MMs for GHG impacts are required.

Sources

- BAAQMD CEQA Air Quality Guidelines, 2010
- City Climate Action Plan, 2012
- 2016 FEIR
- BAAQMD 2017 Clean Air Plan
- Air Quality/GHG/Energy Inputs and Documentation (Appendix B), April 27, 2021

3.9 Hazards and Hazardous Materials

Description and Impact Summary

2016 FEIR Finding: The 2016 FEIR analyzed the potential impacts to hazards and hazardous materials that could occur as a result of Specific Plan and Annexation projects. The 2016 FEIR determined that implementation of the Specific Plan and Annexation would result in less-than-significant impacts related to the use, storage, and transport of hazardous materials, the risk of accidental release of hazardous materials, and the use of hazardous materials near schools.

However, the 2016 FEIR concluded that implementation of the Specific Plan and Annexation could result in potentially significant impacts related to sites with hazardous materials. This impact can be mitigated to less-than-significant levels with the implementation of 2016 Final EIR MM 3.8.4, listed below.

Project Analysis: A Phase 1 Environmental Site Assessment (ESA) was prepared by Harris and Lee Environmental Sciences, LLC (see Appendix F) for the project, which assessed the potential for Recognized Environmental Conditions for the proposed project site. Recognized Environmental Conditions are defined to a specific range of contaminants within the scope of the Comprehensive Environmental Response, Compensation and Liability Act (CERCLA) as well as petroleum products. No data gaps were encountered during the Phase 1 ESA investigation, and the ESA concluded there was no evidence of Recognized Environmental Conditions in connection with the proposed project area.

Construction of the project would involve the use of common hazardous materials used in construction, including bonding agents, paints and sealant coatings, and petroleum-based fuels, hydraulic fluids, and lubricants used in vehicles and equipment. Large quantities of these materials would not be stored at or transported to the construction site. Compliance with standard construction specifications the Hazardous Substances Plan, and the 2016 Final EIR MM 3.8.4b would ensure that impacts would be less than significant. For the project, all potential impacts related to such hazards (as discussed in the Phase 1 ESA, either during construction or operation, would be similar to those assessed in the 2016 FEIR. The project would not have any new significant hazardous materials impacts, nor would it create a substantial increase in the severity of the previously disclosed impacts analyzed in the 2016 FEIR.

Mitigation Measures

The following MMs from the 2016 FEIR are required and would reduce hazards and hazardous materials impacts to less-than-significant levels.

2016 FEIR MM 3.8.4a:

Phase I Environmental Site Assessment. Developers shall be required to complete a Phase I environmental site assessment for each property to be developed or redeveloped. If a Recognized Environmental Condition (REC) is identified in a Phase I environmental site assessment, a Phase II environmental site assessment shall be prepared to determine whether conditions are present that require remediation or other controls to minimize the potential for hazardous materials contamination to adversely affect public health and the environment. If remediation is required, developers shall complete site remediation in accordance with OSHA standards and Santa Rosa Fire Department, Sonoma County Environmental Health Department, and State Water Resources Control Board guidelines. The Department of Toxic Substances Control (DTSC) may become involved wherever toxic levels of contaminants are found that pose an immediate hazard. Remediation shall reduce human exposure risk and environmental hazards, both during and after construction. The remediation plan shall be prepared in accordance with the environmental consultant's recommendations and established procedures for safe remediation. Specific mitigation measures designed to protect human health and the environment will be provided in the plan. Requirements shall include but not be limited to the following:

- Documentation of the extent of previous environmental investigation and remediation at the site, including closure reports for underground storage tanks (USTs) and contaminant concentrations.
- A site-specific health and safety plan to be prepared by all contractors at the project site, where applicable. This includes a plan for all demolition, grading, and excavation on the site, as well as for future subsurface maintenance work. The plan shall include appropriate training, any required personal protective equipment, and monitoring of contaminants to determine exposure. The Health and Safety Plan shall be reviewed and approved by a certified industrial hygienist.
- Description of protocols for the investigation and evaluation of previously unidentified hazardous materials that could be encountered during project development, including engineering controls that may be required to reduce exposure to construction workers and future users of the site.
- Requirements for site-specific construction techniques that would minimize exposure to any
- subsurface contamination, where applicable, which shall include treatment and disposal measures for any contaminated groundwater removed from excavations, trenches, and dewatering systems in accordance with local and Regional Water Quality Control Board guidelines.
- Sampling and testing plan for excavated soils to determine suitability for reuse or acceptability for disposal at a state-licensed landfill facility.
- Restrictions limiting future excavation or development of the subsurface by residents and visitors to the proposed development, and prohibition of groundwater development should it be determined from test results that contamination is present. The restrictions would be developed based on site-specific conditions and would reflect the requirements of the RWQCB and/or DTSC, depending on which agency is responsible for oversight of the particular site. Restrictions, which are sometimes also referred to as land use covenants, shall be recorded with the parcel(s), shall run with the land. The developer or land owner successor(s)-in-interest shall be responsible for ensuring development complies with the restrictions.

Compliance with the restrictions must be demonstrated to the satisfaction of the City before a grading permit is issued.

- Completion of an approved remediation plan should land use restrictions be insufficient to allow development to proceed safely. Remediation measures may include excavation and replacement of contaminated soil with clean fill, pumping and treatment of groundwater, thermal treatment, etc.

2016 Final EIR MM 3.8.4b:

In the event previously unknown contaminated soil, groundwater, or subsurface features are encountered or have the potential be present during ground-disturbing activities at any site, work shall cease immediately, and the developer's contractor shall notify the City of Santa Rosa Fire Department for further instruction. The City shall ensure any grading or improvement plan or building permit includes a statement specifying that if hazardous materials contamination is discovered or suspected during construction activities, all work shall stop immediately until the City of Santa Rosa Fire Department has determined an appropriate course of action. Such actions may include, but would not be limited to, site investigation, human health and environmental risk assessment, implementation of a health and safety plan, and remediation and/or site management controls. The City of Santa Rosa Fire Department shall be responsible for notifying the appropriate regulatory agencies and providing evidence to the City Planning and Economic Development Department that potential risks have been mitigated to the extent required by regulatory agencies. Work shall not recommence on an impacted site until the applicable regulatory agency has determined further work would not pose an unacceptable human health or environmental risk. Deed restrictions may be required as provided under mitigation measure MM 3.8.4a.

Sources

- 2016 FEIR
- 2021 Phase 1 ESA (Appendix F), October 13, 2021

3.10 Hydrology and Water Quality

Description and Impact Summary

2016 FEIR Finding: The 2016 FEIR analyzed effects to hydrology and water quality associated with implementation of the Specific Plan and Annexation projects. Construction and operation of subsequent projects in the Specific Plan and Annexation areas could generate stormwater runoff containing pollutants from construction sites and new impervious surfaces, which could affect water quality. Future development in the Specific Plan and Annexation areas would not significantly deplete groundwater supplies or alter the area available for recharge of the groundwater aquifer. Future development in the Specific Plan and Annexation areas could increase impervious surfaces and, as a result, alter drainage patterns and increase drainage rates over existing conditions. Future development may result in increased runoff and flows to the municipal storm drain system. Future development may also occur in areas subject to flooding hazards. However, the 2016 FEIR determined that no significant impacts would occur and therefore no mitigation measures are required.

Project Analysis: Development of the project site was included in the 2016 FEIR analysis. The project would be subject to the same municipal regulations (i.e. City Low Impact Development [LID] and Standard Urban Stormwater Mitigation Plan [SUSMP] requirements; and General Plan stormwater management goals and policies). The project site is located in the Santa Rosa Plain, on nearly level to very gently sloping terrain. According to the USGS Santa

Rosa, California Quadrangle, the project site is located near an elevation of 112 feet above mean sea level (MSL). Site drainage generally consists of sheet flow and surface infiltration and would be directed to the southwest through a new on-site stormwater drainage system to an existing 24-inch storm drain outfall to Roseland Creek. Roseland Creek (a tributary to the Laguna de Santa Rosa) provides local drainage and borders the property to the east and south.

Groundwater was encountered during subsurface explorations completed as part of geotechnical surveys on January 5, 2021, at 13 and 12.5 feet below ground surface. However, groundwater is anticipated to fluctuate by several feet throughout the year, and the project, as it is designed, would not detrimentally impact the groundwater onsite.

The property is located within a FEMA designated, 100-year flood hazard area (Zone AE). Zone AE indicates a 1 percent annual chance of flooding and a 26 percent chance over the life of a 30-year mortgage. The FEMA map indicates a flood elevation of 115.86 feet to 116 feet. The project design has elevated the building pads to be above the FEMA designated flood zone to minimize flood risk and potential impacts. As such, the project would not have any new significant hydrology or water quality impacts, nor would it create a substantial increase in the severity of the previously disclosed impacts analyzed in the 2016 FEIR.

Mitigation Measures

No MMs related to hydrology and water quality were required in the 2016 FEIR. Furthermore, no new significant environmental effects and no substantial increase in the severity of previously identified hydrology and water quality impacts were found to occur as a result of the project. Therefore, no MMs for hydrology and water quality impacts are required.

Sources

- 2016 FEIR

3.11 Land Use and Planning

Description and Impact Summary

2016 FEIR Finding: The 2016 FEIR concluded that the Specific Plan and Annexation would not divide an established community nor would it conflict with applicable land use plans. Implementation of the Specific Plan and Annexation would not significantly contribute to adverse cumulative impacts related to land use including conflicts with applicable land use plans. All land use and planning impacts were found to be less than significant in the 2016 FEIR.

Project Analysis: Multi-family residential development of the project site was included in the 2016 FEIR analysis and the project represents a minor increase of +1 dwelling unit compared to the maximum density analyzed in the 2016 FEIR. The development footprint of the project would be similar or smaller compared to what was anticipated for the project site in the 2016 FEIR. The project would not have any new significant land use impacts, nor would it create a substantial increase in the severity of the previously disclosed impacts analyzed in the 2016 FEIR. Therefore the proposed project is consistent with the General Plan as well as the Roseland Area/Sebastopol Road Specific Plan's land use and planning goals and policies.

Mitigation Measures

No MMs related to land use were required in the 2016 FEIR. Furthermore, no new significant environmental effects and no substantial increase in the severity of previously identified land use impacts were found to occur as a result of the project. Therefore, no MMs for land use impacts are required.

Sources

- 2016 FEIR

3.12 Mineral Resources

Description and Impact Summary

2016 FEIR Finding: The 2016 FEIR evaluated the Specific Plan and Annexation areas and concluded that there would be no impacts to mineral resources and required no mitigation measures related to mineral resources for the Specific Plan and Annexation. The Surface Mining and Reclamation Act (SMARA) of 1975, identifies specific areas of mineral resources in the North San Francisco Bay Region including the City. The Specific Plan and Annexation does not lie within one of the listed aggregate deposits in the SMARA report as shown on Santa Rosa Quadrangle.

Project Analysis: Development of the project site was included in the 2016 FEIR analysis and circumstances related to mineral resources under which the project would be undertaken have not changed. As a result, the project, similar to the Specific Plan and Annexation, would have no impacts on mineral resources. The project would not have any new significant mineral resources impacts, nor would it create a substantial increase in the severity of the previously disclosed impacts analyzed in the 2016 FEIR.

Mitigation Measures

No MMs related to mineral resources were required in the 2016 FEIR. Furthermore, no new significant environmental effects and no substantial increase in the severity of previously identified mineral resource impacts were found to occur as a result of the project. Therefore, no MMs for mineral resource impacts are required.

Sources

- 2016 FEIR

3.13 Noise

Description and Impact Summary

2016 FEIR Finding: The 2016 FEIR evaluated potential noise impacts related to the Specific Plan and Annexation projects. The Specific Plan and Annexation would not expose residents to traffic noise or stationary sources of noise in excess of established standards.

The 2016 FEIR found that project operation would generate increased local traffic volumes that could cause a substantial permanent increase in ambient noise levels in the Specific Plan and Annexation vicinity. Construction

activities could cause a substantial temporary increase in ambient noise levels at nearby noise-sensitive land uses, which may result in increased levels of annoyance, activity interference, and sleep disruption. Planned development within the Specific Plan and Annexation areas would be required to comply with City noise standards set forth in the City Code and noise related policies from the General Plan. The 2016 FEIR found all of these noise impacts to be less than significant.

Project Analysis: Project noise measurements and analysis was completed and are provided in Appendix G. With regards to project construction noise, the City requires the implementation of BMPs for the control of construction-generated noise levels to reduce impacts to a less than significant level as a standard condition of development approval. In regards to project operational noise, the primary noise-related effect that is anticipated with this project is a potential for increases in traffic. The anticipated increase in traffic around the project site would include 366 daily trips, which is considered a minimal increase and would not exceed the 5 dB noise criteria outlined in the City's Noise and Safety Element and the Municipal Code. Therefore, operation of the project, including project-related traffic noise impacts, would be less than significant. Development of the project site was included in the 2016 FEIR analysis and the project represents a minor increase of +1 dwelling unit compared to the maximum density analyzed in the 2016 FEIR. Given the small increase in the number of units, additional noise, if any, is not anticipated to change the level of significance. Moreover, the project would comply with all City Code standards. The project would not have any new significant noise impacts, nor would it create a substantial increase in the severity of the previously disclosed impacts analyzed in the 2016 FEIR.

Mitigation Measures

No MMs related to noise were required in the 2016 FEIR. Furthermore, no new significant environmental effects and no substantial increase in the severity of previously identified noise impacts were found to occur as a result of the project. Therefore, no MMs for noise impacts are required.

Sources

- 2016 FEIR
- Noise Technical Memorandum (Appendix G), June 2, 2020, revised August 20, 2021

3.14 Population and Housing

Description and Impact Summary

2016 FEIR Finding: The 2016 FEIR found that the Specific Plan and Annexation would result in population growth in the Specific Plan and Annexation projects area that is consistent with growth projections for the City. The Specific Plan and Annexation could involve redevelopment activities on currently occupied residential parcels, but there would be minimal net displacement of people and/or housing overall. The Specific Plan and Annexation, along with other approved, proposed, and reasonably foreseeable development, could induce population and housing growth in the City's Urban Growth Boundary. The Specific Plan and Annexation, along with other approved, proposed, and reasonably foreseeable development, would not result in cumulative loss of housing or displacement of people. The 2016 FEIR concluded that the Specific Plan and Annexation would result in less-than-significant population and housing impacts overall.

Project Analysis: This proposed 100 percent affordable housing project qualifies for a density bonus. Development of the project site was included in the 2016 FEIR analysis and the project represents a minor increase of +1 dwelling unit compared to the maximum density analyzed in the 2016 FEIR. As of July 2019, the US Census Bureau estimated that the City had approximately 176,753 residents. The Bureau estimates that there are 66,319 households and an average persons per household rate of 2.66 (US Census Bureau 2021). The Santa Rosa 2035 General Plan expected an increase of 85,405 residents as well as 25,225 dwelling units by 2035 (City of Santa Rosa 2019). The project would represent less than 1/100th of the number of units anticipated. The project would not have any new significant impacts, nor would it create a substantial increase in the severity of the previously disclosed impacts analyzed in the 2016 FEIR.

Mitigation Measures

No MMs related to population and housing were required in the 2016 FEIR. Furthermore, no new significant environmental effects and no substantial increase in the severity of previously identified population and housing impacts were found to our as a result of the project. Therefore, no MMs for population and housing impacts are required.

Sources

- 2016 FEIR

3.15 Public Services

Discussion and Impact Summary

2016 FEIR Finding: The 2016 FEIR analyzed effects to public services associated with the Specific Plan and Annexation projects. Development resulting from implementation of the Specific Plan and Annexation could increase demand for fire protection, fire prevention, emergency medical, and law enforcement services, resulting in the need for new facilities, the construction of which could result in physical environmental effects. The Specific Plan and Annexation, in combination with other reasonably foreseeable development, would increase the City's population and could contribute to the need for expanded fire protection, fire prevention, and emergency medical services that could cause significant physical impacts to the environment. The Specific Plan and Annexation would result in the development of new residential and non-residential uses in the Specific Plan and Annexation projects area which would increase enrollment at local schools. The Specific Plan and Annexation, in combination with other reasonably foreseeable development in the City, would generate new student enrollments at local area schools. Implementation of the Specific Plan and Annexation would increase demand for parks and recreational facilities. Implementation of the Specific Plan and Annexation, in combination with other reasonably foreseeable development in the City, would also increase demand for parks and recreational facilities. The 2016 FEIR determined that the Specific Plan and Annexation would have less-than-significant impacts on public services, and no MMs were required.

Project Analysis: The project would comply with the existing zoning and land use designation of the project site and the increase in population would have been expected as part of the 2035 General Plan. The population added to the City as a result of the project would result in a 0.0007 percent increase (a negligible increase). Construction of public services such as new fire, police, library, park, or school facilities as a result of the project is not anticipated. Development of the project site was included in the 2016 FEIR analysis. A total of 49 dwelling units are allowed on-

site based on the size of the site and the General Plan land uses designations. This proposed 100 percent affordable housing project qualifies for a state density bonus. The project includes the construction of a three-story, 50-unit, multi-family apartment building, which is includes +1 additional dwelling unit than the baseline permitted by the General Plan land use designations and zoning districts for the site. Thus, the increase to public service demand would be negligible. The project would not have any new significant public services impacts, nor would it create a substantial increase in the severity of the previously disclosed impacts analyzed in the 2016 FEIR.

Mitigation Measures

No MMs related to public services were required in the 2016 FEIR. No new significant environmental effects and no substantial increase in the severity of previously identified significant effects were found. Therefore, no MMs are required.

Sources

- 2016 FEIR

3.16 Recreation

Discussion and Impact Summary

2016 FEIR Finding: The 2016 FEIR analyzed the potential impacts on recreational facilities and the Specific Plan and Annexation would have minimal effects on existing neighborhood and regional parks. Impacts were found to be less than significant, and no MMs were required.

Project Analysis: Development of the project site was included in the 2016 FEIR analysis and the project represents a minor increase of +1 dwelling unit compared to the maximum density analyzed in the 2016 FEIR. The City's Recreation and Parks Department maintains 1,100 acres of park lands, open space, civic space and roadside landscaping. This includes 72 neighborhood and community parks as well as a large number of special recreational and historic facilities. The Santa Rosa 2035 General Plan identifies 531 acres of neighborhood and community parks, 170 acres of undeveloped parkland, and 14 community and/or recreational facilities. The General Plan identifies the goal ratio of 3.5 acres of parkland per 1,000 residents. General Plan buildout would include approximately 865 acres of parkland to support an expected population of 233,520; this would result in an approximate ratio of 3.7 acres per 1,000 residents, which would comply with the City's stated goal. Currently, the City is in the midst of planning a new 19.49-acre Roseland Community Park that would be located 3,165 feet northeast of the project site. Park amenities would include walking trails, parking, restrooms, picnic area, multi-use turf, nature play area, sports court, and community garden. Furthermore, the project site includes a sport court, tot lot, and other recreational/open space amenities (refer to Figure 7. Proposed Open Space Diagram). As such, the project would not have any new significant recreation impacts, nor would it create a substantial increase in the severity of the previously disclosed impacts analyzed in the 2016 FEIR.

Mitigation Measures

No MMs related to recreation were required in the 2016 FEIR. Furthermore, no new significant environmental effects and no substantial increase in the severity of previously identified recreation impacts were found to occur as a result of the project. Therefore, no MMs for recreation impacts are required.

Sources

- 2016 FEIR

3.17 Transportation

Discussion and Impact Summary

2016 FEIR Finding: The 2016 FEIR concluded that Specific Plan and Annexation traffic would not degrade corridor operations to unacceptable levels of service (LOS) under "Existing plus Project" conditions. Specific Plan and Annexation traffic would have the potential to degrade mainline freeway operations to unacceptable LOS under Existing plus Project conditions. Traffic would have the potential to degrade freeway ramp operations to an unacceptable LOS at the southbound US 101 freeway off-ramp at Hearn Avenue under Existing plus Project conditions. The Specific Plan and Annexation includes various roadway improvements that would be designed and constructed according to City-approved design standards to ensure safety.

Project Analysis: Implementation of the project, which includes one-way signage for northbound traffic on Stony Point Road, would not interfere with emergency access within the Specific Plan and Annexation areas. Implementation of the Specific Plan and Annexation would not conflict with any alternative transportation policies or plans. Implementation of the Specific Plan and Annexation would result in improvements to pedestrian and bicycle circulation in the Specific Plan and Annexation areas that would enhance connectivity and safety. Implementation of the Specific Plan and Annexation would have a beneficial impact on bus transit by concentrating uses in a transit-oriented development pattern and by increasing connectivity to transit facilities. Construction activities associated with implementation may temporarily affect vehicular, pedestrian, bicycle, and transit circulation. Specific Plan and Annexation traffic, when considered together with other past, present, and future development, would have the potential to degrade corridor operations to unacceptable levels of service (Future plus Project or cumulative condition). Specific Plan and Annexation traffic, when considered together with other past, present, and future development, would have the potential to degrade mainline freeway operations to unacceptable LOS (Future plus Project or "cumulative" conditions).

Development of the project site was included in the 2016 FEIR analysis and the project represents a minor increase of +1 dwelling unit compared to the maximum density analyzed in the 2016 FEIR. The project would not have any new significant transportation impacts, nor would it create a substantial increase in the severity of the previously disclosed impacts analyzed in the 2016 FEIR.

This section analyzes the transportation impacts of the project based on CEQA Guidelines Section 15064.3(b), which focuses on recently adopted analysis criteria and impact metrics pursuant to SB 743 for determining the significance of transportation impacts. Per SB 743, the focus of transportation analysis changed from a LOS or vehicle delay approach to the analysis of VMT. The related updates to the CEQA Guidelines required under SB 743 were approved on December 28, 2018, and were required to be implemented on July 1, 2020.

Accordingly, for CEQA purposes, this section analyzes the project-related impacts pertaining to VMT. A transportation analysis technical memorandum (TA Memorandum) that includes an informational LOS/delay-based analysis has also been prepared (see Appendix H). The TA Memorandum also provides more detailed information on the existing transportation network, the estimated project trip generation and trip distribution, and additional analysis of the project site access.

Project Trip Generation

Trip generation estimates were based on the project description and characteristics of the project. Trip generation was estimated by using trip rates from the Institute of Transportation Engineers 10th Edition Trip Generation book (ITE 2017). The project would construct 50 residential dwelling units of affordable housing within three (3) separate buildings. While the Trip Generation book contains trip rates for Affordable Housing – Income Limits DUs (ITE Code 223), there were only two studies conducted for affordable housing developments in suburban areas. The rates of those two studies were higher than ITE's Multifamily Housing (low-rise) rates (ITE Code 220), and therefore were not considered to be appropriate for this project. Therefore, the rates for Multifamily Housing (low-rise) rates were used instead. Accordingly, AM and PM peak hour trip generation volumes were computed. Table 3.17-1 presents the trip generation estimates for the project.

Table 3.17-1. Project Trip Generation

Land Use	ITE Code	Size/Units	Daily	AM Peak Hour			PM Peak Hour		
				In	*Out*	*Total*	*In*	*Out*	*Total*
Trip Rates[1]									
Multifamily Housing (Low-Rise)	220	DU	7.32	0.11	0.35	0.46	0.35	0.21	0.56
Trip Generation									
Stony Point Flats Project	220	50	DU	366	5	18	23	18	10
		Project Trip Generation	**366**	**5**	**18**	**23**	**18**	**10**	**28**

Notes: ITE = Institute of Transportation Engineers; DU = Dwelling Units
[1] ITE 2017.

Based on Table 3.17-1, the project would generate approximately 366 daily trips, 23 AM peak hour trips (5 inbound and 18 outbound), and 28 PM peak hour trips (18 inbound and 10 outbound).

Detailed Impact Analysis

Consistency with Applicable Transportation Programs, Plans, Ordinances, or Policies

The project could potentially affect portions of the circulation systems within the jurisdiction of the City and the Sonoma County Transportation Authority (SCTA). Applicable programs, plans, ordinances, and policies (City of Santa Rosa General Plan Transportation Element, Roseland Area/Sebastopol Road Specific Plan, Congestion Management Program) for each jurisdiction are described below. As shown in the analysis below, the project would not conflict with the programs, plans, ordinances, and policies addressing the circulation system, including transit, roadway, bicycle, and pedestrian facilities.

Transit Facilities

Currently, the project area is directly severed by the Santa Rosa CityBus bus service (Routes 2/2B, 6, 12, and 15). which provides local service to the City and other areas of Sonoma County. CityBus also provides routes that connect to the Sonoma-Marin Area Rail Transit (SMART) system. The nearest station that would serve the project is the Santa Rosa Downtown Station, which is approximately 2 miles northeast of the project site.

The project would not relocate any existing bus or rail stops and would not require any changes to existing or future routes as described. The project would not require an increase in service frequency or additional routes to serve the project area. Development of the project would not conflict with the existing bus routes or bus stops.

Pedestrian and Bicycle Facilities

Bicycle facilities are typically divided into several classifications that describe their efficacy. Class I (separated right-of-way) bicycle paths are completely separated from roadways and can be typically shared with pedestrians. Class II (painted) bicycle lanes are designed to be on-street and include a painted stripe to indicate the separation between bicyclists and motorists. Class III (signed) bicycle routes are designated to be on-street, however, they are provided on slower roadways that facilitate safe equal sharing of the roadway between bicyclists and motorists. Class IV (protected) bicycle lanes are separated from roadways and provide for exclusive use for bicyclists, including motorists, pedestrians, and other alternative transportation forms which are not permitted.

As shown in the TA Memorandum, Figure 4 (see Appendix H), currently there are several existing bicycle facilities that serve the project site and study area. Closest to the project site, there are existing Class II (painted) bicycle lanes along both sides of Stony Point Road, as well as along Hearn Avenue, Northpoint Parkway, and Sebastopol Road.

As shown in the TA Memorandum, Figure 5 (see Appendix H), as part of the Roseland Area/Sebastopol Road Specific Plan, a proposed Class II bicycle lane would follow the eastward extension of Northpoint Parkway, and connect to Hearn Avenue. In the project vicinity several other Class II bicycle lanes identified in the Specific Plan would be constructed along Burbank Avenue, West Avenue, and Dutton Avenue.

There is currently a Class I (separated right-of-way) bicycle path (Pearblossom Trail) that may be shared with pedestrians and other non-motorized uses in between Northpoint Parkway and Edgewater Drive. As part of the development of the Roseland Creek trail a proposed multi-use path (Class I bicycle path) just south of the project site would follow the northside of Roseland Creek and connect to the Roseland Creek Community Park and Burbank Avenue. The project would facilitate access to the northern portion of the Roseland Creek Trail, directly south of the project site, however would not require any changes to existing or future routes and is not expected to impact the safety and functioning of the bicycle facilities in the area. Further, construction of the project would not preclude future bicycle facility improvements. The project would not require any changes to existing or future routes and is not expected to impact the safety and functioning of the bicycle facilities in the area.

Currently, both sides of Stony Point Road along the project site possess adequate sidewalks with built curbs and gutters. Northpoint Parkway also possesses sidewalks on both sides and, according to the Roseland Area/Sebastopol Road Specific Plan (2016), Northpoint Parkway is expected to maintain sidewalks on both sides of the road once it is extended east of Stony Point Road. Currently, the intersection of Stony Point Road/Northpoint Parkway does not contain a pedestrian crossing on the south leg of the intersection, and therefore pedestrians would utilize the north leg to cross the road, or they may proceed southward on Stony Point Road and utilize the midblock crossing approximately 300-feet south of the project site to connect to the Pearblossom Trail. Pedestrians would utilize the project driveway to enter the site, and a pathway would connect the patio and sport court areas of the project. According to the City's Creek Trails Map & Guide (2018) and the Santa Rosa Citywide Creek Master Plan (2013), the Roseland Creek trail is an undeveloped trail that follows both sides of Roseland Creek to connect to Burbank Avenue. The southern portion of the trail follows directly from the Pearblossom Trail; however, this portion of the trail is expected to remain unpaved and would not be expected to reach Burbank Avenue. The northern portion of the Roseland Creek trail is expected to be paved and follow Roseland Creek northward and

eastward with bridge trail crossings near Burbank Avenue. Both the northern portion of the Roseland Creek trail and Pearblossom Trail, would allow for both pedestrian, bicycle, and other shared uses.

The project would facilitate access to the northern portion of the Roseland Creek Trail, directly south of the project site, however it would not require any changes to pedestrian facilities, or trails and is not expected to impact the safety and functioning of the pedestrian facilities in the area. Further, construction of the project would not preclude future pedestrian facility improvements. Therefore, development of the project would not conflict with the existing pedestrian or bicycle facilities in the area and would improve pedestrian access around the project site.

VMT Analysis

CEQA Guidelines Section 15064.3(b) focuses on VMT for determining the significance of transportation impacts. SB 743 required the Governor's Office of Planning and Research (OPR) to amend the CEQA Guidelines to provide an alternative to level of service (LOS) for evaluating transportation impacts. Under the new transportation guidelines, LOS, or vehicle delay, would no longer be considered an environmental impact under CEQA. OPR recommended Vehicle Miles Traveled (VMT) as the most appropriate measure of project transportation impacts for land use projects and land use plans. The OPR Technical Advisory (OPR 2018) provides guidance and tools to properly carry out the principles within SB 743 and how to evaluate transportation impacts in CEQA.

Guidance developed by the City is generally based upon the OPR Guidelines and thresholds. Since the project would consist of 100 percent affordable housing and because the project would be located in an area that is identified as a residential low-VMT generating area, the project would be screened-out of further VMT analysis. A detailed VMT analysis was not required, and the project is consistent with CEQA Guidelines Section 150645.3(b).

Hazards Related to Geometric Design or Incompatible Uses

The project would not include construction of any new roadways, modifications to any existing roadway or intersection geometry, or temporary road closures during construction. The existing driveway access along Stony Point Road would be maintained and improved to accommodate the project. Any and all improvements required within the public right-of-way would be required to comply with standards set forth by the City to ensure that the project does not introduce an incompatible design feature that would impede operations on project-adjacent roadway facilities. A queuing analysis using the SimTraffic software was prepared to assess the safety of the Stony Point Road/Northpoint Parkway intersection, due to the proximity of the project driveway being approximately 75-feet south of the intersection. In addition, a Sight Distance analysis was conducted using the methodology from the American Association of State Highway Transportation Officials' (AASHTO, 2018) – Geometric Design of Highways and Streets ("Green Book"), Table 9-9 – Design Intersection Sight Distance, Right Turn from Stop. A detailed description of the proposed site access is provided, as follows.

Project Site Access

As discussed previously, the project site is located on the eastern side of Stony Point Road, approximately 100-feet southeast of the intersection of Stony Point Road and Northpoint Parkway. The existing driveway at the site would remain and be improved to facilitate right turn inbound and right turn outbound traffic. An outbound "right-turn only" signage and road markings to channelize right turn movements at the project driveway to direct motorists to proceed north on Stony Point Road. This would discourage outbound project vehicles from crossing the northbound through lanes to enter the left-turn storage lane at the intersection and potentially block through traffic. A U-turn for inbound vehicles at the Stony Point Road/Pearblossom Drive intersection would provide a route for inbound

vehicles travelling southbound along Stony Point Road or turning from Northpoint Parkway to access the project site. This U-turn has been analyzed and is discussed in the TA Memorandum (see Appendix H). A U-turn at this location is not required.

Dudek evaluated the adequacy of the intersection sight distance at the project driveway for right turns onto Stony Point Road. Based on the sight distance analysis provided in the TA Memorandum, there is adequate intersection sight distance for vehicles traveling northbound along Stony Point Road.

Queuing

The queuing analysis focuses on the 95th percentile (design) queue length within the SimTraffic simulation, which corresponds to a vehicular queue length that has a 5 percent probability of being exceeded during the analysis period. The analysis period utilized corresponds to the peak hour of traffic during the typical AM peak hour period (7:00 AM – 9:00 AM) and the PM peak hour (4:00 PM – 6:00 PM). In order to evaluate the project's impact once fully constructed and occupied, the queuing analysis reflects the future year period. The Opening Year 2022 plus Project scenario consists of existing traffic with a background ambient growth rate of 1 percent/year (based on the project being fully constructed by the end of 2022) and cumulative projects that are either approved/under construction, in addition to the traffic generated by the project (as shown in Table 3.17-1). Further information is provided within the TA Memorandum (see Appendix H). Table 3.17-2 displays the results of the queuing analysis.

Table 3.17-2. Queuing

Intersection	Movement	Vehicle Storage Length[2]	Vehicle Queue1		Exceeds Vehicle Storage Length?	
			AM	*PM*	*AM*	*PM*
Opening Year 2022 plus Project						
Stony Point Road/Northpoint Parkway	EBL[3]	600	72	140	No	No
	EBR	175	83	173	No	No
	NBL	300	163	102	No	No
	SBU	120	88	51	No	No

Notes: EBL = Eastbound Left Turn Lane, EBR = Eastbound Right Turn Lane, NBL = Northbound Left Turn Lane, SBU = Southbound U-turn lane

1 Measured in feet.

2 Based on 95th percentile (design) queue length in SimTraffic 10.

3 Length measured from nearest intersection.

As shown in Table 3.17-2, none of the calculated 95th percentile (design) queues for the Opening Year 2022 plus Project scenario are forecast to exceed the storage capacities of the Stony Point Road/Northpoint Parkway intersection. The project contribution to vehicular queues would be nominal when comparing queues with the U-turn.

Emergency Access

As discussed previously, the project site is located on the eastern side of Stony Point Road, approximately 100-feet southeast of the intersection of Stony Point Road and Northpoint Parkway. The existing driveway at the site would remain and be improved to facilitate right turn inbound and right turn outbound traffic. An outbound "right-turn only" signage and road markings would be provided to channelize right turn movements at the project driveway to direct motorists to proceed north on Stony Point Road. This would discourage outbound project vehicles from crossing the northbound through lanes to enter the left-turn storage lane at the intersection and potentially block

through traffic. A U-turn for inbound vehicles at the Stony Point Road/Pearblossom Drive intersection has been analyzed and is discussed in the TA Memorandum (see Appendix H). A U-turn at this location would provide a route for inbound vehicles travelling southbound along Stony Point Road or turning from Northpoint Parkway.

Due to the configuration of the Stony Point Road/Northpoint Parkway intersection emergency vehicles arriving from the north along Stony Point Road, or from Northpoint Parkway and traveling south, would likely also perform a U-turn at the Stony Point Road/Pearblossom Drive intersection. Alternatively, emergency vehicles could proceed cautiously against oncoming traffic for approximately 100-feet south of the Stony Point Road/Northpoint Parkway intersection to reach the project site.

From the south, emergency vehicles would be able to access the project site from Stony Point Road and all areas of the project would possess adequate capacity for emergency vehicles. The project would comply with all local, regional, state, and federal guidelines related to emergency access. Emergency vehicles would be able to access all buildings within the project site. The project site would be accessible to emergency responders during construction and operation of the project.

Mitigation Measures

The following MM from the 2016 FEIR is required and would reduce construction-related traffic impacts to less-than-significant levels. 2016 FEIR MM 3.14.12 is related to adverse queuing onto the mainline freeway and is not applicable to this project.

2016 FEIR MM 3.14.9:

Prior to construction activities, applicants seeking to construct projects in the project area shall submit a construction traffic control plan to the City of Santa Rosa for review and approval. The plan shall identify the timing and routing of all major construction-related traffic to avoid potential congestion and delays on the local street network. Any temporary road or sidewalk closures shall be identified along with detour plans for rerouting pedestrian and bicycle traffic for rerouting pedestrian and bicycle traffic. The plan shall also identify locations where transit service would be temporarily rerouted or transit stops moved, and these changes must be approved by the Santa Rosa CityBus and Sonoma County Transit before the plan is finalized. If necessary, movement of major construction equipment and materials shall be limited to off-peak hours to avoid conflicts with local traffic circulation.

Sources

- 2016 FEIR
- 2020 Draft Vehicle Miles Traveled (VMT) Guidelines Final Draft, City of Santa Rosa Transportation and Public Works Department
- TA Memorandum (Appendix H), August 6, 2021, revised August 26, 2021

3.18 Tribal Cultural Resources

Discussion and Impact Summary

2016 FEIR Finding: The 2016 FEIR analyzed the potential impacts to tribal cultural resources that could occur as a result of the Specific Plan and Annexation projects. The 2016 FEIR determined that the Specific Plan and Annexation would have less-than-significant impacts on tribal cultural resources after mitigation.

Project Analysis: As discussed in Section 3.5, an Archeological Resources Inventory Report for the project was prepared by Dudek in April 2021, and revised August 2021 (see Appendix D). Specific to the project, Dudek contacted the NAHC on January 4, 2021 to request a search of the SLC. The NAHC responded on January 20, 2021, indicating that the search failed to identify any Native American resources in the vicinity of the project and provided a list of individuals and organizations to contact that may have additional information. Letters and emails were sent to each of the contacts to request information on resources in the area on January 26, 2021 and January 28, 2021, respectively. Of the 11 tribal representatives contacted, eight provided no response, two (both from the Federated Indians of Graton Rancheria) provided responses requesting notifications regarding the project, and one (Lytton Rancheria) requested additional information. Furthermore, an addendum to an EIR is not subject to AB52 requirements. Tribal correspondence documents are included in the Archeological Resources Inventory Report (see Appendix D).

The 2016 FEIR found that future projects constructed in the Specific Plan and Annexations area involving ground disturbance could result in the disturbance of known and undiscovered archaeological resources or cause a substantial adverse change in the significance of a tribal cultural resource as defined in Public Resources Code Section 21074, resulting in potentially significant impacts. The 2016 FEIR reduced this potentially significant impact to less-than-significant levels with implementation of 2016 Final EIR MM 3.5.2a and MM3.5.2b, listed below. The 2016 FEIR also noted that if future projects constructed under the Specific Plan involve ground disturbance, implementation could result in the disturbance of human remains, then potentially significant impacts could occur. However, these potentially significant impacts could be reduced to less-than-significant levels by implementing MM 3.5.3a and MM 3.5.3b listed below. Implementation of the Specific Plan and Annexation, along with any foreseeable development in the Specific Plan and Annexation vicinity, could contribute to cumulative impacts to cultural resources; however, these impacts were found to be less than cumulatively considerable.

Consequently, the impacts related to tribal resources that could occur as a result of the project would be less-than-significant after implementation of the 2016 FEIR MMs referenced above and identified below. As a result, the project, similar to the Specific Plan and Annexation projects, would have less-than-significant impacts after mitigation on tribal cultural resources. The project would not have any new significant tribal cultural resources impacts, nor would it create a substantial increase in the severity of the previously disclosed impacts analyzed in the 2016 FEIR.

Mitigation Measures

The following MMs from the 2016 FEIR are required and would reduce cultural and tribal cultural resources impacts to less-than-significant levels.

2016 FEIR MM 3.5.2a:

Phase 1 Archaeological Resource Study. When specific projects are proposed within the project area that involve ground-disturbing activity, a site-specific Phase I archaeological resource study shall be performed by a qualified archaeologist or equivalent cultural resources professional that will include an updated records search, pedestrian survey of the project area, development of a historic context, sensitivity assessment for buried prehistoric deposits, and preparation of a technical report that meets federal and state requirements. If significant or unique resources are identified and cannot be avoided, treatment plans will be developed in consultation with the City and appropriate Native American representatives to mitigate potential impacts to less than significant based on the provisions of Public Resources Code Section 21083.2.

2016 FEIR MM 3.5.2b:

Should any archaeological artifacts be discovered during construction of any project allowed under the Specific Plan, all construction activities shall be halted immediately within 50 feet of the discovery, the City shall be notified, and a professional archaeologist that meets the Secretary of the Interior's Standards and Guidelines for Professional Qualifications in archaeology and/or history shall be retained to determine the significance of the discovery. The professional archaeologist shall prepare a plan to identify, record, report, evaluate, and recover the resources as necessary, which shall be implemented by the developer. Construction within the area of the discovery shall not recommence until impacts on the archaeological resource are mitigated as described in MM 3.5.2a. Additionally, Public Resources Code Section 5097.993 stipulates that a project sponsor must inform project personnel that collection of any Native American artifacts is prohibited by law.

2016 FEIR MM 3.5.3a:

Implement MM 3.5.2a (Phase 1 Archaeological Resource Study).

2016 FEIR MM 3.5.3b:

Should human remains be discovered during construction of any project allowed under the Specific Plan, all construction activities shall be halted immediately within 50 feet of the discovery, the City shall be notified, and the Sonoma County Coroner shall be notified, according to Section 5097.98 of the State Public Resources Code and Section 7050.5 of California's Health and Safety Code. If the remains are determined to be Native American, the coroner will notify the Native American Heritage Commission, and the procedures outlined in CEQA Section 15064.5(d) and (e) shall be followed.

Sources

- 2016 FEIR
- Cultural Resources Technical Reports (Appendix D), April 2021, revised August 2021

3.19 Utilities and Service Systems

Description and Impact Summary

2016 FEIR Finding: The 2016 FEIR determined that implementation of the Specific Plan and Annexation did not require any new or expanded water treatment facilities, resulting in no impact. The Specific Plan and Annexation in

combination with other reasonably foreseeable development in the SCWA service area, would result in less than cumulatively considerable water supply impacts. Wastewater flows generated as a result of the Specific Plan and Annexation would not exceed existing capacity at the Laguna Wastewater Treatment Plant or in existing conveyance facilities, and impacts were deemed less than significant. Implementation of the Specific Plan and Annexation required the extension of existing stormwater drainage facilities to serve new development; however, impacts were considered less than significant. Cumulative growth in the City would increase the volume of stormwater entering the City's drainage system; however, impacts would be less than cumulatively considerable.

The 2016 FEIR indicated that future development resulting from implementation of the Specific Plan and Annexation would increase demand for solid waste collection, recycling, and disposal services; however, impacts would be less than significant. Implementation of the Specific Plan and Annexation would not be expected to result in conflicts with any federal, state, or local solid waste regulations, and impacts would be less than significant. The Specific Plan and Annexation, when considered in combination with other existing and planned development in the SCWMA service area, would increase cumulative demand for solid waste disposal services, however, impacts would be less than cumulatively considerable.

Project Analysis: Development of the project site was included in the 2016 FEIR analysis and the project represents a minor increase of +1 dwelling unit compared to the maximum density analyzed in the 2016 FEIR. Utilities and service systems are already provided in the project area, and the demand for services is typical of new residential development. This includes water supply, wastewater, stormwater, solid waste, power (electricity and natural gas), and telecommunications. The project would not have any new significant utilities and service systems impacts, nor would it create a substantial increase in the severity of the previously disclosed impacts analyzed in the 2016 FEIR.

Mitigation Measures

No MM related to public services were required in the 2016 FEIR. Furthermore, no new significant environmental effects and no substantial increase in the severity of previously identified public service impacts were found to occur as a result of the project. Therefore, no MMs for public service impacts are required.

Sources

- 2016 FEIR

3.20 Wildfire

Discussion and Impact Summary

2016 FEIR Finding: The 2016 FEIR concluded that the Specific Plan and Annexation would result in no impacts related to wildfire as the Specific Plan and Annexation areas are not within a State designated area of high fire hazard severity. The Specific Plan and Annexation areas are in an urbanized area surrounded by mostly industrial uses. While wildfires have entered urban areas, the risk is not considered significant for the Specific Plan and Annexation areas as they are far removed from areas of high wildfire risk.

The General Plan identifies Wildland Urban Interface (WUI) zones, which are defined as areas where homes are built near or among lands prone to wildland fire. According to the General Plan, WUI zones include four types of fire hazard zones: moderate, high, very high, and mutual threat. According to the General Plan, approximately 30

percent of the City is located in a WUI zone. The project site is not located within, or near, a WUI zone as identified in the General Plan and therefore is not designated one of the four WUI fire hazard zones.

The Specific Plan and Annexation would not impair implementation of, or physically interfere with the community's adopted emergency operations plan. The Specific Plan and Annexation would not change existing circulation patterns and therefore would have a negligible effect on emergency response routes.

Project Analysis: The project would be required to comply with all applicable building and safety codes, including the CBC and California Fire Code, and all applicable fire safety standards set forth by the City regarding fire protection to protect the proposed structures and future occupants from possible wildfires. The buildings would to the extent possible be constructed with fire-resistant materials and any exterior exposed wood would be fire treated (the only exception would be the awnings which are allowed to be untreated as described in CBC Section 1405)[5]. The new buildings would also be equipped with standard safety features such as certified alarm systems, fire extinguishers, and fire sprinklers (as required by General Plan policy NS-G-2) to better alert occupants of potential wildfires. The fire sprinklers installed for the project would comply with the CBC and the National Fire Protection Association and the Santa Rosa Fire Department (SRFD) would review the fire sprinkler system prior to installation.

The project would require a building permit and be built in compliance with the CBC in affect at the time of building permit submittal and would not exacerbate the fire risk. In accordance with City requirements, the project includes the construction of two access points to provide additional access for fire apparatus and to allow emergency ingress and egress to the project site. The two ingress and egress are proposed in locations to support evacuation plans and emergency access. In compliance with the City Code and the California Fire Code, all roadways would be a minimum of 20 feet wide. Therefore, in the event of a wildfire, the project is not expected to substantially impair an adopted emergency response plan or emergency evacuation plan, and impacts would be less than significant.

Development of the project site was included in the 2016 FEIR analysis. The project would not have any new significant wildfire impacts, nor would it create a substantial increase in the severity of the previously disclosed impacts analyzed in the 2016 FEIR.

Mitigation Measures

No MMs related to wildlife were required I the 2016 FEIR. Furthermore, no new significant environmental effects and no substantial increase in the severity of previously identified significant effects were found. Therefore, no MMs for wildlife impacts are required.

Sources

- 2016 FEIR
- City of Santa Rosa General Plan 2035, 2019

[5] Per CBC Section 1405, the proposed project structural members are not required to be protected. Awnings are anticipated to be low and less than 10 percent of the exterior surface, as well as having a greater than 5 ft fire separation.

3.21 Mandatory Findings of Significance

Discussion

2016 FEIR Finding: The 2016 FEIR addressed mandatory findings of significance associated with the Specific Plan and Annexation. The 2016 FEIR concluded that the Specific Plan and Annexation would result in various levels of environmental impact significance (after mitigation, where applicable), including: No Impact, Less than Significant Impact, Significant and Unavoidable Impact, Less than Cumulatively Considerable Impact, and Cumulatively Considerable Impact. Refer to Table ES-1 (Executive Summary) of the 2016 FEIR for a summary of the environmental impacts associated with implementation of the Specific Plan and Annexation.

Based on the 2016 FEIR, implementation of the Specific Plan and Annexation, with applicable MM required by the 2016 FEIR, would not: 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.

The 2016 FEIR concluded that the Specific Plan and Annexation would not result in cumulatively considerable impacts with the exception of Impact 3.3.8 (cumulative increase of criteria air pollutants) and Impact 3.14.11 (degradation of mainline freeway operations). Furthermore, the 2016 FEIR concluded that the Specific Plan and Annexation would not result in environmental effects which would cause substantial adverse effects on human beings, either directly or indirectly.

Project Analysis: Development of the project site was included in the 2016 FEIR analysis and the project represents a minor increase of +1 dwelling unit compared to the maximum density analyzed for the project site in the 2016 FEIR. As such, this Addendum finds that actions required for the project, as identified herein, would not result in any new significant environmental effects, or result in the substantial increase of any impacts previously identified in the 2016 Final EIR.

4 Preparers and References Cited

4.1 Document Preparers

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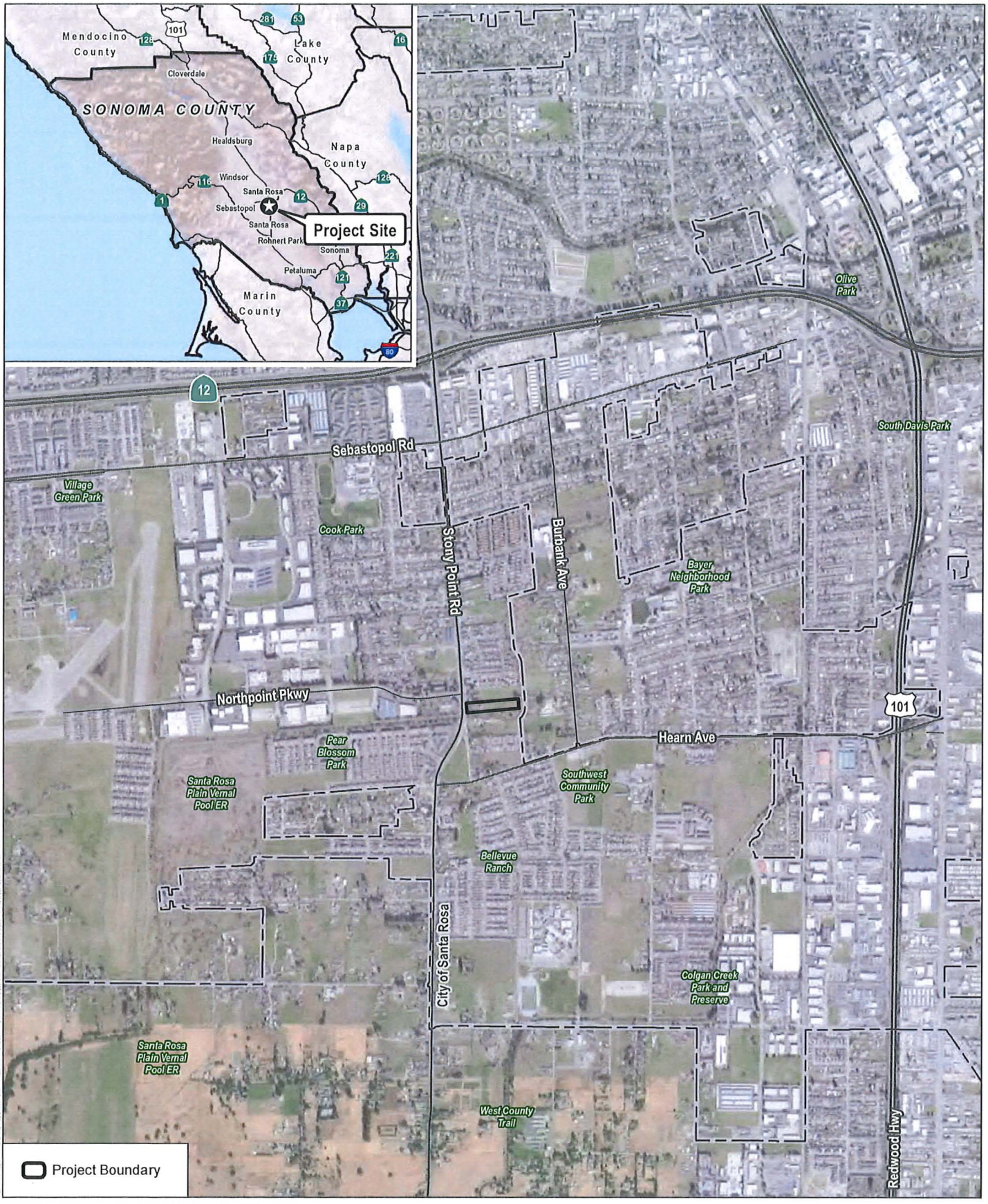

SOURCE: ESRI and Digital Globe 2021, Open Street Map 2021

DUDEK

0 1,000 2,000 Feet
0 285 570 Meters
1:24,000

FIGURE 1

Project Location

Stony Point Flats Project

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SOURCE: KTGY, 2021

DUDEK

FIGURE 2

Existing Site Conditions

Stony Point Flats Project

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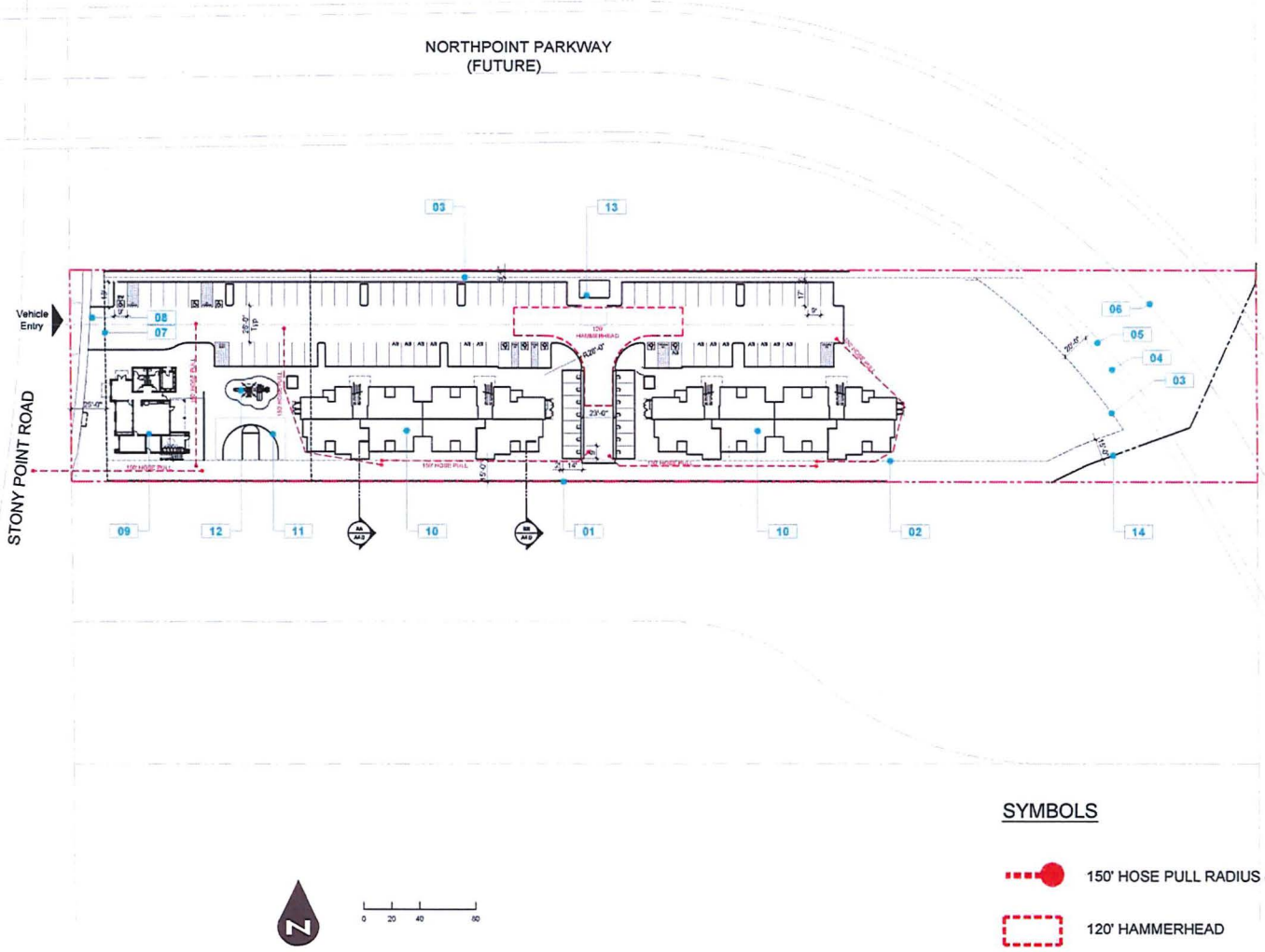

PROJECT DATA

Project Address:	Stony Point Road, Santa Rosa, CA 95407
Gross Site Area	2.5 AC (Excludes Easements and NPP RW)
Dwelling Units	50 DU
Density	20.0 DU / AC

Unit Plan	Unit Type	Total	Percent
1 Bedroom	1bd/1ba	12	24%
2 Bedroom	2bd/1ba	24	48%
3 Bedroom	3bd/2ba	14	28%
Totals		**50**	**100%**

Leasing/Resident Services ±2,580 sf

Parking Summary

Parking Type	Provided Parking
Open Spaces	68
Open Compact Spaces	14
EV Future Spaces	15
Total Provided	**97 (1.94 spaces per unit)**

Parking Required
(Per State Density Bonus: California Government Section 65915)

Unit Type	Req'd Ratio	Req'd Parking
1 Bedroom	1 sp/ DU	12
2 Bedroom	2 sp/DU	48
3 Bedroom	2 sp/DU	28
Total Required		**88 (1.76 spaces per unit)**

Laundry Summary
Required
1 Washer/Dryer per 10 DU Minimum Required
50 units x 10% = 5 Washer/Dryer Units Required
Provided
5 Washer/Dryers in Laundry Room

CALLOUT LEGEND

01 Property Line
02 Creek Setback
03 Setback
04 Easement
05 Sidewalk
06 Street Centerline
07 Easement (PG&E)
08 Easement (CSR)
09 Leasing/Residential Services Buidling B with (2) Residential Units Above (2-story)
10 Building A (3-story; 24 plex)
11 Sport Court
12 Tot Lot
13 Trash Enclosure
14 NPP RW

SYMBOLS

150' HOSE PULL RADIUS & TRAVEL

120' HAMMERHEAD

SOURCE: KTGY, 2021

DUDEK

FIGURE 3
Proposed Illustrative Site Plan
Stony Point Flats Project

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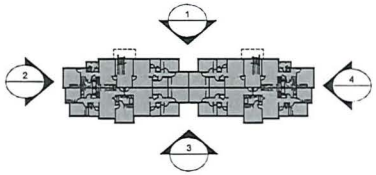
1.Front Elevation

2.Right Elevation

4.Left Elevation



Key Plan
N.T.S.

Material Legend
1. Horizontal Siding
2. Vertical Siding
3. Door
4. Trim
5. Window
6. Metal Railing
7. Roof Tile
8. Light Fixture
9. Down Spouts/ Gutter
10. Metal Awning
11. Storefront
12. Fiber Cement Panel
13. PV Panel
14. Roof Equipment Screening

SOURCE: KTGY, 2021

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FIGURE 4

Proposed Site Section of Residential Building

Stony Point Flats Project

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Photo 1: Aerial View

Photo 2: Building A Elevation

Photo 3: Building A ,Playground and Residential Buildings Aerial View

Photo 4: Residential Building Elevation

SOURCE: KTGY 2021

FIGURE 5

Proposed Project Visual Simulation

Stony Point Flats Project

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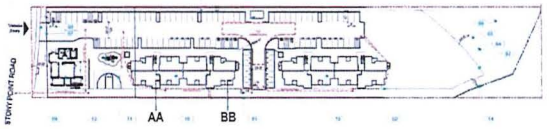
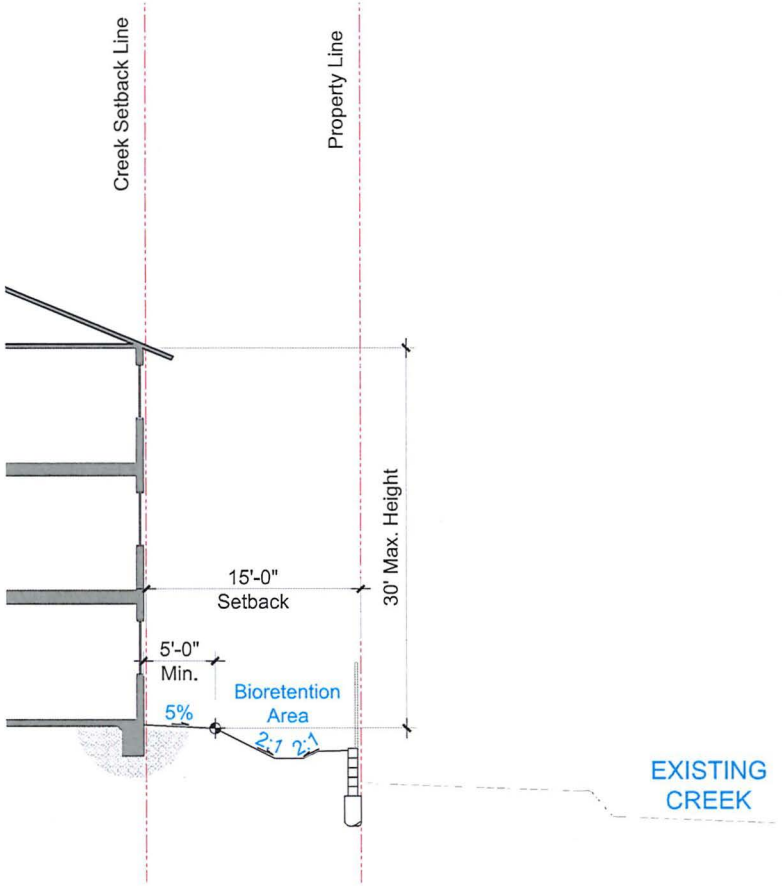
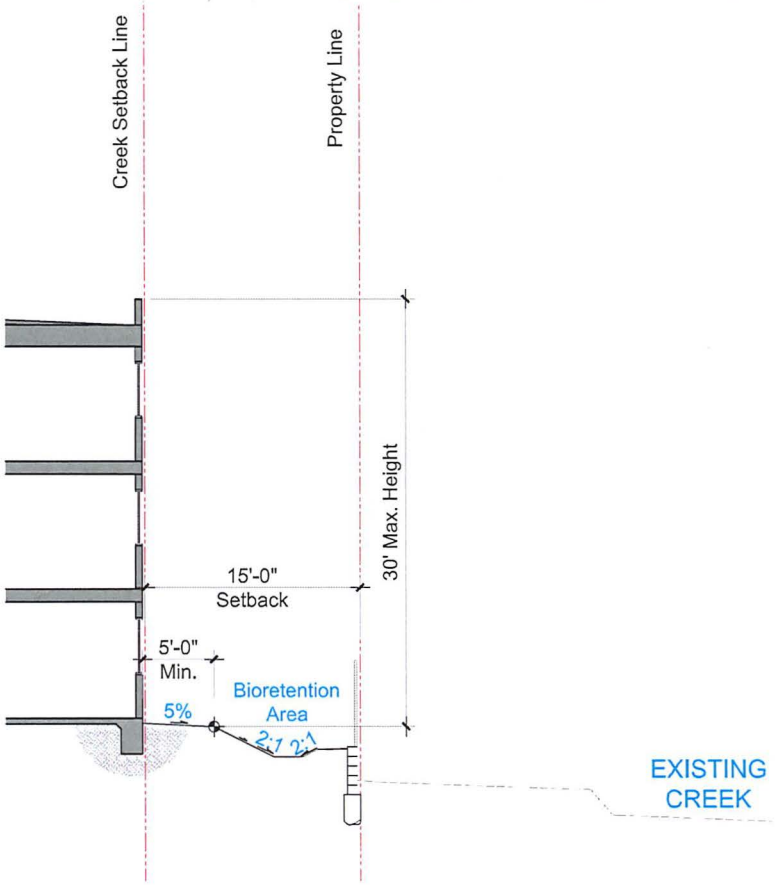




SECTION 'A-A' ROOF DESIGN CONDITION 1



SECTION 'B-B' ROOF DESIGN CONDITION 2

SOURCE: KTGY, 2021

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FIGURE 6

Roseland Creek Setback

Stony Point Flats Project

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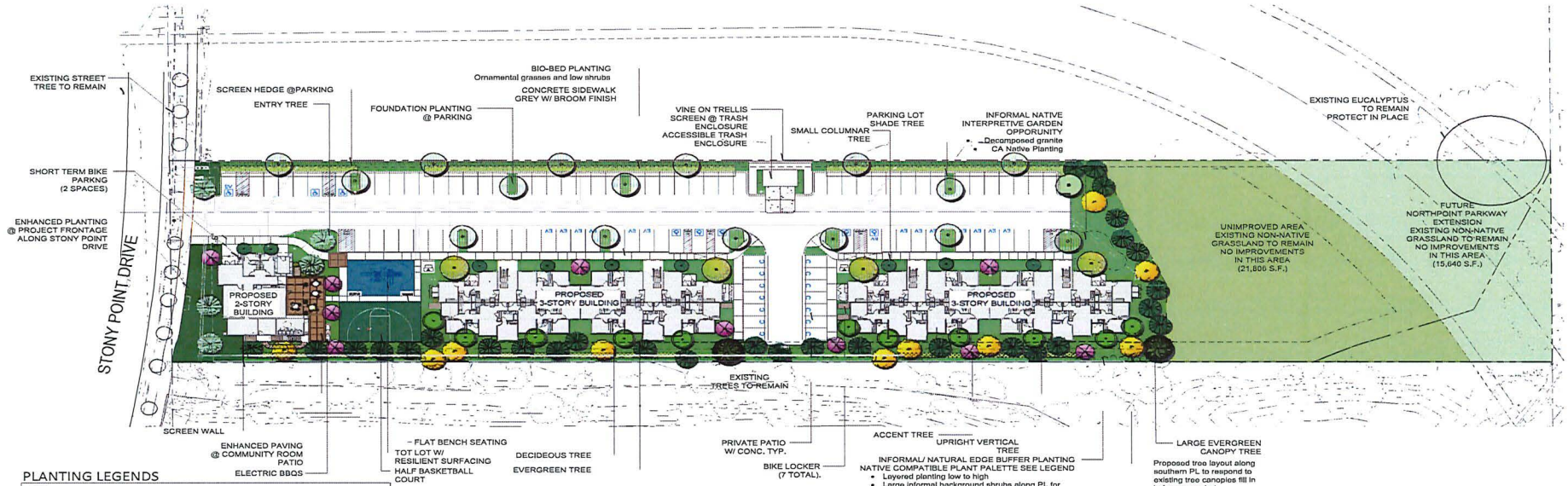

PLANTING LEGENDS

TREES

SYMBOL	BOTANICAL/COMMON NAME	SIZE	QTY	WUCOLS	REMARKS
	PARKING SHADE TREE Rhus Lancea - African Sumac	24" box	18	L	Standard
	ENTRY TREE Olea europaea - Olive	24" Box	5	L	Standard
	Ulmus parvifolia Chinese Evergreen Elm	24" Box	4	L	Standard
	EVERGREEN CANOPY TREE Quercus agrifolia - Coast live oak Quercus lobata - Valley Oak	24" Box	29	L	Standard
	Umbellularia californica California Bay Laurel	24" Box	9		
	ACCENT TREE Cercis canadensis	24" Box	10		
	DECIDEOUS TREE Platanus racemosa - California Sycamore	24" Box	10		
	UPRIGHT VERTICAL TREE Tristania conferta - Brisbane Box	24" Box	11		
	LARGE CANOPY TREE Sequoia sempervirens - Coast Redwood	24" Box	2		

98 - TOTAL TREES

SHRUBS - LARGE - PER PLAN

SYMBOL	BOTANICAL/COMMON NAME	SIZE	SPACING	WUCOLS	REMARKS
	Heteromeles arbutifolia Toyon	5 Gal		L	
	Ligustrum texanum Texas Privet	5 Gal		M	
	Rhamnus californica Coffeeberry	5 Gal		L	
	Rhus integrifolia Lemonadeberry	5 Gal		L	
	Salvia spp. Sage	5 Gal		L	
	Westringia fruticosa 'Blue Gem' Blue Gem Coast Rosemary	5 Gal		L	

SHRUBS - MEDIUM - 8,754 s.f. APPROX. +/- 1,125 PLANTS @ 36 O.C.

SYMBOL	BOTANICAL/COMMON NAME	SIZE	SPACING	WUCOLS	REMARKS
	Callistemon 'Little John' Dwarf Bottle Brush	5 Gal	30" O.C.	L	
	Hesperaloe parviflora Red Yucca	5 Gal		L	
	Raphiolepis i. 'Clara' White Hawthorne	5 Gal		L	
	Viburnum Spring Bouquet' Spring Bouquet Viburnum	5 Gal		L	
	Ribes viburnifolium Evergreen Current	5 Gal		L	

GROUNDCOVER/GRASSES - 20,426 S.F. APPROX. +/- 1,475 PLANTS @ 48" O.C.

SYMBOL	BOTANICAL/COMMON NAME	SIZE	SPACING	WUCOLS	REMARKS
	Festuca mairei Atlas Grass	1 Gal	48" O.C.	L	
	Muhlenbergia rigens Deer Grass	1 Gal	48" O.C.	L	
	Rosa 'Flower Carpet'-Red Red Flower Carpet Rose	5 Gal	30" O.C.	M	
	Rosmarinus o. 'Huntington Carpet' Prostrate Rosemary	1 Gal	48" O.C.	L	
	Baccharis p. 'Twin Peaks' Dwarf Coyote Bush	1 Gal	48" O.C.	L	
	Myoporum parvifolium 'Putah Creek' Putah Creek Myoporum	1 Gal	36" O.C.	L	

BIO-RETENTION BASIN - 4,725 s.f. APPROX. +/- 2,425 PLANTS @ 18" O.C.

SYMBOL	BOTANICAL/COMMON NAME	SIZE	SPACING/QTY	WUCOLS	REMARKS
	Achillea millefolium Yarrow	1 Gal	18" O.C.	L	
	Carex divulsa Berkeley Sedge	1 Gal	18" O.C.	L	
	Muhlenbergia rigens Deer Grass	1 Gal	18" O.C.	L	
	Juncus patens 'Elks Blue' Elks Blue Rush	1 Gal	18" O.C.	L	
	Leymus condensatus 'Canyon Prince' Canyon Prince Rye grass	1 Gal	18" O.C.	L	

SOURCE: JJH, 2021

FIGURE 7

Proposed Open Space Diagram

Stony Point Flats Project

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